



**CLARKSVILLE CITY COUNCIL
SPECIAL SESSION
JUNE 17, 2021, 4:30 P.M.**

**CITY COUNCIL CHAMBERS
106 PUBLIC SQUARE
CLARKSVILLE TN 37040**

AGENDA

- 1) CALL TO ORDER *Mayor Joe Pitts*
- 2) PRAYER *First Lady Cynthia Pitts*
- 3) PLEDGE OF ALLEGIANCE *Councilperson Karen Reynolds*
- 4) ATTENDANCE *City Clerk*
- 5) PUBLIC HEARING: FY22 BUDGET *(5 minutes each)*
- 6) TRANSPORTATION 2020+ STRATEGY *Mayor Joe Pitts*
 1. **RESOLUTION 83-2020-21** Accepting and endorsing the Transportation 2020+ Strategy, a public improvement program for construction of roads, sidewalks, transit facilities, and other transportation system infrastructure during Fiscal Year 2021-22 through Fiscal Year 2025-26

7) **FY22 BUDGETS** *Mayor Joe Pitts*

1. **ORDINANCE 120-2020-21** (First Reading) Amending the FY21 Operating Budget and approving the FY22 Operating Budget for the Central Business Improvement District (CBID)
2. **ORDINANCE 121-2020-21** (First Reading) Amending the FY21 Operating and Capital Budgets and adopting the FY22 Operating and Capital Budgets for CDE Lightband
3. **ORDINANCE 122-2020-21** (First Reading) Amending the FY21 Operating and Capital Budgets and adopting the FY22 Operating and Capital Budgets for Clarksville Transit System
4. **ORDINANCE 123-2020-21** (First Reading) Amending the FY21 Operating and Capital Budgets and adopting the FY22 Operating and Capital Budgets for Clarksville Gas & Water Department
5. **ORDINANCE 124-2020-21** (First Reading) Amending the FY21 Budget and approving the FY22 Annual Action Plan and Budget and authorizing application for Community Development Block Grant and HOME Investment Partnership Funds as well as other programs
6. **ORDINANCE 125-2020-21** (First Reading) Amending the FY21 Operating Budget and adopting FY22 Operating Budget for the Internal Service Funds
7. **ORDINANCE 126-2020-21** (First Reading) Amending the FY21 Operating Budget and establishing the FY22 Operating Budget for the Clarksville Parking Commission, a Proprietary Fund
8. **ORDINANCE 127-2020-21** (First Reading) Amending the Official Code pertaining to establishment of the Building & Facilities Maintenance Department
9. **ORDINANCE 129-2020-21** (First Reading) Amending the Official Code pertaining to employee benefits (retirees hired after July 1, 2006)

10. **ORDINANCE 128-2020-21** (First Reading) Amending the FY21 Operating and Capital Budgets and adopting the FY22 Operating and Capital Budgets for the Governmental Funds and adopting the Tax Rate for the fiscal year beginning July 1, 2021 and ending June 30, 2022

8) ADJOURNMENT

RESOLUTION 83-2020-21

A RESOLUTION ACCEPTING AND ENDORSING THE TRANSPORTATION 2020+ STRATEGY, A PUBLIC IMPROVEMENT PROGRAM FOR CONSTRUCTION OF ROADS, SIDEWALKS, TRANSIT FACILITIES AND OTHER TRANSPORTATION SYSTEM INFRASTRUCTURE DURING FISCAL YEAR 2021-22 THROUGH FISCAL YEAR 2025-26

WHEREAS, Transportation investments play a critical role in determining the health and character of a community, the interaction of people and land uses, and the economic performance of our City; and

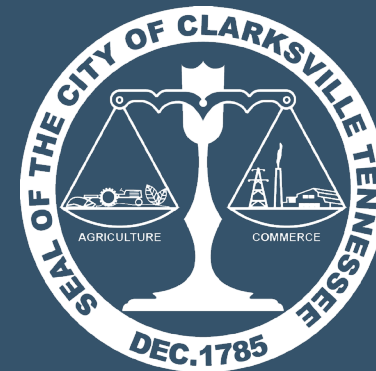
WHEREAS, a Transportation Team comprised of the Mayor and leaders of the Clarksville Street Department, Clarksville Transit System, Clarksville Parks & Recreation, Clarksville Finance & Revenue, the Regional Planning Commission, and the Metropolitan Planning Organization researched Clarksville's priority transportation needs and developed a strategy for action; and

WHEREAS, This 2020+ Transportation Strategy affirms the City's commitment to developing and maintaining its multimodal transportation system with a focus on mobility, safety and equity; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:

That the Transportation 2020+ Strategy is accepted and endorsed as a prescriptive strategic document and information source to guide future transportation investment decisions within the City of Clarksville.

ADOPTED:



TRANSPORTATION 2020+

PRIORITY DECISIONS FOR TODAY, TOMORROW AND BEYOND

2020+ TRANSPORTATION STRATEGY

PRIORITY DECISIONS FOR TODAY, TOMORROW AND BEYOND

TRANSPORTATION 2020+

INTRODUCTION

It is no secret, the greater Clarksville area is growing fast. We all agree that traffic congestion is getting worse. More people, more vehicles, and more construction make any trip through the community a potentially difficult journey.

Finding the right solutions is critical to our quality of life. But what are the right solutions? What is the right mix of investments that will address your personal challenges with transportation? What are you willing to contribute in order to see a significant improvement?

Even though the COVID-19 public health emergency interrupted the transportation planning process, now is the time to keep moving forward with our transportation solutions.

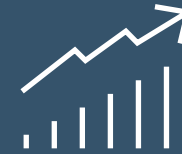
Mayor Joe Pitts, the City Council, and leaders of the Clarksville Street Department, Clarksville Transit System, Clarksville Parks & Recreation, Clarksville Finance & Revenue, the City Communications office the Regional Planning Commission, and our Metropolitan Planning Organization have gathered over the past several months to study Clarksville's priority transportation needs and develop a strategy for action.

Since many of Clarksville's major thoroughfares are state highways, the planning group has worked closely with Tennessee Department of Transportation officials to understand where, how, and when State Routes will be improved.



DATA & TRENDS

Between 2020 and 2040, the Clarksville area is expected to swell by 40 percent.



90,455
NEW RESIDENTS

298,919
PROJECTED TOTAL
POPULATION



If our road network and transportation infrastructure is not expanded and improved, this undoubtedly will create more volume on area roadways, longer travel times, and an increase in the amount of miles traveled in congested conditions.

Transportation investments play a critical role in determining the health and character of a community, the interaction of people and land uses, and the economic performance of our City.

This 2020+ Transportation Strategy affirms the City's commitment to developing and maintaining its multimodal transportation system with a focus on mobility, safety and equity. This plan will function as a transparent road map for future transportation investments.



THE PLAN

TRANSPORTATION 2020+



ABOUT

The 2020+ Transportation Strategy is a strategic document designed to guide transportation decisions within the fiscal constraints of the City's budget and limited state and federal funding opportunities. The plan

also estimates the costs associated with priority improvements, and clearly outlines options to fund the plan's goals.

"The Transportation 2020+ Strategy was prepared to set our street and road priorities for the near future. We need a roadmap that we commit to follow, in broad terms, even as we move through elections and personnel changes. Otherwise, we'll never get where we need to go."

Mayor Joe Pitts

CLARKSVILLE'S TRANSPORTATION VISION



TRANSPORTATION 2020+

Clarksville's transportation network enhances the City's unique character by safely interconnecting our residents, employees and visitors to open spaces, neighborhoods, jobs, downtown and the region through investments that improve roadway capacity, and are walkable, bikeable, transit supportive and sustainable.

The transportation vision is informed by the City's identified mobility challenges:

1. Regional Transportation and Community Quality of Life
2. Community Connectivity, Comfort and Safety
3. Transit Convenience

The vision is supported by a set of three broad community values that help shape and steer the plan's implementation. These core values will guide the City's transportation investments and must be acknowledged and defended to ensure that change and investments to the City's transportation network occur in accordance with these goals.

Clarksville's core values are for the transportation system to be:



SAFE AND CONNECTED

- Create greater travel capacity, safety and convenience for motorists, pedestrians, cyclists, transit riders.
- Ensure Clarksville is an interconnected city that can be enjoyed by people of all ages and mobility levels.
- Strive to provide our motorists, pedestrians, bicyclists and transit riders a consistent range of predictable travel times.



LIVABLE AND RESILIENT

- Ensure Clarksville is a community where neighborhoods and public spaces are connected.
- Ensure each mode of travel provides choices in anticipation of unforeseen challenges, such as weather events, crashes, explosions or fires that limit or block routes.
- Contribute to the economic prosperity, public health and exceptional quality of life in the city.



PRUDENT AND EQUITABLE

- Make motorists, transit riders, bicyclists and pedestrians of all ages and abilities partners in transportation solutions.
- Distribute transportation investments equitably throughout the city, ensuring all residents, employees, and visitors have transportation choices regardless of their income, racial makeup, age or personal agility.
- Ensure responsible use of our fiscal resources to maximize the return on our investments and minimize financial risk to the community.

“We’re committed to distributing transportation investments equitably throughout the city, while ensuring responsible use of the resources provided by taxpayers to maximize the return and minimize financial risk.”

Mayor Joe Pitts



MAKING IT HAPPEN

Achieving a transportation vision happens through a collaborative and sustained process. It identifies programs and implements projects that address the community’s transportation needs equitably and efficiently. The City of Clarksville is responsible for implementing the 2020+ Transportation Strategy, often in partnership with other agencies such as TDOT, Montgomery County and the Regional Planning Commission.

ASSESSMENT

The purpose of the 2020+ Transportation Strategy is to identify and confront current traffic challenges while actively planning for those on the horizon. The Strategy represents an initial traffic and mobility needs assessment and offers a list of eligible projects that address the transportation challenges the City should overcome.

PRIORITIZATION

The Strategy prioritizes transportation projects into tiers based on need, their ability to solve the City’s most pressing traffic and mobility problems, and the best allocation of City resources to equitably implement transportation priorities throughout the city.

Programs and projects listed in this plan were identified through a combination of previously identified needs by the Clarksville Street Department;

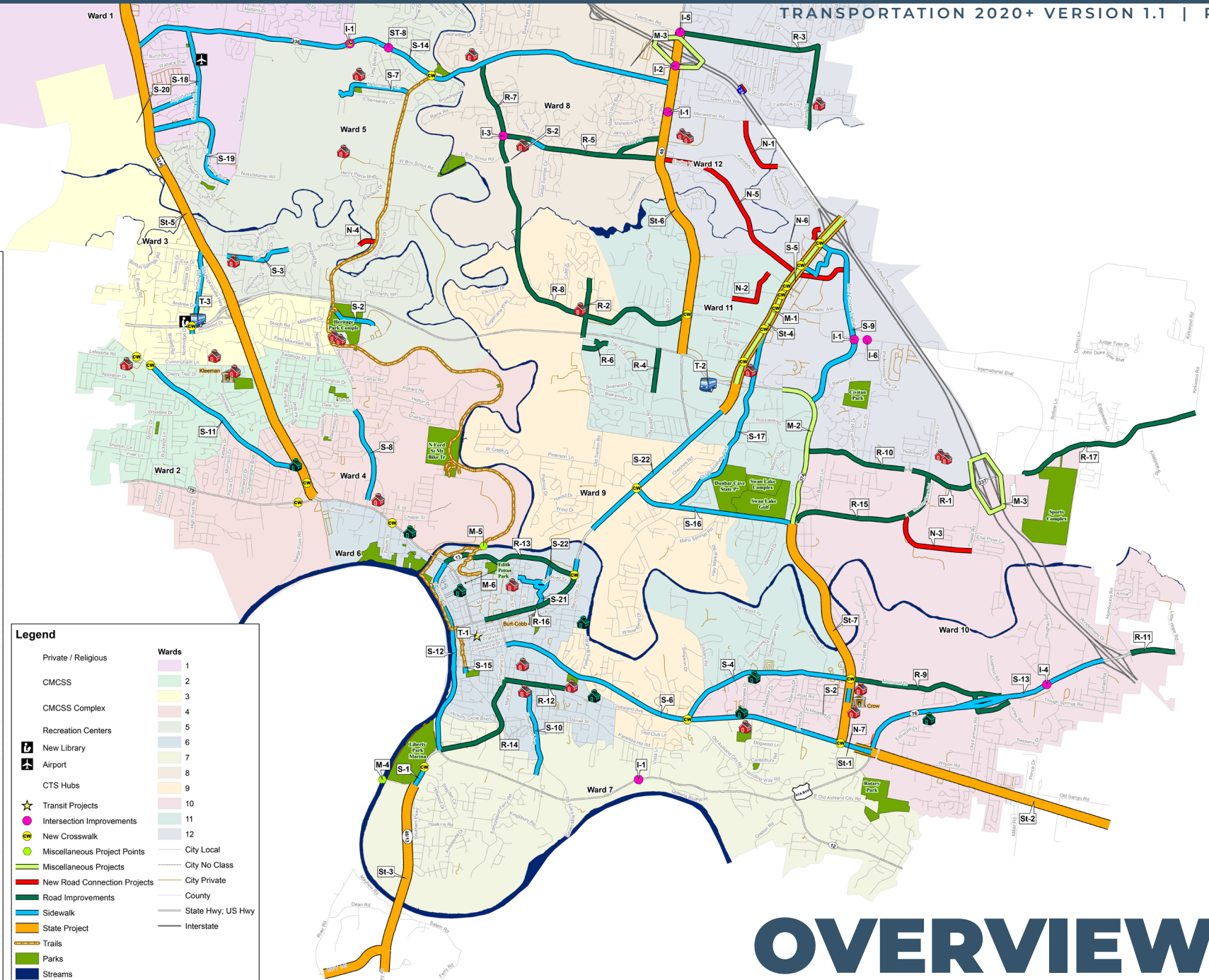
Clarksville Transit System; Clarksville Parks & Recreation; input from the Mayor and City Council; and input from the RPC and MPO leaders.

Planning level cost estimates are listed as an important part of the document, but were not used exclusively to prioritize projects. City Council will take more accurate engineering level costs into consideration annually when finalizing the City budget.

ID	Project Title (Description)
*Indicates a current project.	
Transit Projects	
T-1	Main Transit Station Relocation
T-2	Transit Hub
T-3	Transit Hub
Road Improvement Projects	
R-1	*Rossview Rd Improvements / Dunbar Cave Realignments
R-2	*Whitfield Rd Improvements
R-3	*Tylertown and Oakland Rd Improvements
R-4	Pea Ridge Rd Widening
R-5	Hazelwood Rd Improvements
R-6	Tacey Ln Realignment
R-7	Needmore Rd Improvements Phase 1
R-8	Needmore Rd Improvements Phase 2
R-9	Memorial Ex. Old Farmers/Trough Springs
R-10	Rossview Rd Widening
R-11	SR 76 Improvement
R-12	Crossland Ave Improvements
R-13	Kraft Street Road Widening
R-14	Cumberland Rd Improvements
R-15	Dunbar Cave Widening
R-16	College St Sidewalk & Streetscape
R-17	Rossview Rd Widening (International Blvd to Kirkwood Rd)
New Road Connection Projects	
N-1	Connect Kennedy Lane to Meriwether
N-2	Connect Union Hall to South Hampton
N-3	Connect Powell Road to Dunbar Cave Road
N-4	Connect I-86 Dr to Peachers Mill
N-5	*Spring Creek Parkway
N-6	Kennedy Access Road
N-7	Rufus Johnson Road Connection
Intersection Improvements	
I-1	*Spot Intersection Improvements
I-2	Traffic Signal Exit 1
I-3	Needmore/Hazelwood Intersection Improvement
I-4	SR 76 and Fine Station Rd
I-5	Tylertown and Trenton (right slip lane)
I-6	Traffic Signal Dunlop Ln and Chesapeake Ln
Sidewalk	
S-1	Hay 48/13 Sidewalk
S-2	*Safe Routes to School Projects
S-3	Ringgold Rd
S-4	Memorial Dr
S-5	Monks / Mr C / Clay Lewis
S-6	Madison St (10th St to SR 76)
S-7	North Sennemy Cir
S-8	Peachers Mill Rd
S-9	Ted Crozier Sr Blvd
S-10	Greenwood Ave / Edmondson Ferry
S-11	Lafayette Rd
S-12	Riverside Dr
S-13	SR 76 Multilane Path/Sidewalk
S-14	Tiny Town Sidewalk
S-15	Upland Trail to Valleybrook Park
S-16	Dunbar Cave Rd
S-17	Old Russellville Pike
S-18	Outfield Rd
S-19	Jack Miller Blvd Sidewalk
S-20	Airport Rd Sidewalk
S-21	Vulcan Property to Greenway
S-22	Wilma Rudolph Blvd (State Project to Kraft St)
S-23	Jordan Rd Sidewalk
Miscellaneous	
M-1	*Adaptive Signal System
M-2	Wurfield Blvd Street Lights
M-3	Interchange Lighting (Exit 1 and 8)
M-4	Cunningham Bridge Rehabilitation
M-5	Greenway Pedestrian Bridge
M-6	AFSU Greenway
State Projects	
St-1	Madison St Improvements and Access Roads
St-2	Madison St/Hwy 41A South Sidewalks
St-3	Hwy 48/13 Road Widening
St-4	Wilma Rudolph Blvd Sidewalks
St-5	Fort Campbell Blvd
St-6	Trenton Rd Widening
St-7	Wurfield Widening Project
St-8	Install Traffic Signal Tiny Town and Twelve Oaks
No Geographic Location/Various Locations	
Transit Bus Shelter Expansion	
Bus Priority	
Tiny Town Traffic Signal	
Roundabouts	
School Connectivity Projects	
Streetscape Beautification	
Storm Water Utility	
Contract Paving	

Legend

Private / Religious	Wards
CMCSS	1
CMCSS Complex	2
Recreation Centers	3
New Library	4
Airport	5
CTS Hubs	6
Transit Projects	7
Intersection Improvements	8
New Crosswalk	9
Miscellaneous Project Points	10
Miscellaneous Projects	11
New Road Connection Projects	12
Road Improvements	City Local
Sidewalk	City No Class
State Project	City Private
Trails	County
Parks	State Hwy; US Hwy
Streams	Interstate



OVERVIEW

TIERS

SETTING ACTIONABLE PRIORITIES



"This is an action strategy, not another plan that sets on the shelf and gathers dust."

Mayor Joe Pitts



Tier 1 projects are prioritized by their ability to adhere to the City's transportation core values.

They are generally larger projects which are ranked as urgently needed to address traffic congestion, promote motorist and pedestrian safety, connect the community and expand transit service.

Tier 2 and Tier 3 projects and programs focus on the community's identifiable and expected future mobility needs.

This report focuses on Tier 1 projects. A full list of Tier 2 and 3 projects, with maps, begins on pg. 29. The project level cost estimates envisioned Tiers 1, 2 and 3 total \$432,780,000.

