



**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

March 11, 2009

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

RE: Clarksville Urbanized Area MPO TIP Amendment #7

Dear Mrs. Sartor:

The Clarksville Urbanized Area MPO Technical Coordinating Committee met on March 11, 2009 to recommend approval of an amendment to the FY2008-2011 Transportation Improvement Program. The Clarksville Urbanized Area MPO Executive Board met on March 11, 2009 and approved the recommended TIP amendment #7. The detailed TIP amendment #7 is attached, and was made available for public comment on March 11, 2009 and was subject to all required public participation requirements set forth in our Public Participation Plan.

The MPO has determined that the amendment #7 to the project will result in the TIP remaining fiscally constrained. TIP amendment #7 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 and the MPO Executive Board joint meeting on March 11, 2009 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 cursive script that reads "J. Stan Williams". The signature is written in black ink and is positioned above the printed name.

J. Stan Williams
Transportation Planning Director

Attachment



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

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MPO Director
stanwilliams@cityofclarksville.com

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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 #7

Date: March 11, 2009

The Clarksville Urbanized Area MPO has determined that the requested TIP amendment #7 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 and the Executive Board Joint Meeting, 11:00 AM, Wednesday, March 11, 2009, Lower Level, 329 Main Street, Clarksville, TN 37040.

Date for Publication of Public Notices:

February 20, 2009

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

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

CUAMPO

New

TIP #	<input type="text" value="59"/>	TDOT PIN #	<input type="text"/>	Priority	<input type="text"/>	Lead Agency	<input type="text" value="Clarksville"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="0.0"/> mi	LRTP#	<input type="text"/>	Conformity Status	<input type="text" value="Consistent Plan"/>
Route/Project Name	<input type="text" value="Economic Stimulus Bucket-Lighting"/>					Total Project Cost	<input type="text" value="\$432,000"/>
Termini or Intersection	<input type="text" value="Local/Urban Economic Stimulus"/>						
Project Description	<input type="text" value="Lighting and signing"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2009	CONST	ES-U	432,000	432,000	0	0
			0	0	0	0
			0	0	0	0
			0	0	0	0

Remarks	Amendment Number	<input type="text" value="7"/>	Adjustment Number	<input type="text" value="0"/>



CUAMPO

New

TIP #	<input type="text" value="61"/>	TDOT PIN #	<input type="text"/>	Priority	<input type="text"/>	Lead Agency	<input type="text" value="Clarksville"/>
County	<input type="text" value="Montgomery"/>	Length	<input type="text" value="0.0"/> mi	LRTP #	<input type="text"/>	Conformity Status	<input type="text" value="consistent plan"/>
Route/Project Name	<input type="text" value="Economic Stimulus Bucket - Resurfacing"/>				Total Project Cost	<input type="text" value="\$1,868,000"/>	
Termini or Intersection	<input type="text" value="Local/Urban Economic Stimulus"/>						
Project Description	<input type="text" value="Resurfacing, striping, guardrails and ADA sidewalk retrofit"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2009"/>	<input type="text" value="CONST"/>	<input type="text" value="ES-U"/>	<input type="text" value="1,868,000"/>	<input type="text" value="1,868,000"/>	<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"/>
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Remarks	Amendment Number	<input type="text" value="7"/>	Adjustment Number	<input type="text" value="0"/>



New

Tennessee Funding Table 3
(By Year of Expenditure)

(As of 3-11-09)

Funding Source	FY2008 Available	FY2009 Available	FY2010 Available	FY2011 Available
Enhancement Grants	\$2,388,388	\$0	\$0	\$0
HPP-L (High Priority Projects)	\$0	\$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	\$465,135	\$734,755
L-STP	\$6,963,486	\$7,202,683	\$5,625,880	\$6,905,077
SRTS (Safe Routes to School)	\$72,025	\$0	\$0	\$0
Economic Stimulus	\$0	\$2,300,000	\$0	\$0
Economic Stimulus-Transit	\$0	\$3,240,001	\$0	\$0
Local Match	\$1,630,207	\$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	\$6,247,884	\$3,438,000	\$1,108,000	\$1,108,000
Total	\$43,925,113	\$29,402,199	\$9,164,015	\$10,712,832
Amount Programmed to be Spent				
Enhancement Grants	\$2,388,388	\$0	\$0	\$0
HPP-L (High Priority Projects)	\$0	\$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	\$735,000	\$110,000	\$110,000
L-STP	\$1,040,000	\$2,856,000	\$0	\$0
SRTS (Safe Routes to School)	\$72,025	\$0	\$0	\$0
Economic Stimulus	\$0	\$2,300,000	\$0	\$0
Economic Stimulus-Transit	\$0	\$3,240,001	\$0	\$0
Local Match	\$1,630,207	\$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

New

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	\$1,100,000	\$1,108,000
Total	\$37,560,732	\$24,970,001	\$2,683,000	\$2,683,000
Amount Remaining				
Enhancement Grants	\$0	\$0	\$0	\$0
HPP-L (High Priority Projects)	\$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	\$85,515	\$355,135	\$624,755
L-STP	\$5,923,486	\$4,346,683	\$5,625,880	\$6,905,077
SRTS (Safe Routes to School)	\$0	\$0	\$0	\$0
Economic Stimulus	\$0	\$0	\$0	\$0
Economic Stimulus-Transit	\$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
HPP	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0
Total	\$6,364,381	\$4,432,198	\$5,981,015	\$7,529,832

