

CLARKSVILLE AREA METROPOLITAN PLANNING ORGANIZATION

Clarksville Area Air Quality Conformity Analysis (Kentucky Portion)

**Prepared by
The Kentucky Transportation Cabinet and
The Clarksville Metropolitan Planning Organization**

March 10, 2010 – FINAL



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GLOSSARY

CLARKSVILLE AREA AIR QUALITY CONFORMITY ANALYSIS

(KENTUCKY PORTION)

1.0 Executive Summary

This report explains the air quality analysis and methodology used by the Clarksville MPO and their consulting partners to demonstrate transportation conformity with air quality standards/goals established by the Clean Air Act Amendments of 1990 for the purpose of adopting a new Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). The TIP is consistent with the MTP. Montgomery County, Tennessee and Christian County, Kentucky (i.e., the Clarksville area) were designated nonattainment under the 8-hour ozone National Ambient Air Quality Standard (NAAQS) effective June 15, 2004. For the purposes of transportation conformity implementation, this 2-county, bi-state, nonattainment area is divided into the following 3 subareas: Kentucky donut, Kentucky MPO, and Tennessee MPO areas. A donut area is an area that is not in the jurisdiction of the MPO, and, for which, transportation planning is the responsibility of the state department of transportation (i.e., the Kentucky Transportation Cabinet in this case). Transportation planning for this bi-state MPO area (Clarksville MPO) is the responsibility of the Clarksville MPO. The requirements for implementing transportation conformity in all three subareas are the same. Fort Campbell Army military base consists of portions of Montgomery and Christian Counties. The military base is subject to the general conformity rule (58FR63214) and is considered as an external station (i.e., a trip generator) for the purpose of transportation conformity. Transportation conformity requirements are applicable for any roadway funding or approvals under Title 23 or 49 through

the U.S. Department of Transportation (U.S. DOT). Fort Campbell does not have any of these roadways on base and thus is not directly subject to the transportation conformity requirements. Through interagency consultation, the Clarksville MPO has coordinated the transportation conformity analysis for the Clarksville area using the MOBILE6.2 emissions model, the most recent planning assumptions, and incorporating the projects listed in Appendix H of the Documentation Report which is in Appendix I of the MTP. Additionally, the analysis included the planned Christian County projects outside the MPO area listed in Appendix D of this report. This document shows the conformity for Christian County, Kentucky (i.e., the Kentucky portion of the Clarksville nonattainment area). The conformity analysis for the Tennessee portion is shown in another document, Clarksville Area Air Quality Conformity Analysis (Tennessee Portion).

Motor Vehicles Emissions Budgets (MVEB) have been established in the State Implementation Plans (SIPs) for both the Kentucky and Tennessee portions of the Clarksville-Hopkinsville area as a part of each area's 8-hour Ozone Maintenance Plan. These MVEBs are established at the state level with separate MVEBs for Montgomery County, Tennessee and Christian County, Kentucky. On January 25, 2006 USEPA published final rulemaking which found adequate and approved the 2004 and 2016 MVEBs for Christian County, Kentucky (71 FR 4047). These MVEBs which became effective on January 25, 2006 are 9.53 TPD of NOX and 3.83 TPD of VOC for 2004, and 3.83 TPD of NOX and 2.08 TPD of VOC for 2016. In accordance with the July 1, 2004, Transportation Conformity Rule Revisions, entitled "Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule

Amendments Response to Court Decision and Additional Rule Changes” (69 FR 40004), these MVEBs are being used to demonstrate transportation conformity for this area. A summary of results is in the MTP and is shown below in Table 1 for Christian County. The MTP complies with the Clean Air Act Amendments of 1990, the Transportation Conformity Regulation (i.e., 40 Code of Federal Regulations Part 93), the Statewide and Metropolitan Planning Regulation, and other applicable federal and state requirements. In addition, this document was prepared consistent with EPA’s guidance document entitled “Companion Guidance for the July 1, 2004, Final Transportation Conformity Rule: Conformity Implementation in Multi-jurisdictional Nonattainment and Maintenance Areas for Existing and New Air Quality Standards.” This conformity determination has been developed with full consideration of the latest planning assumptions requirement.

Table 1. Summary of On-Road Mobile Source Emissions for Christian County by Year in Tons per Day.

Pollutant	2016 MVEBs Tons/Day	2016 Tons/Day	2025 Tons/Day	2035 Tons/Day
VOC	2.08	1.71	1.43	1.71
NOx	3.83	3.37	1.90	1.51

Thus,

- The Clarksville MPO finds no factors in the amended TIP or MTP that would cause or contribute to a new violation or exacerbate an existing violation in the years before the first analysis year for the Kentucky portion of the nonattainment area.

- The Clarksville MPO finds that no goals, directives, recommendations or projects identified in the amended TIP or MTP contradicts in a negative manner any specific requirements or commitments of the Kentucky SIP.
- The applicable implementation plans do not contain any Transportation Control Measures; therefore, nothing in the amended TIP or MTP can interfere with their timely implementation.
- The ozone precursors, VOC and NO_x, emissions in the Kentucky portion of the Clarksville-Hopkinsville area do not exceed the budget test for 2016, 2025 and 2035. Additionally, as explained in the Conclusion section below, 2010 forecasted emissions from the 2005 conformity analysis confirm that emissions are trending downward. Therefore, the MTP and TIP are in conformance with the Kentucky SIP.

2.0 Background

The Clarksville MPO consists of Montgomery County, Tennessee and a portion of Christian County, Kentucky (see Figure 2-1 in the Clarksville Area 2035 MTP). The Environmental Protection Agency (EPA) designated the Clarksville Area nonattainment under the 8-hour ozone national ambient air quality standard (NAAQS) effective June 15, 2004 (FR /Vol. 69, No. 84, Friday, April 30, 2004, page 23905). The designated area consists of the entire counties of

Christian County, Kentucky and Montgomery County, Tennessee which includes the entire Clarksville MPO area. Furthermore, EPA classified the area as “basic” under Subpart 1 of the Clean Air Act Amendments of 1990. For the purposes of transportation conformity implementation, this 2-county, bi-state, nonattainment area is divided into the following 3 subareas: Kentucky donut, Kentucky MPO, and Tennessee MPO areas. A donut area is an area that is not in the jurisdiction of the MPO, and, for which, transportation planning is the responsibility of the state department of transportation (i.e., the Kentucky Transportation Cabinet in this case). Transportation planning for the Kentucky and Tennessee MPO areas is the responsibility of the Clarksville MPO. The requirements for implementing transportation conformity in all four subareas are the same. Fort Campbell Army military base consists of portions of Montgomery and Christian Counties. The military base is subject to the general conformity rule (58FR63214) and is considered as an external station for the purpose of transportation conformity. Transportation conformity requirements are applicable for any roadway funding or approvals under Title 23 or 49 through the U.S. Department of Transportation (U.S. DOT). Fort Campbell does not have any of these roadways on base and thus is not directly subject to the transportation conformity requirements. In order to demonstrate transportation conformity, the mobile emission estimates must be shown to be less than or equal to the required conformity tests (in this case, the MVEB test) for the selected analysis years.

3.0 Consultation Team and Process

The Clarksville MPO has formed an Interagency Consultation (IAC) team including representatives from the US Environmental Protection Agency (EPA) Region 4, Federal Highway Administration (FHWA) Division Offices from both Kentucky and Tennessee, Kentucky Transportation Cabinet (KYTC), Kentucky Division for Air Quality (Ky. DAQ), Tennessee Department of Transportation (TDOT), Tennessee Division of Air Pollution Control (TDAPC), the Clarksville MPO, and members of local governments. The IAC conducted a series of meetings to approve the planning assumptions and develop the conformity analysis. The minutes of those meetings are included in Appendix A of this report as well as Appendix A of the Documentation Report which is in Appendix I of the MTP. Additionally, the public involvement process as described in Section 3.0 of the Clarksville Area 2035 MTP was followed.

4.0 Planning Assumptions

The analysis/horizon years for air quality were selected by the consultation partners at the August 1, 2008 interagency consultation (IAC) meeting and reconfirmed at the August 10, 2009 IAC meeting. It was agreed upon that air quality analysis/horizon years would be 2016, 2025, and 2035. Rationale for the selection is given in the following table:

Table 2. Rationale for the Selection of Horizon Years.

Analysis Year	Conformity Test	Which Requirement Fulfilled	Analysis or Interpolation
2016	2016 MVEB comparison	MVEB Year §93.106, 118	Analysis §93.118
2025	2016 MVEB comparison	Intermediate Year (No more than 10 years between analysis years) §93.106, 118	Analysis §93.118
2035	2016 MVEB comparison	Last Year of LRTP §93.106, 118	Analysis §93.118

The MVEB for 2016 was used for all analysis years, i.e., 2016, 2025, and 2035. There is no Inspection/Maintenance program in this area. There are no Transportation Control Measures (TCMs) in the SIP so implementation of the projects in the STIP will not interfere with timely implementation of TCMs. In the event that TCMs are introduced in the SIP later, implementation of those measures will not be impacted. All regionally significant projects, even those that are not federally funded, are included in the regional emissions analysis. Future projects in the MPO area are listed in Appendix H of the Documentation Report which is in Appendix I of the MTP. Christian County projects outside the MPO area are listed in Appendix D of this report. All projects are in the Kentucky and Tennessee MPO MTPs and, where appropriate, in the Statewide Transportation Improvement Programs (STIPs).

The MTPs, and the STIPs are fiscally constrained and have met the public involvement requirements; therefore, any projects in rural Christian County are fiscally constrained. Please refer to Section 6.3 of the Clarksville Area 2035 MTP fiscal constraint analysis. The planning assumptions were agreed upon during the Air Quality IAC Meetings (see minutes of the IAC meetings in Appendix A of this document as well as in Appendix A of the MTP Documentation Report), held in cooperation with the US Environmental Protection Agency, Federal Highway Administration, Kentucky Transportation Cabinet, Kentucky Division for Air Quality, Tennessee Department of Transportation, Tennessee Division of Air Pollution Control, and the Clarksville MPO. The MOBILE 6.2 parameters are detailed in Section 5.0 of this report “Emission Projections for the Clarksville Area Conformity Analysis”.

5.0 Emission Projections for the Clarksville Area Conformity Analysis (Christian County, Kentucky)

5.1 Introduction

Emission estimates have been performed using the MOBILE6.2 emissions model for the Clarksville TN ozone maintenance area to determine the emissions for analysis years 2016, 2025, and 2035. MOBILE6.2 input and output results for Christian County, Kentucky are shown in Appendices B and C of this report. Emissions of nitrogen oxides (NO_x) and volatile organic compounds (VOCs) have been calculated by the Kentucky Transportation Cabinet (KYTC) using estimates of vehicle miles traveled (VMT) within Christian County, Kentucky and emission factors derived from the USEPA's MOBILE6.2 emissions model. VMT was derived from Travel Demand Modeling (TDM) and adjusted to match the 2008 Highway Monitoring System (HPMS) VMT. Further, the Annual Average Daily Traffic (AADT) was determined for a July day. The TDM was updated by the Alliance Transportation Group and documentation is available from the Clarksville MPO. The following sections describe the MOBILE6.2 inputs used to calculate emission factors for NO_x and VOCs. The model inputs include: VMT distribution by vehicle type by road type (Sections 5.2), vehicle age distribution by vehicle type (Section 5.3), average speeds by road type (Section 5.4) and temperature, humidity and fuel RVP inputs for the area (Section 5.5). Vehicle miles of travel estimates and seasonal adjustment factors are discussed in Sections 5.6 and 5.7. MOBILE6.2 emission factors are presented in Section 5.8. Section 5.9 summarizes daily emissions in tons/year; and the conformity conclusions are given in Section 6.0.

5.2 Fractions of Vehicle Miles Traveled (VMT) by Vehicle Type

Note: The interagency consultation team agreed that because of travel characteristic similarities, VMT fractions developed for Montgomery County, Tennessee could be used for Christian County, Kentucky (see IAC minutes in Appendix A). Further, the IAC agreed that even though the Montgomery County VMT fractions were based on a 2002 Tennessee DOT report, the data would still be more accurate than using national default data. The following describes the procedure used for deriving the VMT fractions for Montgomery County, Tennessee.

Different vehicle types have different emission rates. For example, class8b heavy-duty diesel vehicles (gross vehicle weight rating greater than 60,000 pounds) have approximately 10 times higher NO_x emission factors per mile of travel than light duty gasoline vehicles (i.e., passenger cars). Additionally, emission factors are different for similar vehicles using different fuels (i.e., gasoline or diesel). As such, it is necessary to develop the fraction of total highway vehicle miles traveled (VMT) that is accumulated by each vehicle type (i.e., VMT fractions) in order to estimate emissions accurately. The MOBILE6.2 model incorporates a vehicle classification system that assigns motorcycles, light-duty cars and trucks, and heavy-duty vehicles to one of 28 vehicle classes. While MOBILE6.2 provides default VMT fractions for each of these classes, EPA advises that VMT fractions should be determined from local data where such data is available. However, since local transportation data is not usually available to distinguish, based on fuel, between similar type vehicles, MOBILE6.2 has further defined 16 vehicle classifications determined by the regulations under which the vehicles are for sale (thus grouping like gasoline-fueled vehicles and the corresponding diesel-fueled vehicle into the same class). To complicate

things further, most transportation agencies have vehicle classification counts by different “classes” than those used by MOBILE6.2. Thus, the task becomes to one of mapping the local data count data available into the 16 MOBILE6.2 classes. In most cases, this task requires supplementing local data with MOBILE6.2 default data to determine the VMT fractions for the required MOBILE6.2 vehicle classes. Montgomery County, Tennessee vehicle classification count data is used to develop the VMT fractions input to MOBILE 6.2 for Montgomery County, Tennessee. The development of these VMT fractions is detailed in Appendix E.

5.3 Vehicle Age Distribution

Emission factors vary by the age of the vehicle. Thus MOBILE6.2 requires vehicle registration distribution by age as the fraction of vehicles by age in the fleet. Area specific registration distributions for Christian County were not available. Much of the VMT on Interstate 24 is by vehicles registered in other counties both in Tennessee, Kentucky, and other states. The interagency consultation team agreed to use the national default registration age distribution for all vehicle categories for Christian County (see IAC minutes in Appendix A). The national default registration age distribution is shown in Table 3. The default MOBILE6 values for the distribution of vehicles by age are for July of any calendar year. There are 16 values indicating 16 combined gasoline/diesel vehicle classes. The 16 vehicle classes were described in the previous section 5.5. Each distribution includes 25 values, one for each year for 25 years. This represents the fraction of all vehicles in that class of that age in July. The last age 25 includes all vehicles of age 25 years or older.

Table 3. National Default Registration Age Distribution for 16 vehicle classes.

Age	LDV	LDT1	LDT2	LDT3	LDT4	HVD2B	HVD3	HVD4	HVD5	HVD6	HVD7	HVD8a	HVD8b	HDBS	HDBT	Motorcycles
1	0.0530	0.0581	0.0581	0.0594	0.0594	0.0503	0.0503	0.0388	0.0388	0.0388	0.0388	0.0388	0.0388	0.0393	0.0307	0.1440
2	0.0706	0.0774	0.0774	0.0738	0.0738	0.0916	0.0916	0.0726	0.0726	0.0726	0.0726	0.0726	0.0726	0.0734	0.0614	0.1680
3	0.0706	0.0769	0.0769	0.0688	0.0688	0.0833	0.0833	0.0679	0.0679	0.0679	0.0679	0.0679	0.0679	0.0686	0.0614	0.1350
4	0.0705	0.0760	0.0760	0.0640	0.0640	0.0758	0.0758	0.0635	0.0635	0.0635	0.0635	0.0635	0.0635	0.0641	0.0614	0.1090
5	0.0703	0.0745	0.0745	0.0597	0.0597	0.0690	0.0690	0.0594	0.0594	0.0594	0.0594	0.0594	0.0594	0.0599	0.0614	0.0880
6	0.0698	0.0723	0.0723	0.0556	0.0556	0.0627	0.0627	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0559	0.0614	0.0700
7	0.0689	0.0693	0.0693	0.0518	0.0518	0.0571	0.0571	0.0520	0.0520	0.0520	0.0520	0.0520	0.0520	0.0522	0.0614	0.0560
8	0.0676	0.0656	0.0656	0.0482	0.0482	0.0519	0.0519	0.0486	0.0486	0.0486	0.0486	0.0486	0.0486	0.0488	0.0614	0.0450
9	0.0655	0.0610	0.0610	0.0449	0.0449	0.0472	0.0472	0.0455	0.0455	0.0455	0.0455	0.0455	0.0455	0.0456	0.0614	0.0360
10	0.0627	0.0557	0.0557	0.0419	0.0419	0.0430	0.0430	0.0425	0.0425	0.0425	0.0425	0.0425	0.0425	0.0426	0.0613	0.0290
11	0.0588	0.0498	0.0498	0.0390	0.0390	0.0391	0.0391	0.0398	0.0398	0.0398	0.0398	0.0398	0.0398	0.0398	0.0611	0.0230
12	0.0539	0.0436	0.0436	0.0363	0.0363	0.0356	0.0356	0.0372	0.0372	0.0372	0.0372	0.0372	0.0372	0.0372	0.0607	0.0970
13	0.0458	0.0372	0.0372	0.0338	0.0338	0.0324	0.0324	0.0348	0.0348	0.0348	0.0348	0.0348	0.0348	0.0347	0.0595	0.0000
14	0.0363	0.0309	0.0309	0.0315	0.0315	0.0294	0.0294	0.0326	0.0326	0.0326	0.0326	0.0326	0.0326	0.0324	0.0568	0.0000
15	0.0288	0.0249	0.0249	0.0294	0.0294	0.0268	0.0268	0.0304	0.0304	0.0304	0.0304	0.0304	0.0304	0.0303	0.0511	0.0000
16	0.0228	0.0195	0.0195	0.0274	0.0274	0.0244	0.0244	0.0285	0.0285	0.0285	0.0285	0.0285	0.0285	0.0283	0.0406	0.0000
17	0.0181	0.0147	0.0147	0.0255	0.0255	0.0222	0.0222	0.0266	0.0266	0.0266	0.0266	0.0266	0.0266	0.0264	0.0254	0.0000
18	0.0144	0.0107	0.0107	0.0237	0.0237	0.0202	0.0202	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0247	0.0121	0.0000
19	0.0114	0.0085	0.0085	0.0221	0.0221	0.0184	0.0184	0.0233	0.0233	0.0233	0.0233	0.0233	0.0233	0.0231	0.0099	0.0000
20	0.0090	0.0081	0.0081	0.0206	0.0206	0.0167	0.0167	0.0218	0.0218	0.0218	0.0218	0.0218	0.0218	0.0216	0.0081	0.0000
21	0.0072	0.0078	0.0078	0.0192	0.0192	0.0152	0.0152	0.0204	0.0204	0.0204	0.0204	0.0204	0.0204	0.0201	0.0066	0.0000
22	0.0057	0.0075	0.0075	0.0179	0.0179	0.0138	0.0138	0.0191	0.0191	0.0191	0.0191	0.0191	0.0191	0.0188	0.0054	0.0000
23	0.0045	0.0072	0.0072	0.0167	0.0167	0.0126	0.0126	0.0178	0.0178	0.0178	0.0178	0.0178	0.0178	0.0176	0.0044	0.0000
24	0.0036	0.0069	0.0069	0.0156	0.0156	0.0114	0.0114	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0165	0.0037	0.0000
25	0.0102	0.0359	0.0359	0.0732	0.0732	0.0499	0.0499	0.0797	0.0797	0.0797	0.0797	0.0797	0.0797	0.0781	0.0114	0.0000
total	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

5.4 Average Speed Values

Emission factors vary by vehicle speed. MOBILE6.2 defines “average” speed as the distance traveled (in miles) divided by the travel time (in hours). Thus the “average” speed as used in MOBILE6.2 comprehends all travel delays. Further, MOBILE6.2 defines four sets of driving cycles that must be modeled separately. These are (using the MOBILE6.2 terminology):

Freeway Driving Cycles

Arterial/collector Driving Cycles

Local roadway Driving Cycles

Freeway ramp Driving Cycles

These driving cycles are intended to include all VMT by all highway motor vehicles. Representative vehicle speeds by HPMS roadway type (functional class) for Christian County, Kentucky were developed by applying the results from the November 2004, University of Kentucky study “Speed Estimation for Air Quality”, to the 2007 HPMS data. Speeds greater than 70 mph were used as 70 mph. In fact, MOBILE6.2 replaces any input average speed greater than 64.2 mph by 64.2 mph. Traffic studies performed by the Kentucky Transportation Cabinet (KYTC) confirmed the reasonableness of the values produced by the University of Kentucky model. The average speeds by HPMS functional class determined for Christian County and used for modeling emissions are shown in Table 4.

