



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

Stan Williams
MPO Director
stanwilliams@cityofclarksville.com

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

Jill Hall
Transportation Planner
jhall@cityofclarksville.com

July 7, 2008

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

RE: Clarksville Urbanized Area MPO TIP Amendment #4

Dear Mrs. Sartor:

The Clarksville Urbanized Area MPO Technical Coordinating Committee met on July 2, 2008 to recommend approval of an amendment to the FY2008-2011 Transportation Improvement Program. The Clarksville Urbanized Area MPO Executive Board met on July 2, 2008 and approved the recommended TIP amendment #4. The detailed TIP amendment #4 is attached, and was made available for public comment on June 13, 2008 and was subject to all required public participation requirements set forth in our Public Participation Plan.

The MPO has determined that the amendment #4 to the project will result in the TIP remaining fiscally constrained. TIP amendment #4 conforms with the State Implementation Plan (SIP) and complies with the Clean Air Act, the Transportation Conformity Regulation, the Statewide and Metropolitan Planning Regulation and other applicable Federal and State requirements.

The formal public participation process began with the publication of the MPO TCC meeting and the MPO Executive Board meeting on June 13, 2008 in three publications: The Kentucky New Era, The Clarksville Leaf Chronicle and The El Crucero. No public comments were received at the public meeting or during the public comment period.

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

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

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

Sincerely,

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

J. Stan Williams
Transportation Planning Director

Attachment



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

Stan Williams
MPO Director
stanwilliams@cityofclarksville.com

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

Jill Hall
Transportation Planner
jhall@cityofclarksville.com

To: Nancy Sartor, Manager 2, TDOT Local Programs

From: Stan Williams, Transportation Director

Subject: Completeness Determination – Clarksville Urbanized Area MPO FY2008-2011 Transportation Improvement Program (TIP) Amendment #4

Date: July 7, 2008

The Clarksville Urbanized Area MPO has determined that the requested TIP amendment #4 is complete. After the MPO Staff review, the following determinations were made:

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

Inter-Agency Consultation:

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

Dates and Locations of Consideration of Amendment:

MPO Technical Coordinating Committee, 11:00 AM, Wednesday, July 2, 2008, Lower Level, 329 Main Street, Clarksville, TN 37040.

MPO Executive Board, 11:30 AM, Wednesday, July 2, 2008, Lower Level, 329 Main Street, Clarksville, TN 37040.

Date for Publication of Public Notices:

June 13, 2008

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

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

Transportation Improvement Program

Transportation Conformity Check List

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

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

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

(OR)

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

(OR)

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

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

- 2) The report documents that the TIP/TIP amendment conforms with the State Implementation Plan (SIP) and complies with the Clean Air Act, the Transportation Conformity Regulation, the Statewide and Metropolitan Planning Regulations, and other applicable Federal and state requirements.

- 3) The report contains a copy of each of the following:
 - Adopting Resolution for the TIP/TIP amendment;
 - Adopting Resolution for the applicable Conformity Determination.

- 4) The report provides cross-references for projects listed in the TIP/TIP amendment to those listed in the Transportation Plan. (cross-reference may be accomplished through numbering system, or consistent project naming).

- 5) The report documents the public participation process of the TIP/TIP amendment including any comments raised verbally or in writing and how the MPO addressed raised issues; or the report states that no comments were received.

- 6) The report identifies the interagency consultation process used in the development of the TIP/TIP amendment according to 40 CFR 93.105; and includes any comments raised and how the MPO addressed raised issues; or the report states that no comments were received.

RESOLUTION 2008-28

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

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

WHEREAS, to amend the FY2008-2011 TIP; specifically, TIP project #2 – SR-374; Dunbar Cave Road to SR-13 funding. The amendment is to delete the STP federal funds for the Utility Phase for FY2008. The Utility Phase will be combined with the Construction Phase at a later date.

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

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

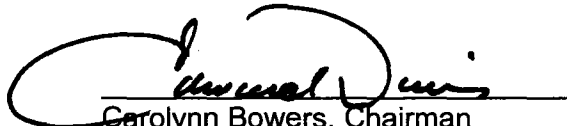
WHEREAS, the locally developed Public Participation Plan has been followed in the development of the amendment to the TIP.