Pg. 09 breaks down the Tier 1 projects proposed for immediate attention in the 2020+ Transportation Strategy. The project level cost estimates envisioned in Tier 1 total \$200,200,000.

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PROJECTS

TIER 1

PROJECTS: TIER 1

ROADWAY, BRIDGE & INTERSECTION CAPACITY PROJECTS

Rossvie Road Improvement/Dunbar Road Realignments
Whitfield Road Widening/101st-Needmore Intersection
Tylertown/Oakland Road Improvements
Spring Creek Parkway
Exit 1 Traffic Signals & Ramp/Lighting & Slip Lane
Needmore Road--Boy Scout to Tiny Town/Phase 1
Memorial Extension/Old Farmers Road/Trough Springs

SOURCE	FUNDED	COST
LOCAL + STATE	YES	\$8.52M
LOCAL	YES	\$16M
LOCAL	PARTIAL	\$37M
LOCAL	PARTIAL	\$51M
LOCAL + STATE	NO	\$1.61M
LOCAL	NO	\$17.5M
LOCAL	NO	\$26.5M

TOTAL COST :

\$158.13M

SIDEWALKS & MULTI-USE PATHS: PEDESTRIANS, BIKES & GREENWAYS

Tiny Town Road/10 Foot Multi-Use Path
Greenwood Ave/Edmondson Ferry Sidewalks
Jordan Road Sidewalk/5 Foot Sidewalks
North Senseney Circle/Barkers Mill School Sidewalks
Highway 48/13 Sidewalk/Crosswalks

SOURCE	FUNDED	COST
LOCAL + GRANT ELIGIBLE	NO	\$23.4M
LOCAL + GRANT ELIGIBLE	NO	\$4.2M
LOCAL + GRANT ELIGIBLE	NO	\$2.98M
LOCAL + GRANT ELIGIBLE	NO	\$990K
LOCAL + GRANT ELIGIBLE	NO	\$2.5M

TOTAL COST :

\$34.07M

TRANSIT STRATEGY

Main Transit Station/Relocation

SOURCE	FUNDED	COST
FEDERAL	NO	\$10M

TOTAL COST :

\$10M

TIER 1 TOTAL COST :

\$202.2M

EXPLORING OPTIONS

Throughout many of the Tier 1 projects, there is an ability to tailor each project to the needs of the community. Whether those needs be multi-use paths, bike lanes, sidewalks, turn lanes, etc., the following renderings go into detail about the choices available. Keep these choices in mind while looking through the pictures and maps of the Tier 1 projects. This will give better understanding on the possibilities of each projects.

Please note: The below options are not available for all projects due to size constraints.

OPTION 1



OPTION 2



OPTION 3



TIER 1

ROSSVIEW ROAD

THE DETAILS

Work is under way on this two-phase project to widen Rossview Road in front of the Rossview Schools Campus from Interstate 24 to Page Estates. The project also will realign Dunbar Cave Road to meet Cardinal Lane, reducing the number of intersections and traffic movements near the schools campus.

Cost: \$8.52 million

ROSSVIEW ROAD IMPROVEMENTS/DUNBAR ROAD REALIGNMENT

Dunbar Cave Rd

ROSSVIEW ROAD IMPROVEMENTS/DUNBAR ROAD REALIGNMENT

TRANSPORTATION 2020+ VERSION 1.1 | P. 15



TRANSPORTATION 2020+

I-24

TIER 1

WHITFIELD ROAD

THE DETAILS

Design and right-of-way acquisition has begun on this project to widen Whitfield Road from Tracy Lane south of 101st Parkway to Needmore Road. A section of Needmore Road also will be improved and the intersection of Whitfield and Needmore would be converted to a roundabout.

Cost: \$16 million

For an animated video of the proposed project, [click here](#).



WHITFIELD ROAD WIDENING/101ST-NEEDMORE INTERSECTION

WHITFIELD ROAD



TIER 1 TYLERTOWN / OAKLAND ROAD

THE DETAILS

Design is under way on this project to widen Tylertown Road from Trenton Road east to the City Limits and to widen Oakland Road from Tylertown to Meriwether Road. The intersection of Tylertown and Oakland will be converted to a roundabout.

Cost: \$37 million

TYLERTOWN / OAKLAND ROAD ROUNDAABOUT



TIER 1

TYLERTOWN / OAKLAND ROAD



TYLERTOWN/OAKLAND ROAD IMPROVEMENTS

THE DETAILS

This map shows the full proposed Tylertown Road/Oakland Road project, which will improve road access and add sidewalks to an area that has seen rapid residential development and the recent addition of the new Oakland Elementary School.

Cost: \$37 million

Tylertown Rd

Tylertown Rd (9,300 Feet)

Samantha Ln

I 24

Oakland Rd (5,400 Feet)

Rd

Cu



TIER 1

SPRING CREEK

PARKWAY



THE DETAILS

Design and right of way efforts have begun on the Spring Creek Parkway, the most ambitious project envisioned in the Transportation 2020+ Strategy. The Spring Creek Parkway, is a new multilane thoroughfare spanning 3 miles, which would provide an alternate route connecting Trenton Road near Exit 1 with the Wilma Rudolph Boulevard/Governors Square retail district.

Cost: \$49.5 million

For a flyover video of the proposed project, [click here](#).

TIER 1 EXIT 1



EXIT 1 TRAFFIC SIGNALS & RAMP/LIGHTING & SLIP LANE

THE DETAILS

This project would improve the traffic flow between Exit 1 and Tylertown Road, providing a slip lane from the westbound I-24 exit ramp to Tylertown. The project also calls for improved traffic signals and lighting.

Cost: \$1.61 million

TIER 1

MEMORIAL EXTENSION

TRANSPORTATION 2020+ VERSION 1.1 | P. 26

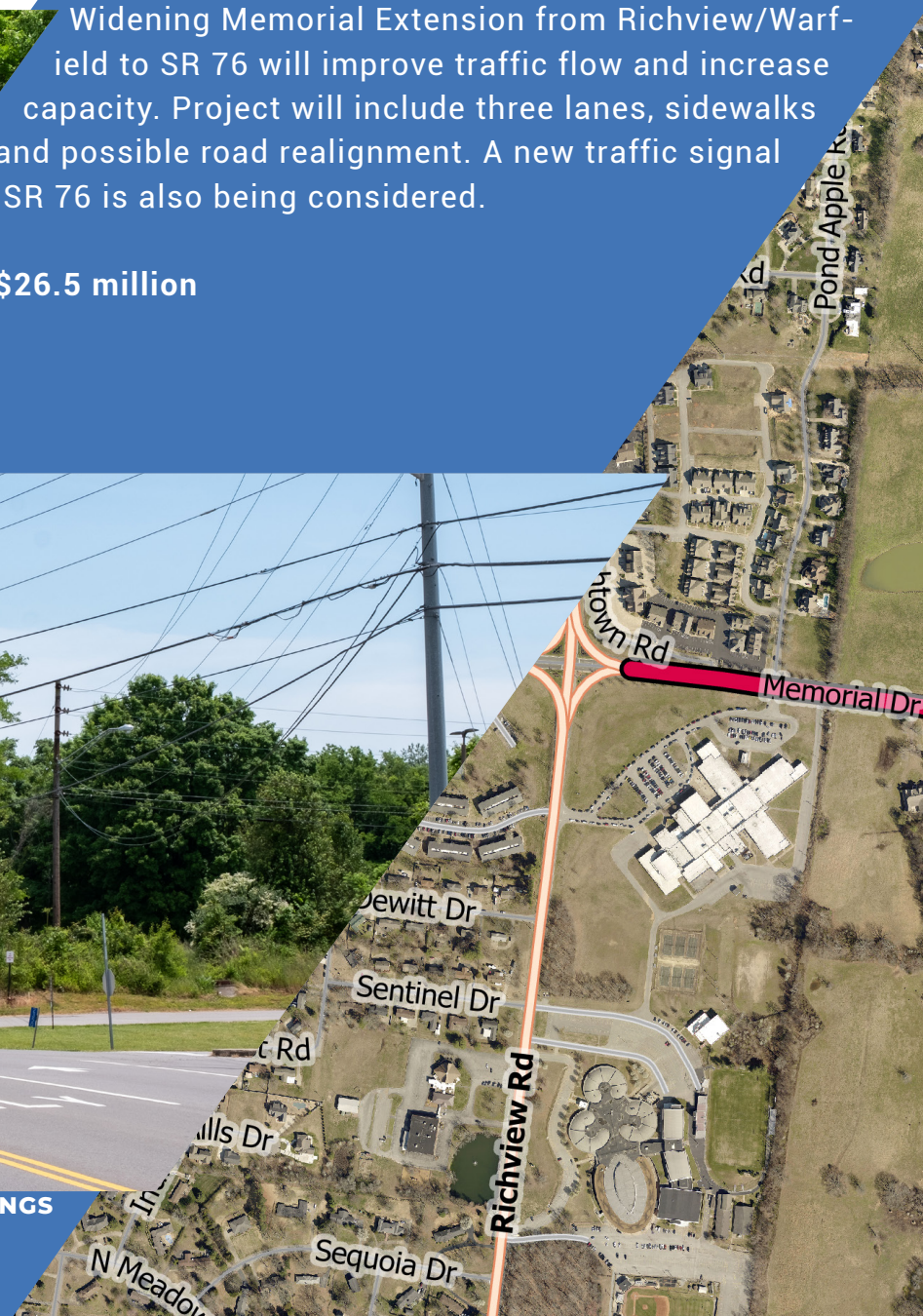
THE DETAILS

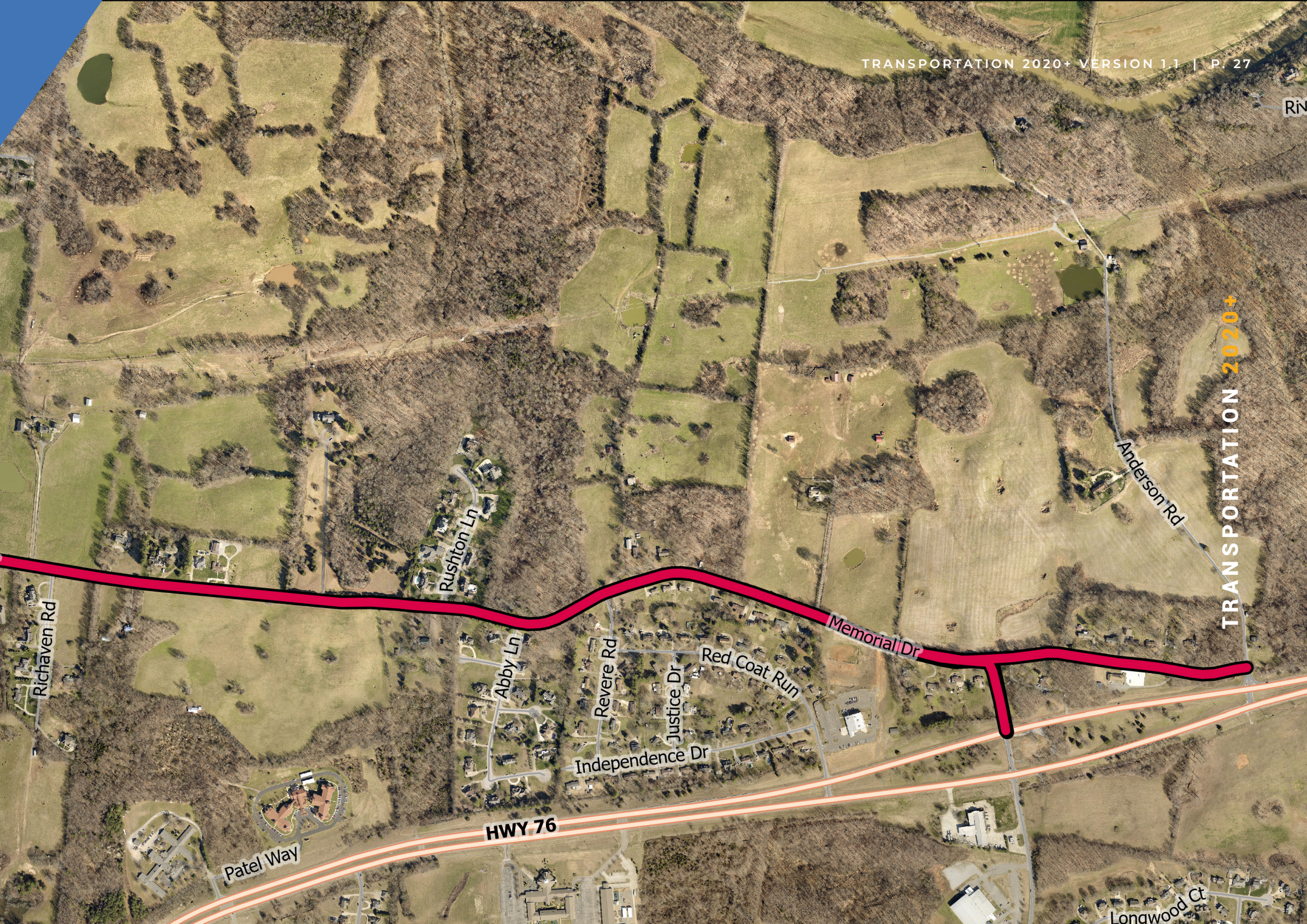
Widening Memorial Extension from Richview/Warfield to SR 76 will improve traffic flow and increase capacity. Project will include three lanes, sidewalks and possible road realignment. A new traffic signal at SR 76 is also being considered.

Cost: \$26.5 million



MEMORIAL EXTENSION/OLD FARMERS ROAD/TROUGH SPRINGS





TRANSPORTATION 2020+

Richaven Rd

Rushton Ln

Abby Ln

Revere Rd

Justice Dr

Independence Dr

Red Coat Run

Memorial Dr

Anderson Rd

HWY 76

Patel Way

Longwood Ct

TIER 1

NEEDMORE ROAD PHASE 1



NEEDMORE ROAD--BOY SCOUT TO TINY TOWN/PHASE 1

THE DETAILS

Widening of Needmore Road from East Boy Scout Road to Tiny Town Road will alleviate traffic congestion during peak times and improve traffic flow. Preliminary plans include three to five lanes, sidewalks and a new traffic signal at Hazelwood Road.

Cost: \$17.5 million



THE DETAILS

This project would replace the existing CTS Transit Center on Legion Street with a larger transit hub at another downtown location. The goal is to reduce transit traffic congestion in the heart of downtown and provide more space for future transit system expansion.

Cost: \$10 Million

MAIN TRANSIT STATION RELOCATION



TIER 1 PROJECT

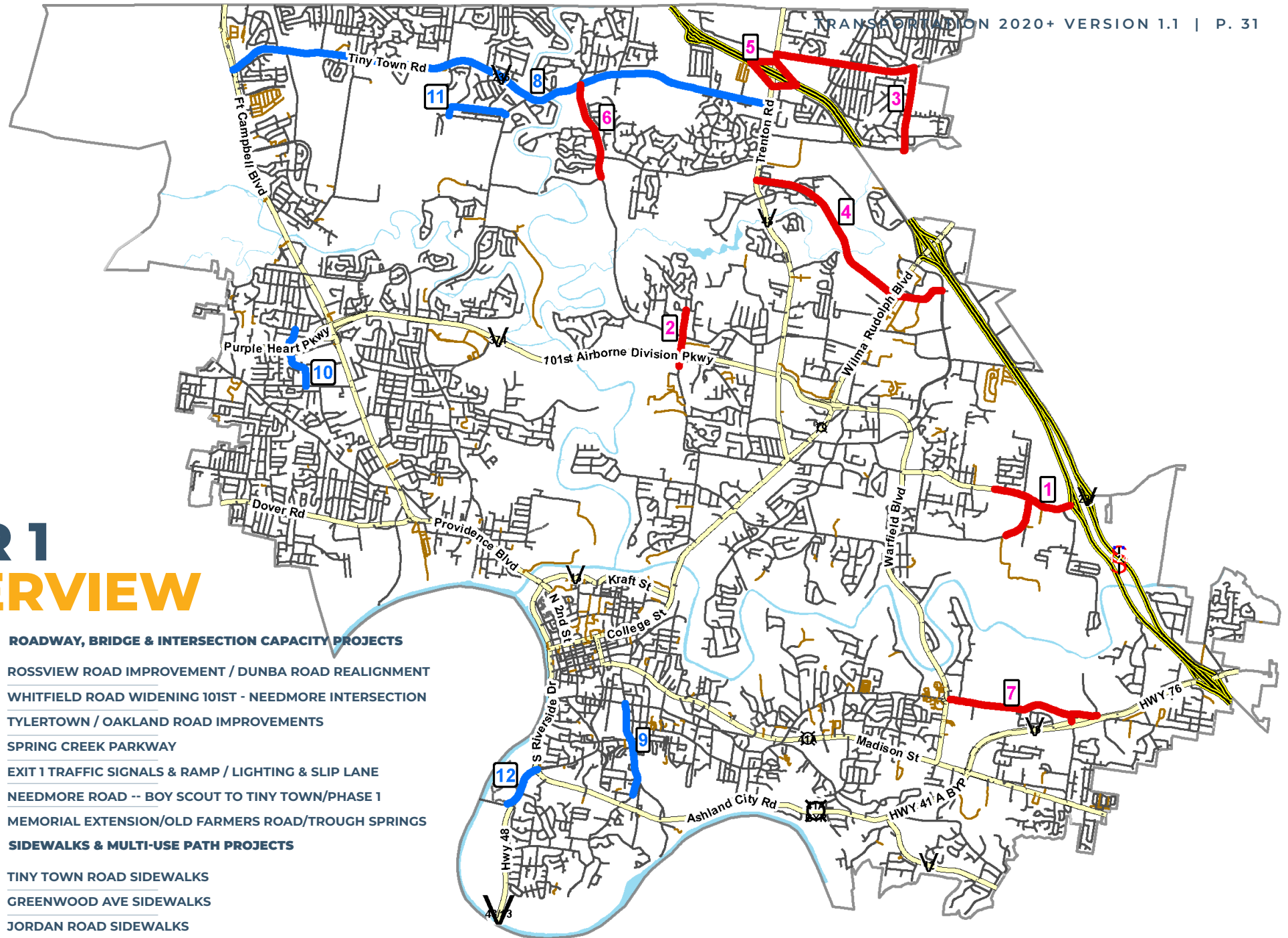
TIER 1 OVERVIEW

PROJECT

- 1 ROSSVIEW ROAD IMPROVEMENT / DUNBA ROAD REALIGNMENT
- 2 WHITFIELD ROAD WIDENING 101ST - NEEDMORE INTERSECTION
- 3 TYLERTOWN / OAKLAND ROAD IMPROVEMENTS
- 4 SPRING CREEK PARKWAY
- 5 EXIT 1 TRAFFIC SIGNALS & RAMP / LIGHTING & SLIP LANE
- 6 NEEDMORE ROAD -- BOY SCOUT TO TINY TOWN/PHASE 1
- 7 MEMORIAL EXTENSION/OLD FARMERS ROAD/TROUGH SPRINGS