Table 4. Average Speeds Used in the Model

HPMS Road Types	Speed (mph)
Rural Interstate	70.0
Rural Principal Arterial	70.0
Rural Minor Arterial	40.0
Rural Major Collector	52.0
Rural Minor Collector	52.0
Rural Local	49.0
Urban Interstate	70.0
Urban Freeway	70.0
Urban Principal Arterial	36.0
Urban Minor Arterial	34.0
Urban Collector	35.0
Urban Local	12.9

Using the MOBILE6.2 model “AVERAGE SPEED” command and the speed shown in Table 4, each of the HPMS roadways was input into MOBILE6.2 as either freeway, arterial or local. Interstate (freeway) ramp VMT was included in the interstate VMT and modeled using the AVERAGE SPEED command as shown in the example below. Based on August, 2004 Technical Guidance, principal arterial, minor arterial, major collector, minor collector, and rural local roadway types were considered as MOBILE6.2 “Arterial/collector” roadways. For MOBILE6.2 purposes, the HPMS urban local roadway was modeled as “Local” roadway with the MOBILE6.2 default speed of 12.9 mph. Both HPMS rural and urban interstate roadway types were modeled in MOBILE6.2 as “Freeway with ramps included”. The model runs were performed using a VMT distribution of 98.5% and 1.5% respectively, for rural interstate mainline traffic and ramps, and 92.4% and 7.6% for urban interstates and ramps. These percentages were obtained from a 2002 KYTC study on interstate ramp VMT. The national default values used in MOBILE6.2 are 92% and 8% for interstates and ramps respectively, which is very similar to the values used in Kentucky in urban areas. Less

VMT on ramps of rural interstates is to be expected. An example of the average speed command used in the model for rural interstates is:

AVERAGE SPEED : 70.7 Freeway 98.5 0.0 0.0 1.5

Here, 98.5 is the percentage of VMT on the non-ramp portion of the freeway, and 1.5 is the percentage of VMT on freeway ramps.

5.5 Temperatures, Absolute Humidity and Fuel Reid Vapor Pressure (RVP)

The MOBILE6.2 model requires inputs of minimum and maximum ambient temperature for the day, absolute humidity of the atmosphere, and fuel Reid vapor pressure (RVP) for the fuel used in the area. The minimum and maximum daily temperatures used in the model for Christian County, Kentucky were 67 and 94 F, respectively. These values were used to develop the budgets and were determined by the Kentucky Division of Air Pollution Control for use in Christian County using data from a weather station located in Princeton, Kentucky. The Kentucky methodology was based on EPA guidance titled, "Attachment E - Temperature". For the humidity, the MOBILE6.2 default value of 75 gr/lb was used for all runs. A 1992 National Institute for Petroleum and Energy (NIPER) study indicated that the RVP for Kentucky should be 8.6 psi. EPA has concurred. Per interagency consultation agreement (see IAC minutes in Appendix A), an RVP value of 8.6 psi was used for Christian County. An RVP of 9.0 psi is the maximum vapor pressure that can be delivered by gasoline marketers during July in both counties (per USEPA regulations).

5.6 Vehicle Miles of Travel

Vehicle miles of travel (VMT) were determined for the Travel Demand Model (TDM) base year 2008 using the HPMS (Highway Performance Monitoring System) data from

Tennessee Department of Transportation (TDOT) and the Kentucky Transportation Cabinet (KYTC) by roadway facility. The TDM update was performed for the Clarksville MPO by Alliance Transportation Group. The TDM included the road network for all applicable portions of Christian County, and was used to project VMT growth from the base year 2008 to future years 2016, 2025 and 2035. The growth rate of VMT by facility type was used to adjust the base year HPMS VMT to future years. TDM documentation is available from the Clarksville MPO. Table 5 shows the base year and future year VMT for both urban and rural portions of Christian County by facility type.

Table 5. VMT Projections and Emission Factors for Christian County, Kentucky.

5.7 Adjustment Factors

Ozone is a hot weather problem. Thus, in order to more correctly estimate emissions during the ozone season (primarily summer months) the VMT were adjusted to represent an average July day. This was done by, first, determining adjustment (multiplication) factors required to adjust the 2008 TDM base year results to match 2008 HPMS VMT. These adjustment factors were then applied to the 2016, 2025, and 2035 TDM model results to determine the adjusted annual daily VMT. Traffic volumes vary by day of the week, month of the year and by different road types. Adjustment factors have been developed by KYTC to account for the variability of traffic volume on Kentucky roads by day of the week, month and road type. These seasonal (July) adjustment factors were applied resulting in the average for a weekday in July. The annual average VMT is divided by the adjustment factors to correct for July traffic. The adjustment factors used for Christian County, Kentucky ranged from 0.89 for urban interstates to 0.94 for rural major collectors. These adjustment factors indicate that VMT for July is from 6 to 11 percent higher than the annual average. The adjustment factors for Christian County, Kentucky may be found on the KYTC Division of Planning website.

5.8 MOBILE6.2 Emission Factors

The MOBILE6.2 model was run using the inputs described in sections 5.2 through 5.7 to predict emission factors for VOC and NO_x, in grams per mile for the composite vehicle fleet by road type for the analysis years 2016, 2025, and 2035. Emissions and emission factors are shown in Table 5.

5.9 Daily Emissions in Tons Per Day

Emission factors shown in Table 5 were multiplied times the seasonally adjusted VMT for each facility type to obtain the total emissions per day of each pollutant by facility type for each analysis year. The sum of the emissions for all facility types yields the tons per day of each pollutant from on-road mobile sources for all of Christian County. A summary of the tons per day of each pollutant is shown in Table 5.

6.0 Conclusions

The summary of on-road mobile source emissions in Christian County, Kentucky as shown in Table 5 indicate that emissions are expected to decrease substantially in all future years even with expected new projects and VMT growth. This is largely due to more stringent emission standards for new cars and trucks. As new vehicles with low emissions replace older vehicles with higher emissions, air quality should improve. For Christian County, Kentucky, for both years 2025 and 2035 emissions of VOC and NO_x are expected to decrease significantly below the 2016 MVEB. Additionally, the 2010 estimated emissions (VOC of 2.68 tons per day and NO_x of 6.59 tons per day) as determined in the 2005 conformity analysis were significantly lower than the 2002 base year emissions demonstrating a downward trend that continues through 2030. Current planning assumptions have not changed significantly and forecasted growth and VMT are consistent with that forecast for the 2005 analysis. Therefore, this analysis demonstrates conformity with the USEPA's "Budget Test" in that future applicable transportation-related emissions are projected to be less than the applicable budget mobile source emissions levels. Monitoring data now shows attainment for the 1997 ozone NAAQS in the Clarksville area. Thus, since future year emissions are estimated to be less than the MVBE, transportation improvements contained in the MTP should not interfere with future attainment or maintenance of the NAAQS for ozone

APPENDIX A

Copies of Minutes of the Interagency Consultation (IAC) Team Meetings

**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

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Jill
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August 1, 2008

RE: 2008 Conformity IAC Meeting Minutes

Attendees:

Jesse Mayes	KYTC, Planning
Amy Thomas	KYTC, Planning
Joe Forgacs	KY, DAQ
Nick Hall	KYTC Region 2
Kevin McClearn	KYTC Region 2
David Hamilton	KYTC, Planning
Lynn Soporowski	KYTC, Planning
Bernadette Dupont	FHWA-KY
Diane Smith	EPA Region 4
Alan Jones	TDOT, Planning
Angie Midgett	TDOT, Planning
Deborah Fleming	TDOT, Planning
Marc Corrigan	TDEC, AQ
Stan Williams	Clarksville MPO
Jill Hall	Clarksville MPO

Mr. Williams welcomed everyone on the call and asked for introductions by state. He then asked Mr. Mayes to coordinate and run the IAC meeting. Mr. Mayes introduced two new members to the IAC: Dianna Smith, EPA Region 4 and Amy Thomas, KYTC MPO Engineer.

Mr. Mayes began going through the agenda starting with Roles and Responsibility. He added that the IAC role is to approve the conformity and the project list of the model. Mr. Mayes agreed to do the Kentucky portion of the budget under Designation Status. He stated that there will be two separate conformities, one for each state. Once these were complete the Clarksville MPO will combine them into one. The final conformity must be consistent on mobile parameters. Mr. Williams said that no one has been selected yet to do the conformity for the Tennessee side.

Mr. Mayes continued with the Conformity Test. Kentucky's first analysis year is 2016 and the last year of the LRTP is 2035. The 2025 was arbitrarily selected between the two required years. Mark Corrigan said that the Tennessee's first analysis year is also 2016.

Under the Modeling section Mr. Mayes said he would be responsible for the Emissions Model for the KY portion. The Travel Demand Model for both KY and TN will be conducted by the consultant selected for the LRTP. The selected consultant will be responsible for the Tennessee portions of the Emission Model. The military base is exempt from these models. Mr. Mayes stated that the IAC will need to be involved as appropriate with the model and demand list.

Review of MOBILE 6.2 inputs:

1. The min and max daily temperatures for Christian County were used for redesignation model and recommended by Mr. Mayes. Joe Forgacs agreed. Mark Corrigan said that the min (69 F) and max (94 F) were the temperatures for the Tennessee portion and is in the respective SIP. Everyone was in agreement to use these numbers for the input.
2. Everyone was in agreement to use the humidity default value of 75g/lb for KY and TN.
3. Everyone agreed to use the RVP of 8.6 psi for KY and TN.
4. Mr. Mayes recommended to use the Average Speed command. KY has been continually updating the 2002 model and have speeds up to 2006 data. Mr. Williams asked to defer this until a consultant has been selected and can also review.
5. The 2002 Montgomery County, Tennessee VMT fraction data was used in the SIP maintenance plan development. Mr. Mayes recommends the use of the 2002 VMT fraction data. KY does not have any more recent data. Mr. Corrigan said it was the most current data for TN and recommends its use also. Mr. Mayes felt the 2002 data would be better than the national default data. Ms. Smith said that if the 2002 data is the most current, it would be acceptable. Everyone was in agreement to use the 2002 Montgomery County, Tennessee VMT fraction data.
6. Ramp %s were used as determined by a 2002 KYTC study where urban and rural freeways were considered. Mr. Mayes recommends the ramp % from the 2002 KYTC study. Mr. Williams and Mr. Corrigan were in agreement with Mr. Mayes. Ms. Smith said she would run it by headquarters and get back with us on their decision.
7. Mr. Mayes recommends that the national default registration be used for age distribution for all vehicles. The national default had been used for the SIP development. Mr. Corrigan agrees with Mr. Mayes recommendation.
8. Mr. Jones asked about alternatives. Mr. Mayes responded to get local age distribution data and supplement with national default for interstate traffic. This is a much more complicated process with little change in the results. Ms. Dupont recommended the use of the national default registration. Everyone was in agreement to use the national default registration for age distribution for all vehicle categories.

Nothing additional was added to the Fort Campbell section in the agenda handout. Mr. Williams accepted responsibility for the Additional Planning Assumptions section in the agenda. Under the Projects section of the agenda, Deborah Fleming asked to be added to the email list. She is the TDOT representative for Clarksville. Everyone agreed to have her added to the list. Mr. Mayes stated that the same procedure should be followed – to begin with the email process and have IAC calls when needed.

Under the Mobile 6.2 and Conformity Report section of the agenda, Mrs. Midgett said that it will be the Clarksville MPO's responsibility to identify the party to run the Mobile 6.2 and to prepare the conformity report for Montgomery County.

Under the Lead Agency and Distribution of Report it was agreed that the lead agency is the FHWA-TN division. Bernadette Dupont said that KY division will provide a letter of support for the TN division.

In review of the timeline Mr. Mayes asked about the MPO's required time for public participation. Mr. Williams answered it was 14 days. Correction was made in the schedule from 14 days to 30 days for the LRTP and conformity report public review. All state and federal agencies agreed to diligently try to reduce their 30 day review periods in order to prevent a lapse. A discussion followed by Mr. Mayes that this is not a conformity lapse but a plan expiration. This means the TIP in place can continue forward with any project. The last conformity was signed by Bobby Blackmon with FHWA on February 4, 2008 and therefore good until February 4, 2012. It was suggested by Lynn Soporowski that additional TIP projects and/or amendments to the TIP be made by December 2008 to insure their approval before the plan expires.

Mr. Hamilton brought up freight planning. Mr. Mayes acknowledged it was not on the agenda but thought it should be discussed. The TN modeling group have released a report that is based on freight planning. They predict that truck traffic will double by 2030. Mr. Corrigan suggested that maybe freight experts could work with the consultant. Ms. Soporowski commented that the increase in truck traffic will increase the VMT by 25% by 2030. Mr. Hamilton stated that the freight model does rely on historical trends and needs to be addressed and discussed further.

Ms. Dupont asked if the 2005-2007 data would designate the Clarksville Area as non-attainment. Mr. Corrigan responded and said it was very possible for the PM2.5 data and would show the area is not attaining the daily PM2.5 NAAQS, and that TDEC was waiting to hear back from EPA concerning supplemental information sent to them. Ms. Smith stated that on August 20, 2008 EPA will send out letters with their recommendation.

No further comments made and IAC call was ended.



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August 10, 2009 @ 10:00/9:00 am EDT/CDST

Re: Conformity IAC Conference Call Minutes

Attendees:

- | | |
|----------------------|-------------------|
| 1. David Whitworth | KY-FHWA |
| 2. Bernadette Dupont | KY-FHWA |
| 3. Joe Forgacs | KYEPC-AQ Division |
| 4. Jesse Mayes | KYTC-Plan. Div. |
| 5. Deborah Fleming | TDOT-Plan Div. |
| 6. Angie Midgett | TDOT-Plan Div. |
| 7. Britta Stein | TN-FHWA |
| 8. Marc Corrigan | TDEC-AQ Div. |
| 9. Diana Smith | EPA-Reg.4 |
| 10. Robert Buckley | FTA, Atlanta |
| 11. Stan Williams | CUAMPO |
| 12. Jill Hall | CUAMPO |

Mr. Williams asked Mr. Mayes to begin the discussion after the introductions were made. Mr. Mayes referred to the August 1, 2008 IAC meeting minutes about the transportation conformity and pointed to the Mobile 6.2 inputs. Mr. Mayes asked Mr. Forgacs and Mr. Corrigan if the parameters for the Mobile 6.2 were still acceptable to them. Both Mr. Forgacs and Mr. Corrigan said it was ok with them. Ms. Dupont asked Mr. Mayes for a summary of said inputs. Mr. Mayes agreed and referred to the August 1, 2008 minutes that included: min. and max. temp., humidity, RVP, VMT fraction data, ramp %s, age of vehicles. Mr. Corrigan again agreed with the inputs and defaults for Mobil 6.2.

Ms. Fleming asked what the starting base year was. Mr. Williams stated the starting base year was 2008 with 2016, 2025, 2035 being the horizon years. Mr. Williams asked the members to once again review said minutes and email any comments to him asap. He further indicated that the only comments received thus far were from Ms. Dupont.

Mr. Williams stated that item 6 on the agenda - Fort Campbell traffic counts are covered as external stations as listed in the minutes. Item 8 - Projects was summarized by Mr. Williams informing the members that he and the consultants had met with staff from both of the Regional Planning Commissions as well as the City of Oak Grove concerning project lists. He then referred to the E+C list (projects completed since last plan and/or under development), Projects From the 2030 LRTP (to be carried forward), and Other Projects “ “. In addition, he affirmed that TDOT, Local Programming Office had disclosed that there were no future project(s) currently planned for Clarksville/Montgomery County. Thus, he was only waiting to hear back from Ms. Thomas to see if KYTC was proposing a/any new project(s). Ms. Fleming explained that she had talked with Ms. Thomas last week and they preferred the submission of a future project(s) be on hold until financial plan is complete. Mr. Williams denoted that he was not surprised that TDOT did not submit such given the fact the lengthy time period it takes to get a project to completion. In addition, given the current funding situation were probably doing good to maintain existing facilities. Ms. Fleming even indicated the possibility of projects having to be removed.

Ms. Fleming reminded everyone that the TIP must be financially constraint. Mr. Mayes asked who is responsible for the financial plan. Ms. Fleming responded that the consultant and the MPO were responsible. If they are unable to make the figures work then the concerns should be brought to the IAC for discussion. Ms. Midgett stated that the DOTs provide financial information on the projected cost of state projects to the MPO. Mr. Williams affirmed that once the financial plan was finished it would be brought to the IAC for review.

Ms. Dupont asked about transit projects since none were submitted in the email regarding the IAC call. Mr. Williams explained that the transit projects are forthcoming, that currently only the highway project list was submitted for review. The bike/pedestrian project list would come about after the public meetings to afford the local cycling and walking groups' opportunity for public input.

Ms. Dupont asked what E+C was abbreviated for. Mr. Williams answered that it was for projects that were existing and committed. Mr. Corrigan asked at what point a project becomes committed. Mr. Williams responded that for a project to be committed the funds must be obligated, the project be in the TIP and a phase has been started.

Mr. Corrigan asked what the horizon year was for three projects in the ROW phase on the TN E+C list (projects 18, 19, 20). Mr. Williams did not have the horizon year listed in this specific table but stated he would have that information for the next call. Mr. Corrigan then asked if these projects will be modeled in their horizon year.

Mr. Williams explained that that all projects are modeled in the specific horizon year based on their estimated completion of construction phase. Ms. Dupont asked that an

additional column be added to the E+C List that indicated whether the project was modeled or not by either a “yes” or “no” response.

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Mr. Corrigan disclosed that he wanted to discuss K-06, K-07 and K08 projects on the “To Be Carried Forward” List that have an AQ exempt status during the next call. Ms. Smith asked that project K-13 be included that said discussion.