WHEREAS, the Technical Coordinating Committee members did acknowledge that the TIP must be a financially restrained document and agree that said actions are appropriate and consistent with the FY2008-2011 TIP; and

NOW, THEREFORE BE IT RESOLVED, that the Executive Board of the Clarksville Urbanized Area Metropolitan Planning Organization does hereby adopt this amendment #4 to be made part of the FY2008-2011 TIP that was adopted on January 9, 2008.

Resolution Approval Date: July 2, 2008

Authorized Signature:


Carolynn Bowers, Chairman
MPO Executive Board

CUAMPO

Old

TIP # TDOT PIN # Priority Lead Agency

County Length mi LRTP# Conformity Status

Route/Project Name Total Project Cost

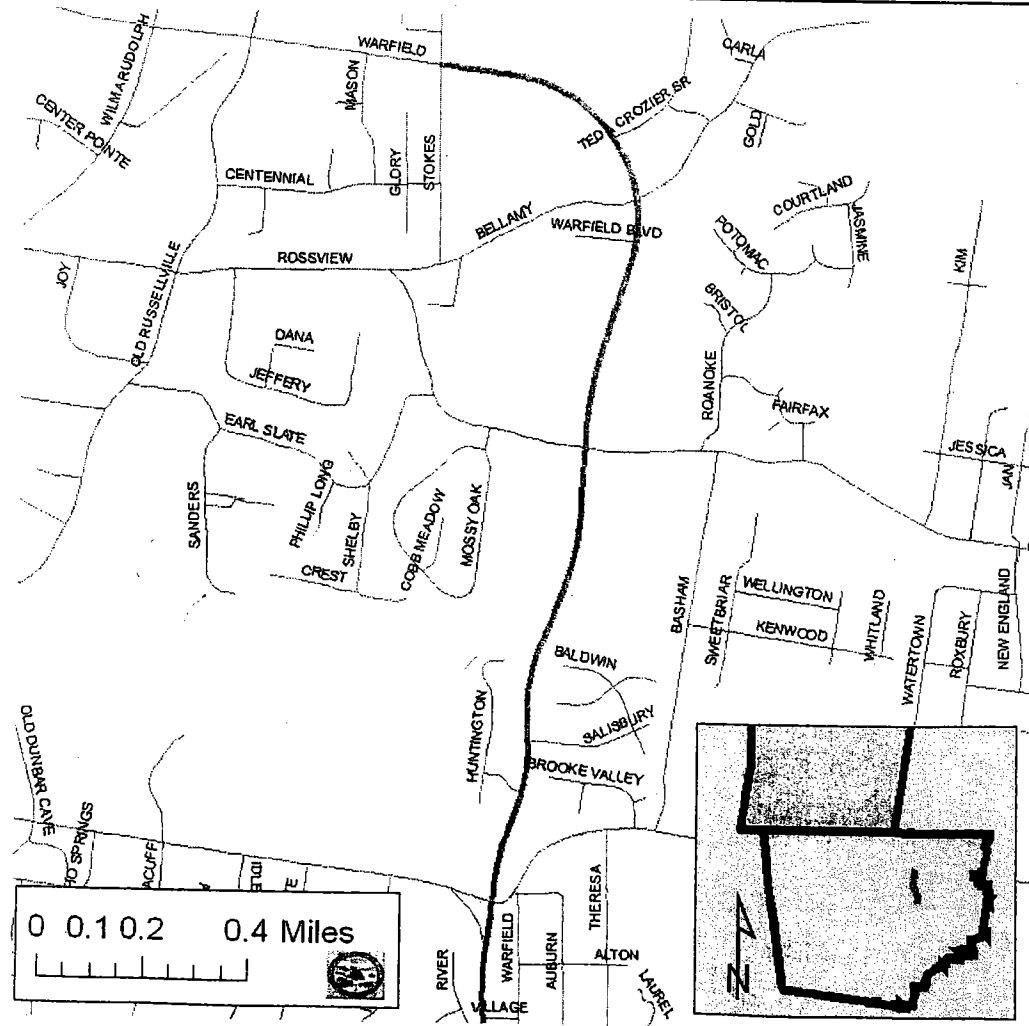
Termini or Intersection

Project Description

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2008	UTILITIES	STP-5	7,512,973	6,010,378	1,502,595	0
			0	0	0	0
			0	0	0	0
			0	0	0	0

Remarks Amendment Number Adjustment Number

* Project is on Existing + Committed List in 2030 Long Range Transportation Plan.