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Tennessee Funding Table 3
(By Year of Expenditure)

(As of 1-28-09)

Funding Source	FY2008	FY2009	FY2010	FY2011
	Available	Available	Available	Available
Enhancement Grants	\$2,388,388	\$0	\$0	\$0
HPP-L (High Priority Projects)	\$0	\$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)	\$1,828,240	\$820,515	\$465,135	\$734,755
L-STP	\$6,963,486	\$7,202,683	\$5,625,880	\$6,905,077
SRTS (Safe Routes to School)	\$72,025	\$0	\$0	\$0
Total Match	\$1,630,207	\$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
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PLHD	\$452,760	\$0	\$0	\$0
HSIP	\$900,000	\$900,000	\$900,000	\$900,000
HPP	\$5,284,123	\$4,160,000	\$0	\$0
Total Match	\$5,247,884	\$3,438,000	\$1,108,000	\$1,108,000
Total	\$43,925,113	\$23,862,198	\$9,164,015	\$10,712,832
Amount Programmed to be Spent:				
Enhancement Grants	\$2,388,388	\$0	\$0	\$0
HPP-L (High Priority Projects)	\$0	\$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)	\$1,387,345	\$735,000	\$110,000	\$110,000
L-STP	\$1,040,000	\$2,856,000	\$0	\$0
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HSIP	\$900,000	\$900,000	\$900,000	\$900,000
HPP	\$5,284,123	\$4,160,000	\$0	\$0
Total Match	\$5,247,884	\$3,438,000	\$1,108,000	\$1,108,000
Total	\$37,560,732	\$19,430,000	\$2,683,000	\$2,683,000
Amount Remaining:				
Enhancement Grants	\$0	\$0	\$0	\$0
HPP-L (High Priority Projects)	\$0	\$0	\$0	\$0
IM (Interstate Maintenance)	\$0	\$0	\$0	\$0
BRR-L	\$0	\$0	\$0	\$0
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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

Old

HPP	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0
Total	\$6,364,381	\$4,432,198	\$5,981,015	\$7,529,832

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



U.S. Department
of Transportation

Federal Highway Administration
Tennessee Division Office
640 Grassmere Park, Suite 112
Nashville, TN 37211

Federal Transit Administration
Region 4
61 Forsyth Street, S.W., Suite 17T50
Atlanta, GA 30303

February 04, 2008

Mr. Gerald Nicely, Commissioner
Tennessee Department of Transportation
Suite 700, James K. Polk Building
Nashville, Tennessee 37243-0349

Honorable John E. Piper
City of Clarksville
One Public Square
Clarksville, TN 37364

Dear Messers. Nicely, and Piper:

The Tennessee Division of the Federal Highway Administration (FHWA) and Region 4 of the Federal Transit Administration (FTA) in coordination with Region 4 of the Environmental Protection Agency (EPA), have reviewed the amended Conformity Determination and the Fiscal Year (FY) 2008-2011 Transportation Improvement Program (TIP), and Long Range Transportation Plan amendment adopted on January 09, 2008. The Tennessee Department of Environment and Conservation, the Tennessee Department of Transportation, and the Metro Transit System, also had an opportunity to review and comment on the above-mentioned documents.

The Conformity Determination must be based on a Long Range Transportation Plan that meets the Federal Planning Regulations listed under 23 CFR 450.322. FHWA and FTA have reviewed the Clarksville Area MPO's 2030 LRTP for consistency with the Federal requirements, and have determined consistency.

FHWA and FTA found that the Conformity Document for the Clarksville Area MPO meets the five primary criteria of the Transportation Conformity Rule (69 FR 40004, July 1, 2004):

- use of the latest planning assumptions;
- use of the latest emissions model;
- use of appropriate consultation procedures;
- consistency with the mobile source emission budgets in the State Implementation Plan (SIP); and
- provisions for timely implementation of transportation control measures in the SIP.

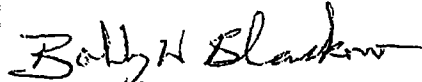
We also found that these documents met the criteria outlined in the Transportation Conformity Rule for the 8-hour ozone standard.



Therefore, the FHWA and the FTA approve the Conformity Determination for the 8-hour ozone standard for the adopted Clarksville Area 2030 Long Range Transportation Plan.

If you have any questions regarding this approval, please contact Tameka Macon at 615-781-5767 or Tony Dittmeier (FTA) at 440-865-5612.

Sincerely,



Bobby W. Blackmon
Division Administrator
Federal Highway Administration, Tennessee Division

cc: Ed Cole, TDOT - Planning
Angie Midgett, TDOT - Planning
Stan Williams, MPO
Tony Dittmeier, FTA Region 4
Tameka Macon, FHWA
Bernadette Dupont, FHWA-KY
Lynorae Benjamin, EPA Region 4