Ms. Fleming referred to agenda item 7 – Planning Assumptions and asked if the goals and objectives sent to the members are from the MTP update or from the current SAFETEA LU compliant plan. Mr. Williams replied that these are the current SAFETA LU goals. He informed the members of the upcoming stakeholders and public meetings to be held on September 3, 2009. Depending on the input received during said meetings, the goals and objectives could be modified.

The next item to be reviewed was #9 - Conformity Report. Mr. Mayes said it will be done similar to the last one. Mr. Williams said the current Conformity Report is on the website. Mr. Corrigan asked who would be doing the Conformity Report for the TN side. Mr. Williams stated that the MPO will produce the Conformity Report for the TN side and work with Mr. Mayes to complete the Final Conformity Report.

Mr. Williams asked that anyone that discovers they are not receiving the emails with associated information/attachments, to please call him so he can inform the IT department. Ms. Fleming and Mr. Corrigan had indicated such.

Mr. Mayes directed the conversation to the planning assumptions. He felt the planning assumptions had been a missing step in the process and were important inputs. Mr. Williams again reminded the members that he and the consultant would continue to address such.

Ms. Fleming had a question with the last page on the employment and population handout under the column “remaining to be allocated”. Mr. Williams explained this column represented the difference of the base year to the future year. Ms. Fleming requested the column be renamed to be more descriptive (i.e. projected increase).

Mr. Williams gave an update on the revised MTP update schedule. Currently the base year model is moving along on the TN side – plan to be completed by August 21, 2009. The next step in the model is to go into the horizon years. He feels confident that the model portion of will be completed by August 31. The first scheduled public meetings will be held on September 3, 2009 in Clarksville and Oak Grove.

The first draft for review is estimated to be completed by October 22, 2009. The draft will be submitted by individual chapters/sections as they come available for review. Ms. Midgett requested that the new revised schedule be resent to the IAC. Mr. Williams apologized for not including said schedule in the previous email.

Mr. Corrigan had several questions/comments that he would like to discuss at the next IAC call. They were as follows:

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August 10, 2009

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1. Old plan verse new plan: Christian Co population showed a decrease in the old plan and now shows growth?
2. Montgomery Co rate of growth is slower for the new plan than the old plan, although a large industry is relocating to Montgomery Co.
3. It appears one table takes into account the population of Ft. Campbell while another table does not include the employment of Ft. Campbell.

Ms. Midgett asked that the consultant participate in the next IAC call to answer Mr. Corrigan's and any other question. Mr. Williams indicated that he didn't know of said availability but noted that if questions were supplied before hand, he would ensure answers were provided.

Agenda item 11 - Lead agency and distribution of the conformity report were discussed. It was once agreed upon that the lead agency is the FHWA-TN division. They will work in conjunction with the FHWA-KY division. Mr. Mayes is the contact for the KY side and the MPO for the TN side for conformity related issues.

Mr. Williams stated he would like to do the next IAC call the week of August 17-21 and asked for dates and times. After a several possibilities, he noted that an email would be sent out confirming such. He thanked all the members for their efforts, especially agencies/offices with multiple staff members participating. But acknowledged that it is not always practical (due to scheduling conflicts), but if at least one staff member can call in, the agenda items can be reviewed, discussed and decisions made.

The IAC call was completed.



**CLARKSVILLE URBANIZED AREA
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Jill Hall
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October 2, 2009 @ 10:00/9:00 pm EDST/CDST

Re: 2035 MTP Documentation Report - IAC Conference Call Minutes

Attendees:

- | | |
|----------------------|------------------------|
| 1. Deborah Fleming | TDOT-Planning Division |
| 2. Marc Corrigan | TDEC |
| 3. Britta Stein | TN-FHWA |
| 4. Dianna Smith | EPA Region 4 |
| 5. David Whitworth | KY-FHWA |
| 6. Bernadette Dupont | KY-FHWA |
| 7. JR Ham | KYTC-Planning Division |
| 8. Amy Thomas | KYTC-Planning Division |
| 9. Jesse Mayes | KYTC-Planning Division |
| 10. Joe Forgacs | KYTC-Air Quality |
| 11. Scott Thomson | KYTC-Modeling |
| 12. Preston Elliott | RPM Consultants |
| 13. Stan Williams | CUAMPO |
| 14. Jill Hall | CUAMPO |

Mr. Williams conducted a roll call and welcomed all participants. He asked that everyone move to the 2035 MTP Documentation Report on the agenda. He said the planning assumptions would be discussed through the documentation report. Mr. Williams asked that everyone to open the document report and would go through the report page by page on the call. Mr. Mayes stated that he was unable to open the report. Mr. Elliott said he had resent the document report in a lower version to those at the KYTC. Ms. Thomas said she was able to open it and also had sent it to everyone in the KYTC and that they had a hard copy in front of them for the call.

Mr. Williams stated that the only comment from the last IAC call was from Ms. Fleming. She had sent an email wanting to see more information added to paragraph 2.2 on the stakeholders meetings. Ms. Fleming clarified she wanted the stakeholders list individually and what input was given. Mr. Elliott asked everyone to go to Appendix B stakeholders meetings. Ms. Fleming clarified she wanted the stakeholders list individually and what input was given. Mr. Elliott asked everyone to go to Appendix B and that the information Ms. Fleming had asked for had been incorporated into the

document under Appendix B. Mr. Elliott said this report would become a technical document to the report.

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Ms. Fleming stated that she did not have this information when she sent out the email. Mr. Elliott agreed that Appendix B was not part of the attachment from the last IAC call. He stated in the MTP that this information will not be in an Appendix.

Ms. Dupont asked if the MTP would have stakeholder consultation. Mr. Elliott said yes it will be in the MTP. He gave example of the TVA letter that had been sent stating that TVA will review the draft MTP.

Mr. Williams then turned the call over to Mr. Elliott to discuss the data and the modeling in the report. Mr. Elliott referenced the Appendix F for the data information. He explained that the KYTC asked to use the State Data Center instead of the Woods and Poole for the population projections as the control totals for the Christian County portion. The Data Center's 2035 projection was significantly (24,287) higher for 2035. Mr. Thomson was in agreement with using the larger population numbers from the State Data Center.

Mr. Williams then moved to the revenue portion of the document report and referred to Mr. Elliott. Mr. Elliott stated the TN and KY revenues were separate. He had worked closely with TDOT, KYTC and local Transit on the revenue assumptions. He stated the revenue forecast was with a 3% annual growth rate broken out by horizon year. Mr. Williams stated that Ms. Dupont had wanted to see sub totals and grand totals broken out for Operation and Maintenance and in bucket funding. Mr. Elliott said this was shown in Appendix G under the financial and revenue assumptions.

Mr. Williams asked to move forward with an update on the modeling. Mr. Elliott stated that there were two calibrated models (TN and KY). He stated that external growth rates were developed for each model for the external locations. He stated that he had been coordinating with TDOT and KYTC and that Bob Rock with TDOT had concurred with the approach. Mr. Elliott asked Mr. Thomson if he had any comments on the approach for the Christian County model. Mr. Thomson had left the call, but others within KYTC had gone to get Mr. Thomson for concurrence with the modeling portion.

Mr. Elliott said that they were using a 2% annual growth rate at the interstate and a 1% annual growth rate at external stations that were non-interstate. He stated the state line needed to use the same number of 2% for annual growth rate for both TN and KY (but ultimately end with an absolute number for consistency). He stated that this approach was a good comparison as the population growth rate also was 2% annually as well. Mr. Elliott said that Alliance will run the model by horizon year once concurrence on the growth rates were concurred upon by KYTC.

Mr. Elliott moved on to discuss Appendix H – Project Improvement Assumptions. Mr. Elliott reviewed each of the tables in Appendix H with everyone. He discussed the TN table that covered the funding buckets for horizon years and that the funds were subtracted out of the allocations. The subtracted funds were by horizon year and

compared to the revenue assumptions. There was one project on the TN side (T-15 SR-374) that was removed from the table to make it fiscally constraint. Mr. Elliott did the same with the KY side pertaining to funding buckets.

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Mr. Elliott noticed that he did not show fiscal constraint component for Transit. He stated this was in a prior table and would correct it so it was reflected here also.

Mr. Williams thanked Ms. Thomas for getting the revenue forecast to the MPO, since the first forecast was high. Ms. Thomas said she had run it four different ways and liked the numbers submitted. Ms. Thomas wanted an HSIP funding added to the bucket list. Ms. Fleming said that TDOT doesn't require that buckets be listed in the MTP, but there should be wording put into the plan where the bucket use could be referred back too. Mr. Elliott asked if Ms. Thomas agreed with TDOT on this bucket issue. She, Ms. Dupont and JR all agreed that it only needs to be referenced in the plan.

Mr. Elliott asked if the project list should include projects in Christian County that are outside the MPO planning area. Mr. Williams stated that he did not want to include them in the project list. Mr. Mayes said for historical purposes the project list in the conformity report need to have all projects in and outside the MPO area included. He agreed that they did not need to be in the MTP. Ms. Fleming agreed with Mr. Mayes. She added that all of Montgomery County was now part of the MPO planning area and would not pose a problem for TN. Mr. Williams stated that it was done as Mr. Mayes said for the last plan and conformity.

Mr. Thomson returned to the conference call. Mr. Elliott referred him to Appendix F and in reference to the growth rates at the external stations. Mr. Thomson said he was fine with the 2% growth rate for both Counties along the interstate. He wanted the state line rate to be the same for TN and KY. Mr. Elliott told him they were and was at 2%. Mr. Thomson was fine with that figure. Mr. Thomson wanted external stations in rural areas to have 0% as a flat rate since many of the rural stations have a negative growth rate. Mr. Elliott agreed with Mr. Thomson to use those rates and to the use of rates for the positive growth rate locations.

Mr. Williams asked everyone to review the document report so there could be a concurrence. Ms. Fleming stated she liked having all the information in one document. Ms. Thomas said she was pleased with the document report. Mr. Elliott stated that Alliance will run the various horizon year model runs and will have the outputs next week. Mr. Williams said he would be taking the document report for review and approval by the Executive Board and TCC on October 22, 2009. Mr. Elliott said he will begin work on the draft MTP. Mr. Williams reminded him to submit chapters at a time to TDOT and KYTC for review as they were completed. He agreed to do so.

Mr. Mayes asked if the conformity would be a stand alone report. Mr. Williams said yes, it would be. Mr. Ham asked if Mr. Williams was ok with the document report to get approval by the Executive Board. Mr. Williams said yes, he had heard concurrence on the document report during the call and there would be no other IAC calls before October 22nd. Mr. Ham stated that there were no page numbers on the report. Mr.

Elliott will add the page numbers to the report. Mr. Ham and Ms. Thomas said the report then was fine and good to go. Ms. Thomas stated she will not be able to attend the October 22nd meeting, Mr. Ham would be there.

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Ms. Fleming said she was pleased with the progress. Ms. Dupont said she liked the format of the report. Ms. Stein stated all was good.

Ms. Dupont stated what she wanted to see in the Revenue Forecasts Tables a total cost by base and horizon year with a grand total. Include operation and maintenance as well as any buckets. In the Project list include a grand total. Ms. Fleming asked if there was a scheduled MPO meeting for October 14, 2009. Mr. Williams said there had been a tentative one but due to lack of business, it will need to be cancelled. He stated that he would email the Executive Board and the TCC of the cancellation after the call.

There was no more business to discuss and the call was ended.



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December 16, 2009 @ 3:00/2:00 pm EDST/CDST

Re: Conformity IAC Conference Call Minutes

Attendees:

- | | |
|----------------------|--------------------------|
| 1. Deborah Fleming | TDOT-Planning Division |
| 2. Britta Stein | TN-FHWA |
| 3. Dianna Smith | EPA Region 4 |
| 4. David Whitworth | KY-FHWA |
| 5. Bernadette Dupont | KY-FHWA |
| 6. Jesse Mayes | KYTC – Planning Division |
| 7. Amy Thomas | KYTC – Plan. Div. |
| 8. JR Hamm | KYTC – Plan. Div. |
| 9. Marc Corrigan | TDEC-AQ Division |
| 10. Joe Forgacs | KYEPC-AQ Division |
| 11. Mark McAdoo | TDOT-Env. Plan. |
| 11. Stan Williams | CUAMPO |
| 12. Jill Hall | CUAMPO |

Mr. Williams conducted roll call and welcomed all participants. He began with the second item on the agenda the MTP update. The MTP was on the current schedule and was sent to KYTC and TDOT on November 6, 2009 for their review. Both KYTC and TDOT provided comments. Mr. Williams made the revisions and resubmitted the revised plan back to KYTC and TDOT on December 4, 2009. He hopes to get the Draft MTP ready by January 4, 2010 to send to FHWA and FTA to begin their 30 day review. Mr. Williams asked KYTC and TDOT how he should submit the draft to them either electronically or hard copy. Ms. Fleming stated that TDOT will take it electronically and Ms. Thomas said electronically was fine for KYTC. Mr. Williams asked what he should supply to TDOT and KYTC to be submitted to the Federal agencies. Ms. Fleming said the MPO should submit the Draft MTP directly to the Federal agencies on the TN side. Ms. Stein asked for three hard copies sent to FHWA and one hard copy to be sent to FTA. Ms. Smith said EPA will need to receive 1 hard copy also.

Ms. Dupont stated that for the Draft MTP they would accept it electronically but that they would need three hard copies for the Final MTP.

Mr. Williams asked to move to the next item on the agenda the Conformity Reports for TN and KY. He stated that the document was available for review on the CUAMPO website. Mr. Corrigan asked if the Draft MTP was on the web also. Mr. Williams responded that it was not at this time and would go on the website after the review was completed by TDOT and KYTC.

Ms. Bernadette asked if the KY and TN Conformity Reports would be combined into one report. Mr. Mayes stated that was a question for the group. The past conformity was done separately because of separate budgets. He said he was fine with combining the two and it could be done easily. Ms. Smith with EPA said she would check to see if they could be combined and would get back with us.

Mr. Williams began to summarize the different content in the Conformity Report and the planning assumptions. He reminded the IAC that the minutes to the IAC calls were listed in the Appendix. Ms. Dupont asked about the differences between the TN and KY Conformity Reports. Mr. Mayes said the differences were from the adjustment factors used for KY and TN. They each have different factors. The adjustment factors for KY are by functional class and month. Mr. Mayes stated he would include a table with the adjustment factors for KY and Mr. Williams said he would do the same for the TN side. Mr. Corrigan question the base years used in a table. Mr. Williams reviewed the table and said they were from the past MTP plan and would make the corrections. The base years for this MTP are: 2008, 2016, 2025 and 2035. He also said he and Mr. Mayes would work on the tables to make sure they fit on the pages and were still legible.

Mr. Williams asked that everyone continue with the review and to submit comments no later than December 30, 2009 so revisions could be made. Mr. Williams plans to provide the Federal agencies the Draft MTP and Conformity Reports on January 4, 2010 to keep everything on schedule. Ms. Dupont asked if the fiscal constraint would be included. Mr. Williams stated yes. He asked if no one objects for the IAC and Federal Agencies to review the documents at the same time. No one objected. Mr. Corrigan asked if the MTP would be adopted before the grace period ended. Mr. Williams said yes and would send out to the IAC the revised schedule. He again asked for everyone to please review and submit their comments. To avoid repetition he asked that everyone be Cc on all email comments. Everyone agreed.

With no further business the call ended.

APPENDIX B

MOBILE6.2 Input for Christian County, Kentucky

* Filename: U:\Mobile6\Mobile62\Ky_Exam\New\chnov09.in

* This input file is a MOBILE6.2 run for the 8-hour ozone conformity analysis for

* for Christian County.

* The analysis years are 2016, 2025 and 2035

* According to the EPA document, "Technical Guidance on the Use of MOBILE6.2 for Emission

* Inventory Preparation" (August 2004), Kentucky has amended the standard MOBILE6.2 input

* file to reflect three modifications relating to highway mobile source emission calculations.

* The modifications are: (1) Do not include Ramp as a single Road Classification entry; ramps

* are included as part of the freeways in the Average Speed command

* (2) for Rural Local, change Local in the Average Speed line to Arterial and use KYTC's actual

* Rural Local speed and not 12.9 mph, and (3) replace the Diesel Sulfur value of 500 ppm with a

* state-specific value provided on an EPA web link.

* Kentucky uses a RVP value of 8.6 psi per the NIPER 1992 study and EPA guidance

* This analysis uses VMT fractions developed by TDOT for Montgomery County, TN

* MIN/MAX temperatures were determined using Princeton, Ky weather station data and

* per EPA guidance titled "Attachment E - Temperature"

* Speeds were determined for Christian County from local data and a 2004 University of

* Kentucky speed study and updated to reflect 2007 HPMS data and I-24 speed limit change

* from 65 to 70 mph; Maximum speed used is 70 mph; However, MOBILE6.2 will use 65 mph max

* for mainline speed, and will make adjustments to the input data accordingly.

* Several turning lanes are reflected in 2007 HPMS data

* Ramp %s were used as determined by a 2002 KYTC study

***** Header Section

MOBILE6 INPUT FILE :

REPORT FILE : U:\Mobile6\Mobile62\Ky_Exam\New\chnov09.out

RUN DATA

***** Run Section

FUEL RVP : 8.6

MIN/MAX TEMP : 67.0 94.0

***** Scenario Section

SCENARIO RECORD : Christian Rural Interstate 70.0

mph - CY2016

CALENDAR YEAR : 2016

EVALUATION MONTH : 7
 AVERAGE SPEED : 70.0 Freeway 98.5 0.0 0.0 1.5
 VMT FRACTIONS :
 0.2129 0.0696 0.2318 0.0704 0.0339 0.0278 0.0049 0.0041
 0.0031 0.0111 0.0131 0.0680 0.2420 0.0025 0.0012 0.0036

SCENARIO RECORD : Christian Rural Principal
 Arterial 70.0 mph - CY2016
 CALENDAR YEAR : 2016
 EVALUATION MONTH : 7
 AVERAGE SPEED : 70.0 Arterial
 VMT FRACTIONS :
 0.3092 0.1011 0.3366 0.1022 0.0492 0.0403 0.0037 0.0031
 0.0023 0.0084 0.0098 0.0057 0.0203 0.0019 0.0009 0.0053

SCENARIO RECORD : Christian Rural Minor Arterial
 40.0 mph - CY2016
 CALENDAR YEAR : 2016
 EVALUATION MONTH : 7
 AVERAGE SPEED : 40.0 Arterial
 VMT FRACTIONS :
 0.3092 0.1011 0.3366 0.1022 0.0492 0.0403 0.0037 0.0031
 0.0023 0.0084 0.0098 0.0057 0.0203 0.0019 0.0009 0.0053

SCENARIO RECORD : Christian Rural Major Collector
 52.0 mph - CY2016
 CALENDAR YEAR : 2016
 EVALUATION MONTH : 7
 AVERAGE SPEED : 52.0 Arterial
 VMT FRACTIONS :
 0.3112 0.1017 0.3388 0.1029 0.0495 0.0406 0.0047 0.0040
 0.0030 0.0109 0.0128 0.0024 0.0086 0.0024 0.0012 0.0053

SCENARIO RECORD : Christian Rural Minor Collector
 52.0 mph - CY2016
 CALENDAR YEAR : 2016
 EVALUATION MONTH : 7
 AVERAGE SPEED : 52.0 Arterial
 VMT FRACTIONS :
 0.3112 0.1017 0.3388 0.1029 0.0495 0.0406 0.0047 0.0040
 0.0030 0.0109 0.0128 0.0024 0.0086 0.0024 0.0012 0.0053

SCENARIO RECORD : Christian Rural Local 49.0 mph
 Default - CY2016
 CALENDAR YEAR : 2016
 EVALUATION MONTH : 7
 AVERAGE SPEED : 49.0 Arterial
 VMT FRACTIONS :
 0.3112 0.1017 0.3388 0.1029 0.0495 0.0406 0.0047 0.0040
 0.0030 0.0109 0.0128 0.0024 0.0086 0.0024 0.0012 0.0053

* Unless a specific local speed is available, a default MOBILE6 average speed of 12.9 mph is used.