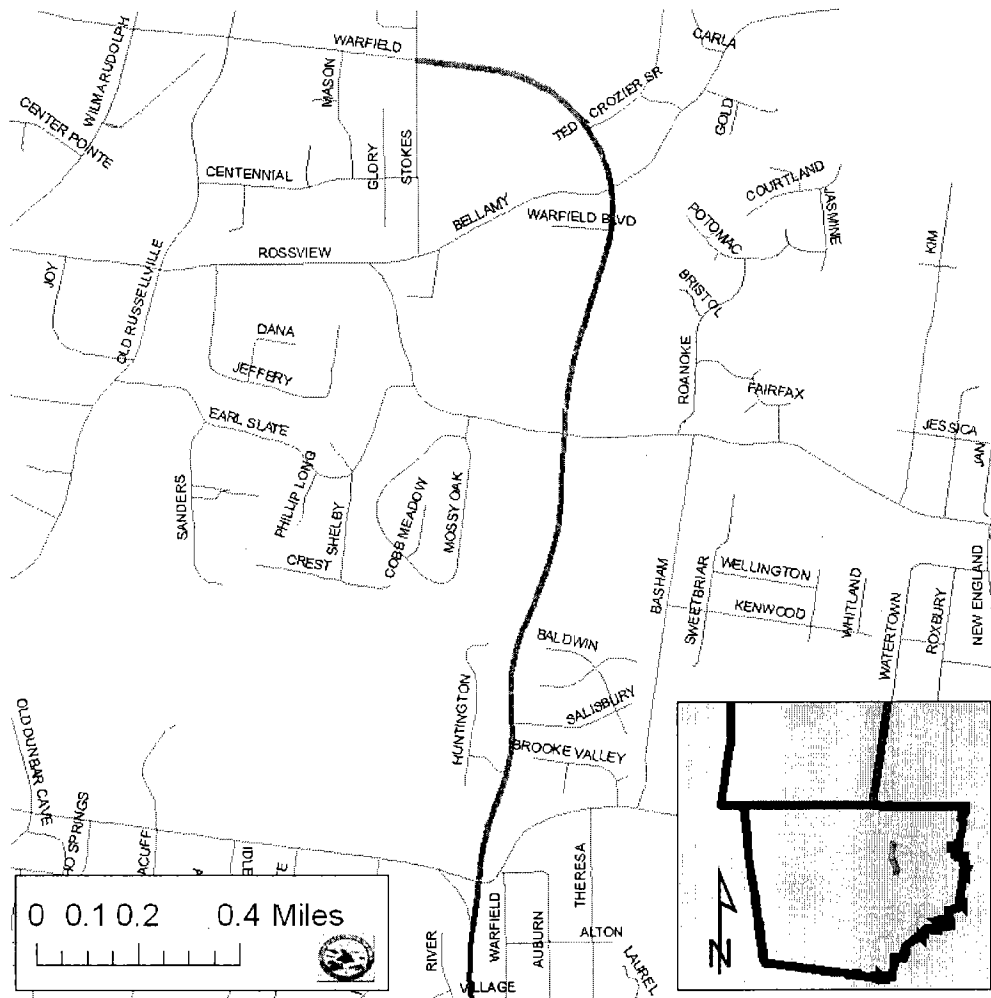
New

CUAMPO

TIP #	<input type="text" value="2"/>	TDOT PIN #	<input type="text" value="100290.00"/>	Priority	<input type="text" value="A"/>	Lead Agency	<input type="text" value="TDOT"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="2.5"/> mi	L RTP#	<input type="text" value="E+C (Table 4-2)"/>	Conformity Status	<input type="text"/>
Route/Project Name	<input type="text" value="SR-374 (North Parkway)"/>					Total Project Cost	<input type="text" value="\$21,120,000"/>
Termini or Intersection	<input type="text" value="SR-13/US-79 (Stokes Rd) to Dunbar Cave Road"/>						
Project Description	<input type="text" value="Widen from 2 to 4/5 lanes including 2 through lanes in each direction and a center turn lane (where appropriate)"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