PROJECT

- 8 TINY TOWN ROAD SIDEWALKS
- 9 GREENWOOD AVE SIDEWALKS
- 10 JORDAN ROAD SIDEWALKS
- 11 NORTH SENSENEY CIRCLE SIDEWALKS
- 12 HIGHWAY 48/13 SIDEWALK/CROSSWALKS

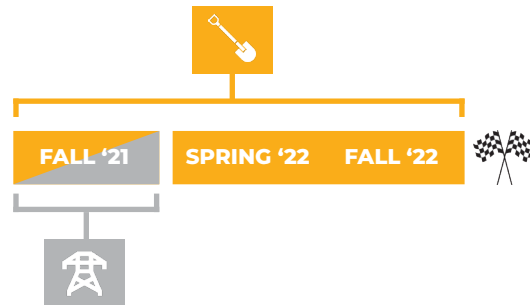


TIER 1 TIMELINES

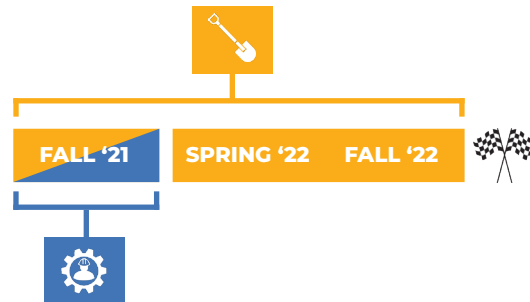
ROADWAY, BRIDGE & INTERSECTION CAPACITY PROJECTS

TRANSPORTATION 2020+

ROSSVIEW ROAD IMPROVEMENT/
DUNBAR ROAD REALIGNMENTS
COST: \$8.52M

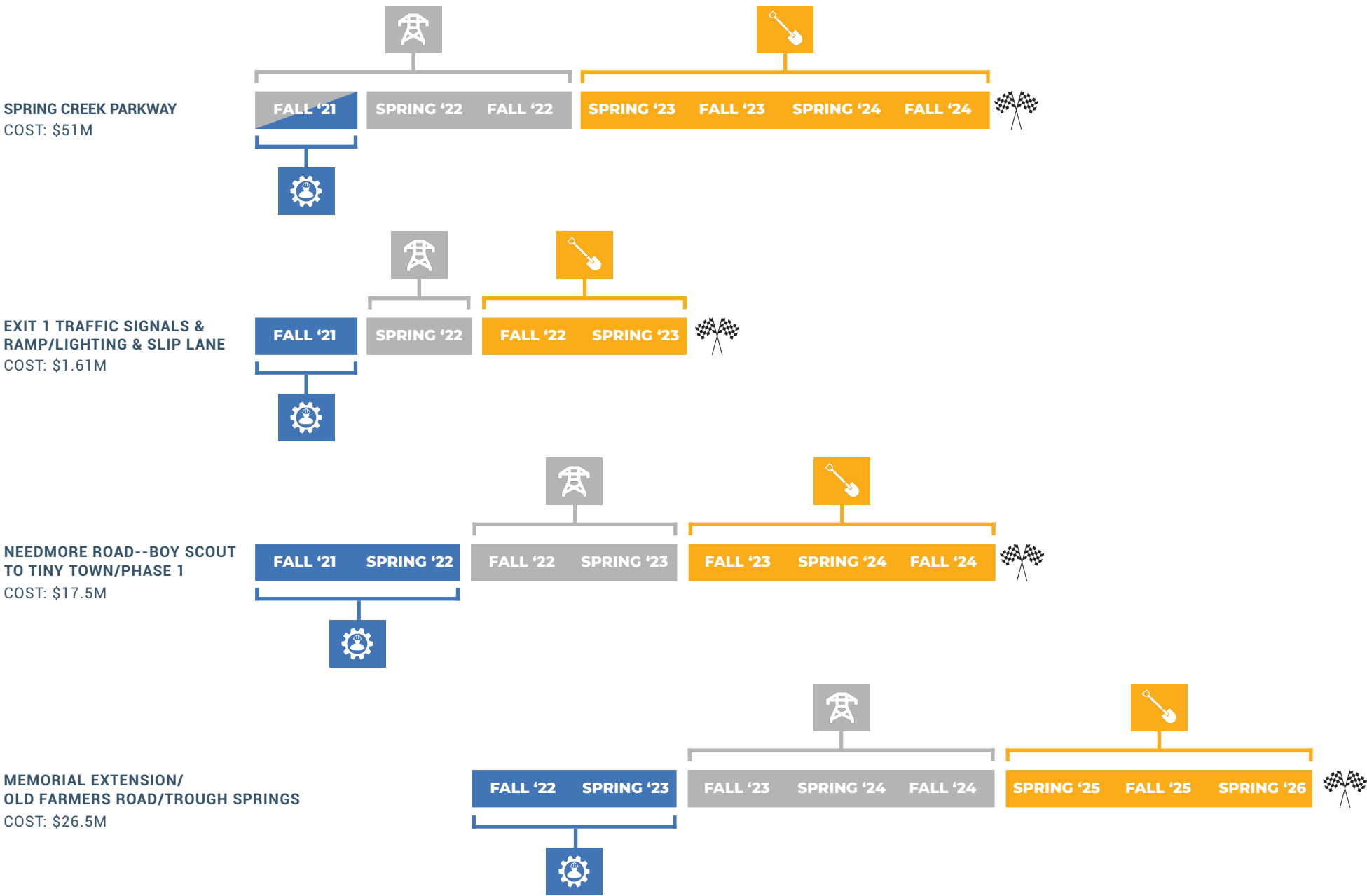


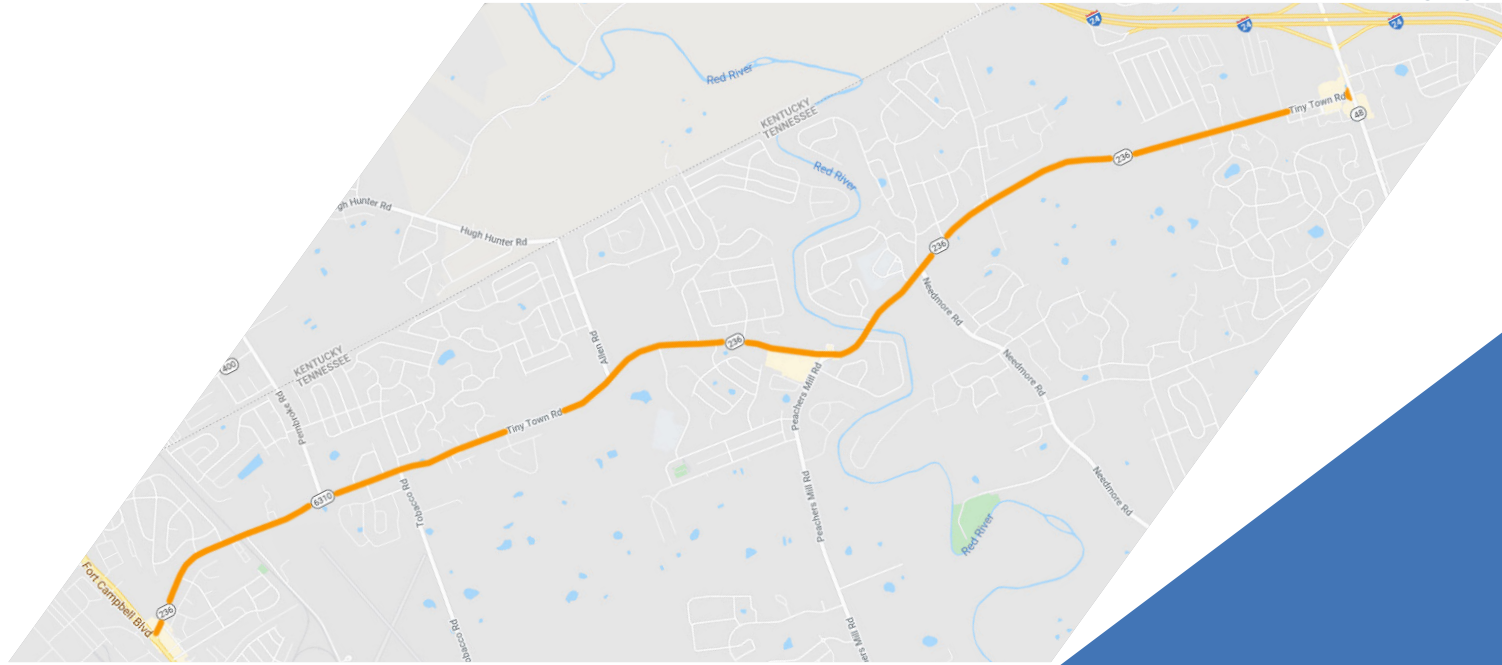
WHITFIELD ROAD WIDENING/
101ST-NEEDMORE INTERSECTION
COST: \$16M



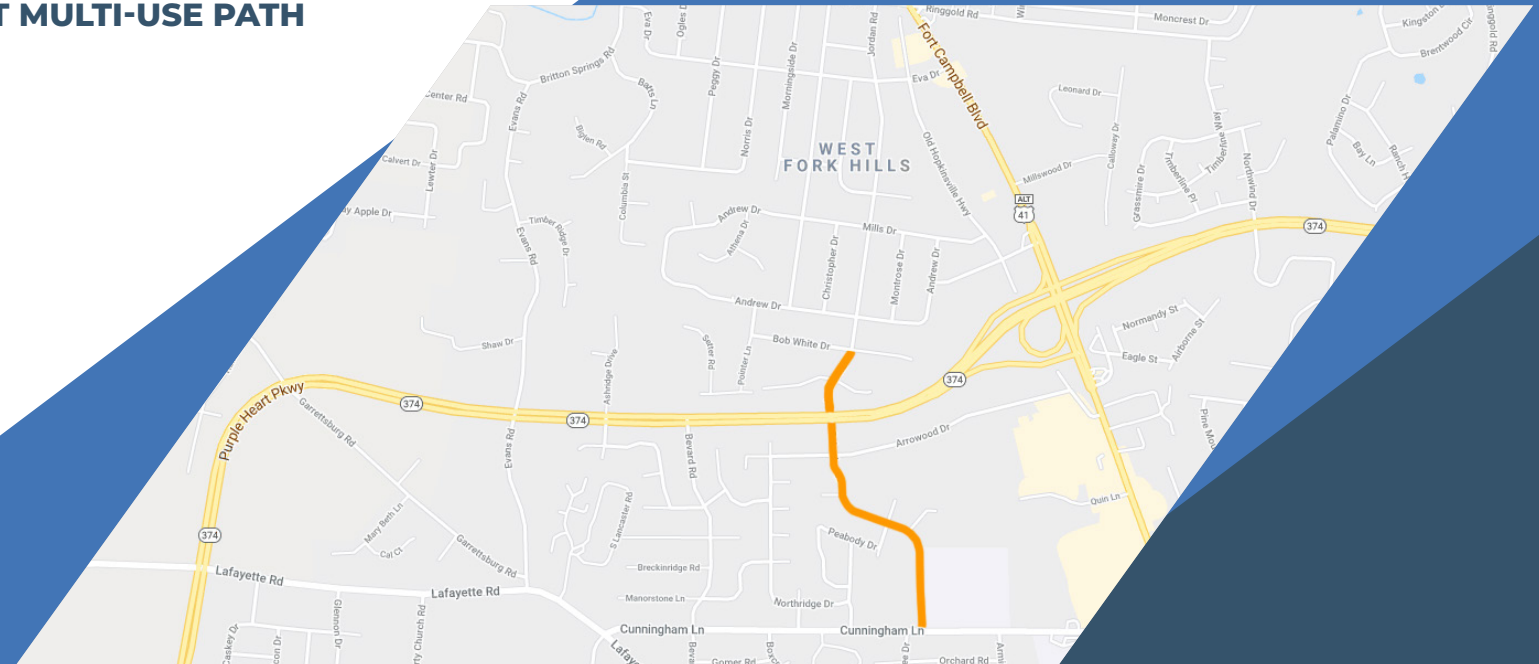
TYLERTOWN / OAKLAND ROAD
IMPROVEMENTS
COST: \$37M



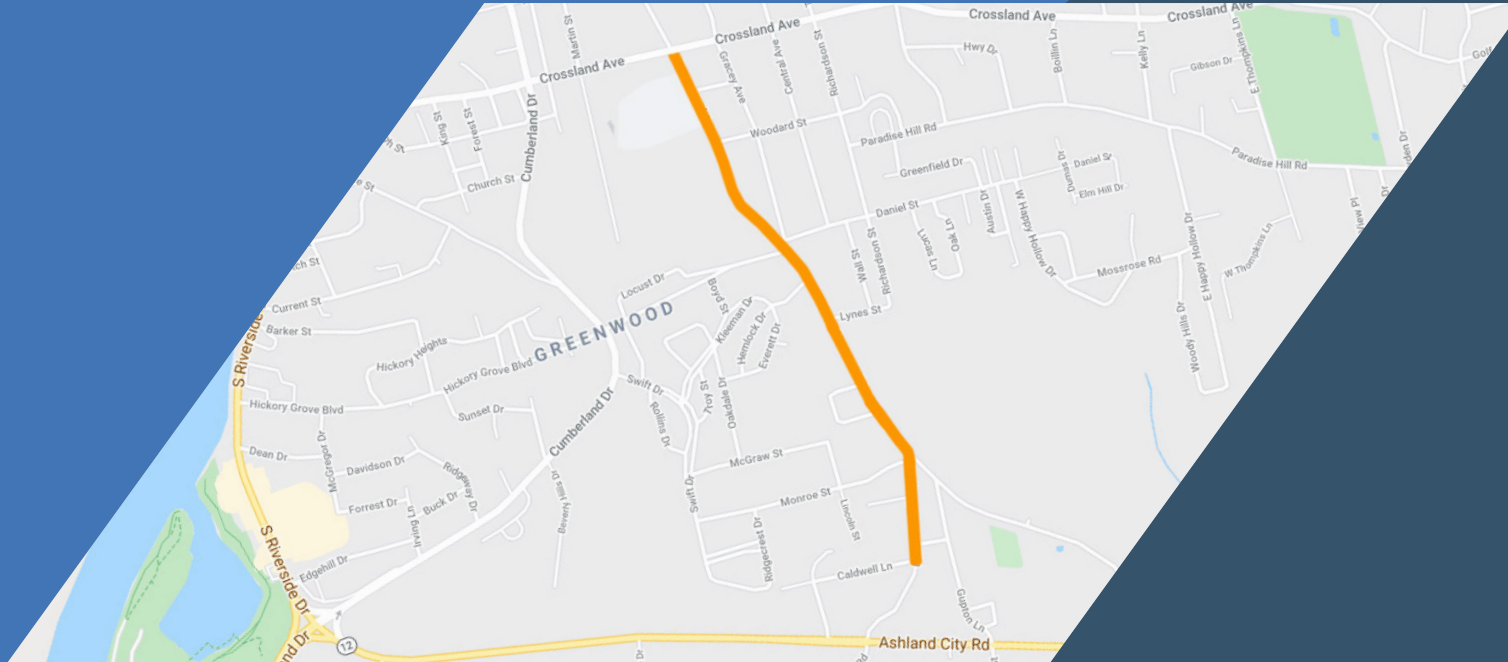




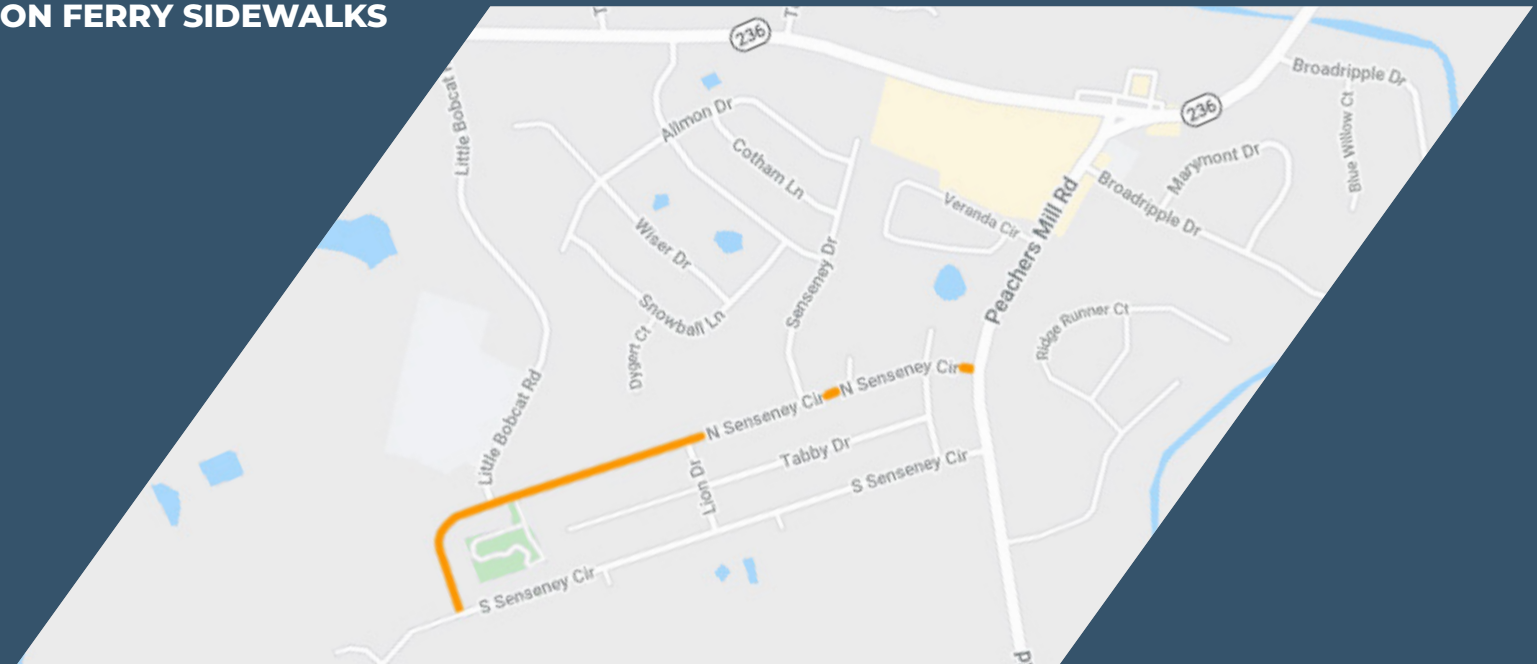
TINY TOWN ROAD / 10 FOOT MULTI-USE PATH



JORDAN ROAD SIDEWALK / 5 FOOT SIDEWALKS



GREENWOOD AVE / EDMONDSON FERRY SIDEWALKS



NORTH SENSENEY CIRCLE / BARKERS MILL SCHOOL SIDEWALKS

TIER 1 PROJECTS

SIDEWALKS & MULTI-USE PATHS: PEDESTRIANS, BIKES & GREENWAYS

TRANSPORTATION 2020+



HIGHWAY 48/13 SIDEWALK/CROSSWALKS

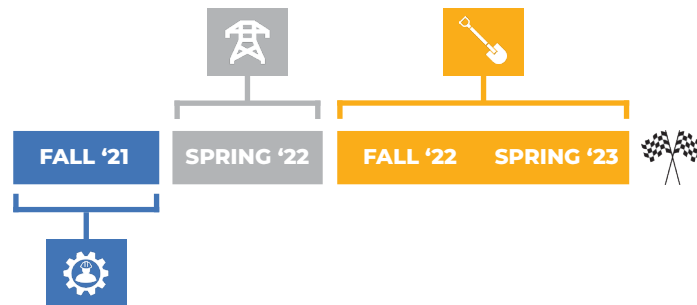
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TIER 1 TIMELINES