SCENARIO RECORD : Christian Urban Interstate 70.0
 mph - CY2016
 CALENDAR YEAR : 2016
 EVALUATION MONTH : 7

AVERAGE SPEED : 70.0 Freeway 92.4 0.0 0.0 7.6
 VMT FRACTIONS :
 0.2398 0.0784 0.2610 0.0793 0.0381 0.0312 0.0039 0.0033
 0.0025 0.0089 0.0105 0.0517 0.1843 0.0020 0.0010 0.0041

SCENARIO RECORD : Christian Urban Freeway 70.0 mph
 - CY2016
 CALENDAR YEAR : 2016
 EVALUATION MONTH : 7
 AVERAGE SPEED : 70.0 Freeway 92.4 0.0 0.0 7.6
 VMT FRACTIONS :
 0.3112 0.1017 0.3388 0.1029 0.0495 0.0406 0.0035 0.0030
 0.0022 0.0081 0.0095 0.0046 0.0164 0.0018 0.0009 0.0053

SCENARIO RECORD : Christian Urban Principal
 Arterial 36.0 mph - CY2016
 CALENDAR YEAR : 2016
 EVALUATION MONTH : 7
 AVERAGE SPEED : 36.0 Arterial
 VMT FRACTIONS :
 0.3112 0.1017 0.3388 0.1029 0.0495 0.0406 0.0035 0.0030
 0.0022 0.0081 0.0095 0.0046 0.0164 0.0018 0.0009 0.0053

SCENARIO RECORD : Christian Urban Minor Arterial
 34.0 mph - CY2016
 CALENDAR YEAR : 2016
 EVALUATION MONTH : 7
 AVERAGE SPEED : 34.0 Arterial
 VMT FRACTIONS :
 0.3112 0.1017 0.3388 0.1029 0.0495 0.0406 0.0035 0.0030
 0.0022 0.0081 0.0095 0.0046 0.0164 0.0018 0.0009 0.0053

SCENARIO RECORD : Christian Urban Collector 35.0
 mph - CY2016
 CALENDAR YEAR : 2016
 EVALUATION MONTH : 7
 AVERAGE SPEED : 35.0 Arterial
 VMT FRACTIONS :
 0.3135 0.1025 0.3412 0.1036 0.0499 0.0408 0.0039 0.0033
 0.0025 0.0089 0.0105 0.0024 0.0086 0.0020 0.0010 0.0054

SCENARIO RECORD : Christian Urban Local 12.9 mph
 Default - CY2016
 CALENDAR YEAR : 2016
 EVALUATION MONTH : 7
 AVERAGE SPEED : 12.9 Local
 VMT FRACTIONS :
 0.3135 0.1025 0.3412 0.1036 0.0499 0.0408 0.0039 0.0033
 0.0025 0.0089 0.0105 0.0024 0.0086 0.0020 0.0010 0.0054

* Unless a specific local speed is available, a default MOBILE6
 average speed of 12.9 mph is used.

SCENARIO RECORD : Christian Rural Interstate 70.0
 mph - CY2025
 CALENDAR YEAR : 2025
 EVALUATION MONTH : 7
 AVERAGE SPEED : 70.0 Freeway 98.5 0.0 0.0 1.5
 VMT FRACTIONS :

0.2129 0.0696 0.2318 0.0704 0.0339 0.0278 0.0049 0.0041
0.0031 0.0111 0.0131 0.0680 0.2420 0.0025 0.0012 0.0036

SCENARIO RECORD : Christian Rural Principal
Arterial 70.0 mph - CY2025
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
AVERAGE SPEED : 70.0 Arterial
VMT FRACTIONS :
0.3092 0.1011 0.3366 0.1022 0.0492 0.0403 0.0037 0.0031
0.0023 0.0084 0.0098 0.0057 0.0203 0.0019 0.0009 0.0053

SCENARIO RECORD : Christian Rural Minor Arterial
40.0 mph - CY2025
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
AVERAGE SPEED : 40.0 Arterial
VMT FRACTIONS :
0.3092 0.1011 0.3366 0.1022 0.0492 0.0403 0.0037 0.0031
0.0023 0.0084 0.0098 0.0057 0.0203 0.0019 0.0009 0.0053

SCENARIO RECORD : Christian Rural Major Collector
52.0 mph - CY2025
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
AVERAGE SPEED : 52.0 Arterial
VMT FRACTIONS :
0.3112 0.1017 0.3388 0.1029 0.0495 0.0406 0.0047 0.0040
0.0030 0.0109 0.0128 0.0024 0.0086 0.0024 0.0012 0.0053

SCENARIO RECORD : Christian Rural Minor Collector
52.0 mph - CY2025
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
AVERAGE SPEED : 52.0 Arterial
VMT FRACTIONS :
0.3112 0.1017 0.3388 0.1029 0.0495 0.0406 0.0047 0.0040
0.0030 0.0109 0.0128 0.0024 0.0086 0.0024 0.0012 0.0053

SCENARIO RECORD : Christian Rural Local 49.0 mph
Default - CY2025
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
AVERAGE SPEED : 49.0 Arterial
VMT FRACTIONS :
0.3112 0.1017 0.3388 0.1029 0.0495 0.0406 0.0047 0.0040
0.0030 0.0109 0.0128 0.0024 0.0086 0.0024 0.0012 0.0053

* Unless a specific local speed is available, a default MOBILE6
average speed of 12.9 mph is used.

SCENARIO RECORD : Christian Urban Interstate 70.0
mph - CY2025
CALENDAR YEAR : 2025
EVALUATION MONTH : 7
AVERAGE SPEED : 70.0 Freeway 92.4 0.0 0.0 7.6
VMT FRACTIONS :
0.2398 0.0784 0.2610 0.0793 0.0381 0.0312 0.0039 0.0033

0.0025 0.0089 0.0105 0.0517 0.1843 0.0020 0.0010 0.0041

SCENARIO RECORD : Christian Urban Freeway 70.0 mph
- CY2025

CALENDAR YEAR : 2025

EVALUATION MONTH : 7

AVERAGE SPEED : 70.0 Freeway 92.4 0.0 0.0 7.6

VMT FRACTIONS :

0.3112 0.1017 0.3388 0.1029 0.0495 0.0406 0.0035 0.0030

0.0022 0.0081 0.0095 0.0046 0.0164 0.0018 0.0009 0.0053

SCENARIO RECORD : Christian Urban Principal
Arterial 36.0 mph - CY2025

CALENDAR YEAR : 2025

EVALUATION MONTH : 7

AVERAGE SPEED : 36.0 Arterial

VMT FRACTIONS :

0.3112 0.1017 0.3388 0.1029 0.0495 0.0406 0.0035 0.0030

0.0022 0.0081 0.0095 0.0046 0.0164 0.0018 0.0009 0.0053

SCENARIO RECORD : Christian Urban Minor Arterial
34.0 mph - CY2025

CALENDAR YEAR : 2025

EVALUATION MONTH : 7

AVERAGE SPEED : 34.0 Arterial

VMT FRACTIONS :

0.3112 0.1017 0.3388 0.1029 0.0495 0.0406 0.0035 0.0030

0.0022 0.0081 0.0095 0.0046 0.0164 0.0018 0.0009 0.0053

SCENARIO RECORD : Christian Urban Collector 35.0
mph - CY2025

CALENDAR YEAR : 2025

EVALUATION MONTH : 7

AVERAGE SPEED : 35.0 Arterial

VMT FRACTIONS :

0.3135 0.1025 0.3412 0.1036 0.0499 0.0408 0.0039 0.0033

0.0025 0.0089 0.0105 0.0024 0.0086 0.0020 0.0010 0.0054

SCENARIO RECORD : Christian Urban Local 12.9 mph
Default - CY2025

CALENDAR YEAR : 2025

EVALUATION MONTH : 7

AVERAGE SPEED : 12.9 Local

VMT FRACTIONS :

0.3135 0.1025 0.3412 0.1036 0.0499 0.0408 0.0039 0.0033

0.0025 0.0089 0.0105 0.0024 0.0086 0.0020 0.0010 0.0054

* Unless a specific local speed is available, a default MOBILE6
average speed of 12.9 mph is used.

SCENARIO RECORD : Christian Rural Interstate 70.0
mph - CY2035

CALENDAR YEAR : 2035

EVALUATION MONTH : 7

AVERAGE SPEED : 70.0 Freeway 98.5 0.0 0.0 1.5

VMT FRACTIONS :

0.2129 0.0696 0.2318 0.0704 0.0339 0.0278 0.0049 0.0041

0.0031 0.0111 0.0131 0.0680 0.2420 0.0025 0.0012 0.0036

SCENARIO RECORD : Christian Rural Principal
 Arterial 70.0 mph - CY2035
 CALENDAR YEAR : 2035
 EVALUATION MONTH : 7
 AVERAGE SPEED : 70.0 Arterial
 VMT FRACTIONS :
 0.3092 0.1011 0.3366 0.1022 0.0492 0.0403 0.0037 0.0031
 0.0023 0.0084 0.0098 0.0057 0.0203 0.0019 0.0009 0.0053

SCENARIO RECORD : Christian Rural Minor Arterial
 40.0 mph - CY2035
 CALENDAR YEAR : 2035
 EVALUATION MONTH : 7
 AVERAGE SPEED : 40.0 Arterial
 VMT FRACTIONS :
 0.3092 0.1011 0.3366 0.1022 0.0492 0.0403 0.0037 0.0031
 0.0023 0.0084 0.0098 0.0057 0.0203 0.0019 0.0009 0.0053

SCENARIO RECORD : Christian Rural Major Collector
 52.0 mph - CY2035
 CALENDAR YEAR : 2035
 EVALUATION MONTH : 7
 AVERAGE SPEED : 52.0 Arterial
 VMT FRACTIONS :
 0.3112 0.1017 0.3388 0.1029 0.0495 0.0406 0.0047 0.0040
 0.0030 0.0109 0.0128 0.0024 0.0086 0.0024 0.0012 0.0053

SCENARIO RECORD : Christian Rural Minor Collector
 52.0 mph - CY2035
 CALENDAR YEAR : 2035
 EVALUATION MONTH : 7
 AVERAGE SPEED : 52.0 Arterial
 VMT FRACTIONS :
 0.3112 0.1017 0.3388 0.1029 0.0495 0.0406 0.0047 0.0040
 0.0030 0.0109 0.0128 0.0024 0.0086 0.0024 0.0012 0.0053

SCENARIO RECORD : Christian Rural Local 49.0 mph
 Default - CY2035
 CALENDAR YEAR : 2035
 EVALUATION MONTH : 7
 AVERAGE SPEED : 49.0 Arterial
 VMT FRACTIONS :
 0.3112 0.1017 0.3388 0.1029 0.0495 0.0406 0.0047 0.0040
 0.0030 0.0109 0.0128 0.0024 0.0086 0.0024 0.0012 0.0053

* Unless a specific local speed is available, a default MOBILE6
 average speed of 12.9 mph is used.

SCENARIO RECORD : Christian Urban Interstate 70.0
 mph - CY2035
 CALENDAR YEAR : 2035
 EVALUATION MONTH : 7
 AVERAGE SPEED : 70.0 Freeway 92.4 0.0 0.0 7.6
 VMT FRACTIONS :
 0.2398 0.0784 0.2610 0.0793 0.0381 0.0312 0.0039 0.0033
 0.0025 0.0089 0.0105 0.0517 0.1843 0.0020 0.0010 0.0041

SCENARIO RECORD : Christian Urban Freeway 70.0 mph
 - CY2035
 CALENDAR YEAR : 2035
 EVALUATION MONTH : 7
 AVERAGE SPEED : 70.0 Freeway 92.4 0.0 0.0 7.6
 VMT FRACTIONS :
 0.3112 0.1017 0.3388 0.1029 0.0495 0.0406 0.0035 0.0030
 0.0022 0.0081 0.0095 0.0046 0.0164 0.0018 0.0009 0.0053

SCENARIO RECORD : Christian Urban Principal
 Arterial 36.0 mph - CY2035
 CALENDAR YEAR : 2035
 EVALUATION MONTH : 7
 AVERAGE SPEED : 36.0 Arterial
 VMT FRACTIONS :
 0.3112 0.1017 0.3388 0.1029 0.0495 0.0406 0.0035 0.0030
 0.0022 0.0081 0.0095 0.0046 0.0164 0.0018 0.0009 0.0053

SCENARIO RECORD : Christian Urban Minor Arterial
 34.0 mph - CY2035
 CALENDAR YEAR : 2035
 EVALUATION MONTH : 7
 AVERAGE SPEED : 34.0 Arterial
 VMT FRACTIONS :
 0.3112 0.1017 0.3388 0.1029 0.0495 0.0406 0.0035 0.0030
 0.0022 0.0081 0.0095 0.0046 0.0164 0.0018 0.0009 0.0053

SCENARIO RECORD : Christian Urban Collector 35.0
 mph - CY2035
 CALENDAR YEAR : 2035
 EVALUATION MONTH : 7
 AVERAGE SPEED : 35.0 Arterial
 VMT FRACTIONS :
 0.3135 0.1025 0.3412 0.1036 0.0499 0.0408 0.0039 0.0033
 0.0025 0.0089 0.0105 0.0024 0.0086 0.0020 0.0010 0.0054

SCENARIO RECORD : Christian Urban Local 12.9 mph
 Default - CY2035
 CALENDAR YEAR : 2035
 EVALUATION MONTH : 7
 AVERAGE SPEED : 12.9 Local
 VMT FRACTIONS :
 0.3135 0.1025 0.3412 0.1036 0.0499 0.0408 0.0039 0.0033
 0.0025 0.0089 0.0105 0.0024 0.0086 0.0020 0.0010 0.0054

* Unless a specific local speed is available, a default MOBILE6
 average speed of 12.9 mph is used.

END OF RUN

***** End of Run

APPENDIX C

MOBILE6.2 Output for Christian County, Kentucky

```

*****
*****
* MOBILE6.2.03 (24-Sep-2003)
*
* Input file: U:\MOBILE6\MOBILE62\KY_EXAM\NEW\CHRNAOV09 (file 1, run
1).
*
*****
*****

```

```

* #####
* Christian Rural Interstate 70.0 mph - CY2016
* File 1, Run 1, Scenario 1.
* #####
M 96 Warning:
    70.0 speed reduced to 65 mph maximum
M515 Warning:
    The combined freeway and ramp average speed entered
    cannot be greater than 64.2 miles per hour.
    The average speed will be reset to this value.
M582 Warning:
    The user supplied freeway average speed of 64.2
    will be used for all hours of the day. 100% of VMT
    has been assigned to a fixed combination of freeways
    and freeway ramps for all hours of the day and all
    vehicle types.
M615 Comment:
    User supplied VMT mix.
M 48 Warning:
    there are no sales for vehicle class HDGV8b
M 48 Warning:
    there are no sales for vehicle class LDDT12

```

```

    Calendar Year: 2016
    Month: July
    Altitude: Low
    Minimum Temperature: 67.0 (F)
    Maximum Temperature: 94.0 (F)
    Absolute Humidity: 75. grains/lb
    Nominal Fuel RVP: 8.6 psi
    Weathered RVP: 8.2 psi
    Fuel Sulfur Content: 30. ppm

    Exhaust I/M Program: No
    Evap I/M Program: No
    ATP Program: No
    Reformulated Gas: No

```

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT
HDGV LDDV LDDT HDDV MC All Veh				
GVWR:	<6000	>6000	(All)	
-----	-----	-----	-----	-----
VMT Distribution:	0.2127	0.3014	0.1028	
0.0286 0.0002 0.0015 0.3492 0.0036 1.0000				
-----	-----	-----	-----	-----
Composite Emission Factors (g/mi):				
Composite VOC :	0.375	0.480	0.842	0.572
0.624 0.066 0.214 0.211 2.88 0.413				

Composite CO :	7.22	8.18	11.00	8.90
8.60 0.619 0.495 0.694	25.81	5.714		
Composite NOX :	0.347	0.458	0.808	0.547
1.197 0.192 0.598 5.524	1.63	2.265		

```

* #####
* Christian Rural Principal Arterial 70.0 mph -
CY2016
* File 1, Run 1, Scenario 2.
* #####
M 96 Warning:
      70.0 speed reduced to 65 mph maximum
M583 Warning:
      The user supplied arterial average speed of 65.0
      will be used for all hours of the day. 100% of VMT
      has been assigned to the arterial/collector roadway
      type for all hours of the day and all vehicle types.
M615 Comment:
      User supplied VMT mix.
M 48 Warning:
      there are no sales for vehicle class HDGV8b
M 48 Warning:
      there are no sales for vehicleclass LDDT12

```

```

Calendar Year: 2016
Month: July
Altitude: Low
Minimum Temperature: 67.0 (F)
Maximum Temperature: 94.0 (F)
Absolute Humidity: 75. grains/lb
Nominal Fuel RVP: 8.6 psi
Weathered RVP: 8.2 psi
Fuel Sulfur Content: 30. ppm

```

```

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

```

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT
HDGV LDDV LDDT HDDV MC All Veh				
GVWR:	<6000	>6000	(All)	

```

VMT Distribution: 0.3089 0.4377 0.1492
0.0364 0.0003 0.0022 0.0600 0.0053 1.0000

```

```

Composite Emission Factors (g/mi):
Composite VOC : 0.374 0.478 0.840 0.570
0.555 0.065 0.214 0.171 2.89 0.496
Composite CO : 7.21 8.17 10.99 8.89
8.34 0.619 0.495 0.541 26.01 7.920
Composite NOX : 0.347 0.457 0.807 0.546
1.162 0.193 0.602 4.156 1.64 0.729

```

```

* #####
* Christian Rural Minor Arterial 40.0 mph - CY2016
* File 1, Run 1, Scenario 3.
* #####

```

```

M583 Warning:
    The user supplied arterial average speed of 40.0
    will be used for all hours of the day. 100% of VMT
    has been assigned to the arterial/collector roadway
    type for all hours of the day and all vehicle types.

```

```

M615 Comment:
    User supplied VMT mix.