Remarks	Amendment Number	<input type="text" value="4"/>	Adjustment Number	<input type="text" value="0"/>
<p>* Project is on Existing + Committed List in 2030 Long Range Transportation Plan. Per TDOT- the Utility phase will be combined into the Const. phase. The Utility Companies agreed to TDOT overseeing their removal, since no cost saving to do themselves.</p>				



Tennessee Funding Table 3
(By Year of Expenditure)

Table 3
Summary of State Programmed and Federal Earmarked Funds
(As of 6-06-08)
Tennessee

Old

Funding Source	FY2008	FY2009	FY2010	FY2011
	Available	Available	Available	Available
Enhancement Grants	\$2,368,388	\$0	\$0	\$0
IM (Interstate Maintenance)	\$54,000	\$18,000	\$18,000	\$18,000
BRR-L	\$88,000	\$88,000	\$88,000	\$88,000
CMAQ (Congestion Mitigation & Air Quality Impr)	\$1,828,240	\$820,515	\$1,010,135	\$1,279,755
L-STP	\$6,963,486	\$7,202,683	\$5,625,880	\$6,905,077
SRTS (Safe Routes to School)	\$72,025	\$0	\$0	\$0
Local Match	\$1,625,207	\$211,000	\$35,000	\$35,000
NHS (National Highway Systems)	\$1,072,000	\$160,000	\$160,000	\$160,000
STP (State Surface Transportation Program)	\$17,474,378	\$6,776,000	\$248,000	\$248,000
BRR-S	\$6,480,000	\$88,000	\$16,000	\$16,000
PLHD	\$452,760	\$0	\$0	\$0
HSIP	\$900,000	\$900,000	\$900,000	\$900,000
HPP	\$5,284,123	\$4,160,000	\$0	\$0
State Match	\$6,750,479	\$3,438,000	\$1,108,000	\$1,108,000
Total	\$51,413,086	\$23,862,198	\$9,209,015	\$10,757,832
Amount Programmed to be Spent				
Enhancement Grants	\$2,368,388	\$0	\$0	\$0
IM (Interstate Maintenance)	\$54,000	\$18,000	\$18,000	\$18,000
BRR-L	\$88,000	\$88,000	\$88,000	\$88,000
CMAQ (Congestion Mitigation & Air Quality Impr)	\$1,387,345	\$190,000	\$110,000	\$110,000
L-STP	\$1,040,000	\$2,856,000	\$0	\$0
SRTS (Safe Routes to School)	\$72,025	\$0	\$0	\$0
Local Match	\$1,625,207	\$211,000	\$35,000	\$35,000
NHS (National Highway Systems)	\$1,072,000	\$160,000	\$160,000	\$160,000
STP (State Surface Transportation Program)	\$17,474,378	\$6,776,000	\$248,000	\$248,000
BRR-S	\$6,480,000	\$88,000	\$16,000	\$16,000
PLHD	\$452,760	\$0	\$0	\$0
HSIP	\$900,000	\$900,000	\$900,000	\$900,000
HPP	\$5,284,123	\$4,160,000	\$0	\$0
State Match	\$6,750,479	\$3,438,000	\$1,108,000	\$1,108,000
Total	\$51,413,086	\$23,862,198	\$9,209,015	\$10,757,832
Amount Remaining				
Enhancement Grants	\$0	\$0	\$0	\$0
IM (Interstate Maintenance)	\$0	\$0	\$0	\$0
BRR-L	\$0	\$0	\$0	\$0
CMAQ (Congestion Mitigation & Air Quality Impr)	\$440,895	\$630,515	\$900,135	\$1,169,755
L-STP	\$5,923,486	\$4,346,683	\$5,625,880	\$6,905,077
SRTS (Safe Routes to School)	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0
NHS (National Highway Systems)	\$0	\$0	\$0	\$0
STP (State Surface Transportation Program)	\$0	\$0	\$0	\$0
BRR-S	\$0	\$0	\$0	\$0
PLHD	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0