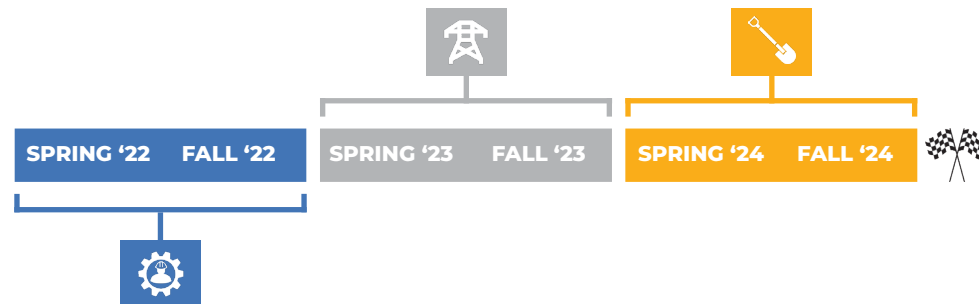
SIDEWALKS & MULTI-USE PATHS: PEDESTRIANS, BIKES & GREENWAYS

TRANSPORTATION 2020+

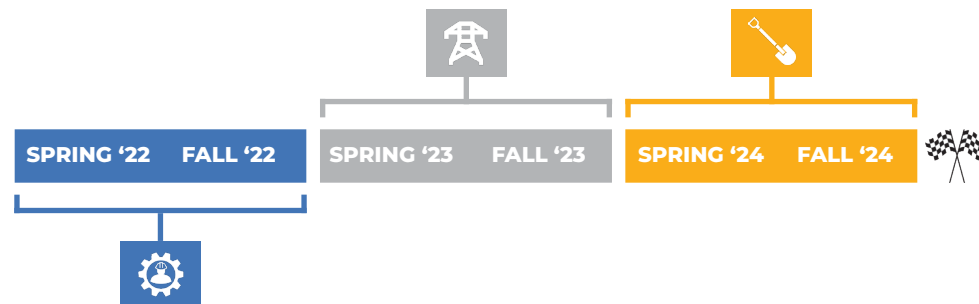
TINY TOWN ROAD/10 FOOT
MULTI-USE PATH
COST: \$23.4M



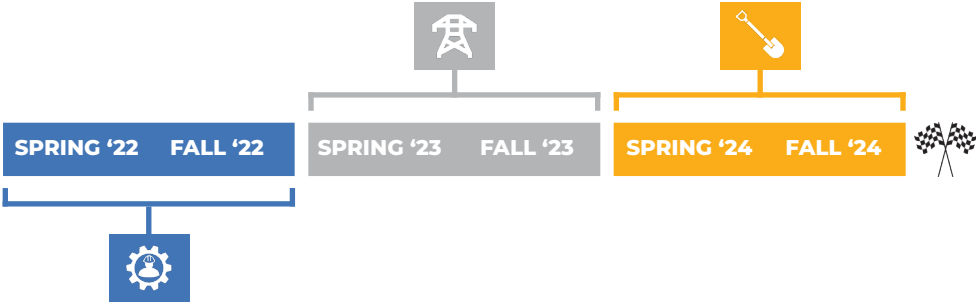
GREENWOOD AVE./EDMONDSON
FERRY SIDEWALKS
COST: \$4.2M



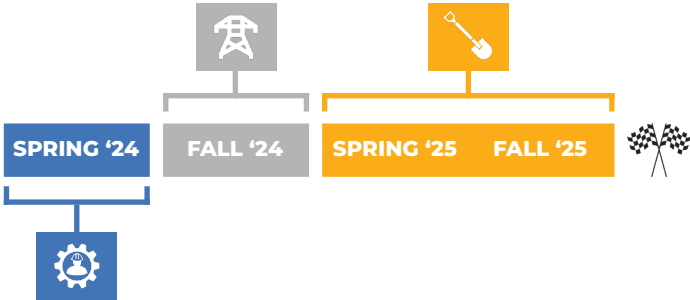
JORDAN ROAD SIDEWALK/
5 FOOT SIDEWALKS
COST: \$2.98M



NORTH SENSENEY CIRCLE/
BARKERS MILL SCHOOL SIDEWALKS
COST: \$51M



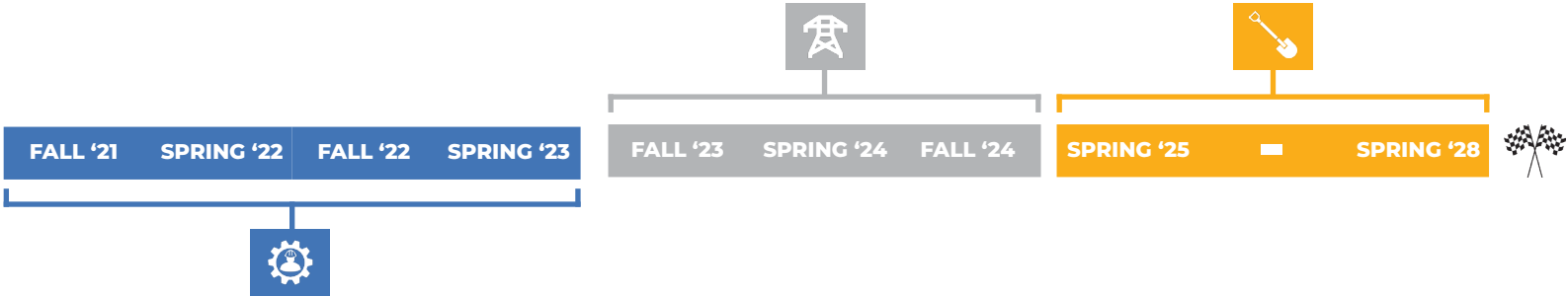
HIGHWAY 48/13 SIDEWALK/
CROSSWALK
COST: \$1.6M



TIER 1 TIMELINES

TRANSIT STRATEGY

MAIN TRANSIT STATION/
RELOCATION
COST: \$26.5M



TRANSPORTATION 2020+

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PROJECTS

TIERS 2 & 3

PROJECTS: TIER 2

ROADWAY, BRIDGE & INTERSECTION CAPACITY PROJECTS

Hazelwood Road Improvements/Widening & Sidewalks	\$27.5M
Needmore Road--Trenton Road to Boy Scout/Phase 2	\$55.5M
SR 76/Hornbuckle to Little Hope Road	\$9.5M
SR 76/Fire Station Road	\$750K
Cunningham Bridge Rehabilitation/with County, State	\$18.1M

TOTAL COST :

\$111.35M

SIDEWALKS & MULTI-USE PATHS: PEDESTRIANS, BIKES & GREENWAYS

Riverside Drive/Rehab existing/To Cumberland Drive	\$7.5M
Vulcan Property to Greenway/Red River, Stacker, Hyman	\$3.92M
Richview Road/Memorial to Madison Street	\$3.6M
Peachers Mill Road/Dale Terrace to Providence Boulevard	\$1.95M

TOTAL COST :

\$16.97M

TRANSIT STRATEGY

St. Bethlehem Hub	\$750K
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TOTAL COST :

\$750K

TIER 2 TOTAL COST :

\$129.07M

PROJECTS: TIER 3

ROADWAY, BRIDGE & INTERSECTION CAPACITY PROJECTS

Union Hall Road/Connect to South Hampton	\$6.5M
Pea Ridge Road/Widening & Sidewalks	\$6.5M
Tracy Lane/Realignment	\$5M
Kraft Street/N. Second to College/Widening & Sidewalks	\$20.5M
Kennedy Lane/Connect to Meriwether	\$14.5M
Powell Road/Connect to Dunbar Cave Road	\$16M
Kennedy Lane/Alternative Access Road	\$4.5M
TOTAL COST :	\$73.5M

SIDEWALKS & MULTI-USE PATHS: PEDESTRIANS, BIKES & GREENWAYS

Highway 48-13/Sidewalks & Crosswalks	\$2.5M
Madison Street/10th Street to SR 76/Sidewalks	\$15M
Outlaw Field Road/Tiny Town to Jack Miller/Both Sides	\$4.06M
Ringgold Road/Fort Campbell Boulevard to RR Bridge	\$5.7M
TOTAL COST :	\$27.6M

TRANSIT STRATEGY

Northside Hub	\$750K
TOTAL COST :	\$750K

TIER 3 TOTAL COST : **\$101.51M**

DECISIONS



The creation of the 2020+ Transportation Strategy offers new opportunities for the City Council and citizens to have direct influence on ensuring the vision and values in the plan are translated into new policy, programs and projects.

The City Council adopts laws, ordinances and resolutions as it deems proper. The Council sets direction for the City including approving all policies and plans, adopting the City's annual budget and 5-year Capital Improvement Program (CIP). The Council's role in supporting new transportation initiatives will include:

- Adoption of the 2020+ Transportation Strategy and its subsequent updates.
- Adoption of the City's annual budget and 5-year CIP.



REGIONAL PLANNING COMMISSION



The Regional Planning Commission and Metropolitan Planning Organization provide guidance for planning the development, expansion and growth of the city and county, and from time to time, assists in the preparation of comprehensive, long-term plans.

The RPC Director, the MPO Director with their staff have provided direct assistance to the preparation of the 2020+ Transportation Strategy. In the future, the RPC Director may recommend programs and projects to update the adopted 2020+ Transportation Strategy.

The Planning Commission will work to ensure that goals of the traffic plan align with the goals of long-range land use plans. The Planning Commission's role in supporting new transportation initiatives are primarily policy oriented in nature, and include the following:

- Ensure that future development plans, including subdivisions, implement provisions of the 2020+ Transportation plan when possible.
- Work with City staff and the development community to create programs that achieve transportation goals from a growth and land use perspective.

TENNESSEE DEPARTMENT OF TRANSPORTATION



TDOT owns and maintains the federal and state transportation network in Clarksville, including:

- Interstate 24
- US 41A
- US 79
- State Route 76
- SR 48-13/Trenton Road
- SR 12/Ashland City Highway
- SR 236/Tiny Town Road
- SR 237/Warfield/101st Parkway
- SR 374/Rossvie Road

Any improvement desired on a state facility must be endorsed by TDOT.

Clarksville has a successful and collaborative relationship in improving TDOT roadways.

- Current TDOT projects in Clarksville: Expanding the SR 48 McClure Bridge
- Beginning construction on the SR 374/Rossvie Road project near the Rossvie schools campus
- Designing the SR/48 Trenton Road expansion
- Planning improvements on US 41A/Madison Street and SR 12 near their intersection

REVENUES AND RESOURCES

“While we talk politely about funding and resources, let's get real -- it's going to take M-O-N-E-Y to build the improved roads and sidewalks we need.”

Mayor Joe Pitts



RESOURCES

The City of Clarksville's Annual Budget is the primary tool the City Council uses to implement its policies. The budget sets spending priorities for the year, serves as an important management tool for City operations, and establishes the direction for the community to move forward.

The Clarksville City budget provides guidance in two basic forms: operations and capital. Operations reflect the funding necessary for day-to-day functions, including staffing and expenses.

Capital generally reflects the City's equipment, facilities, and infrastructure. Funding ranges from buying a copy machine to building a recreation center, a new park, or a roadway.

Funding for the City's transportation program is contained in both general areas. The following funds in the City Annual budget support the City's transportation program:

The General Fund is the City's primary operating fund and is used to track the financial resources associated with the basic City services that are not required to be accounted for in other funds. This includes services such as police, street maintenance and repair, parks and recreation, and other support services. These services are funded by general purpose tax revenues and other revenues that are unrestricted. This means that the City Council, with input from the public, can distribute the funds in a way that best meets the needs of the community, as opposed to other funds, that are restricted to predefined uses.

Capital Projects funds account for financial resources that must be used for the acquisition, improvements, or construction of major capital projects, like big roadways and bridges or a major recreation complex.

The City's 5-year CIP lists approved and anticipated capital projects of the City and can be found in the CIP section of the budget document.

REVENUES AND RESOURCES



As the tiered priority project lists clearly show, even with expected substantial state and federal money, Clarksville has significant transportation system expansion and improvement needs. With current revenues, only one or two Tier 1 projects will move forward. It's clear the City needs more financial resources to accomplish the major improvements needed to increase our roadway capacity and make our transportation system safer, more effective and reliable, and more equitable.

HOW REVENUE TRANSLATES INTO NEW ROADS

Traditionally, the City uses tax-exempt bond issues to borrow money to pay for large, long-term capital projects such as roads. In the current lending market, \$2.4 million per year in new revenues would allow the city to borrow \$40 million for road projects; \$4.8 million in new revenue would allow the city to finance \$80 million for roads, and so forth.



TOOLS AVAILABLE TO INCREASE REVENUE

Three major funding sources enabled by statute can be increased or added to the resource mix. In two cases, citizens would have the opportunity at the ballot box to directly make decisions on proposed funding methods and levels. These options are:

FUEL TAXES



The State's Improve Act gives City of Clarksville voters the ability by referendum to add a local motor vehicle fuel tax to help pay for transportation-related capital projects. For example, a 3-cent local vehicle fuel tax would generate an estimated \$750,000 per year for local transportation projects.

SALES TAXES



Citizens could vote by referendum to increase the local option sales tax rate by a quarter cent. This is the remaining legal limit. A quarter-cent increase would generate an estimated net increase of \$3.5 million per year to the City general fund.



PROPERTY TAXES

The City Council could vote to increase the amount of property taxes dedicated to transportation funding and potentially increase property taxes. Based on the City's current tax base (the assessed value of all properties in the City Limits) a 1-cent increase in the property tax rate would yield revenue of \$324,500; a 10-cent increase would yield \$3.245 million.

AN EXAMPLE

The City would need more than \$80 million to fund two major Tier 1 projects -- the Spring Creek Parkway (\$51 million) and the Tylertown/Oakland Road improvements (\$37 million). This means the City would need to add \$4.8 million per year in new revenues, in some combination of the options listed above.

DECISIONS

Moving forward, City leaders will engage with community stakeholders to review and refine the 2020+ Transportation Strategy, and identify the right mix of revenue sources and projects to address our challenges.

EDITOR

Richard Stevens

GRAPHIC DESIGN

Henry Kilpatrick

QUESTIONS OR COMMENTS?

Email communications@cityofclarksville.com

AERIAL PHOTOGRAPHY

David Smith

Jeff Slinker / Visit Clarksville

PHOTOGRAPHY

City Communications

Clarksville Parks & Recreation

Greyson Solomon Crawford / Austin Peay State University

MAPPING & INFORMATION

Clarksville Street Department

Austin Peay State University GIS Center



Official Communication of the
City of Clarksville Mayor's Office

Spring 2021

ORDINANCE 120-2020-21

AN ORDINANCE AMENDING THE FISCAL YEAR 2020-2021 BUDGET AND APPROVING THE FISCAL YEAR 2021-2022 OPERATING BUDGET FOR THE CENTRAL BUSINESS IMPROVEMENT DISTRICT (CBID)

WHEREAS, As per City Code Chapter 9 pertaining to the Central Business Improvement District and the budget review process as specified and required in the "Central Business Improvement District Act of 1990" (codified at Tenn. Code Ann. §7-84-501, et. seq.) as may be amended from time to time by the Tennessee General Assembly, and all other provisions of said state law, shall be followed and adhered to by the district management corporation designated; and

WHEREAS, The district management corporation shall submit an annual proposed budget for review and approval by the city council. This proposed budget shall include a statement of the public improvements to be made, the services to be provided, and the projects and activities to be conducted, during the ensuing fiscal year, within and for the district, the proposed budget for same, and a statement of proposed recommended assessment rate(s) for financing the proposed budget; and

WHEREAS, As per City Code, specifically Chapter 9, Section 12-905, the economic development council (EDC) is hereby designated as the "district management corporation" within the meaning of T.C.A. § 7-84-501, et seq., and specifically in accordance with T.C.A. § 7-84-519, for the "central business improvement district."

WHEREAS, Article VII, Section 3 of the Official Charter of the City of Clarksville provides for the approval and adoption of a budget; and

WHEREAS, the provisions of the Tennessee Code Annotated require each municipality to operate under an annual appropriation ordinance; and

WHEREAS, the governing body has published the annual operating budget and budgetary comparisons of the proposed budget with the prior year (actual) and the current year (estimated) in a newspaper of general circulation not less than ten (10) days prior to the meeting where the governing body will consider final passage of the budget.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:

That the fiscal year 2020-2021 budget is amended and the fiscal year 2021-2022 Operating Budget is hereby adopted and approved.

Section 1. Revenues and Expenditures. Revenues and expenditures of the CBID are shown on the budget schedule below.

Section 2. The CBID is not requesting an assessment for FY22 and plans to use fund balance from previous activities to fund operating costs for FY22.

Special Revenue Funds
FY 2020, FY 2021, and FY 2022

Attachment 3 - CBID District Management Corporation - Summary of Revenues, Financing Sources,
Expenditures, Financing Uses and Changes in Fund Balance FY 2020, FY 2021, and FY 2022

Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 1. Operating Revenues and Financing Sources				
Revenues	-	-	-	-
Total Revenues and Financing Sources	-	-	-	-

Attachment 3 - CBID District Management Corporation - Summary of Revenues, Financing Sources,
Expenditures, Financing Uses and Changes in Fund Balance FY 2020, FY 2021, and FY 2022

Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 2. Expenditures and Financing Uses				
Transfer out of CRIF funds			66,000	
Operating Expenditures	-	76,500	84,853	125,500
Total Expenditures and Financing Uses	-	76,500	150,853	125,500

Attachment 3 - CBID District Management Corporation - Summary of Revenues, Financing Sources,
Expenditures, Financing Uses and Changes in Fund Balance FY 2020, FY 2021, and FY 2022

Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 3 - Change in Fund Balance				
Net Increase (Decrease)	-	(76,500)	(150,853)	(125,500)
Beginning Fund Balance	355,439	355,439	355,439	204,586
Ending Fund Balance	355,439	278,939	204,586	79,086

Section 4. Statement of Public Improvements

Planned Use of Funds	Amount
Third & Main Mixed Use Development	20,000
Streetscape and Hardscape Standards Document	5,000
Riverside Drive Corridor	15,000
Recognition for Recently Completed Private Projects within CBID	1,500
Administration of CBID	30,000
CBID Planning & Development Committee Consultant	48,000
Education	6,000
TOTAL	\$125,500

The CBID intends to make progress in all initiatives above through collaborations with vested civic and private organizations, negotiations with district property owners and strategic investment of resources.