```

```

M 48 Warning:
    there are no sales for vehicle class HDGV8b

```

```

M 48 Warning:
    there are no sales for vehicle class LDDT12

```

```

    Calendar Year: 2016
    Month: July
    Altitude: Low
    Minimum Temperature: 67.0 (F)
    Maximum Temperature: 94.0 (F)
    Absolute Humidity: 75. grains/lb
    Nominal Fuel RVP: 8.6 psi
    Weathered RVP: 8.2 psi
    Fuel Sulfur Content: 30. ppm

```

```

    Exhaust I/M Program: No
    Evap I/M Program: No
    ATP Program: No
    Reformulated Gas: No

```

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT
HDGV LDDV LDDT HDDV MC All Veh				
GVWR:	<6000	>6000	(All)	
---	-----	-----	-----	-----
VMT Distribution:	0.3089	0.4377	0.1492	
0.0364 0.0003 0.0022 0.0600 0.0053 1.0000				

Composite Emission Factors (g/mi):				
Composite VOC :	0.422	0.518	0.925	0.622
0.631 0.074 0.240 0.214 2.36 0.544				
Composite CO :	5.81	6.67	9.07	7.28
5.39 0.558 0.449 0.448 11.23 6.352				
Composite NOX :	0.325	0.421	0.758	0.507
0.979 0.102 0.319 2.193 1.15 0.572				


```

* #####
* Christian Rural Major Collector 52.0 mph - CY2016
* File 1, Run 1, Scenario 4.
* #####

```

```

M583 Warning:
    The user supplied arterial average speed of 52.0
    will be used for all hours of the day. 100% of VMT
    has been assigned to the arterial/collector roadway

```


Month: July
 Altitude: Low
 Minimum Temperature: 67.0 (F)
 Maximum Temperature: 94.0 (F)
 Absolute Humidity: 75. grains/lb
 Nominal Fuel RVP: 8.6 psi
 Weathered RVP: 8.2 psi
 Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
 Evap I/M Program: No
 ATP Program: No
 Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT
HDGV LDDV LDDT HDDV MC All Veh				
GVWR:	<6000	>6000	(All)	
---	---	---	---	---
VTM Distribution:	0.3109	0.4405	0.1502	
0.0382 0.0003 0.0022 0.0524 0.0053 1.0000				

 Composite Emission Factors (g/mi):
 Composite VOC : 0.392 0.496 0.879 0.593
 0.599 0.067 0.219 0.163 2.29 0.516
 Composite CO : 6.48 7.39 10.00 8.05
 5.72 0.545 0.439 0.378 10.12 7.067
 Composite NOX : 0.335 0.438 0.780 0.525
 1.080 0.126 0.392 2.438 1.29 0.591

* #####
 * Christian Rural Local 49.0 mph Default - CY2016
 * File 1, Run 1, Scenario 6.
 * #####

M583 Warning:
 The user supplied arterial average speed of 49.0
 will be used for all hours of the day. 100% of VMT
 has been assigned to the arterial/collector roadway
 type for all hours of the day and all vehicle types.

M615 Comment:
 User supplied VMT mix.

M 48 Warning:
 there are no sales for vehicle class HDGV8b

M 48 Warning:
 there are no sales for vehicle class LDDT12

Calendar Year: 2016
 Month: July
 Altitude: Low
 Minimum Temperature: 67.0 (F)
 Maximum Temperature: 94.0 (F)
 Absolute Humidity: 75. grains/lb
 Nominal Fuel RVP: 8.6 psi
 Weathered RVP: 8.2 psi
 Fuel Sulfur Content: 30. ppm

Vehicle Type:			LDGV	LDGT12	LDGT34	LDGT
HDGV	LDDV	LDDT	HDDV	MC	All Veh	
GVWR:			<6000	>6000	(All)	
---	-----	-----	-----	-----	-----	-----
VMT Distribution:			0.3109	0.4405	0.1502	
0.0382	0.0003	0.0022	0.0524	0.0053	1.0000	

Composite Emission Factors (g/mi):						
Composite VOC :			0.398	0.501	0.890	0.600
0.609	0.068	0.223	0.168	2.29	0.523	
Composite CO :			6.31	7.21	9.76	7.86
5.47	0.541	0.436	0.373	10.18	6.890	
Composite NOX :			0.332	0.433	0.774	0.520
1.057	0.117	0.364	2.264	1.22	0.577	

Calendar Year:	2016
Month:	July
Altitude:	Low
Minimum Temperature:	67.0 (F)
Maximum Temperature:	94.0 (F)
Absolute Humidity:	75. grains/lb
Nominal Fuel RVP:	8.6 psi
Weathered RVP:	8.2 psi
Fuel Sulfur Content:	30. ppm

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Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT
HDGV	LDDV	LDDT	HDDV	MC
GVWR:		<6000	>6000	All Veh
		(All)		
---	-----	-----	-----	-----
VTM Distribution:	0.2396	0.3394	0.1157	
0.0298	0.0002	0.0017	0.2695	0.0041
				1.0000

Composite Emission Factors (g/mi):				
Composite VOC :	0.381	0.485	0.852	0.578
0.594	0.067	0.217	0.215	2.86
Composite CO :	7.27	8.21	11.02	8.92
8.28	0.617	0.493	0.685	24.99
Composite NOX :	0.348	0.459	0.812	0.549
1.162	0.186	0.580	5.294	1.60
				1.802

```
* # # # # # # # # # # # # # # # # # # # # # #  
* Christian Urban Freeway 70.0 mph - CY2016  
* File 1, Run 1, Scenario 8.  
* # # # # # # # # # # # # # # # # # # # # # #  
M 96 Warning:  
                70.0 speed reduced to 65 mph maximum  
M515 Warning:  
    The combined freeway and ramp average speed entered  
    cannot be greater than 60.9 miles per hour.  
    The average speed will be reset to this value.  
M582 Warning:  
    The user supplied freeway average speed of 60.9  
    will be used for all hours of the day. 100% of VMT  
    has been assigned to a fixed combination of freeways  
    and freeway ramps for all hours of the day and all  
    vehicle types.  
M615 Comment:  
    User supplied VMT mix.  
M 48 Warning:  
    there are no sales for vehicle class HDGV8b  
M 48 Warning:  
    there are no sales for vehicle class LDDT12
```

Calendar Year:	2016
Month:	July
Altitude:	Low
Minimum Temperature:	67.0 (F)
Maximum Temperature:	94.0 (F)
Absolute Humidity:	75. grains/lb
Nominal Fuel RVP:	8.6 psi
Weathered RVP:	8.2 psi
Fuel Sulfur Content:	30. ppm

Exhaust I/M Program:	No
Evap I/M Program:	No
ATP Program:	No
Reformulated Gas:	No


```

-----
-----
* #####
* Christian          Urban Collector 35.0 mph - CY2016
* File 1, Run 1, Scenario 11.
* #####
M583 Warning:
    The user supplied arterial average speed of 35.0
    will be used for all hours of the day. 100% of VMT
    has been assigned to the arterial/collector roadway
    type for all hours of the day and all vehicle types.
M615 Comment:
    User supplied VMT mix.
M 48 Warning:
    there are no sales for vehicle class HDGV8b
M 48 Warning:
    there are no sales for vehicle class LDDT12

```

```

        Calendar Year: 2016
        Month: July
        Altitude: Low
    Minimum Temperature: 67.0 (F)
    Maximum Temperature: 94.0 (F)
        Absolute Humidity: 75. grains/lb
        Nominal Fuel RVP: 8.6 psi
        Weathered RVP: 8.2 psi
    Fuel Sulfur Content: 30. ppm

    Exhaust I/M Program: No
        Evap I/M Program: No
        ATP Program: No
    Reformulated Gas: No

```

	Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT
HDGV	LDDV	LDDT	HDDV	MC	All Veh
	GVWR:		<6000	>6000	(All)
---	-----	-----	-----	-----	-----
	VMT Distribution:	0.3132	0.4437	0.1513	
0.0372	0.0003	0.0022	0.0467	0.0054	1.0000

```

-----
Composite Emission Factors (g/mi):
    Composite VOC :      0.439      0.530      0.947      0.636
0.672      0.080      0.256      0.216      2.44      0.565
    Composite CO  :      5.53      6.38      8.69      6.96
5.83      0.588      0.472      0.438      12.47      6.182
    Composite NOX :      0.323      0.416      0.753      0.502
0.944      0.100      0.311      1.917      1.12      0.531
-----
-----

```

```

* #####
* Christian          Urban Local 12.9 mph Default - CY2016
* File 1, Run 1, Scenario 12.
* #####
M585 Warning:
    100% of VMT has been assigned to the local roadway

```

type for all hours of the day for all vehicle types
with an average speed of 12.9 mph.

M615 Comment:

User supplied VMT mix.

M 48 Warning:

there are no sales for vehicle class HDGV8b

M 48 Warning:

there are no sales for vehicle class LDDT12

Calendar Year: 2016
Month: July
Altitude: Low
Minimum Temperature: 67.0 (F)
Maximum Temperature: 94.0 (F)
Absolute Humidity: 75. grains/lb
Nominal Fuel RVP: 8.6 psi
Weathered RVP: 8.2 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT		
HDGV	LDDV	LDDT	HDDV	MC	All Veh	
	GVWR:		<6000	>6000	(All)	

VMT Distribution:						
0.0372	0.0003	0.0022	0.0467	0.0054	1.0000	

Composite Emission Factors (g/mi):						
1.204	0.136	0.426	0.458	3.52	0.857	
15.88	1.129	0.882	1.168	29.21	7.141	
0.782	0.134	0.417	2.504	0.90	0.566	

* #####
* Christian Rural Interstate 70.0 mph - CY2025
* File 1, Run 1, Scenario 13.
* #####

M 96 Warning:

70.0 speed reduced to 65 mph maximum

M515 Warning:

The combined freeway and ramp average speed entered
cannot be greater than 64.2 miles per hour.
The average speed will be reset to this value.

M582 Warning:

The user supplied freeway average speed of 64.2
will be used for all hours of the day. 100% of VMT
has been assigned to a fixed combination of freeways
and freeway ramps for all hours of the day and all
vehicle types.

```

User supplied VMT mix.
M 48 Warning:
      there are no sales for vehicle class HDGV8b
M 48 Warning:
      there are no sales for vehicle class LDDT12

```

	Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT
HDGV	LDDV	LDDT	HDDV	MC All Veh	
	GVWR:		<6000	>6000	(All)
---	-----	-----	-----	-----	-----
	VMT Distribution:	0.2127	0.3014	0.1028	
0.0286	0.0002	0.0015	0.3492	0.0036	1.0000

Composite Emission Factors (g/mi):					
Composite VOC :		0.266	0.338	0.513	0.383
0.368	0.037	0.119	0.182	2.88	0.296
Composite CO :		6.39	7.34	9.19	7.81
8.25	0.546	0.359	0.310	25.81	4.954
Composite NOX :		0.240	0.352	0.584	0.411
0.422	0.051	0.290	1.746	1.63	0.845

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Exhaust I/M Program:	No
Evap I/M Program:	No
ATP Program:	No
Reformulated Gas:	No

Composite Emission Factors (g/mi):					
Composite VOC :		0.264	0.337	0.512	0.382
0.314	0.037	0.119	0.147	2.89	0.341
Composite CO :		6.38	7.33	9.19	7.81
7.95	0.547	0.359	0.246	26.01	6.995
Composite NOX :		0.240	0.351	0.584	0.410
0.409	0.051	0.292	1.421	1.64	0.424

M583 Warning:

M615 Comment:

M 48 Warning:

M 48 Warning:

Calendar Year: 2025

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Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT
HDGV LDDV LDDT HDDV MC All Veh				
GVWR:		<6000	>6000	(All)
---	-----	-----	-----	-----
---	-----	-----	-----	-----
VTM Distribution:	0.3089	0.4377	0.1492	
0.0365 0.0003 0.0022 0.0599 0.0053 1.0000				

Composite Emission Factors (g/mi):

Composite VOC :	0.306	0.369	0.566	0.419
0.368 0.043 0.134 0.183 2.36 0.378				
Composite CO :	5.15	5.96	7.55	6.36
5.13 0.492 0.323 0.204 11.23 5.586				
Composite NOX :	0.226	0.321	0.543	0.378
0.345 0.027 0.154 0.734 1.15 0.355				

* #####
* Christian Rural Major Collector 52.0 mph - CY2025
* File 1, Run 1, Scenario 16.
* #####
M583 Warning:

The user supplied arterial average speed of 52.0
will be used for all hours of the day. 100% of VMT
has been assigned to the arterial/collector roadway
type for all hours of the day and all vehicle types.

M615 Comment:

User supplied VMT mix.

M 48 Warning:

there are no sales for vehicle class HDGV8b

M 48 Warning:

there are no sales for vehicle class LDDT12

Calendar Year: 2025
Month: July
Altitude: Low
Minimum Temperature: 67.0 (F)
Maximum Temperature: 94.0 (F)
Absolute Humidity: 75. grains/lb
Nominal Fuel RVP: 8.6 psi
Weathered RVP: 8.2 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT
HDGV LDDV LDDT HDDV MC All Veh				

GVWR:				<6000	>6000	(All)
-----				-----	-----	-----
VMT Distribution:				0.3109	0.4405	0.1502
0.0383	0.0003	0.0022	0.0523	0.0053	1.0000	

Composite Emission Factors (g/mi):						
Composite VOC :				0.279	0.350	0.536
0.346	0.038	0.122	0.139	2.29	0.355	0.398
Composite CO :				5.74	6.62	8.34
5.46	0.480	0.315	0.173	10.12	6.225	7.06
Composite NOX :				0.232	0.335	0.562
0.380	0.033	0.190	0.840	1.29	0.370	0.393

	Composite VOC :	0.279	0.350	0.536	0.398
0.346	0.038	0.122	0.139	2.29	0.355
	Composite CO :	5.74	6.62	8.34	7.06
5.46	0.480	0.315	0.173	10.12	6.225
	Composite NOX :	0.232	0.335	0.562	0.393
0.380	0.033	0.190	0.840	1.29	0.370

```

* #####
* Christian Rural Local 49.0 mph Default - CY2025
* File 1, Run 1, Scenario 18.
* #####
M583 Warning:
    The user supplied arterial average speed of 49.0
    will be used for all hours of the day. 100% of VMT
    has been assigned to the arterial/collector roadway
    type for all hours of the day and all vehicle types.
M615 Comment:
    User supplied VMT mix.
M 48 Warning:
    there are no sales for vehicle class HDGV8b
M 48 Warning:
    there are no sales for vehicle class LDDT12

```

```

Calendar Year: 2025
Month: July
Altitude: Low
Minimum Temperature: 67.0 (F)
Maximum Temperature: 94.0 (F)
Absolute Humidity: 75. grains/lb
Nominal Fuel RVP: 8.6 psi
Weathered RVP: 8.2 psi
Fuel Sulfur Content: 30. ppm

```

```

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

```

	Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT
HDGV	LDDV LDDT HDDV MC All Veh				
	GVWR:	<6000	>6000	(All)	

VMT Distribution:					
0.0383	0.0003	0.0022	0.0523	0.0053	1.0000

Composite Emission Factors (g/mi):					
	Composite VOC :	0.284	0.355	0.544	0.403
0.353	0.039	0.124	0.143	2.29	0.360
	Composite CO :	5.59	6.45	8.14	6.88
5.22	0.477	0.313	0.171	10.18	6.068
	Composite NOX :	0.231	0.332	0.557	0.389
0.373	0.031	0.177	0.779	1.22	0.363

```

* #####
* Christian          Urban Interstate 70.0 mph - CY2025
* File 1, Run 1, Scenario 19.
* #####
M 96 Warning:
      70.0      speed reduced to 65 mph maximum
M515 Warning:
      The combined freeway and ramp average speed entered
      cannot be greater than 60.9 miles per hour.
      The average speed will be reset to this value.
M582 Warning:
      The user supplied freeway average speed of 60.9
      will be used for all hours of the day. 100% of VMT
      has been assigned to a fixed combination of freeways
      and freeway ramps for all hours of the day and all
      vehicle types.
M615 Comment:
      User supplied VMT mix.
M 48 Warning:
      there are no sales for vehicle class HDGV8b
M 48 Warning:
      there are no sales for vehicle class LDDT12

```

```

      Calendar Year: 2025
      Month: July
      Altitude: Low
Minimum Temperature: 67.0 (F)
Maximum Temperature: 94.0 (F)
      Absolute Humidity: 75. grains/lb
      Nominal Fuel RVP: 8.6 psi
      Weathered RVP: 8.2 psi
      Fuel Sulfur Content: 30. ppm

      Exhaust I/M Program: No
      Evap I/M Program: No
      ATP Program: No
      Reformulated Gas: No

```

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT
HDGV LDDV LDDT HDDV MC All Veh				
GVWR:	<6000	>6000	(All)	

VMT Distribution:	0.2396	0.3394	0.1157	
0.0298 0.0002 0.0017 0.2695 0.0041 1.0000				

Composite Emission Factors (g/mi):				
Composite VOC :	0.270	0.342	0.520	0.387
0.343 0.038 0.120 0.185 2.86 0.313				
Composite CO :	6.43	7.37	9.21	7.84
7.91 0.545 0.358 0.307 24.99 5.528				
Composite NOX :	0.241	0.353	0.588	0.412
0.410 0.049 0.281 1.679 1.60 0.717				

```

* #####
* Christian          Urban Freeway 70.0 mph - CY2025

```



```

* File 1, Run 1, Scenario 20.
* #####
M 96 Warning:
    70.0      speed reduced to 65 mph maximum
M515 Warning:
    The combined freeway and ramp average speed entered
    cannot be greater than 60.9 miles per hour.
    The average speed will be reset to this value.
M582 Warning:
    The user supplied freeway average speed of 60.9
    will be used for all hours of the day. 100% of VMT
    has been assigned to a fixed combination of freeways
    and freeway ramps for all hours of the day and all
    vehicle types.
M615 Comment:
    User supplied VMT mix.
M 48 Warning:
    there are no sales for vehicle class HDGV8b
M 48 Warning:
    there are no sales for vehicle class LDDT12

```

```

    Calendar Year: 2025
    Month: July
    Altitude: Low
    Minimum Temperature: 67.0 (F)
    Maximum Temperature: 94.0 (F)
    Absolute Humidity: 75. grains/lb
    Nominal Fuel RVP: 8.6 psi
    Weathered RVP: 8.2 psi
    Fuel Sulfur Content: 30. ppm

    Exhaust I/M Program: No
    Evap I/M Program: No
    ATP Program: No
    Reformulated Gas: No

```

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT
HDGV LDDV LDDT HDDV MC All Veh				
GVWR:	<6000	>6000	(All)	
---	-----	-----	-----	-----
VMT Distribution:	0.3109	0.4405	0.1502	
0.0365 0.0003 0.0022 0.0541 0.0053 1.0000				

```

-----
Composite Emission Factors (g/mi):
Composite VOC : 0.270 0.342 0.520 0.387
0.317 0.038 0.120 0.147 2.86 0.348
Composite CO : 6.43 7.37 9.21 7.84
7.75 0.545 0.358 0.238 24.99 7.056
Composite NOX : 0.241 0.353 0.588 0.412
0.403 0.049 0.281 1.356 1.60 0.416
-----

```

```

* #####
* Christian Urban Principal Arterial 36.0 mph -
CY2025
* File 1, Run 1, Scenario 21.