Table 3

Summary of State Programmed and Federal Earmarked Funds

Tennessee				
HPP	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0
Total	\$6,364,381	\$4,977,198	\$6,526,015	\$8,074,832

Old
(cont)

Table 3

Summary of State Programmed and Federal Earmarked Funds
 (As of 7-02-08) Tennessee

New

Tennessee Funding Table 3
 (By Year of Expenditure)

Funding Source	FY2008	FY2009	FY2010	FY2011
	Available	Available	Available	Available
Enhancement Grants	\$2,368,388	\$0	\$0	\$0
IM (Interstate Maintenance)	\$54,000	\$18,000	\$18,000	\$18,000
BRR-L	\$88,000	\$88,000	\$88,000	\$88,000
CMAQ (Congestion Mitigation & Air Quality Impr)	\$1,828,240	\$820,515	\$1,010,135	\$1,279,755
L-STP	\$6,963,486	\$7,202,683	\$5,625,880	\$6,905,077
SRTS (Safe Routes to School)	\$72,025	\$0	\$0	\$0
Local Match	\$1,625,207	\$211,000	\$35,000	\$35,000
NHS (National Highway Systems)	\$1,072,000	\$160,000	\$160,000	\$160,000
STP (State Surface Transportation Program)	\$11,464,000	\$6,776,000	\$248,000	\$248,000
BRR-S	\$6,480,000	\$88,000	\$16,000	\$16,000
PLHD	\$452,760	\$0	\$0	\$0
HSIP	\$900,000	\$900,000	\$900,000	\$900,000
HPP	\$5,284,123	\$4,160,000	\$0	\$0
State Match	\$5,247,884	\$3,438,000	\$1,108,000	\$1,108,000
Total	\$43,900,113	\$23,862,198	\$9,209,015	\$10,757,832
Amount Programmed to be Spent				
Enhancement Grants	\$2,368,388	\$0	\$0	\$0
IM (Interstate Maintenance)	\$54,000	\$18,000	\$18,000	\$18,000
BRR-L	\$88,000	\$88,000	\$88,000	\$88,000
CMAQ (Congestion Mitigation & Air Quality Impr)	\$1,387,345	\$190,000	\$110,000	\$110,000
L-STP	\$1,040,000	\$2,856,000	\$0	\$0
SRTS (Safe Routes to School)	\$72,025	\$0	\$0	\$0
Local Match	\$1,625,207	\$211,000	\$35,000	\$35,000
NHS (National Highway Systems)	\$1,072,000	\$160,000	\$160,000	\$160,000
STP (State Surface Transportation Program)	\$11,464,000	\$6,776,000	\$248,000	\$248,000
BRR-S	\$6,480,000	\$88,000	\$16,000	\$16,000
PLHD	\$452,760	\$0	\$0	\$0
HSIP	\$900,000	\$900,000	\$900,000	\$900,000
HPP	\$5,284,123	\$4,160,000	\$0	\$0
State Match	\$5,247,884	\$3,438,000	\$1,108,000	\$1,108,000
Total	\$43,900,113	\$23,862,198	\$9,209,015	\$10,757,832
Amount Remaining				
Enhancement Grants	\$0	\$0	\$0	\$0
IM (Interstate Maintenance)	\$0	\$0	\$0	\$0
BRR-L	\$0	\$0	\$0	\$0
CMAQ (Congestion Mitigation & Air Quality Impr)	\$440,895	\$630,515	\$900,135	\$1,169,755
L-STP	\$5,923,486	\$4,346,683	\$5,625,880	\$6,905,077
SRTS (Safe Routes to School)	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0
NHS (National Highway Systems)	\$0	\$0	\$0	\$0
STP (State Surface Transportation Program)	\$0	\$0	\$0	\$0
BRR-S	\$0	\$0	\$0	\$0
PLHD	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0

Table 3

Summary of State Programmed and Federal Earmarked Funds

Tennessee

HPP	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0
Total	\$6,364,381	\$4,977,198	\$6,526,015	\$8,074,832

New
(cont.)

RESOLUTION 2008-05

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Resolution Approval Date:

January 9, 2008

Authorized Signature:



Mayor Carolyn Bowers
Chairman