<i>FIRST READING:</i>	<i>Scheduled for June 17, 2021</i>
<i>SECOND READING:</i>	<i>Scheduled for June 22, 2021</i>
<i>EFFECTIVE DATE:</i>	June 30, 2021

ORDINANCE 121-2020-21

AN ORDINANCE AMENDING THE OPERATING AND CAPITAL BUDGETS FOR FISCAL YEAR 2021 AND ADOPTING THE OPERATING AND CAPITAL BUDGETS FOR FISCAL YEAR 2022 FOR CDE LIGHTBAND

WHEREAS, Article VII, Section 3 of the official charter of the City of Clarksville provides for the approval and adoption of a budget; and

WHEREAS, the governing body has published the annual operating budget and budgetary comparisons of the proposed budget with the prior year (actual) and the current year (estimated) in a newspaper of general circulation not less than ten (10) days prior to the meeting where the governing body will consider final passage of the budget; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:

That the estimated revenues and expenses of CDE Lightband for the fiscal years 2021 and 2022 are amended and/or approved as follows:

Enterprise Funds - Electric Division FY 2020, FY 2021, and FY 2022

Electric Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 1. Revenues				
Revenues and Financing Sources				
Operating Revenues	173,358,347	175,265,483	169,779,282	174,023,764
Other Revenue	636,040	11,160,000	11,076,467	9,300,000
Total Revenues	173,994,387	186,425,483	180,855,749	183,323,764

Electric Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 2. Expenses				
Purchased Power	121,847,741	127,285,129	121,071,734	123,493,168
Operating Costs	35,063,475	36,379,392	34,853,128	38,372,660
Capital Expenses	2,172,376	15,809,671	15,916,855	14,129,055
In-Lieu of Taxes	4,857,272	6,546,000	6,652,075	6,757,400
Total Expenses	163,940,864	186,020,192	178,493,792	182,752,283

Electric Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 3 - Change in Net Position				
Change in Net Position	10,053,523	405,291	2,361,957	571,481
Beginning Net Position	181,654,865	182,488,740	191,708,388	194,070,345
Ending Net Position	\$191,708,388	\$182,894,031	\$194,070,345	\$194,641,826

Enterprise Funds - Broadband Division
FY 2020, FY 2021, and FY 2022

Broadband Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 1. Revenues				
Operating Revenues	23,408,909	23,883,164	24,980,077	26,507,800
Total Revenues	23,408,909	23,883,164	24,980,077	26,507,800

Broadband Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 2. Expenses				
Programming/Connectivity	10,066,322	8,655,568	8,313,149	9,865,992
Operating Costs	8,980,936	2,569,569	2,896,121	2,817,765
Capital Expenses	123,115	3,039,000	1,616,403	3,653,200
In-Lieu of Taxes	55,902	159,996	159,996	162,000
Transfer to Electric		9,160,000	10,376,467	9,300,000
Total Expenses	19,226,275	23,584,133	23,362,136	25,798,957

Broadband Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 3 - Change in Net Position				
Changes in Net Position	4,182,634	299,031	1,617,941	708,843
Beginning Net Position	803,840	3,300,501	4,986,474	6,604,415
Ending Net Position	\$ 4,986,474	\$ 3,599,532	\$ 6,604,415	\$ 7,313,258

Expenses of enterprise funds may vary significantly especially due to the impact of purchased power, gas or chemicals. Due to the operational necessity to provide the services offered the enterprise fund is authorized to expend funds irrespective of the appropriations contained within this Ordinance. Any operationally necessary budget amendments will be made at fiscal year end.

FIRST READING: *Scheduled for June 17, 2021*
SECOND READING: *Scheduled for June 22, 2021*
EFFECTIVE DATE: *June 30, 2021*

ORDINANCE 122-2020-21

AN ORDINANCE AMENDING THE OPERATING AND CAPITAL BUDGETS FOR FISCAL YEAR 2021 AND ADOPTING THE OPERATING AND CAPITAL BUDGETS FOR FISCAL YEAR 2022 FOR THE CLARKSVILLE TRANSIT SYSTEM

WHEREAS, Article VII, Section 3 of the official charter of the City of Clarksville provides for the approval and adoption of a budget; and

WHEREAS, the governing body has published the annual operating budget and budgetary comparisons of the proposed budget with the prior year (actual) and the current year (estimated) in a newspaper of general circulation not less than ten (10) days prior to the meeting where the governing body will consider final passage of the budget.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:

That the estimated revenues and expenditures of the Clarksville Transit System for the fiscal years 2021 and 2022 are amended and/or approved as follows:

Enterprise Fund - Transit
FY 2020, FY 2021, and FY 2022

Transit Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 1. Revenues				
Operating Revenues	698,026	845,742	671,203	666,667
Federal, State & Local	9,990,675	8,613,737	8,114,118	8,852,261
Other	17,202	9,500	13,644	7,600
Total Revenue	10,705,903	9,468,979	8,798,965	9,526,528
Transit Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 2. Expenses				
Operating Expenses	6,003,685	7,494,007	6,823,993	7,906,299
Capital Expenses	1,917,801	1,974,972	1,974,972	1,620,229
Total Expenses	7,921,486	9,468,979	8,798,965	9,526,528
Transit Description	FY 2020 Actual	FY 2021		FY2021 Proposed
		Budget	Amended	
Section 3 - Change in Net Position				
Changes in Net Position	2,784,417	-	-	-
Beginning Net Position	7,094,921	9,879,338	9,879,338	9,879,338
Ending Net Position	\$ 9,879,338	\$ 9,879,338	\$ 9,879,338	\$ 9,879,338

FIRST READING: *Scheduled for June 17, 2021*
SECOND READING: *Scheduled for June 22, 2021*
EFFECTIVE DATE: *June 30, 2021*

ORDINANCE 123-2020-21

AN ORDINANCE AMENDING THE OPERATING AND CAPITAL BUDGETS FOR FISCAL YEAR 2020-2021 AND ADOPTING THE OPERATING AND CAPITAL BUDGETS FOR FISCAL YEAR 2021-2022 FOR THE CLARKSVILLE GAS & WATER DEPARTMENT

WHEREAS, City Charter, Article VII, Section 3(a) budget ordinances need not be in more detail than a lump sum for each department. TCA 7-34-114(a) requires revision of rates, fees or charges, from time to time, whenever necessary so that enterprise funds always remain self-supporting.

WHEREAS, the governing body has published the annual operating budget and budgetary comparisons of the proposed budget with the prior year (actual) and the current year (estimated) in a newspaper of general circulation not less than ten (10) days prior to the meeting where the governing body will consider final passage of the budget.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:

That the estimated revenues and expenses of the Clarksville Gas & Water Department for the fiscal years 2020-2021 and 2021-2022 are amended and/or approved as follows:

Enterprise Funds - Gas Department
FY 2020, FY 2021, and FY 2022

Gas Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 1. Revenues				
Operating Revenues	21,908,278	23,512,911	23,512,911	24,565,700
Interest Income	379,875	390,000	65,000	71,300
Other Income	1,134,297	834,000	719,000	671,250
Capital Contributions	2,606,876	2,450,000	1,000,000	575,000
Total Revenues	26,029,326	27,186,911	25,296,911	25,883,250
Gas Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 2. Expenses				
Operating Expenses	20,604,580	24,314,017	24,274,018	25,253,016
Debt Service Interest	206,260	192,617	192,617	168,129
Payment-in-Lieu of Taxes	591,685	685,186	685,186	795,580
Amortization Expense	(47,778)	(47,778)	(47,778)	(45,190)
Total Expenses	21,354,747	25,144,042	25,104,043	26,171,535
Gas Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 3. Change in Net Position				
Changes in Net Position	4,674,579	2,042,869	192,868	(288,285)
Beginning Net Position	63,520,685	64,698,056	68,195,264	68,388,132
Ending Net Position	\$ 68,195,264	\$ 66,740,925	\$ 68,388,132	\$ 68,099,847

Enterprise Funds - Water & Sewer Department
FY 2020, FY 2021, and FY 2022

Water & Sewer Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 1. Revenues				
Operating Revenues	60,892,933	62,960,500	62,960,500	65,744,500
Interest Income	975,854	823,000	823,000	186,000
Other Income	8,699,703	6,718,000	8,400,000	9,283,500
Capital Contributions	25,026,548	22,030,000	26,000,000	26,375,000
Total Revenue	95,595,038	92,531,500	98,183,500	101,589,000
Water & Sewer Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 2. Expenses				
Operating Expenses	49,289,702	53,101,213	53,101,213	59,437,715
Debt Service Interest	8,089,656	7,714,984	7,714,984	9,326,459
Payment-in-Lieu of Taxes	2,748,378	2,943,465	2,943,465	3,502,952
Amortization Expense	(1,458,836)	(1,458,786)	(1,458,786)	(1,081,430)
Total Expenses	58,668,900	62,300,876	62,300,876	71,185,696
Water & Sewer Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 3 - Change in Net Position				
Changes in Net Position	36,926,138	30,230,624	35,882,624	30,403,304
Beginning Net Position	317,863,681	348,772,967	354,789,819	390,672,443
Ending Net Position	\$ 354,789,819	\$ 379,003,591	\$ 390,672,443	\$ 421,075,747

Expenses of enterprise funds may vary significantly especially due to the impact of purchased power, gas or chemicals. Due to the operational necessity to provide the services offered the enterprise fund is authorized to expend funds irrespective of the appropriations contained within this Ordinance. Any operationally necessary budget amendments will be made at fiscal year end.

FIRST READING: *Scheduled for June 17, 2021*
SECOND READING: *Scheduled for June 22, 2021*
EFFECTIVE DATE: *June 30, 2021*

ORDINANCE 124-2020-21

AN ORDINANCE AMENDING THE 2020-2021 BUDGET AND APPROVING THE 2021-2022 ANNUAL ACTION PLAN AND BUDGET AND AUTHORIZING APPLICATION FOR COMMUNITY DEVELOPMENT BLOCK GRANT AND HOME INVESTMENT PARTNERSHIP FUNDS AS WELL AS OTHER PROGRAMS

WHEREAS, Regulation 24 CFR Part 91 issued by the U.S. Department of Housing and Urban Development (HUD) requires the city to submit and receive HUD approval of an annual action plan as part of a HUD-approved five-year consolidated plan for the City of Clarksville; and

WHEREAS, Title I of the Housing and Community Development Act of 1974, as amended, establishes a Community Development Block Grant (CDBG) program for the purpose of developing viable urban communities by providing decent housing and suitable living environments and expanding economic opportunities and preventing and/or eliminating conditions of slum and blight, principally for persons of low and moderate income; and

WHEREAS, the Statement of Purpose for this Ordinance reflects comments from agencies, organizations and citizens as related to funding received from two HUD programs; the Community Development Block Grant and the HOME Investment Partnership Program; and

WHEREAS, Article VII, Section 3 of the Official Charter of the City of Clarksville provides for the approval and adoption of a budget; and

WHEREAS, the provisions of the Tennessee Code Annotated require each municipality to operate under an annual appropriation ordinance.

WHEREAS, the governing body has published the annual operating budget and budgetary comparisons of the proposed budget with the prior year (actual) and the current year (estimated) in a newspaper of general circulation not less than ten (10) days prior to the meeting where the governing body will consider final passage of the budget.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:

That the 2020-2021 budget is amended and the 2021-2022 Annual Action Plan and the 2021-2022 “Budget and Program of Expenditures” is hereby adopted and approved.

Section 1. Revenues and Expenses. Revenues and expenses for the COMMUNITY DEVELOPMENT BLOCK GRANT, HOME INVESTMENT PARTNERSHIP FUNDS, EMERGENCY SOLUTIONS GRANT AND CONTINUUM OF CARE GRANT are shown on the budget schedule below. The budgets shown below are on a cash basis. Revenues are estimated to be sufficient to pay the estimated expenses of the operations.

Housing & Community Development
FY 2020, FY 2021, and FY 2022

Community Development Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 1. Operating Revenues and Financing Sources				
Grants	1,522,598	1,836,283	3,897,034	3,751,706
Other Revenues	300,723	265,035	265,035	265,000
Prior Year Grants			2,223,914	2,431,880
Transfers from Other Funds	85,113	160,681	264,945	263,625
Total Revenues and Other Financing Sources	1,908,434	2,261,999	6,650,928	6,712,211

Section 2. Expenditures and Financing Uses				
Community Development Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Expenditures of Program	1,877,141	2,261,999	2,500,000	3,500,000
Total Expenditures and Other Financing Uses	1,877,141	2,261,999	2,500,000	3,500,000

Community Development Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Net Increase (Decrease)	31,293	-	4,150,928	3,212,211
Beginning Fund Equity	502,153	408,231	533,446	4,684,374
Total Ending Fund Balance	533,446	408,231	4,684,374	7,896,585

FIRST READING: *Scheduled for June 15, 2021*
SECOND READING: *Scheduled for June 22, 2021*
EFFECTIVE DATE: *June 30, 2021*

ORDINANCE 125-2020-2021

AN ORDINANCE AMENDING THE FISCAL YEAR 2021 AND ADOPTING THE OPERATING BUDGET FOR FISCAL YEAR 2022 FOR THE INTERNAL SERVICE FUNDS

WHEREAS, Article VII, Section 3 of the Official Charter of the City of Clarksville provides for the approval and adoption of a budget; and

WHEREAS, the provisions of the Tennessee Code Annotated require each municipality to operate under an annual appropriation ordinance; and

WHEREAS, the governing body has published the annual operating budget and budgetary comparisons of the proposed budget with the prior year (actual) and the current year (estimated) in a newspaper of general circulation not less than ten (10) days prior to the meeting where the governing body will consider final passage of the budget.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:

That the estimated revenues and expenditures of the City of Clarksville's Internal Service Funds for the fiscal years 2021 and 2022 are approved as follows:

Section 1. Revenues and Expenditures. Revenues and expenditures for the City of Clarksville's Internal Service Funds are shown below. Revenues are estimated to be sufficient to pay the estimated expenditures of the Internal Service Funds' operations. The basis of accounting for the purpose of budget preparation is cash basis.

Internal Service Funds
Sources, Expenditures, Financing Uses and Changes in Net Assets
FY 2020, FY 2021, and FY 2022

Dental Fund				
Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Premiums/Revenues	\$ 1,198,160	\$ 1,222,110	\$ 1,242,065	\$ 1,256,112
Claims/Expenditures	1,011,958	1,082,110	1,097,062	1,152,040
Changes in Net Position	186,202	140,000	145,003	104,072
Beginning Net Position	425,079	536,207	611,281	756,284
Ending Net Position	611,281	676,207	756,284	860,356

Health Fund

Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Premiums/Revenues	13,998,987	17,041,813	14,997,109	16,509,717
Wellness Revenue	1,293,880	1,231,440	1,359,445	1,429,300
Claims/Expenditures	13,614,690	16,244,225	16,524,072	16,860,857
Wellness Clinic Expenditures	<u>1,075,678</u>	<u>1,275,923</u>	<u>1,110,010</u>	<u>1,359,095</u>
Changes in Net Position	602,499	753,105	(1,277,528)	(280,935)
Beginning Net Position	4,015,212	3,102,823	4,617,711	3,340,183
Ending Net Position	4,617,711	3,855,928	3,340,183	3,059,248

Self-Insurance Fund

Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Premiums/Revenues	1,281,469	1,442,004	1,438,892	1,355,600
Claims/Expenditures	<u>1,451,024</u>	<u>1,344,000</u>	<u>1,150,000</u>	<u>1,309,000</u>
Changes in Net Position	(169,555)	98,004	288,892	46,600
Beginning Net Position	1,860,094	1,887,328	1,690,539	1,979,431
Ending Net Position	\$ 1,690,539	\$ 1,985,332	\$ 1,979,431	\$ 2,026,031

<i>FIRST READING:</i>	<i>Scheduled for June 15, 2021</i>
<i>SECOND READING:</i>	<i>Scheduled for June 22, 2021</i>
<i>EFFECTIVE DATE:</i>	<i>June 30, 2021</i>

ORDINANCE 126-2020-2021

AN ORDINANCE AMENDING THE FISCAL YEAR 2021 BUDGET AND ESTABLISHING THE OPERATING BUDGET FOR FISCAL YEAR 2022 FOR THE CLARKSVILLE PARKING COMMISSION, A PROPRIETARY FUND

WHEREAS, Article VII, Section 3 of the Official Charter of the City of Clarksville provides for the approval and adoption of a budget; and

WHEREAS, the governing body has published the annual operating budget and budgetary comparisons of the proposed budget with the prior year (actual) and the current year (estimated) in a newspaper of general circulation not less than ten (10) days prior to the meeting where the governing body will consider final passage of the budget.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:

That the amended revenues and expenses of the City of Clarksville's Parking Commission for the fiscal year 2021 and the estimated revenues and expenses for the fiscal year 2022 are as follows:

Section 1. Revenues and Expenses. Revenues and expenses for the City of Clarksville's Parking Commission (a Proprietary Fund) are shown on the budget schedules below. The budgets shown below are on a cash basis. Revenues are estimated to be sufficient to pay the estimated expenses of the Parking Commission's operations and any annual debt service.

Section 2. Operating services for the Parking Commission are provided by the general fund of the City, the Parking fund reimburses the General Fund of the City for actual expenses incurred as a management fee.