```

* #####

M583 Warning:

The user supplied arterial average speed of 36.0
will be used for all hours of the day. 100% of VMT
has been assigned to the arterial/collector roadway
type for all hours of the day and all vehicle types.

M615 Comment:

User supplied VMT mix.

M 48 Warning:

there are no sales for vehicle class HDGV8b

M 48 Warning:

there are no sales for vehicle class LDDT12

Calendar Year: 2025

Month: July

Altitude: Low

Minimum Temperature: 67.0 (F)

Maximum Temperature: 94.0 (F)

Absolute Humidity: 75. grains/lb

Nominal Fuel RVP: 8.6 psi

Weathered RVP: 8.2 psi

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No

Evap I/M Program: No

ATP Program: No

Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	
HDGV	LDDV	LDDT	HDDV	MC	All Veh
	GVWR:		<6000	>6000	(All)
---	-----	-----	-----	-----	-----
---	-----	-----	-----	-----	-----
VMT Distribution:	0.3109	0.4405	0.1502		
0.0365	0.0003	0.0022	0.0541	0.0053	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.318	0.376	0.578	0.427	
0.385	0.045	0.141	0.194	2.42	0.389
Composite CO :	4.96	5.75	7.29	6.14	
5.44	0.513	0.337	0.214	12.20	5.447
Composite NOX :	0.226	0.318	0.540	0.375	
0.334	0.026	0.152	0.702	1.12	0.348

* #####

* Christian Urban Minor Arterial 34.0 mph - CY2025

* File 1, Run 1, Scenario 22.

* #####

M583 Warning:

The user supplied arterial average speed of 34.0
will be used for all hours of the day. 100% of VMT
has been assigned to the arterial/collector roadway
type for all hours of the day and all vehicle types.

M615 Comment:

User supplied VMT mix.

M 48 Warning:

Exhaust I/M Program:	No
Evap I/M Program:	No
ATP Program:	No
Reformulated Gas:	No

```
* #####
* Christian Urban Local 12.9 mph Default - CY2025
* File 1, Run 1, Scenario 24.
* #####
M585 Warning:
    100% of VMT has been assigned to the local roadway
    type for all hours of the day for all vehicle types
    with an average speed of 12.9 mph.
M615 Comment:
    User supplied VMT mix.
M 48 Warning:
    there are no sales for vehicle class HDGV8b
M 48 Warning:
    there are no sales for vehicle class LDDT12
```

Exhaust I/M Program:	No
Evap I/M Program:	No
ATP Program:	No
Reformulated Gas:	No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT
HDGV LDDV LDDT HDDV MC All Veh				
GVWR:	<6000	>6000	(All)	
-----	-----	-----	-----	-----
VTM Distribution:	0.3132	0.4437	0.1513	
0.0372 0.0003 0.0022 0.0467 0.0054 1.0000				

Composite Emission Factors (g/mi):					
Composite VOC :	0.560	0.589	0.869	0.660	
0.773 0.080 0.241 0.390 3.52 0.635					
Composite CO :	5.46	6.25	7.91	6.67	
15.13 1.004 0.659 0.535 29.21 6.428					
Composite NOX :	0.250	0.325	0.537	0.379	
0.276 0.035 0.202 0.883 0.90 0.361					

```

* #####
* Christian Rural Interstate 70.0 mph - CY2035
* File 1, Run 1, Scenario 25.
* #####
M 96 Warning:
    70.0 speed reduced to 65 mph maximum
M515 Warning:
    The combined freeway and ramp average speed entered
    cannot be greater than 64.2 miles per hour.
    The average speed will be reset to this value.
M582 Warning:
    The user supplied freeway average speed of 64.2
    will be used for all hours of the day. 100% of VMT
    has been assigned to a fixed combination of freeways
    and freeway ramps for all hours of the day and all
    vehicle types.
M615 Comment:
    User supplied VMT mix.
M 48 Warning:
    there are no sales for vehicle class HDGV8b
M 48 Warning:
    there are no sales for vehicle class LDDT12

```

```

Calendar Year: 2035
Month: July
Altitude: Low
Minimum Temperature: 67.0 (F)
Maximum Temperature: 94.0 (F)
Absolute Humidity: 75. grains/lb
Nominal Fuel RVP: 8.6 psi
Weathered RVP: 8.2 psi
Fuel Sulfur Content: 30. ppm

```

```

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

```

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT
HDGV LDDV LDDT HDDV MC All Veh				


```

* #####
* Christian Rural Major Collector 52.0 mph - CY2035
* File 1, Run 1, Scenario 28.
* #####

```

```

M583 Warning:
    The user supplied arterial average speed of 52.0
    will be used for all hours of the day. 100% of VMT
    has been assigned to the arterial/collector roadway
    type for all hours of the day and all vehicle types.

```

```

M615 Comment:
    User supplied VMT mix.

```

```

M 48 Warning:
    there are no sales for vehicle class HDGV8b

```

```

M 48 Warning:
    there are no sales for vehicle class LDDT12

```

```

    Calendar Year: 2035
    Month: July
    Altitude: Low
    Minimum Temperature: 67.0 (F)
    Maximum Temperature: 94.0 (F)
    Absolute Humidity: 75. grains/lb
    Nominal Fuel RVP: 8.6 psi
    Weathered RVP: 8.2 psi
    Fuel Sulfur Content: 30. ppm

```

```

    Exhaust I/M Program: No
    Evap I/M Program: No
    ATP Program: No
    Reformulated Gas: No

```

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT
HDGV	LDDV	LDDT	HDDV	MC All Veh
	GVWR:	<6000	>6000	(All)
---	-----	-----	-----	-----
VMT Distribution:				
0.0383	0.0003	0.0022	0.0523	0.0053 1.0000

```

Composite Emission Factors (g/mi):
    Composite VOC : 0.275 0.346 0.482 0.380
0.314 0.036 0.082 0.132 2.29 0.342
    Composite CO : 5.69 6.53 7.84 6.86
5.38 0.472 0.273 0.115 10.12 6.090
    Composite NOX : 0.225 0.322 0.476 0.361
0.190 0.029 0.129 0.425 1.29 0.320

```

```

* #####
* Christian Rural Minor Collector 52.0 mph - CY2035
* File 1, Run 1, Scenario 29.
* #####

```

```

M583 Warning:
    The user supplied arterial average speed of 52.0

```


Exhaust I/M Program:	No
Evap I/M Program:	No
ATP Program:	No
Reformulated Gas:	No

Composite Emission Factors (g/mi):					
Composite VOC :		0.280	0.350	0.488	0.385
0.321	0.037	0.084	0.136	2.29	0.346
Composite CO :		5.55	6.36	7.65	6.69
5.15	0.469	0.271	0.113	10.18	5.935
Composite NOX :		0.223	0.319	0.471	0.357
0.186	0.027	0.120	0.394	1.22	0.315

```
* #####
* Christian Urban Interstate 70.0 mph - CY2035
* File 1, Run 1, Scenario 31.
* #####
M 96 Warning:
        70.0 speed reduced to 65 mph maximum
M515 Warning:
        The combined freeway and ramp average speed entered
        cannot be greater than 60.9 miles per hour.
        The average speed will be reset to this value.
M582 Warning:
        The user supplied freeway average speed of 60.9
        will be used for all hours of the day. 100% of VMT
        has been assigned to a fixed combination of freeways
        and freeway ramps for all hours of the day and all
        vehicle types.
M615 Comment:
        User supplied VMT mix.
M 48 Warning:
        there are no sales for vehicle class HDGV8b
M 48 Warning:
        there are no sales for vehicle class LDDT12
```

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Exhaust I/M Program:	No
Evap I/M Program:	No
ATP Program:	No
Reformulated Gas:	No

Composite Emission Factors (g/mi):					
0.311	Composite VOC :	0.036	0.081	0.176	2.86
					0.301
7.79	Composite CO :	0.536	0.313	0.208	24.99
					5.389
0.204	Composite NOX :	0.043	0.192	0.858	1.60
					0.473

```
Calendar Year: 2035
      Month: July
    Altitude: Low
```

Exhaust I/M Program:	No
Evap I/M Program:	No
ATP Program:	No
Reformulated Gas:	No

```
* #####
* Christian Urban Principal Arterial 36.0 mph -
CY2035
* File 1, Run 1, Scenario 33.
* #####
M583 Warning:
    The user supplied arterial average speed of 36.0
    will be used for all hours of the day. 100% of VMT
    has been assigned to the arterial/collector roadway
    type for all hours of the day and all vehicle types.
M615 Comment:
    User supplied VMT mix.
M 48 Warning:
    there are no sales for vehicle class HDGV8b
M 48 Warning:
    there are no sales for vehicle class LDDT12
```

Exhaust I/M Program: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT
HDGV LDDV LDDT HDDV MC All Veh				
GVWR:	<6000	>6000	(All)	
-----	-----	-----	-----	-----
VTM Distribution:	0.3109	0.4405	0.1502	
0.0365 0.0003 0.0022 0.0541 0.0053 1.0000				
-----	-----	-----	-----	-----
Composite Emission Factors (g/mi):				
Composite VOC :	0.314	0.372	0.521	0.410
0.349 0.043 0.098 0.185 2.42 0.375				
Composite CO :	4.92	5.67	6.85	5.97
5.35 0.505 0.293 0.143 12.20 5.325				
Composite NOX :	0.218	0.305	0.455	0.343
0.166 0.023 0.102 0.360 1.12 0.302				
-----	-----	-----	-----	-----

```

The user supplied arterial average speed of 34.0
will be used for all hours of the day. 100% of VMT
has been assigned to the arterial/collector roadway
type for all hours of the day and all vehicle types.
M615 Comment:
    User supplied VMT mix.
M 48 Warning:
    there are no sales for vehicle class HDGV8b
M 48 Warning:
    there are no sales for vehicle class LDDT12

```

Exhaust I/M Program:	No
Evap I/M Program:	No
ATP Program:	No
Reformulated Gas:	No

73


```

      Composite NOX :      0.218      0.304      0.454      0.342
0.166      0.023      0.102      0.333      1.12      0.300
-----
-----

* # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
* Christian      Urban Local 12.9 mph Default - CY2035
* File 1, Run 1, Scenario 36.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
M585 Warning:
      100% of VMT has been assigned to the local roadway
      type for all hours of the day for all vehicle types
      with an average speed of 12.9 mph.
M615 Comment:
      User supplied VMT mix.
M 48 Warning:
      there are no sales for vehicle class HDGV8b
M 48 Warning:
      there are no sales for vehicle class LDDT12

      Calendar Year:  2035
      Month:  July
      Altitude:  Low
      Minimum Temperature:  67.0 (F)
      Maximum Temperature:  94.0 (F)
      Absolute Humidity:  75. grains/lb
      Nominal Fuel RVP:  8.6 psi
      Weathered RVP:  8.2 psi
      Fuel Sulfur Content:  30. ppm

      Exhaust I/M Program:  No
      Evap I/M Program:  No
      ATP Program:  No
      Reformulated Gas:  No

      Vehicle Type:      LDGV      LDGT12      LDGT34      LDGT
HDGV      LDDV      LDDT      HDDV      MC      All Veh
      GVWR:      <6000      >6000      (All)
-----
---
      VMT Distribution:      0.3132      0.4437      0.1513
0.0372      0.0003      0.0022      0.0467      0.0054      1.0000
-----
-----

Composite Emission Factors (g/mi):
      Composite VOC :      0.556      0.584      0.798      0.639
0.707      0.076      0.175      0.370      3.52      0.617
      Composite CO :      5.43      6.17      7.47      6.50
14.89      0.990      0.593      0.355      29.21      6.300
      Composite NOX :      0.243      0.312      0.449      0.347
0.137      0.031      0.137      0.454      0.90      0.314
-----
-----

*****
*****
* MOBILE6.2.03 (24-Sep-2003)
*
* Input file: U:\MOBILE6\MOBILE62\KY_EXAM\NEW\CHRNAOV09 (file 1, run
2).  *
```


APPENDIX D

Project List for Kentucky Donut Area (Christian County Non-MPO Projects)

Project Number	Roadway
2-100.20	US-41A
2-100.50	Pennyrile Parkway Extension
2-136.00	KY-1682
2-311.10	US-41A
2-311.20	US-41A
2-7010.00	KY-380

* Roadway facilities are to be modeled in the travel demand model according to the number of capacity lanes per horizon year

** Project Costs from Six Year Highway Plan (06/09/09)

*** The majority is an Urban Principal Arterial, but the first 1.848 miles is Rural Pricipal Arterial.

APPENDIX E

Development of VMT Fractions for Montgomery County, Tennessee

J.1. VMT Fractions According to 3 TDOT Classes

The report, “2002 Average Truck Percentage by Functional Class (Urban and Rural)”, provided by Tennessee Department of Transportation (TDOT), was used to develop the 2002 VMT fractions for 16 vehicle types required as an input to the MOBILE6.2 model at the county/roadway type level. This report provides the fraction of VMT in each county for single-unit truck and multi-unit truck (i.e., tractor-trailers) categories. This was determined, based on vehicle classification counts by vehicle type (i.e., cars, pickups, single unit truck and multiunit tractor-trailer trucks) on different roadways for both rural and urban areas. TDOT performed these counts at 141 sites throughout the state of Tennessee in 2002. The summary of the results of vehicle classification counts is shown in Table J-1.

TDOT only provided the truck fractions for single unit truck and multi truck categories in the report. The other vehicle categories, such as passenger cars, motorcycles, other 2- axle 4-tire vehicles, and buses, were grouped under “Other” category. Roadway classes in this analysis included interstates, arterials and collectors for rural areas, and interstates, freeway/expressways, arterials and collectors for urban areas. The 2002 rural and urban VMT fractions for the 95 counties among the two vehicle types are listed in Table J-2. le J-1.

TDOT Statewide Vehicle Classification Counts in 2002

Facility Type	No. Sites Sampled	Cars (%)	Motor- cycles (%)	Pickups, Panels, & Vans (%)	Buses (%)	Single Unit Trucks (%)	Tractor/ Trailer Trucks (%)	Total (%)	LDGVs Cars & Trucks (%)	HDVs (%)
RURAL										
Interstates	8	55.93	0.2	14.43	0.21	3.91	25.47	100	70.4	29.4
Principal Arterials	23	70.59	0.73	20.63	0.06	2.33	5.67	100	91.2	8
Minor Arterials	41	72.92	0.46	21.24	0.07	2.04	3.24	100	94.2	5.3
Major Collectors	11	67.06	1.69	27.05	0.01	1.97	2.18	100	94.1	4.2
Minor Collectors	4	68.56	0.97	27.8	0.05	1.92	0.71	100	96.4	2.6
Total Rural	87	64.6	0.45	18.28	0.13	2.94	13.66	100	82.9	16.6
URBAN										
Interstates	6	71.41	0.05	17.02	0.29	2.95	8.5	100	88.4	11.5
Freeways	1	78.58	0.28	14.26	0.04	2.03	4.86	100	92.8	6.9
Principal Arterials	19	78.48	0.45	16.04	0.11	2.03	2.94	100	94.5	5
Minor Arterials	26	81.63	0.38	14.3	0.12	1.77	1.86	100	95.9	3.6
Collectors	2	83.93	0.24	13.89	0.07	1.27	0.64	100	97.8	1.9
Total Urban	54	77.39	0.29	15.86	0.17	2.25	4.6	100	93.3	6.9
Total All Systems	141	72.92	0.35	16.71	0.16	2.49	7.77	100	89.6	10.3

J.2. Converting the 3 TDOT Classes to EPA's 28 Vehicle Types

While TDOT provided VMT fractions for 3 vehicle types, the EPA's MOBILE6.2 model requires 16 vehicle categories for the VMT fraction input parameter. Therefore, to obtain VMT fractions by 16 vehicle types, the truck mix, provided by TDOT, needed to be allocated to the 16 vehicle types found in MOBILE6.2. However, as a first step, it needed to be converted to 28 vehicle classes (since the MOBILE6.2 model provides the default VMT fractions for 28 vehicle types) and then be consolidated to 16 vehicle types as required for input to EPA's MOBILE6.2 model.

Table J-2. Truck Mix of the Two Categories Provided by TDOT

COUNTY CODE NAME	RURAL						URBAN							
	INTERSTATE SUT	TT	ARTERIALS SUT	COLLECTOR TT	SUT	TT	INTERSTATE SUT	TT	FW/EXPWY SUT	TT	ARTERIALS SUT	COLLECTOR TT	SUT	TT
1 Anderson	0.051	0.237	0.022	0.018	0.02	0.012					0.022	0.013	0.02	0.01
2 Bedford	0.06	0.22	0.037	0.058	0.022	0.011					0.031	0.041	0.024	0.011
3 Benton	0.07	0.33	0.053	0.102	0.027	0.011								
4 Bledsoe			0.044	0.03	0.023	0.01								
5 Blount	0.02	0.01	0.016	0.025	0.029	0.01	0.02	0.01	0.005	0.003	0.029	0.017	0.03	0.011
6 Bradley	0.044	0.217	0.027	0.04	0.031	0.012	0.05	0.24	0.031	0.039	0.022	0.022	0.026	0.01
7 Campbell	0.074	0.321	0.039	0.04	0.033	0.012					0.03	0.017	0.02	0.01
8 Cannon			0.026	0.022	0.027	0.01								
9 Carroll	0.06	0.3	0.039	0.054	0.03	0.02					0.026	0.036	0.021	0.011
10 Carter			0.042	0.03	0.026	0.01			0.04	0.1	0.029	0.013	0.025	0.01
11 Cheatham	0.051	0.208	0.029	0.008	0.029	0.011								
12 Chester			0.068	0.09	0.032	0.011					0.047	0.056	0.032	0.016
13 Claiborne			0.041	0.06	0.03	0.017								
14 Clay			0.04	0.04	0.02	0.01								
15 Cocke	0.03	0.311	0.031	0.014	0.026	0.01	0.03	0.304			0.028	0.011	0.025	0.01
16 Coffee	0.07	0.244	0.033	0.03	0.029	0.01	0.072	0.262			0.026	0.025	0.023	0.009
17 Crockett			0.023	0.114	0.03	0.012								
18 Cumberland	0.069	0.267	0.048	0.054	0.03	0.019	0.07	0.248			0.035	0.023	0.03	0.01
19 Davidson			0.029	0.012	0.048	0.036	0.035	0.128	0.023	0.037	0.026	0.018	0.034	0.01
20 Decatur	0.06	0.29	0.067	0.079	0.028	0.017								
21 Dekalb			0.05	0.027	0.026	0.013								
22 Dickson	0.07	0.35	0.024	0.014	0.03	0.01	0.07	0.349			0.03	0.011	0.025	0.01
23 Dyer	0.04	0.25	0.036	0.106	0.028	0.019	0.031	0.184	0.027	0.17	0.022	0.037	0.02	0.011
24 Fayette	0.06	0.331	0.037	0.04	0.027	0.013								
25 Fentress			0.031	0.05	0.03	0.014								
26 Franklin			0.031	0.036	0.028	0.013					0.029	0.023	0.021	0.01
27 Gibson			0.03	0.043	0.027	0.014					0.033	0.028	0.024	0.01
28 Giles	0.03	0.411	0.042	0.05	0.028	0.01					0.035	0.026	0.023	0.01
29 Grainger			0.029	0.063	0.029	0.011								
30 Greene	0.039	0.288	0.048	0.034	0.029	0.011					0.026	0.023	0.027	0.01
31 Grundy	0.09	0.279	0.026	0.034	0.048	0.03								
32 Hamblen	0.034	0.286	0.042	0.026	0.029	0.011	0.049	0.25			0.029	0.017	0.026	0.01
33 Hamilton	0.047	0.181	0.045	0.046	0.027	0.01	0.046	0.137	0.039	0.03	0.025	0.013	0.024	0.01
34 Hancock			0.028	0.013	0.022	0.011								
35 Hardeman			0.039	0.054	0.024	0.01					0.026	0.031	0.023	0.01
36 Hardin			0.047	0.083	0.031	0.017					0.028	0.032	0.02	0.01
37 Hawkins			0.032	0.034	0.031	0.011					0.028	0.017	0.024	0.01
38 Haywood	0.072	0.347	0.037	0.047	0.032	0.018	0.07	0.336			0.031	0.023	0.031	0.012
39 Henderson	0.06	0.317	0.061	0.066	0.048	0.023					0.032	0.038	0.026	0.012
40 Henry			0.04	0.078	0.038	0.021					0.025	0.031	0.03	0.011
41 Hickman	0.07	0.34	0.032	0.027	0.03	0.02								
42 Houston			0.026	0.024	0.033	0.013								
43 Humphreys	0.07	0.34	0.039	0.08	0.023	0.01								
44 Jackson			0.037	0.029	0.026	0.02								
45 Jefferson	0.048	0.256	0.029	0.037	0.027	0.011	0.05	0.24			0.024	0.022	0.027	0.014
46 Johnson			0.034	0.05	0.038	0.013								
47 Knox	0.045	0.146	0.029	0.021	0.025	0.013	0.037	0.102	0.01	0.02	0.019	0.021	0.026	0.014
48 Lake			0.056	0.048	0.023	0.013								

Units in fraction

FW/EXPWY stands for freeway/expressway

SUT stands for Single Unit Truck

TT stands for Tractor Trailer

Table 5. Continued.