Enterprise Fund - Parking Commission
FY 2020, FY 2021, and FY 2022

Parking Commission Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 1. Revenues				
Fees and Fines	325,973	323,200	365,717	349,423
Rental Income	97,144	102,900	103,474	122,757
Miscellaneous/Accruals	910	2,800	2,725	700
Interest Income	4,699	4,200	435	4,200
Total Revenue	428,726	433,100	472,351	477,080
Parking Commission Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 2. Expenses				
Capital Expenses	-	-	-	40,000
Depr Exp/Accruals	88,426	95,000	95,000	95,000
Other Operating	-	144,000	144,000	204,000
Transfers Out/Management Fee	347,336	351,556	251,556	335,607
Total Expenses & Transfers	435,762	590,556	490,556	674,607
Parking Commission Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 3 - Change in Net Position				
Changes in Net Position	(7,036)	(157,456)	(18,205)	(197,527)
Beginning Net Position	2,185,403	2,134,661	2,178,367	2,160,162
Ending Net Position	\$ 2,178,367	\$ 1,977,205	\$ 2,160,162	\$ 1,962,635

FIRST READING: *Scheduled for June 15, 2021*
SECOND READING: *Scheduled for June 22, 2021*
EFFECTIVE DATE: *June 30, 2021*

ORDINANCE 127-2020-21

AN ORDINANCE AMENDING TITLE I (ADMINISTRATION, OFFICERS, AND PERSONNEL), CHAPTER 1 (IN GENERAL) OF THE OFFICIAL CODE OF THE CITY OF CLARKSVILLE, TENNESSEE PERTAINING TO ESTABLISHMENT OF THE BUILDING AND FACILITIES MAINTENANCE DEPARTMENT

WHEREAS, the Clarksville City Council desires to establish a new City department to maintain the City's buildings and facilities; and

WHEREAS, Article VI of the Official Charter of the City of Clarksville, Tennessee, "Organization and Personnel," provides the ability to create departments by ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:

That the Official Code of the City of Clarksville, Tennessee, Title 1, "Administration, Officers, an Personnel," Chapter 10, "City Departments and Organization," is hereby amended by adding the following new section:

Section 10-118. Building & Facilities Maintenance Department

There is hereby established a Building and Facilities Maintenance Department which shall be headed by a director of building and facilities maintenance.

BE IT FURTHER ORDAINED that this ordinance shall be effective July 1, 2021.

FIRST READING:

SECOND READING:

EFFECTIVE DATE:

ORDINANCE 129-2020-21

AN ORDINANCE AMENDING THE OFFICIAL CODE PERTAINING TO EMPLOYEE BENEFITS (RETIREES HIRED AFTER JULY 1, 2006)

WHEREAS, effective upon July 1, 2006, the City of Clarksville, pursuant to ordinance, ceased offering retirement healthcare benefits to new employees; and

WHEREAS, public safety employees hired on or after July 1, 2006, have a mandatory retirement age of 60 (62 for administrative positions) due to the “bridge” plan administered through the Tennessee Consolidated Retirement System (TCRS), and as a consequence, such employees have no healthcare benefits from the time of their mandatory early retirement until their eligibility for Medicare at age 65; and

WHEREAS, the City Council finds that for all City employees hired after July 1, 2006, not just public safety employees, due to debilitating medical conditions and / or other unforeseen circumstances, and without fault, some may be forced to choose between retirement prior to their eligibility for Medicare at age 65, and thus leaving them without group health insurance, or remaining employed in order to maintain group health insurance; and

WHEREAS, the City Council further finds, as a result of the above stated situation, that some employees may continue employment with the City solely to maintain health benefits, which would lead to increased medical claim costs for the City, such costs to the City being a minimum of \$1,025.00 per month per employee, plus all expense costs for medical claims for each employee; and

WHEREAS, as a result, the City Council finds that a “defined benefit” type of plan, such as the City currently uses, greatly increases the City’s “Other Post Employment Benefits” (OPEB) liability; and

WHEREAS, the City Council finds that a “defined contribution” plan, is less expensive and will result in less OPEB liability than a “defined benefit” plan, will provide an option to workers with debilitating medical conditions and / or unforeseen circumstances to retire and thereby will decrease and limit City current medical claims costs, will provide fair treatment to public safety employees who are forced to retire early, and will help qualified employees who have separated from service to offset health care expenses, all of which will thereby further the City’s ability to recruit, and retain, talented and productive workers.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:

- (1) That the Official Code of the City of Clarksville, Part II, Title 1.5 (Human Resources), Chapter 7 (Benefits), is amended by deleting Sec 1.5-701 in its entirety and replacing with the following:

Sec 1.5-701 – No retroactive application.

All persons who have separated from employment under the provisions of a city sponsored pension or retirement plan and who were receiving health, dental, and/or life insurance coverage as additional retirement benefits in addition to the pension benefit from a city sponsored pensions or retirement plan prior to the effective date of the ordinance from which this section derives shall continue to receive and shall be provided all health and dental insurance that they were provided by the city prior to the effective date of the ordinance from which this section derives.

(2) Sec 1.5-709 Employees hired on or after July 1, 2006 eligibility for monthly health stipend.

- a. All persons employed by the city, whose hire date is on or after July 1, 2006, shall be provided a monthly stipend, to be used for health related expenses, until age 65, upon separation from the city only if the employee meets the criteria of this section. Persons hired on or after July 1, 2006, must complete a minimum of ten (10) years of total credited service and be at least fifty-five (55) years of age to be eligible to receive this monthly stipend pursuant to the provisions of this section.
- b. For the purpose of this section, credited service with the city shall be that service performed as a regular full-time or regular part-time employee of the city as defined within this Code. Credited service recognized by the Tennessee Consolidated Retirement System but not with the city as a full-time employee or a regular part-time employee as defined within this Code, shall not be recognized as credited service with the city for the purpose of determining the eligibility for the health stipend benefit provided for within the ordinance from which this section derives.
- c. An employee must have been covered by the city's health plan immediately prior to the employee's separation from the city to be eligible for this monthly stipend.
- d. Upon an employee's separation from the city, the employee must be immediately eligible or eligible within six (6) months after the effective separation date to receive pension or disability benefits from the Tennessee Consolidated Retirement System, or from a city sponsored pension plan.
- e. On and after the effective date of the ordinance from which this section derives, eligible employees hired on or after July 1, 2006, and separating from employment with the city may apply for and receive a monthly stipend of at least \$800 for health related expenses, to age 65, in accordance with the following schedule:

Years of credited service		Allocation of Health Dollars	
Equal to or greater than:	But less than:	Age at separation	% funded by the City
20		55	100%
19	20	55	95%
18	19	55	90%
17	18	55	85%
16	17	55	80%
15	16	55	75%
14	15	55	70%
13	14	55	65%
12	13	55	60%
11	12	55	55%
10	11	55	50%

- f. Application to receive partial monthly stipend under this section must be made prior to the employee's separation from the city.
- g. The Human Resources Director, with the approval of the Finance and Administration committee of the City Council, shall promulgate rules and regulations necessary to administer the benefits conferred by the ordinance from which this section derives. A bi-annual review will be performed, by the Human Resources Director, to assess the need to adjust the monthly health stipend amount. A review can be performed, at other times, based on market data or other contributing factors.

FIRST READING:

SECOND READING:

PUBLICATION DATE:

Chapter 7 - BENEFITS

Sec. 1.5-701. - No retroactive application.

All persons who have separated from employment under the provisions of a city sponsored pension or retirement plan and who were receiving health, dental, and/or life insurance coverage as additional retirement benefits in addition to the pension benefit from a city sponsored pensions or retirement plan prior to the effective date of the ordinance from which this section derives shall continue to receive and shall be provided all health and dental insurance that they were provided by the city prior to the effective date of the ordinance from which this section derives. Persons employed on or after July 1, 2006, shall not be eligible for benefits contained in sections 1.5-702—1.5-705.

(Ord. No. 60-2010-11, § 1, 2-3-11)

Sec. 1.5-702. - Eligibility for health and dental insurance benefits.

- (a) All persons employed by the city as of the effective date of Ord. No. 53-1996-97 shall be provided health and dental insurance benefits upon separation from the city only if the employee meet the criteria of this section. Persons employed by the city on or after July 1, 1997 must complete a minimum of ten (10) years of total credited service and be at least fifty-five (55) years of age to be eligible to receive health and dental benefits pursuant to the provisions of this section.
- (b) For the purpose of this section, credited service with the city shall be that service performed as a full-time employee or as a regular part-time employee of the city as found within this Code. ~~and as recognized by the Tennessee Consolidated Retirement System and included in the Tennessee Consolidated Retirement System's pension benefit calculation. Credited service shall include all sick leave earned and unused by the employee while in the employ of the city, and allowed by the Tennessee Consolidated Retirement System in the calculation of credited service with the city.~~ Credited service recognized by the Tennessee Consolidated Retirement System but not with the city as a full-time employee or as a regular part-time employee as found within this Code, shall not be recognized as credited service with the city for the purpose of determining the eligibility for health and dental insurance benefits provided for within the ordinance from which this section derives.
- (c) An employee must be covered by the city's health and dental plan immediately prior to the employee's separation from the city.
- (d) Upon an employee's separation from the city, the employee must be immediately eligible or eligible within six (6) months after the effective separation date to receive pension or disability benefits from the Tennessee Consolidated Retirement System, or from a city sponsored pension plan.

(Ord. No. 60-2010-11, § 1, 2-3-11; Ord. No. [9-2017-18](#), 11-2-17)

Sec. 1.5-703. - Eligibility for health and dental insurance.

- (a) On and after the effective date of the ordinance from which this section derives, employees separating from employment with the city may apply for and shall receive health and dental insurance benefits in accordance with the following schedule:

YEARS OF CREDITED SERVICE		AGE AT SEPARATION	ALLOCATION OF HEALTH AND DENTAL INSURANCE COST	
Equal to or greater than:	But less than:		Percent of insurance benefits paid by city	Percent of insurance benefits paid by retiree
20		Any Age	100.00%	0.00%
19	20	55	95.00%	5.00%
18	19	55	90.00%	10.00%
17	18	55	85.00%	15.00%
16	17	55	80.00%	20.00%
15	16	55	75.00%	25.00%
14	15	55	70.00%	30.00%
13	14	55	65.00%	35.00%
12	13	55	60.00%	40.00%
11	12	55	55.00%	45.00%
10	11	55	50.00%	50.00%
9	10	55	45.00%	55.00%
8	9	55	40.00%	60.00%
7	8	55	35.00%	65.00%
6	7	55	30.00%	70.00%
5	6	55	25.00%	75.00%
0	5	55	Not Eligible	Not Eligible

- (b) Application to receive partial health and dental insurance benefits under this section must be made prior to the employee's separation from the city.

- (c) The ~~director of finance~~ **Human Resources Director**, with the approval of the Finance and Administration committee of the City Council, shall promulgate rules and regulations necessary to administer the benefits conferred by the ordinance from which this section derives.

(Ord. No. 60-2010-11, § 1, 2-3-11)

Sec. 1.5-704. - Dependent insurance coverage.

- (a) Any employee separating employment from the city who is eligible to have all or a portion of their health and dental insurance paid by the city as set out above may elect, prior to the effective date of their separation, to continue any dependent insurance coverage which they might have maintained under a city sponsored health or dental plan.
- (b) Employees electing to continue dependent coverage shall do so at their own expense.
- (c) Dependents not covered prior to the employee's separation shall not be eligible for coverage by a city health or dental insurance plan after separation.
- (d) If for any reason the employee should elect to discontinue the health and dental insurance coverage, the dependent coverage shall also be discontinued. If for any reason the employee should elect to discontinue the dependent coverage, the dependent coverage cannot be reinstated at a later date.
- (e) Upon the death of a participant or discontinuation of benefits, any surviving spouse or dependent covered by the city's health or dental benefits at the time of death or discontinuation shall be allowed to continue benefits under any applicable federal or state continuation of coverage provisions, such as COBRA. After all such benefits are exhausted, benefits will terminate.
- (f) When an employee is no longer eligible for the plan on becoming age sixty-five (65) or because he or she is entitled to Medicare and has dependents covered under the plan, his or her covered dependents may continue their coverage. This coverage may be continued until the dependent(s) no longer meet the eligibility requirements or until the dependent(s) become(s) sixty-five (65) or is (are) entitled to Medicare. If there is a single dependent only covered under the plan in the above circumstances, then the cost of the coverage for that dependent will become the single employee rate.

(Ord. No. 60-2010-11, § 1, 2-3-11)

Sec. 1.5-705. - Supplement insurance coverage.

- a. Coverage under the city's primary health plan will terminate upon any participant reaching age sixty-five (65) or becoming Medicare eligible. A Medicare supplement will be made available for those persons meeting the eligibility requirements of section 1.5-703 and will be paid in accordance with the provisions of section 1.5-704. Coverage under the city's primary dental plan will terminate upon participant becoming eligible for any federal dental insurance program. The city will supplement the federally approved dental plan for the persons meeting the eligibility requirements of section 1.5-703 and will be paid in accordance with the provision of section 1.5-704.
- b. When a participant reaches age sixty-five (65) and/or becomes eligible for a federally funded health and/or dental program such as Medicare, the city shall provide the participant supplemental insurance funded at the same rate as the employee's insurance had been previously funded.

(Ord. No. 60-2010-11, § 1, 2-3-11)

Sec. 1.5-706. - Funding of the health and dental insurance benefits and other non-TCRS retirement benefits.

- a. The ~~retirement finance and administration committee~~ **Human Resources Director** may recommend, as part of the annual budget process, a percentage or an amount to be credited to a reserve for funding of health and dental benefits to be provided under the provisions of the ordinance from which this section derives and for other future non-TCRS benefits of persons retiring prior to the effective date of the ordinance from which this section derives. The ~~retirement committee~~ **Human Resources Director** may base the funding request on an amount necessary to fund the future insurance retirement benefits and other non-TCRS retirement benefits as provided for by the provisions of ordinances and this Code.
- b. The ~~retirement committee~~ **Human Resources Director** may base the funding request upon such information and assumptions that may be appropriate and as funds may be determined to be available.

(Ord. No. 60-2010-11, § 1, 2-3-11)

Sec. 1.5-707. - Breaks in credited service.

- a. For purposes of calculating or determining employment benefits, any employee leaving employment with the city in good standing, and having at least one (1) full year of prior employment with the city, upon being reemployed by the city, shall be credited for all prior city employment service accumulated as of the employee's prior city employment ending date.
- b. Any former city employee rehired by the city shall be required to successfully complete a probationary period of employment as set forth in section 1.5-502 for a newly hired employee.
- c. Notwithstanding the provisions herein, the rate or amount of base pay or salary of any former employee rehired by the city shall be determined as set forth in chapter 4 of this title, and shall not be affected by the restoration of credited service as is provided for herein, except for the calculation or determination of longevity pay as set forth in section 1.5-405.
- d. For purposes of calculating or determining any benefit which depends upon the establishment of an anniversary date of hire, any rehired employee's anniversary date shall be the date the employee was most recently hired by the city, except for the determination of an employee's eligibility for health and dental insurance benefits as is provided for at section 1.5-702 in which case an employee's original date of employment with the city shall be used for determining eligibility.
- e. The provisions of this section shall apply to all current city employees who have had breaks in creditable service employment with the city, and to the rehiring of any former city employees who have left city employment while in good standing.

(Ord. No. 60-2010-11, § 1, 2-3-11)

Sec. 1.5-708. - Modifications of benefits.

The city reserves the right to modify the benefit provisions of the ordinance from which this section derives by amendment and subject to the availability of annual appropriations.

(Ord. No. 60-2010-11, § 1, 2-3-11)

Post 2006 Retiree Benefits

Whereas, effective July 1, 2006, the City of Clarksville ceased offering retirement healthcare benefits to new employees

Whereas, Public Safety employees hired on or after July 1, 2006, have a mandatory retirement age of 60 (62 for administrative positions) due to the Bridge plan by TCRS

Whereas, any employee may, due to other unseen circumstances, be forced into retirement prior to Medicare eligible age 65

Whereas, the City seeks to recruit and retain top talent

Whereas, employees who stay employed with the City solely to maintain health benefits cost the City a minimum of \$1,025 per month

Whereas, a defined benefit adds much more to the City's OPEB Liability

Whereas, the City seeks to offer a defined contribution to eligible retirees to age 65

FY 2021-2022 BUDGET



GOVERNMENTAL FUNDS
(EXCLUDING HOUSING & COMMUNITY DEVELOPMENT)
ORDINANCE 128 2020-21

ORDINANCE 128-2020-21

AN ORDINANCE AMENDING THE OPERATING AND CAPITAL BUDGETS FOR FISCAL YEAR 2020-2021 AND ADOPTING THE OPERATING AND CAPITAL BUDGETS FOR FISCAL YEAR 2021-2022 FOR THE GOVERNMENTAL FUNDS AND ADOPTING THE TAX RATE FOR THE FISCAL YEAR BEGINNING JULY 1, 2021 AND ENDING JUNE 30, 2022.

WHEREAS, Article VII, Section 3 of the official charter of the City of Clarksville provides for the approval and adoption of a budget; and

WHEREAS, *Tennessee Code Annotated* Title 9 Chapter 1 Section 116 requires that all funds shall first be appropriated before being expended and that only funds that are available shall be appropriated, and

WHEREAS, the governing body has published the annual operating budget and budgetary comparisons of the proposed budget with the prior year (actual) and the current year (estimated) in a newspaper of general circulation not less than ten (10) days prior to the meeting where the governing body will consider final passage of the budget.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSVILLE, TENNESSEE:

That the estimated revenues and expenditures of the City of Clarksville for the fiscal years 2019 and 2020 are amended and/or approved as follows:

Section 1. That the governing body estimates anticipated revenues for its governmental funds from all sources to be as stated in the attachments that follow.

Section 2. That the governing body appropriates from these anticipated revenues and unexpended and unencumbered funds as follows in all of the attachments that follow.

Section 3. At the end of the current fiscal year, the governing body estimates balances as follows in all of the attachments that follow.