COUNTY CODE NAME		RURAL						URBAN									
		INTERSTATE		ARTERIALS		COLLECTOR		INTERSTATE		FW/EXPWY		ARTERIALS		COLLECTOR			
		SUT	TT	SUT	TT	SUT	TT	SUT	TT	SUT	TT	SUT	TT	SUT	TT		
49	Lauderdale			0.059	0.067	0.032	0.02							0.04	0.027	0.018	0.009
50	Lawrence			0.04	0.054	0.037	0.013							0.033	0.023	0.02	0.01
51	Lewis			0.043	0.048	0.028	0.01										
52	Lincoln			0.049	0.076	0.031	0.016							0.035	0.042	0.02	0.01
53	Loudon	0.054	0.22	0.032	0.048	0.026	0.012	0.05	0.205					0.032	0.014	0.036	0.01
54	McMinn	0.042	0.303	0.037	0.036	0.03	0.017	0.04	0.317					0.027	0.017	0.02	0.01
55	McNairy			0.056	0.096	0.032	0.012										
56	Macon			0.03	0.03	0.026	0.014										
57	Madison	0.06	0.309	0.031	0.053	0.032	0.011	0.052	0.254					0.024	0.028	0.024	0.011
58	Marion	0.083	0.248	0.021	0.045	0.038	0.016										
59	Marshall	0.03	0.34	0.036	0.028	0.023	0.011	0.03	0.34					0.034	0.015	0.031	0.015
60	Maury	0.03	0.319	0.041	0.033	0.033	0.01	0.03	0.295	0.064	0.055	0.024	0.026	0.033	0.033	0.01	
61	Meigs			0.046	0.052	0.022	0.011										
62	Monroe	0.04	0.262	0.03	0.031	0.031	0.01	0.04	0.27					0.031	0.017	0.02	0.01
63	Montgomery	0.04	0.31	0.03	0.026	0.039	0.011	0.032	0.236					0.029	0.021	0.032	0.011
64	Moore			0.03	0.058	0.036	0.013										
65	Morgan			0.029	0.032	0.03	0.011										
66	Obion			0.037	0.074	0.03	0.016							0.03	0.038	0.032	0.01
67	Overton			0.043	0.04	0.024	0.01										
68	Perry			0.04	0.07	0.03	0.039										
69	Pickett			0.042	0.06	0.026	0.009										
70	Polk			0.031	0.051	0.031	0.018										
71	Putnam	0.051	0.239	0.036	0.02	0.038	0.01	0.05	0.256	0.031	0.058	0.021	0.01	0.035	0.035	0.01	
72	Rhea			0.036	0.051	0.021	0.01							0.03	0.029	0.03	0.015
73	Roane	0.061	0.23	0.03	0.019	0.026	0.01	0.058	0.213					0.032	0.01	0.023	0.01
74	Robertson	0.044	0.191	0.03	0.027	0.021	0.013	0.046	0.152					0.025	0.019	0.022	0.01
75	Rutherford	0.043	0.194	0.033	0.054	0.035	0.013	0.024	0.146	0.05	0.14	0.058	0.017	0.028	0.028	0.01	
76	Scott			0.046	0.048	0.03	0.01										
77	Sequatchie			0.06	0.082	0.02	0.013										
78	Sevier			0.01	0.018	0.038	0.01	0.055	0.205					0.022	0.013	0.046	0.01
79	Shelby	0.06	0.33	0.035	0.016	0.035	0.015	0.039	0.113	0.02	0.01	0.026	0.018	0.023	0.023	0.011	
80	Smith	0.052	0.264	0.039	0.02	0.024	0.016										
81	Stewart			0.039	0.058	0.036	0.012										
82	Sullivan	0.03	0.276	0.027	0.021	0.03	0.01	0.028	0.191	0.017	0.028	0.022	0.014	0.023	0.023	0.01	
83	Sumner	0.05	0.16	0.019	0.025	0.027	0.011	0.045	0.15	0.03	0.01	0.033	0.017	0.022	0.022	0.011	
84	Tipton			0.042	0.052	0.024	0.011							0.036	0.055	0.039	0.012
85	Trousdale			0.038	0.05	0.02	0.01										
86	Unicoi			0.04	0.092	0.036	0.018							0.046	0.031	0.036	0.011
87	Union			0.028	0.05	0.03	0.01										
88	Van Buren			0.04	0.079	0.036	0.011										
89	Warren			0.039	0.041	0.032	0.01							0.036	0.02	0.026	0.01
90	Washington	0.03	0.24	0.04	0.017	0.029	0.01	0.02	0.045	0.04	0.1	0.037	0.016	0.033	0.033	0.012	
91	Wayne			0.034	0.073	0.033	0.016										
92	Weakley			0.036	0.031	0.027	0.014							0.025	0.014	0.02	0.01
93	White			0.036	0.06	0.028	0.011										
94	Williamson	0.033	0.218	0.022	0.044	0.028	0.013	0.02	0.101					0.025	0.019	0.026	0.011
95	Wilson	0.042	0.258	0.03	0.045	0.026	0.011	0.03	0.211	0.05	0.14	0.029	0.021	0.026	0.026	0.01	

Units in fraction

FW/EXPWY stands for freeway/expressway

SUT stands for Single Unit Truck

TT stands for Tractor Trailer

The two truck classes provided by TDOT and the supplementary category, “Other”, were allocated among the 28 vehicle types using default values in MOBILE6.2. The 28 vehicle types were distributed within the 3 TDOT classes based on the national default distribution of vehicles within each of the 3 TDOT classes. The steps are described below.

The 2002, 2010, 2016, 2020 and 2030 default MOBILE6.2 VMT fractions for 28 vehicle types were obtained by running the MOBILE6.2 model for the respective calendar year. This is shown in Table 6. Each of the 28 MOBILE6.2 vehicle types was assigned to one of the 3 TDOT vehicle type classifications as follows:

HDGV3, HDDV3, HDGV4, HDDV4, HDGV5, HDDV5, HDGV6, HDDV6, HDGV7, HDDV7, HDGB, HDDBT, and HDDBS were assigned to the single-unit truck (SUT) category.

HDGV8A, HDDV8A, HDGV8B, and HDDV8B were assigned to the tractor-trailer (TT) multiunit truck category.

LDGV, LDDV, MC, LDGT1, LDGT2, LDGT3, LDGT4, LDDT12, LDDT34, HDGV2B, and HDDV2B were assigned to the “others” category.

Within each TDOT vehicle classification (as defined in the previous step), the percentage of VMT attributable to each EPA vehicle type was calculated. This is shown in Table J-3.

The TDOT VMT fractions for the three major vehicle classifications (single-unit, multiunit, and others) for each roadway type were separately multiplied by the relative percentages of VMT fractions for each MOBILE6.2 vehicle type included within the TDOT vehicle category (see column labeled “Apportioned VMT fraction” in Table 6).

Table J-3. Apportioned VMT Fraction for the 28 Vehicle Types

		2002		2010		2016		2020		2030	
Vehicle category by TDOT definition	MOBILE6 vehicle category	MOBILE6 default VMT	Apportioned VMT fraction (percent)	MOBILE6 default VMT	Apportioned VMT fraction (percent)	MOBILE6 default VMT	Apportioned VMT fraction (percent)	MOBILE6 default VMT	Apportioned VMT fraction (percent)	MOBILE6 default VMT	Apportioned VMT fraction (percent)
SINGLE UNIT TRUCK	HDGV3	0.001027	3.39%	0.001033	3.29%	0.001065	3.36%	0.001092	3.41%	0.001092	3.41%
	HDGV4	0.000522	1.72%	0.000353	1.12%	0.000306	0.97%	0.000305	0.95%	0.000305	0.95%
	HDGV5	0.001164	3.84%	0.001068	3.40%	0.001038	3.28%	0.001042	3.25%	0.001042	3.25%
	HDGV6	0.002489	8.22%	0.002285	7.28%	0.002246	7.09%	0.002249	7.01%	0.002249	7.01%
	HDGV7	0.001132	3.74%	0.000952	3.03%	0.000923	2.91%	0.000921	2.87%	0.000921	2.87%
	HDDV3	0.002778	9.18%	0.002792	8.89%	0.002789	8.80%	0.002815	8.78%	0.002815	8.78%
	HDDV4	0.002438	8.05%	0.002828	9.01%	0.002947	9.30%	0.002986	9.31%	0.002986	9.31%
	HDDV5	0.001085	3.58%	0.001327	4.23%	0.001406	4.44%	0.001437	4.48%	0.001437	4.48%
	HDDV6	0.005944	19.63%	0.006480	20.64%	0.006584	20.78%	0.006682	20.84%	0.006682	20.84%
	HDDV7	0.008851	29.24%	0.009360	29.82%	0.009455	29.84%	0.009571	29.85%	0.009571	29.85%
SINGLE UNIT TRUCK	HDGB	0.000496	1.64%	0.000167	0.53%	0.000086	0.27%	0.000083	0.26%	0.000083	0.26%
	HDDBT	0.000926	3.06%	0.000948	3.02%	0.000953	3.01%	0.000968	3.02%	0.000968	3.02%
SINGLE UNIT TRUCK	HDDBS	0.001423	4.70%	0.001796	5.72%	0.001888	5.96%	0.001911	5.96%	0.001911	5.96%
Total		0.030275	100.00%	0.031389	100.00%	0.031686	100.00%	0.032062	100.00%	0.032062	100.00%
MULTI TRUCK	HDGV8A	0.000004	0.01%	0.000003	0.01%	0.000003	0.01%	0.000003	0.01%	0.000003	0.01%
	HDGV8B	0	0.00%	0.000000	0.00%	0.000000	0.00%	0	0.00%	0	0.00%
	HDDV8A	0.010936	21.91%	0.011180	21.91%	0.011244	21.92%	0.011356	21.91%	0.011356	21.91%
	HDDV8B	0.038966	78.08%	0.039850	78.09%	0.040041	78.07%	0.040469	78.08%	0.040469	78.08%
Total		0.049906	100.00%	0.051033	100.00%	0.051288	100.00%	0.051828	100.00%	0.051828	100.00%
OTHERS	LDGV	0.463793	50.42%	0.354031	38.58%	0.300117	32.73%	0.279024	30.46%	0.279024	30.46%
	LDDV	0.000781	0.08%	0.000315	0.03%	0.000269	0.03%	0.000251	0.03%	0.000251	0.03%
	MC	0.005983	0.65%	0.005367	0.58%	0.005155	0.56%	0.005049	0.55%	0.005049	0.55%
	LDGT1	0.070491	7.66%	0.089058	9.71%	0.098228	10.71%	0.101635	11.09%	0.101635	11.09%
	LDGT2	0.234672	25.51%	0.296474	32.31%	0.327002	35.66%	0.33834	36.93%	0.33834	36.93%
	LDGT3	0.071379	7.76%	0.090052	9.81%	0.099310	10.83%	0.102749	11.22%	0.102749	11.22%
	LDGT4	0.032825	3.57%	0.041411	4.51%	0.045667	4.98%	0.047251	5.16%	0.047251	5.16%
	LDDT12	0.000221	0.02%	0.000009	0.00%	0.000000	0.00%	0	0.00%	0	0.00%
	LDDT34	0.001451	0.16%	0.001914	0.21%	0.002128	0.23%	0.002207	0.24%	0.002207	0.24%
	HDGV2B	0.028896	3.14%	0.029868	3.26%	0.030158	3.29%	0.030589	3.34%	0.030589	3.34%
	HDDV2B	0.009326	1.01%	0.009077	0.99%	0.008995	0.98%	0.009014	0.98%	0.009014	0.98%
Total		0.919818	100.00%	0.917576	100.00%	0.917029	100.00%	0.916109	100.00%	0.916109	100.00%
TOTAL		1.000		1.000		1.000		1.000		1.000	

For example, the multi truck category included the MOBILE 6.2 HDGV8A, HDGV8B, HDDV8A, and HDDV8B vehicle types. The default 2002 MOBILE6.2 VMT fraction for HDDV8Bs was divided by the sum of the HDGV8A, HDGV8B, HDDV8A, and HDDV8B default 2002 MOBILE6.2 VMT fractions. This yielded a value of 78.08% in Table 7. This number was multiplied by the TDOT vehicle fraction for the multi truck category. Thus, the allocated vehicle fraction for HDDV8B was obtained. In the case of rural interstates in Montgomery County, this yielded a value of 0.24204. This was done separately for each roadway type in rural and urban areas. Tables J-4 through J-8 show the results of the allocated vehicle fractions for 28 MOBILE6.2 vehicle types for Montgomery County in 2002, 2010, 2016, 2020, and 2030, respectively.

Table J-4. VMT Fractions for Montgomery County for the year 2002

				RURAL						URBAN							
				INTERSTATE		ARTERIALS		COLLECTOR & LOCAL		INTERSTATE & RAMP		FW/EXPWY		ARTERIALS		COLLECTOR & LOCAL	
Vehicle category by TDOT definition	MOBILE6 vehicle category	MOBILE6 default VMT for 2002	Apportioned VMT fraction (percent)	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction
SINGLE UNIT TRUCK	HDGV3	0.001027	3.39%	0.040	0.00136	0.030	0.00102	0.039	0.00132	0.032	0.00109	0.029	0.00098	0.032	0.00109	0.00258	0.00109
	HDGV4	0.000522	1.72%		0.00069		0.00052		0.00067		0.00055		0.00050		0.00055		
	HDGV5	0.001164	3.84%		0.00154		0.00115		0.00150		0.00123		0.00111		0.00123		
	HDGV6	0.002489	8.22%		0.00329		0.00247		0.00321		0.00263		0.00238		0.00263		
	HDGV7	0.001132	3.74%		0.00150		0.00112		0.00146		0.00120		0.00108		0.00120		
	HDDV3	0.002778	9.18%		0.00367		0.00275		0.00358		0.00294		0.00266		0.00294		
	HDDV4	0.002438	8.05%		0.00322		0.00242		0.00314		0.00258		0.00234		0.00258		
	HDDV5	0.001085	3.58%		0.00143		0.00108		0.00140		0.00115		0.00104		0.00115		
	HDDV6	0.005944	19.63%		0.00785		0.00589		0.00766		0.00628		0.00569		0.00628		
	HDDV7	0.008851	29.24%		0.01169		0.00877		0.01140		0.00936		0.00848		0.00936		
	HDGB	0.000496	1.64%		0.00066		0.00049		0.00064		0.00052		0.00048		0.00052		
	HDDBT	0.000926	3.06%		0.00122		0.00092		0.00119		0.00098		0.00089		0.00098		
HDDBS	0.001423	4.70%	0.00188	0.00141	0.00183	0.00150	0.00136	0.00150									
Total				0.030275		100.00%											
MULTI TRUCK	HDGV8A	0.000004	0.01%	0.310	0.00002	0.026	0.00000	0.011	0.00000	0.236	0.00002	0.021	0.00000	0.011	0.00000	0.00859	0.00000
	HDGV8B	0	0.00%		0.00000		0.00000		0.00000		0.00000		0.00000				
	HDDV8A	0.010936	21.91%		0.06793		0.00570		0.00241		0.05172		0.00460		0.00241		
	HDDV8B	0.038966	78.08%		0.24204		0.02030		0.00859		0.18427		0.01640		0.00859		
Total				0.049906		100.00%											
OTHERS	LDGV	0.463793	50.42%	0.650	0.32774	0.944	0.47599	0.950	0.47901	0.732	0.36909	0.950	0.47901	0.957	0.48254	0.00970	0.48254
	LDDV	0.000781	0.08%		0.00055		0.00080		0.00081		0.00062		0.00081		0.00081		
	MC	0.005983	0.65%		0.00423		0.00614		0.00618		0.00476		0.00618		0.00622		
	LDGT1	0.070491	7.66%		0.04981		0.07234		0.07280		0.05610		0.07280		0.07334		
	LDGT2	0.234672	25.51%		0.16583		0.24084		0.24237		0.18675		0.24237		0.24416		
	LDGT3	0.071379	7.76%		0.05044		0.07326		0.07372		0.05680		0.07372		0.07426		
	LDGT4	0.032825	3.57%		0.02320		0.03369		0.03390		0.02612		0.03390		0.03415		
	LDDT12	0.000221	0.02%		0.00016		0.00023		0.00023		0.00018		0.00023		0.00023		
	LDDT34	0.001451	0.16%		0.00103		0.00149		0.00150		0.00115		0.00150		0.00151		
	HDGV2B	0.028896	3.14%		0.02042		0.02966		0.02984		0.02300		0.02984		0.03006		
	HDDV2B	0.009326	1.01%		0.00659		0.00957		0.00963		0.00742		0.00963		0.00970		
	Total				0.919818		100.00%										
TOTAL				1.000		1.000		1.000		1.000		1.000		1.000		1.000	