Attachment 1 - General Fund Summary of Revenues, Financing Sources, Expenditures, Financing Uses and Changes in Fund Balance, FY 2020, FY 2021, and FY 2022

Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 1 - Operating Revenues and Financing Sources				
Taxes	\$ 59,942,856	\$ 59,897,069	\$ 66,898,501	\$ 77,227,706
Intergovernmental Revenues	20,698,410	19,752,186	22,713,983	24,100,833
Licenses and Permits	2,626,747	2,101,794	3,712,989	3,589,205
Charges for Services	1,425,324	2,083,668	1,751,684	2,242,598
Fines and Forfeits	465,665	571,242	458,660	615,893
Investment Income	319,967	100,995	24,423	30,000
Miscellaneous	980,760	899,735	475,336	373,600
Operating Revenues	86,459,730	85,406,689	96,035,575	108,179,835
Other Financing Sources				
Transfer from GWS, in lieu of taxes	3,340,063	3,628,651	3,628,651	4,298,532
Transfer from CDE, in lieu of taxes	4,913,174	5,197,147	5,197,147	5,381,250
Sale of Surplus Property/Compensation for losses	82,719	100,000	104,095	100,000
Federal COVID19 Pass through Funds	-	3,490,203	-	-
Transfer from Parking Authority	347,336	350,141	267,746	335,607
Transfer from Other City Funds (lost revenues)	-	-	467,556	3,512,085
Financing Sources	8,683,292	12,766,142	9,665,194	13,627,474
Total Revenues and Financing Sources	95,143,022	98,172,831	105,700,769	121,807,309

Section 2 - Operating Expenditures				
2.1 Departments and Programs				
Legislative/Administrative	636,796	627,419	638,874	634,585
Building Codes/Board of Zoning Appeals	2,002,486	1,987,743	2,142,834	2,258,731
Building Maintenance/Forestry/Tree Board	971	1,900	4,000	1,291,898
City Court	431,930	417,963	456,599	468,479
Finance & Revenue/Parking	1,672,417	1,625,161	1,941,317	1,897,511
Retirement and Pension Benefits/Unemployment Ins.	1,548,845	1,506,780	1,751,456	2,116,479
Fire Department	18,435,095	17,618,855	20,965,416	22,645,968
Garage	1,214,577	1,184,284	1,325,327	1,345,141
Golf Course-Mason Rudolph	341,879	380,863	366,839	468,551
Golf Course-Swan Lake	825,241	902,300	991,913	1,038,759
Human Resources	1,080,141	1,033,091	1,159,383	1,516,046
Legal Department	465,928	430,468	412,309	540,410
Information Technology	1,841,127	1,763,446	1,922,526	2,307,730
Internal Audit	328,636	368,192	375,930	420,602
Mayor's Office	639,811	616,957	723,067	741,709
Municipal Properties	440,485	463,608	562,961	827,056
Parks and Recreation	7,039,801	7,382,121	7,606,834	7,599,161
Police Department/Dispatch	30,156,981	28,959,251	32,373,307	37,506,285
Purchasing	180,572	189,683	192,590	211,565
Street Department	14,066,430	13,168,107	14,759,114	17,175,690
Crime Stoppers	19,775	14,091	14,091	9,500
Human Relations Commission		89,000	25,000	14,000
Total Departments and Programs	83,369,924	80,731,284	90,711,687	103,035,856

2.2 Shared Expenditures w/State and County				
50% Share of State Liquor Taxes Paid to Montg. Co.	418,547	450,000	456,750	456,570
Appraisal and Reappraisal of Property-Montg. Co. Trustee	-	-	50,000	50,000
Montgomery County - Pictometry	-	-	50,000	50,000
E-911	54,048	54,048	56,207	57,370
GIS	110,000	110,000	110,000	110,000
Regional Airport-Operating	379,312	379,312	403,000	401,830
Regional Airport-Capital	657,315	-	-	28,500
Regional Planning Commission	407,000	420,000	420,000	420,000
Regional Planning Comm. (Metro. Plan. Org./Historic Survey)	53,147	16,949	36,949	94,253
RTA - Commuter Bus Line	51,301	51,301	51,301	51,301
Montgomery County Rail Authority - lighting	894	800	750	730
Transit Alliance	2,500	2,500	2,500	2,500
Pennyrile Area Development District/Campbell Strong	25,000	25,000	25,000	25,000
Montgomery County-Parks (Stokes Field) (One Time)	-	-	-	-
Total Shared Expenditures w/State and County	2,159,063	1,509,910	1,662,457	1,748,054

2.4 Other city Funded Agencies				
Senior Citizens Center	459,500	466,100	397,859	-
Arts and Heritage Development Council	46,000	71,000	46,000	71,000
Roxy Theater	-	-	180,000	-
Customs House Museum: Operating	780,432	760,271	824,521	-
EDC-MetroR	-	-	-	-
Industrial Dev. Board	-	-	-	-
Healthy Clarksville - Mayor's Fitness Council	-	-	-	-
Total Other City Funded Agencies	1,285,932	1,297,371	1,448,380	71,000

Total Operating Expenditures	86,814,919	83,538,565	93,822,524	104,854,910
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Section 3 - Other Financing Uses				
Clarksville Transit System-Operating	1,249,261	1,039,121	895,325	1,483,274
Clarksville Transit System-Capital	761,817	130,443	130,443	146,581
Capital Projects	228,875	-	-	5,267,035
Community Development/Housing	85,113	50,000	264,945	263,625
Gas, Water, & Sewer Fire Hydrants	129,042	-	-	-
Transfer to Debt Service Fund	8,790,673	8,562,580	10,352,520	10,893,363
Transfer to Special Revenue Funds	269,214	-	270,356	-
Federal COVID19 pass through Funds - Projects	-	3,490,203	-	-
Total Other Financing Uses	11,513,996	13,272,347	11,913,589	18,053,878

Total Expenditures and Financing Uses	98,328,915	96,810,912	105,736,113	122,908,788
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Section 4 - Change in Fund Balance				
Net Increase (Decrease) from Operations	(3,185,893)	1,361,919	(35,344)	(1,101,479)
Expenditures related to Encumbrances	-	-	-	-
Beginning Fund Balance	29,943,644	28,180,473	26,757,751	26,722,408
Ending Fund Balance	\$ 26,757,751	\$ 29,542,392	\$ 26,722,408	\$ 25,620,929

Attachment 2 - Debt Service Fund Summary of Revenues, Financing Sources, Expenditures, Financing Uses and Changes in Fund Balance FY 2020, FY 2021, and FY 2022

Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 1. Operating Revenues and Financing Sources				
Transfer From General Fund	\$ 8,790,673	\$ 8,562,580	\$ 10,352,520	\$ 10,893,363
Payments by Others on Self-Supporting Debt (E-911)	355,300	355,550	355,550	360,500
Transfer In From Capital Improvements Fund	2,480,623	2,434,942	-	-
Refunding Bonds Issued	47,049,000	-	-	-
Interest Earned	19,495	17,526	17,526	15,323
Total Revenues and Financing Sources	58,695,091	11,370,598	10,725,596	11,269,186

Attachment 2 - Debt Service Fund Summary of Revenues, Financing Sources, Expenditures, Financing Uses and Changes in Fund Balance FY 2020, FY 2021, and FY 2022

Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 2. Expenditures and Financing Uses				
Debt Service of General Government	56,184,290	8,562,580	10,552,520	11,093,363
Debt Service Paid by Others on Self-Supporting Debt (E-911)		355,550	355,550	360,500
Debt Service-Paid by CPRD	2,480,623	2,434,942	-	
Other Expenditures	1,650	2,850	2,850	3,000
Total Expenditures and Financing Uses	58,666,563	11,355,922	10,910,920	11,456,863

Attachment 2 - Debt Service Fund Summary of Revenues, Financing Sources, Expenditures, Financing Uses and Changes in Fund Balance FY 2020, FY 2021, and FY 2022

Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 3 - Change in Fund Balance				
Net Increase (Decrease)	28,528	14,676	(185,324)	(187,677)
Beginning Fund Equity	474,378	502,906	502,906	317,582
Reserve of Fund Equity for guarantee of interest payment from CDE				
Broadband to CDE Electric	\$ -	\$ 48,611	\$ 62,394	\$ -
Total Ending Fund Equity of Debt Service Fund	\$ 502,906	\$ 468,971	\$ 255,188	\$ 129,905

Attachment 3 - Drug Fund Summary of Revenues, Financing Sources, Expenditures, Financing Uses and Changes in Fund Balance FY 2020, FY 2021, and FY 2022

Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 1 - Operating Revenues and Financing Sources				
Fines and Forfeitures	\$ 399,597	\$ 407,722	\$ 441,692	\$ 370,247
Other Revenues	-	5,000	5,000	6,505
Transfers from General Fund	-	-	-	
Total Revenues and Other Financing Sources	399,597	412,722	446,692	376,752

Attachment 3 - Drug Fund Summary of Revenues, Financing Sources, Expenditures, Financing Uses and Changes in Fund Balance FY 2020, FY 2021, and FY 2022

Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 2. Expenditures and Financing Uses				
Drug Enforcement Buy Money, Drug Enforcement Other Expenditures, and Other Eligible Drug Enforcement Expenditures and Transfers Out	147,339	465,248	559,458	473,257
Total Expenditures and Other Financing Uses	147,339	465,248	559,458	473,257

Attachment 3 - Drug Fund Summary of Revenues, Financing Sources, Expenditures, Financing Uses and Changes in Fund Balance FY 2020, FY 2021, and FY 2022

Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 3 - Change in Fund Balance				
Net Increase (Decrease)	252,258	(52,526)	(112,766)	(96,505)
Beginning Fund Balance	502,153	744,176	754,411	641,645
Ending Fund Balance of Drug Fund	\$ 754,411	\$ 691,650	\$ 641,645	\$ 545,140

Attachment 3 -COVID Recovery Summary of Revenues, Financing Sources, Expenditures, Financing Uses and Changes
in Fund Balance FY 2020, FY 2021, and FY 2022

Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 1 - Operating Revenues and Financing Sources				
COVID 19 CARES Act Funds - State CARES	\$ -	\$ -	\$ 3,490,203	\$ -
COVID 19 AFG Grant	-	-	21,400	-
COVID 19 CARES- Federal CRFSF	-	-	2,351,910	-
COVID 19 State Allocation 2022	-	-	-	1,745,248
COVID 19 ARP Funds	-	-	-	12,732,437
Transfers from General Fund	-	-	80,699	-
Total Revenues and Other Financing Sources	-	-	5,944,212	14,477,685

Attachment 3 -COVID Recovery Summary of Revenues, Financing Sources, Expenditures, Financing Uses and Changes
in Fund Balance FY 2020, FY 2021, and FY 2022

Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 2. Expenditures and Financing Uses				
2020 COVID funds	-	-	4,443,385	-
2020 Encumbered Funds	-	-	1,500,827	-
COVID 19 State Allocation 2022	-	-	-	1,745,248
ARP Funds	-	-	-	7,664,772
ARP Expenditures-roxy, senior and museum recovery	-	-	-	1,555,580
ARP Transfer to GF for Lost Revenue 2020&2021	-	-	-	3,512,085
Total Expenditures and Other Financing Uses	-	-	5,944,212	14,477,685

Attachment 3 -COVID Recovery Summary of Revenues, Financing Sources, Expenditures, Financing Uses and Changes
in Fund Balance FY 2020, FY 2021, and FY 2022

Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 3 - Change in Fund Balance				
Net Increase (Decrease)	-	-	-	-
Beginning Fund Balance	-	-	-	-
Ending Fund Balance of COVID	\$ -	\$ -	\$ -	\$ -

**Attachment 3 - Parks Special Revenue Summary of Revenues, Financing Sources, Expenditures, Financing
Uses and Changes in Fund Balance FY 2020, FY 2021, and FY 2022**

Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 1 - Operating Revenues and Financing Sources				
Program Revenues	\$ 262,191	626,345	241,239	472,041
Federal Grants	-	1,000	-	-
State Grants	1,750	750	-	-
Contributions	50,640	104,900	48,500	128,000
Total Revenues and Financing Sources	314,581	732,995	289,739	600,041

**Attachment 3 - Parks Special Revenue Summary of Revenues, Financing Sources, Expenditures, Financing
Uses and Changes in Fund Balance FY 2020, FY 2021, and FY 2022**

Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 2. Expenditures and Financing Uses				
Salaries and Benefits	22,362	100,495	9,241	40,373
Operating Expenditures	341,910	852,774	367,221	547,634
Capital Outlay	51,868	-	33,976	12,215
Transfer out to Other Funds	-	-	-	-
Total Expenditures and Financing Uses	416,140	953,269	410,438	600,222

**Attachment 3 - Parks Special Revenue Summary of Revenues, Financing Sources, Expenditures, Financing
Uses and Changes in Fund Balance FY 2020, FY 2021, and FY 2022**

Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 3 - Change in Fund Balance				
Net Increase (Decrease)	(101,559)	(220,274)	(120,699)	(181)
Beginning Fund Balance	362,757	220,274	261,198	140,499
Ending Fund Balance of Parks Special	\$ 261,198	\$ -	\$ 140,499	\$ 140,318

Special Revenue Funds
Fiscal Year 2022

Attachment 3 - Safe Route To Schools - Kenwood (ST010) Summary of Revenues, Financing Sources,
Expenditures, Financing Uses and Changes in Fund Balance FY 2020, FY 2021, and FY 2022

Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 1. Operating Revenues and Financing Sources				
Federal Grant				
Transfer in From General Fund	-	-	-	-
Total Revenues and Financing Sources	-	-	-	-

Attachment 3 - Safe Route To Schools - Kenwood (ST010) Summary of Revenues, Financing Sources,
Expenditures, Financing Uses and Changes in Fund Balance FY 2020, FY 2021, and FY 2022

Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 2. Expenditures and Financing Uses				
Operating Expenditures	-	-	-	
Total Expenditures and Financing Uses	-	-	-	-

Attachment 3 - Safe Route To Schools - Kenwood (ST010) Summary of Revenues, Financing Sources,
Expenditures, Financing Uses and Changes in Fund Balance FY 2020, FY 2021, and FY 2022

Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 3 - Change in Fund Balance				
Net Increase (Decrease)	-	-	-	-
Beginning Fund Balance	76,730	72,030	76,730	76,730
Ending Fund Balance	76,730	72,030	76,730	76,730

Attachment 3 - Gateway & Wayfinding Signage (SIGN9) Summary of Revenues, Financing Sources,
Expenditures, Financing Uses and Changes in Fund Balance FY 2020, FY 2021, and FY 2022

Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 1. Operating Revenues and Financing Sources				
State Grant	75,000	-	-	-
CVB and APSU Donation	25,000	-		-
Transfer in From General Fund	75,000	-	125,000	-
Total Revenues and Financing Sources	175,000	-	125,000	-

Attachment 3 - Gateway & Wayfinding Signage (SIGN9) Summary of Revenues, Financing Sources,
Expenditures, Financing Uses and Changes in Fund Balance FY 2020, FY 2021, and FY 2022

Expenditures, Financing Uses and Changes in Fund Balance FY 2020, FY 2021, and FY 2022				
Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 2. Expenditures and Financing Uses				
Operating Expenditures	153,136	110,000	110,000	-
Total Expenditures and Financing Uses	153,136	110,000	110,000	-

Attachment 3 - Gateway & Wayfinding Signage (SIGN9) Summary of Revenues, Financing Sources,
Expenditures, Financing Uses and Changes in Fund Balance FY 2020, FY 2021, and FY 2022

Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 3 - Change in Fund Balance				
Net Increase (Decrease)	21,864	(110,000)	15,000	-
Beginning Fund Balance	-	110,000	21,864	36,864
Ending Fund Balance	21,864	-	36,864	36,864

Attachment 3 - Police Special Revenue Fund Summary of Revenues, Financing Sources, Expenditures, Financing Uses and
Changes in Fund Balance FY 2020, FY 2021, and FY 2022

Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 1. Operating Revenues and Financing Sources				
Police Dept. Donations-Chaplain	4,112	10,000	6,000	8,000
Federal Seized Money-shared+interest	37,325	-	104	-
Traffic School	19,800	23,725	22,350	15,000
Electronic Ticket Revenue - Police	26,589	29,244	25,554	24,340
Electronic Ticket Revenue - Courts	6,374	7,311	6,049	6,085
2017 JAG PD068	7,344	-	-	-
Body Worn Cameras PD070	138,886	-	-	-
Body Worn Cameras PD070 - Gen.Fund Transfer In	138,886	-	-	-
2019 THSO Grant PD071	27,246	-	-	-
2018 JAG Grant PD072	50,205	28,000	12,372	-
2018 Body Worn Cameras PD073	53,825	116,116	58,058	-
2018 Body Worn Cameras PD073 - Gen.Fund Transfer In	53,825	-	58,058	-
2019 JAG Grant PD074	-	59,459	59,459	-
2020 JAG Grant PD079	-	60,000	-	-
2020 THSO Grant PD075	64,899	15,122	26,116	14,531
2020 THSO Grant PD75 - Gen Fund Transfer In	-	-	6,599	-
2021 THSO Grant PD078	-	100,000	125,000	30,000
2022 THSO Grant PD080	-	-	-	100,000
2021 JAG Grant PD081	-	-	-	60,000
THSO Motorcycle Enforcement Grant PD076	8,594	-	-	-
Total Revenues and Financing Sources	637,910	448,977	405,719	257,956

Attachment 3 - Police Special Revenue Fund Summary of Revenues, Financing Sources, Expenditures, Financing Uses and
Changes in Fund Balance FY 2020, FY 2021, and FY 2022

Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 2. Expenditures and Financing Uses				
Federal Seized Money Expenditures	14,000	41,279	-	44,649
Other Supplies	-	68	-	68
Traffic School	18,579	57,452	9,701	62,515
Youth Coalition - YC	-	-	-	-
Chaplain	1,173	10,000	1,655	15,437
Electronic Ticket Revenue - Police	86,129	57,287	34,639	40,643
Electronic Ticket Revenue - Courts	-	65,035	15,000	53,921
2017 JAG PD068	7,344	-	-	-
Body Worn Cameras PD070	277,772	-	-	-
2019 THSO Grant PD071	27,246	-	-	-
2018 JAG Grant PD072	50,205	28,000	12,372	-
2018 Body Worn Cameras PD073	107,649	116,116	116,116	-
2019 JAG Grant PD074	-	59,459	59,459	14,531
2020 JAG Grant PD079	-	60,000	-	-
2020 THSO Grant PD075	64,888	15,122	32,726	-
2021 THSO Grant PD078	-	100,000	125,000	30,000
2022 THSO Grant PD080	-	-	-	100,000
2021 JAG Grant PD081	-	-	-	60,000
THSO Motorcycle Enforcement Grant PD076	8,594	-	-	-
Total Expenditures and Financing Uses	663,579	609,818	406,668	421,764

Attachment 3 - Police Special Revenue Fund Summary of Revenues, Financing Sources, Expenditures, Financing Uses and
Changes in Fund Balance FY 2020, FY 2021, and FY 2022

Changes in Fund Balance FY 2020, FY 2021, and FY 2022				
Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 3 - Change in Fund Balance				
Net Increase (Decrease)	(25,669)	(160,841)	(949)	(163,808)
Beginning Fund Equity	191,193	161,760	165,524	164,575
Total Ending Fund Equity of Police Special Revenue Fund	\$ 165,524	\$ 919	\$ 164,575	\$ 767

Attachment 3 - Traffic Camera - Police Special Revenue Fund Summary of Revenues, Financing
Sources, Expenditures, Financing Uses and Changes in Fund Balance
FY 2020, FY 2021, and FY 2022

Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 1. Operating Revenues and Financing Sources				
Revenues and Financing Sources				
Fines and Fees	354,052	341,986	288,311	247,520
Miscellaneous Revenue	-	-	-	-
Transfers in From Other Funds	-	-	-	-
Total Revenues and Financing Sources	354,052	341,986	288,311	247,520

Attachment 3 - Traffic Camera - Police Special Revenue Fund Summary of Revenues, Financing
Sources, Expenditures, Financing Uses and Changes in Fund Balance
FY 2020, FY 2021, and FY 2022

Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 2. Expenditures and Financing Uses				
Expenditures and Financing Uses				
Operating Expenditures	282,972	450,674	412,299	367,127
Property Purchases	183,999	147,863	-	-
Interfund Transfer Out	-	-	-	-
Total Expenditures and Financing Uses	466,971	598,537	412,299	367,127

Attachment 3 - Traffic Camera - Police Special Revenue Fund Summary of Revenues, Financing
Sources, Expenditures, Financing Uses and Changes in Fund Balance
FY 2020, FY 2021, and FY 2022

Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 3 - Change in Fund Balance				
Net Increase (Decrease)	(112,919)	(256,551)	(123,988)	(119,607)
Beginning Fund Balance	366,667	256,551	253,747	129,759
Total Ending Fund Balance	\$ 253,747	\$ -	\$ 129,759	\$ 10,152

Attachment 3 - Traffic Camera - Parks Special Revenue Fund Summary of Revenues, Financing
Sources, Expenditures, Financing Uses and Changes in Fund Balance
FY 2020, FY 2021, and FY 2022

Description	FY 2020 Actual	FY 2021		FY 2022 Proposed
		Budget	Amended	
Section 1. Operating Revenues and Financing Sources				
Revenues and Financing Sources				
Fines and Fees	151,736	189,557	111,705	113,922
Transfers in From Other Funds	-	-	-	-
Total Revenues and Financing Sources	151,736	189,557	111,705	113,922

Attachment 3 - Traffic Camera - Parks Special Revenue Fund Summary of Revenues, Financing
Sources, Expenditures, Financing Uses and Changes in Fund Balance
FY 2020, FY 2021, and FY 2022

Description	FY 2020	FY 2021		FY 2022 Proposed
	Actual	Budget	Amended	
Section 2. Expenditures and Financing Uses				
Expenditures and Financing Uses				
Operating Expenditures	73,842	420,000	224,705	372,961
Transfer Out to Other Funds	-	-	-	-
Total Expenditures and Financing Uses	73,842	420,000	224,705	372,961

Attachment 3 - Traffic Camera - Parks Special Revenue Fund Summary of Revenues, Financing
Sources, Expenditures, Financing Uses and Changes in Fund Balance
FY 2020, FY 2021, and FY 2022

Description	FY 2020	FY 2021		FY 2022
	Actual	Budget	Amended	Proposed
Section 3 - Change in Fund Balance				
Net Increase (Decrease)	77,895	(230,443)	(113,000)	(259,039)
Beginning Fund Balance	373,443	230,443	451,338	338,338
Total Ending Fund Balance	\$ 451,338	\$ -	\$ 338,338	\$ 79,299

Attachment 3 - Road Improvements Fund Summary of Revenues, Financing
Sources, Expenditures, Financing Uses and Changes in Fund Balance
FY 2020, FY 2021, and FY 2022

Description	FY 2020	FY 2021		FY 2022
	Actual	Budget	Amended	Proposed
Section 1. Operating Revenues and Financing Sources				
Local Sales Taxes	945,606	750,000	900,000	900,000
Interest Earnings	-	-	-	-
Total Revenues and Financing Sources	945,606	750,000	900,000	900,000

Attachment 3 - Road Improvements Fund Summary of Revenues, Financing
Sources, Expenditures, Financing Uses and Changes in Fund Balance
FY 2020, FY 2021, and FY 2022

Description	FY 2020 Actual	FY 2021		FY 2022 Proposed
		Budget	Amended	
Section 2. Expenditures and Financing Uses				
Operating Expenditures	-	1,218,534	-	1,218,534
Transfer out to Capital Projects Fund	750,000	750,000	750,000	750,000
Total Expenditures and Financing Uses	750,000	1,968,534	750,000	1,968,534

Attachment 3 - Road Improvements Fund Summary of Revenues, Financing
Sources, Expenditures, Financing Uses and Changes in Fund Balance
FY 2020, FY 2021, and FY 2022

Description	FY 2020	FY 2021		FY 2022
	Actual	Budget	Amended	
Section 3 - Change in Fund Balance				
Net Increase (Decrease)	195,606	(1,218,534)	150,000	(1,068,534)
Beginning Fund Balance	1,118,434	1,218,534	1,314,039	1,464,039
Total Ending Fund Balance	\$ 1,314,039	\$ -	\$ 1,464,039	\$ 395,505

Attachment 3 - Capital Projects Revenue District Special Revenue Fund Summary of Revenues, Financing
Sources, Expenditures, Financing Uses and Changes in Fund Balance
FY 2020, FY 2021, and FY 2022

Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 1 - Operating Revenues and Operating Transfers From Other Funds				
Local Taxes	\$ 2,870,000	\$ 2,434,942	\$ -	\$ -
Operating Revenues	2,870,000	2,434,942	-	-

Attachment 3 - Capital Projects Revenue District Special Revenue Fund Summary of Revenues, Financing
Sources, Expenditures, Financing Uses and Changes in Fund Balance
FY 2020, FY 2021, and FY 2022

FY 2020, FY 2021, and FY 2022				
Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 2 - Expenditures and Operating Transfers Out to Other Funds				
Transfer to Debt Service Fund	2,480,623	2,434,942	467,556	-
Other Financing Uses	-	-	-	-
Expenditures and Financing Uses	2,480,623	2,434,942	467,556	-

Attachment 3 - Capital Projects Revenue District Special Revenue Fund Summary of Revenues, Financing
Sources, Expenditures, Financing Uses and Changes in Fund Balance
FY 2020, FY 2021, and FY 2022

Description	FY 2020 Actual	FY 2021		FY2022 Proposed
		Budget	Amended	
Section 3 - Change in Fund Balance				
Net Increase (Decrease) of Revenues and	389,377	-	(467,556)	-
Beginning Fund Balance	78,179	174,554	467,556	0
Ending Fund Balance	\$ 467,556	\$ 174,554	\$ 0	\$ 0

Attachment 4- Capital Projects Fund Summary of Revenues, Financing Sources, Expenditures, Financing Uses and Changes in Fund Balance

FY 2020, FY 2021, and FY 2022

Description	FY 2020	FY 2021		FY2022
	Actual	Budget	Amended	Proposed
Section 1 - Operating Revenues and Financing Sources				
Revenues and Financing Sources				
Revenues			100,000	
Interest	46,912	30,000	3,700	10,000
Federal/State Grants		10,908,502	1,750,000	5,000,000
Financing Sources	931,306			
Bond Proceeds/Premiums	2,429,208	51,135,000	20,250,000	85,155,946
Transfers In (RI Fund)	978,875	750,000	750,000	750,000
Total Revenues and Financing Sources	4,386,301	62,823,502	22,853,700	90,915,946
Section 2. Expenditures and Financing Uses				
Expenditures and Transfers Out				
Capital Projects	5,094,573		2,500,000	7,086,140
Cost of Debt Issuance		150,000		250,000
Expenditures Prior Yr. Projects	1,289,042	42,920,721	20,900,000	83,330,270
Total Expenditures and Financing Uses	6,383,615	43,070,721	23,400,000	90,666,410
Section 3 - Change in Fund Balance				
Net Increase (Decrease) from Operations	(1,997,314)	19,752,781	(546,300)	249,536
Beginning Fund Equity	2,556,107	659,720	558,793	12,493
Total Ending Fund Balance	558,793	20,412,501	12,493	262,029

Capital Project New Requests
Fiscal Year 2022 Budget

Additional Funds for Previously Approved Capital Projects and New Requested Projects FY22		TOTAL PREVIOUSLY FUNDED	TOTAL ACTIVE PROJECT EXPENSES	FY22 budget request	Future Budget Request	Potential Grant Funding	PROJECT BALANCE
STREET DEPARTMENT:							
93101	Rossvie Road Improvements	\$ 13,280,000	\$ 8,762,500	\$ 1,150,000	\$ 2,850,000	\$ 3,200,000	\$ 8,517,500
15306	Spring Creek Parkway	16,808,700	2,994,736		37,186,036		51,000,000
NEW-22	New Sidewalks using CMAQ Funding			540,000	22,860,000	18,720,000	23,400,000
NEW-22	New Sidewalks using Local Funding			475,000	2,500,000		2,975,000
NEW-22	New Sidewalks using local			180,000	4,020,000		4,200,000
NEW-22	New Sidewalks - Safe Routes to School			66,000	924,000	792,000	990,000
19302	Whitefield Road Improvements	16,000,000					16,000,000
NEW-22	Exit 1 Improvements			290,000	1,320,000		1,610,000
17305	Tybertown and Oakland Road	10,000,000	3,000,000	0	30,000,000		37,000,000
NEW-22	Needmore Road Improvements, Phase 1			1,750,000	15,750,000		17,500,000
NEW-22	Memorial Extension			0	26,500,000		26,500,000
NEW-22	48/13 Side walk/Crosswalks			625,000	1,875,000		2,500,000
		\$ 56,088,700	\$ 14,757,236	\$ 5,076,000	\$ 145,785,036	\$ 22,712,000	\$ 192,192,500
PARKS & RECREATION:							
NEW-22	Tennis Court Lighting	0		250,000			250,000
NEW-22	Billy Dunlop Cumberland River Compact	0		200,000		200,000	400,000
		\$ -	\$ -	\$ 450,000	\$ -	\$ 200,000	\$ 650,000
FIRE DEPARTMENT:							
NEW-22	75' Aerial Fire Truck			1,200,000			1,200,000
NEW-22	Rescue Truck			400,000			400,000
		\$ -	\$ -	\$ 1,600,000	\$ -	\$ -	\$ 1,600,000
POLICE DEPARTMENT:							
NEW-22	Outdoor Rubber Berm Trap for Range			160,140			160,140
		\$ -	\$ -	\$ 160,140	\$ -	\$ -	\$ 160,140
GENERAL GOVERNMENT:							
NEW-22	L&N Train Station Repairs*	50,000					50,000
NEW-22	Smith Trahern Rehabilitation*	50,000		150,000			200,000
		\$ 50,000	\$ -	\$ 150,000	\$ -	\$ -	\$ 200,000
GRAND TOTAL ALL CAPITAL PROJECTS		\$ 56,138,700	\$ 14,757,236	\$ 7,436,140	\$ 145,785,036	\$ 22,912,000	\$ 194,802,640
TRANSFERS* AND PROJECT NAME CHANGES							
Project Number/Name				Project Number/Name			
16503	Athletic Complex		TO	16503	Exit 8 Athletic Complex & Access		
15306	Northeast Connector		TO	15306	Spring Creek Parkway		
21221	New Admin Building		TO	21221	Fire Admin & Training Facility		
20101	Frosty Morn Demolition		TO	20101	Frosty Morn Revitalization		
20504	Burt Cobb Recreation Center Roof		TO	20504	Burt Cobb Recreation Center Repairs		
16504	Red River Trail East		TO	16504	Red River Trail and Revitalization		
16221	Fire Maintenance Facility		TO	16221	Fire Maintenance and CFR1 Property Improvements		
21223	100' Ladder Truck	(53,000)	TO	21224	Rescue Truck		53,000
19211	Police Precinct 3	(100,000)	TO	21211	Vista Lane Renovation		100,000
19211	Police Precinct 3	(12,500)	TO	20504	Burt Cobb Recreation Center Repairs		12,500
19211	Police Precinct 3	(50,000)	TO	*NEW-22	L&N Train Station Repairs		50,000
16221	Fire Maintenance and CFR1 Property Improvements	(50,000)	TO	*NEW-22	Smith Trahern Rehabilitation		50,000
16504	Red River Trail and Revitalization	(37,500)	TO	20504	Burt Cobb Recreation Center Repairs		37,500
17301	International and Dunlop	(1,729,602)	TO	19303	Intersection Improvement		1,729,602
16221	Fire Maintenance and CFR1 Property Improvements	(50,000)	TO	20101	Frosty Morn Revitalization		50,000
20305	Cemetery Wall	(7,425)	TO	19303	Intersection Improvement		7,425

* Final transfer amount may be different depending on actual remaining balances

Section 4. That the governing body recognizes that the municipality has bonded and other indebtedness as follows:

Bonded or Other Indebtedness	Total Debt 7/1/2021	FY2022 Principal Requirements	FY2022 Interest Requirements	Debt Previously Authorized and Unissued
Bonds	76,457,000	7,745,000	1,911,809	
Notes	21,316,000	1,140,000	657,054	
Total Debt	97,773,000	8,885,000	2,568,863	85,155,946

Section 5. No appropriation listed above may be exceeded without an amendment of the budget ordinance as required by Article VII, Section 3 of the Clarksville City Charter. Amendments to the adopted budget ordinance may be approved by ordinance at any time during the fiscal year by the affirmative vote of a majority of the council on two separate readings.

Section 6. Tax Rate. The City of Clarksville's fiscal year 2022 (tax year 2021) tax rate for real and personal property is set at \$1.23

Section 7. Payments to Tennessee Consolidated Retirement System. For the fiscal year 2020, the City of Clarksville's rate of funding to the Tennessee Consolidated Retirement System (TCRS) will be 18.03% of covered salaries and wages for public safety employees and 14.53% for all others.

Section 8. Other Post Employment Benefits. The City recognizes that under the provisions of Governmental Accounting Standards Board (GASB) Statement 75 that it has an obligation for "Other Post Employment Benefits" ("OPEB"). In FY 2022, the City's governmental funds will continue on a pay-as-you-go basis. Nothing in this section shall prevent any proprietary fund, agency, or component unit of the city from funding its OPEB obligations under the provisions of GASB 45 in FY 2022.

Section 9. In Lieu of Taxes, Clarksville Department of Electricity and Clarksville Department of Gas, Water & Sewer. The City has budgeted to collect the maximum in lieu of tax payment permitted by the Tennessee Code Annotated from the Clarksville Department of Gas, Water & Sewer and CDE Lightband and accounts for these payments in the general fund as operating revenues.

Section 10. Payments to Montgomery County – In Lieu of Taxes. Under the provisions of the Tennessee Code Annotated, 22.5% of the in lieu of tax payment actually paid to the city by the Clarksville Department of Electricity (CDE Lightband) to the City of Clarksville's general government must be paid over to Montgomery County. The amount of the appropriation to be paid over to Montgomery County contained within this appropriating ordinance is based on an estimated annual in lieu of tax payment included in the financing sources of the city. The Chief Financial Officer is authorized to comply with the legal requirement that provides for the actual payment of 22.5% of the in-lieu-of-tax paid to the city to be paid to Montgomery County irrespective of the appropriation contained within this ordinance.

Section 11. Payments to Montgomery County – Share of State Liquor Taxes. Under the provisions of the Tennessee Code Annotated, 50% of the state liquor taxes paid to the City of Clarksville by the State of Tennessee must be paid over to Montgomery County for the purpose of funding education. The amount of the appropriation to be paid over to Montgomery County contained within this appropriating ordinance is based on an annual revenue estimate of the state shared revenue for the liquor tax. The Chief Financial Officer is authorized to comply with the legal requirement to pay over to Montgomery County 50% of the state liquor taxes received by the city irrespective of the appropriation contained within this ordinance.

Section 12. A departmental budget and the published operating budget and budgetary comparisons shown by fund with beginning and ending fund balances and the number of full time employees authorized by department and/or fund shall be considered part of this ordinance.

Department	FY2021 Full-time Employees	FY2022 Full-time Employees
Legislative/Administrative (includes Council)	14	14
Building Codes	30	30
Building Facility Maintenance	0	14
City Court	5	5
Finance & Revenue	22	20
Fire Department	252	252
Garage	15	15
Human Resources	12	13
Human Resources – Security	10	10
Legal Department	5	6
Information Technology	13	13
Internal Audit	3	3
Mayor's Office	6	6
Municipal Properties	2	2
Parks and Recreation/Golf	87	75
Dispatch	34	34
Police	367	368
Purchasing	3	3
Street Department	89	94
Gas, Water & Sewer	283	306
CDE Lightband	201	201
Transit	92	96
Housing & Community Development	6	6
TOTAL FULL-TIME	1551	1586

Section 13. Policy for Funding of Non-Profit Agencies

1. Per State Law:
 - a. Organization must be a 501(c)(3), 501(c)(4), or 501(c)(6) with documentation provided from the Internal Revenue Service.
 - b. Organization provides year-round services benefitting the general welfare of the city's residents.
 - c. Organization files a copy of an annual audit of its business affairs and related transactions
2. Additional City of Clarksville requirements:
 - a. Organization must be related or support moving the City forward in providing a municipal purpose.
 - b. Organization must disclose at least annually and throughout the funding year any City employee or elected official associated with their agency in any capacity, stating their name and role they play in the non-profit agency.
 - c. Funding may be withheld at the discretion of the City of Clarksville's Finance Department until all requirements are met and kept current.
 - d. If approved for funding by the City of Clarksville, the organization agrees to allow access to financial records during the funding period.
 - e. Organization agrees that funds requested will **only** be used for the purposes stated and approved in their budget request
 - f. The City shall determine funding distribution to be either monthly, quarterly, or annually
 - g. Any change in proposed use of funds during the funding year must be submitted to the City in writing for approval prior to use.

- h. Organizations receiving \$50,000 or more of funding from the City are required to follow the City's purchasing policy including but not limited to bids and quotes for any purchase made with City provided funds.
- i. Organizations receiving any audit findings shall disclose these findings with their annual funding request. At the discretion of the CFO for the City, funding may be withheld until a satisfactory plan to address the findings has been received.
- j. Organization is required to submit quarterly financial reports no later than 45 days after the end of the quarters ending September, December, March and June of each year.

Section 14. If for any reason a budget ordinance is not adopted prior to the beginning of the next fiscal year, the appropriations in this budget ordinance shall become the appropriations for the next fiscal year until the adoption of the new budget ordinance, provided sufficient revenues are being collected to support the continuing appropriations as per Charter provision. Approval of the Director of the Division of Local Finance in the Comptroller of the Treasury for a continuation budget will be requested if any indebtedness is outstanding.

Section 15. In an effort for the City's pay practices to remain competitive with changes in labor market conditions, City Code Section 1.5-403 provides for the Human Resources Department to review and propose adjustments to the compensation plan including adjusting the salary structure to be competitive with the market. Further Section 1.5-405b provides for the recommendation by the Human Resources Department to provide annual general pay increases for City employees. Notwithstanding any provision of the Official Code of the City of Clarksville to the contrary, based on current market conditions and city finances, the Human Resources Director has recommended a general wage increase for City employees of 2.5% for Fiscal Year 2021-2022. Also, recommended is the increase in the pay tables of 2.5%. The effective date for both the table move and the GWI will be October 9, 2021.

Section 16. Parks & Recreation and Golf Courses. This ordinance shall provide authorization for the budgets of Parks and Recreation, Mason Rudolph Golf Course and Swan Lake Golf Course to be merged, therefore allowing operational efficiencies of shared resources. As provided for by City Code in certain circumstances the Department head or Mayor have authority to move funds within the department's budgets. For the purposes of budget appropriations and expenditures of Parks and Recreation and the Golf Courses shall be considered one department.

Section 17. This ordinance shall take effect June 30, 2021 for the good of the public.

BUDGET SUMMARY PUBLISHED: June 6, 2021
PUBLIC HEARING: Scheduled for June 17, 2021
FIRST READING: Scheduled for June 17, 2021
SECOND READING: Scheduled for June 22, 2021
EFFECTIVE DATE: June 30, 2021