Table J-5. VMT Fractions for Montgomery County for the year 2010

				RURAL						URBAN							
				INTERSTATE		ARTERIALS		COLLECTOR & LOCAL		INTERSTATE & RAMP		FW/EXPWY		ARTERIALS		COLLECTOR & LOCAL	
Vehicle category by TDOT definition	MOBILE vehicle category	MOBILE default VMT for 2010	Apportioned VMT fraction (percent)	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction
SINGLE UNIT TRUCK	HDGV3	0.001033	3.29%		0.00132		0.00099		0.00128		0.00105				0.00095		0.00105
	HDGV4	0.000353	1.12%		0.00045		0.00034		0.00044		0.00036				0.00033		0.00036
	HDGV5	0.001068	3.40%		0.00136		0.00102		0.00133		0.00109				0.00099		0.00109
	HDGV6	0.002285	7.28%		0.00291		0.00218		0.00284		0.00233				0.00211		0.00233
	HDGV7	0.000952	3.03%		0.00121		0.00091		0.00118		0.00097				0.00088		0.00097
	HDDV3	0.002792	8.89%		0.00356		0.00267		0.00347		0.00285				0.00258		0.00285
	HDDV4	0.002828	9.01%	0.040	0.00360	0.030	0.00270	0.039	0.00351	0.032	0.00288		0.029	0.00261	0.032	0.00288	
	HDDV5	0.001327	4.23%		0.00169		0.00127		0.00165		0.00135				0.00123		0.00135
	HDDV6	0.00648	20.64%		0.00826		0.00619		0.00805		0.00661				0.00599		0.00661
	HDDV7	0.00936	29.82%		0.01193		0.00895		0.01163		0.00954				0.00865		0.00954
	HDGB	0.000167	0.53%		0.00021		0.00016		0.00021		0.00017				0.00015		0.00017
	HDDBT	0.000948	3.02%		0.00121		0.00091		0.00118		0.00097				0.00088		0.00097
	HDDBS	0.001796	5.72%		0.00229		0.00172		0.00223		0.00183				0.00166		0.00183
Total		0.031389	100.00%														
MULTI TRUCK	HDGV8A	0.000003	0.01%		0.00002		0.00000		0.00000		0.00001				0.00000		0.00000
	HDGV8B	0	0.00%	0.310	0.00000	0.026	0.00000	0.011	0.00000	0.236	0.00000		0.021	0.00000	0.011	0.00000	
	HDDV8A	0.01118	21.91%		0.06791		0.00570		0.00241		0.05170				0.00460		0.00241
	HDDV8B	0.03985	78.09%		0.24207		0.02030		0.00859		0.18428				0.01640		0.00859
Total		0.051033	100.00%														
OTHERS	LDGV	0.354031	38.58%		0.25079		0.36423		0.36654		0.28243				0.36654		0.36924
	LDDV	0.000315	0.03%		0.00022		0.00032		0.00033		0.00025				0.00033		0.00033
	MC	0.005367	0.58%		0.00380		0.00552		0.00556		0.00428				0.00556		0.00560
	LDGT1	0.089058	9.71%		0.06309		0.09162		0.09221		0.07105				0.09221		0.09288
	LDGT2	0.296474	32.31%	0.650	0.21002	0.944	0.30501	0.950	0.30695	0.732	0.23651		0.950	0.30695	0.957	0.30921	
	LDGT3	0.090052	9.81%		0.06379		0.09265		0.09323		0.07184				0.09323		0.09392
	LDGT4	0.041411	4.51%		0.02934		0.04260		0.04287		0.03304				0.04287		0.04319
	LDDT12	0.000009	0.00%		0.00001		0.00001		0.00001		0.00001				0.00001		0.00001
	LDDT34	0.001914	0.21%		0.00136		0.00197		0.00198		0.00153				0.00198		0.00200
	HDGV2B	0.029868	3.26%		0.02116		0.03073		0.03092		0.02383				0.03092		0.03115
	HDDV2B	0.009077	0.99%		0.00643		0.00934		0.00940		0.00724				0.00940		0.00947
Total		0.917576	100.00%														
TOTAL		1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	

Table J-6. VMT Fractions for Montgomery County for the year 2016

				RURAL						URBAN							
				INTERSTATE		ARTERIALS		COLLECTOR & LOCAL		INTERSTATE & RAMP		FW/EXPWY		ARTERIALS		COLLECTOR & LOCAL	
Vehicle category by TDOT definition	MOBILE6 vehicle category	MOBILE6 default VMT for 2016	Apportioned VMT fraction (percent)	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction
SINGLE UNIT TRUCK	HDGV3	0.001065	3.36%		0.00134		0.00101		0.00131		0.00108				0.00097		0.00108
	HDGV4	0.000306	0.97%		0.00039		0.00029		0.00038		0.00031				0.00028		0.00031
	HDGV5	0.001038	3.28%		0.00131		0.00098		0.00128		0.00105				0.00095		0.00105
	HDGV6	0.002246	7.09%		0.00284		0.00213		0.00276		0.00227				0.00206		0.00227
	HDGV7	0.000923	2.91%		0.00117		0.00087		0.00114		0.00093				0.00084		0.00093
	HDDV3	0.002789	8.80%		0.00352		0.00264		0.00343		0.00282				0.00255		0.00282
	HDDV4	0.002947	9.30%		0.00372	0.030	0.00279	0.039	0.00363	0.032	0.00298		0.029	0.00270	0.032	0.00298	
	HDDV5	0.001406	4.44%		0.00177		0.00133		0.00173		0.00142				0.00129		0.00142
	HDDV6	0.006584	20.78%		0.00831		0.00623		0.00810		0.00665				0.00603		0.00665
	HDDV7	0.009455	29.84%		0.01194		0.00895		0.01164		0.00955				0.00865		0.00955
	HDGB	0.000086	0.27%		0.00011		0.00008		0.00011		0.00009				0.00008		0.00009
	HDDBT	0.000953	3.01%		0.00120		0.00090		0.00117		0.00096				0.00087		0.00096
	HDDBS	0.001888	5.96%		0.00238		0.00179		0.00232		0.00191				0.00173		0.00191
	Total		0.031686	100.00%													
MULTI TRUCK	HDGV8A	0.000003	0.01%		0.00002		0.00000		0.00000		0.00001				0.00000		0.00000
	HDGV8B	0	0.00%	0.310	0.00000	0.026	0.00000	0.011	0.00000	0.236	0.00000		0.021	0.00000	0.011	0.00000	
	HDDV8A	0.011244	21.92%		0.06796		0.00570		0.00241		0.05174				0.00460		0.00241
	HDDV8B	0.040041	78.07%		0.24202		0.02030		0.00859		0.18425				0.01639		0.00859
Total		0.051288	100.00%														
OTHERS	LDGV	0.300117	32.73%		0.21273		0.30894		0.31091		0.23956				0.31091		0.31320
	LDDV	0.000269	0.03%		0.00019		0.00028		0.00028		0.00021				0.00028		0.00028
	MC	0.005155	0.56%		0.00365		0.00531		0.00534		0.00411				0.00534		0.00538
	LDGT1	0.098228	10.71%		0.06963		0.10112		0.10176		0.07841				0.10176		0.10251
	LDGT2	0.327002	35.66%	0.650	0.23178	0.944	0.33662	0.950	0.33876	0.732	0.26102		0.950	0.33876	0.957	0.34126	
	LDGT3	0.09931	10.83%		0.07039		0.10223		0.10288		0.07927				0.10288		0.10364
	LDGT4	0.045667	4.98%		0.03237		0.04701		0.04731		0.03645				0.04731		0.04766
	LDDT12	0	0.00%		0.00000		0.00000		0.00000		0.00000				0.00000		0.00000
	LDDT34	0.002128	0.23%		0.00151		0.00219		0.00220		0.00170				0.00220		0.00222
	HDGV2B	0.030158	3.29%		0.02138		0.03104		0.03124		0.02407				0.03124		0.03147
	HDDV2B	0.008995	0.98%		0.00638		0.00926		0.00932		0.00718				0.00932		0.00939
	Total		0.917029	100.00%													
TOTAL		1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	

Table J-7. VMT Fractions for Montgomery County for the year 2020

				RURAL						URBAN							
				INTERSTATE		ARTERIALS		COLLECTOR & LOCAL		INTERSTATE & RAMP		FW/EXPWY		ARTERIALS		COLLECTOR & LOCAL	
Vehicle category by TDOT definition	MOBILE6 vehicle category	MOBILE6 default VMT for 2020	Apportioned VMT fraction (percent)	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction
SINGLE UNIT TRUCK	HDGV3	0.001092	3.41%		0.00136		0.00102		0.00133		0.00109		0.00030		0.00099		0.00109
	HDGV4	0.000305	0.95%		0.00038		0.00029		0.00037		0.00030		0.00030		0.00028		0.00030
	HDGV5	0.001042	3.25%		0.00130		0.00097		0.00127		0.00104		0.00094		0.00094		0.00104
	HDGV6	0.002249	7.01%		0.00281		0.00210		0.00274		0.00224		0.00203		0.00203		0.00224
	HDGV7	0.000921	2.87%		0.00115		0.00086		0.00112		0.00092		0.00083		0.00083		0.00092
	HDDV3	0.002815	8.78%		0.00351		0.00263		0.00342		0.00281		0.00255		0.00255		0.00281
	HDDV4	0.002986	9.31%	0.040	0.00373	0.030	0.00279	0.039	0.00363	0.032	0.00298		0.00270	0.029	0.00270	0.032	0.00298
	HDDV5	0.001437	4.48%		0.00179		0.00134		0.00175		0.00143		0.00130		0.00130		0.00143
	HDDV6	0.006682	20.84%		0.00834		0.00625		0.00813		0.00667		0.00604		0.00604		0.00667
	HDDV7	0.009571	29.85%		0.01194		0.00896		0.01164		0.00955		0.00866		0.00866		0.00955
	HDGB	0.000083	0.26%		0.00010		0.00008		0.00010		0.00008		0.00008		0.00008		0.00008
	HDDBT	0.000968	3.02%		0.00121		0.00091		0.00118		0.00097		0.00088		0.00088		0.00097
	HDDBS	0.001911	5.96%		0.00238		0.00179		0.00232		0.00191		0.00173		0.00173		0.00191
Total		0.032062	100.00%														
MULTI TRUCK	HDGV8A	0.000003	0.01%		0.00002		0.00000		0.00000		0.00001		0.00000		0.00000		0.00000
	HDGV8B	0	0.00%	0.310	0.00000	0.026	0.00000	0.011	0.00000	0.236	0.00000		0.00000	0.021	0.00000	0.011	0.00000
	HDDV8A	0.011356	21.91%		0.06792		0.00570		0.00241		0.05171		0.00460		0.00460		0.00241
	HDDV8B	0.040469	78.08%		0.24206		0.02030		0.00859		0.18428		0.01640		0.01640		0.00859
Total		0.051828	100.00%														
OTHERS	LDGV	0.279024	30.46%		0.19797		0.28752		0.28935		0.22295		0.28935		0.28935		0.29148
	LDDV	0.000251	0.03%		0.00018		0.00026		0.00026		0.00020		0.00026		0.00026		0.00026
	MC	0.005049	0.55%		0.00358		0.00520		0.00524		0.00403		0.00524		0.00524		0.00527
	LDGT1	0.101635	11.09%		0.07211		0.10473		0.10539		0.08121		0.10539		0.10539		0.10617
	LDGT2	0.33834	36.93%	0.650	0.24006	0.944	0.34864	0.950	0.35086	0.732	0.27034		0.35086	0.950	0.35086	0.957	0.35344
	LDGT3	0.102749	11.22%		0.07290		0.10588		0.10655		0.08210		0.10655		0.10655		0.10734
	LDGT4	0.047251	5.16%		0.03353		0.04869		0.04900		0.03776		0.04900		0.04900		0.04936
	LDDT12	0	0.00%		0.00000		0.00000		0.00000		0.00000		0.00000		0.00000		0.00000
	LDDT34	0.002207	0.24%		0.00157		0.00227		0.00229		0.00176		0.00229		0.00229		0.00231
	HDGV2B	0.030589	3.34%		0.02170		0.03152		0.03172		0.02444		0.03172		0.03172		0.03195
	HDDV2B	0.009014	0.98%		0.00640		0.00929		0.00935		0.00720		0.00935		0.00935		0.00942
Total		0.916109	100.00%														
TOTAL				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Table J-8. VMT Fractions for Montgomery County for the year 2030

				RURAL						URBAN							
				INTERSTATE		ARTERIALS		COLLECTOR & LOCAL		INTERSTATE & RAMP		FW/EXPWY		ARTERIALS		COLLECTOR & LOCAL	
Vehicle category by TDOT definition	MOBILE6 vehicle category	MOBILE6 default VMT for 2030	Apportioned VMT fraction (percent)	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction	Vehicle fraction provided by TDOT	Allocated vehicle fraction
SINGLE UNIT TRUCK	HDGV3	0.001092	3.41%		0.00136		0.00102		0.00133		0.00109				0.00099		0.00109
	HDGV4	0.000305	0.95%		0.00038		0.00029		0.00037		0.00030				0.00028		0.00030
	HDGV5	0.001042	3.25%		0.00130		0.00097		0.00127		0.00104				0.00094		0.00104
	HDGV6	0.002249	7.01%		0.00281		0.00210		0.00274		0.00224				0.00203		0.00224
	HDGV7	0.000921	2.87%		0.00115		0.00086		0.00112		0.00092				0.00083		0.00092
	HDDV3	0.002815	8.78%		0.00351		0.00263		0.00342		0.00281				0.00255		0.00281
	HDDV4	0.002986	9.31%	0.040	0.00373	0.030	0.00279	0.039	0.00363	0.032	0.00298			0.029	0.00270	0.032	0.00298
	HDDV5	0.001437	4.48%		0.00179		0.00134		0.00175		0.00143				0.00130		0.00143
	HDDV6	0.006682	20.84%		0.00834		0.00625		0.00813		0.00667				0.00604		0.00667
	HDDV7	0.009571	29.85%		0.01194		0.00896		0.01164		0.00955				0.00866		0.00955
	HDGB	0.000083	0.26%		0.00010		0.00008		0.00010		0.00008				0.00008		0.00008
	HDDBT	0.000968	3.02%		0.00121		0.00091		0.00118		0.00097				0.00088		0.00097
	HDDBS	0.001911	5.96%		0.00238		0.00179		0.00232		0.00191				0.00173		0.00191
Total		0.032062	100.00%														
MULTI TRUCK	HDGV8A	0.000003	0.01%		0.00002		0.00000		0.00000		0.00001				0.00000		0.00000
	HDGV8B	0	0.00%	0.310	0.00000	0.026	0.00000	0.011	0.00000	0.236	0.00000			0.021	0.00000	0.011	0.00000
	HDDV8A	0.011356	21.91%		0.06792		0.00570		0.00241		0.05171				0.00460		0.00241
	HDDV8B	0.040469	78.08%		0.24206		0.02030		0.00859		0.18428				0.01640		0.00859
Total		0.051828	100.00%														
OTHERS	LDGV	0.279024	30.46%		0.19797		0.28752		0.28935		0.22295				0.28935		0.29148
	LDDV	0.000251	0.03%		0.00018		0.00026		0.00026		0.00020				0.00026		0.00026
	MC	0.005049	0.55%		0.00358		0.00520		0.00524		0.00403				0.00524		0.00527
	LDGT1	0.101635	11.09%		0.07211		0.10473		0.10539		0.08121				0.10539		0.10617
	LDGT2	0.33834	36.93%	0.650	0.24006	0.944	0.34864	0.950	0.35086	0.732	0.27034			0.950	0.35086	0.957	0.35344
	LDGT3	0.102749	11.22%		0.07290		0.10588		0.10655		0.08210				0.10655		0.10734
	LDGT4	0.047251	5.16%		0.03353		0.04869		0.04900		0.03776				0.04900		0.04936
	LDDT12	0	0.00%		0.00000		0.00000		0.00000		0.00000				0.00000		0.00000
	LDDT34	0.002207	0.24%		0.00157		0.00227		0.00229		0.00176				0.00229		0.00231
	HDGV2B	0.030589	3.34%		0.02170		0.03152		0.03172		0.02444				0.03172		0.03195
	HDDV2B	0.009014	0.98%		0.00640		0.00929		0.00935		0.00720				0.00935		0.00942
Total		0.916109	100.00%														
TOTAL				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			1.000	1.000	1.000	1.000

J.3. Use of Developed VMT Fractions in the MOBILE6.2 Model

The VMT fraction values for 28 vehicle types were generated at the roadway type level. However, the MOBILE6.2 model requires VMT fractions for 16 combined vehicle types as an input. Many of the 28 individual classes are in pairs: a gasoline-fueled class and a corresponding diesel-fueled class.

The 16 vehicle classes required as an input in the MOBILE6.2 model are:

LDV: Light-Duty Vehicles (Passenger Cars)

LDT1: Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3,750 lbs. LVW)

LDT2: Light-Duty Trucks 2 (0-6,000 lbs. GVWR, 3,751-5,750 lbs. LVW)

LDT3: Light-Duty Trucks 3 (6,001-8,500 lbs. GVWR, 0-3,750 lbs. LVW)

LDT4: Light-Duty Trucks 4 (6,001-8,500 lbs. GVWR, 3,751-5,750 lbs. LVW)

HDV2B: Class 2b Heavy Duty Vehicles (8,501-10,000 lbs. GVWR)

HDV3: Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)

HDV4: Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)

HDV5: Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)

HDV6: Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)

HDV7: Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)

HDV8A: Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)

HDV8B: Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)

HDBS: School Buses

HDBT: Transit and Urban Buses

MC: Motorcycles (All)

The VMT fractions for the 28 vehicle classes were regrouped, resulting in 16 classes as follows: LDV (LDGV + LDDV), LDT1 (LDGT1), LDT2 (LDGT2 + LDDT12), LDT3 (LDGT3), LDT4 (LDGT4 + LDDT34), HDV2B (HDGV2B + HDDV2B), HDV3 (HDGV3 + HDDV3), HDV4 (HDGV4 + HDDV4), HDV5 (HDGV5 + HDDV5), HDV6 (HDGV6 + HDDV6), HDV7 (HDGV7 + HDDV7), HDV8A (HDGV8A + HDDV8A), HDV8B (HDGV8B + HDDV8B), HDBS (HDGB + HDDBS), HDBT (HDDBT), and MC (MC). This yields VMT fractions for the 16 combined vehicle types in the appropriate input format required by the MOBILE6.2 model. This procedure was applied for each year. The VMT fractions by 16 vehicle types are shown in Table J-9. In the MOBILE6.2 model, the 16 vehicle types were split into the 28 vehicle types internally by accounting for national diesel sales fractions and annual mileage accumulation rates.

Table J-9. The VMT Fractions by 16 Vehicle Categories for 7 Roadway Types for Montgomery County

YEAR		ROADWAY	LDV	LDT1	LDT2	LDT3	LDT4	HDV2B	HDV3	HDV4	HDV5	HDV6	HDV7	HDV8A	HDV8B	HDBS	HDBT	MC	total
2002	Rural	Interstate	0.32830	0.04981	0.16599	0.05044	0.02422	0.02701	0.00503	0.00391	0.00297	0.01114	0.01319	0.06796	0.24204	0.00254	0.00122	0.00423	1.00000
		Arterials	0.47678	0.07234	0.24107	0.07326	0.03518	0.03923	0.00377	0.00293	0.00223	0.00836	0.00989	0.00570	0.02030	0.00190	0.00092	0.00614	1.00000
		Collector & Local	0.47983	0.07280	0.24260	0.07372	0.03540	0.03948	0.00490	0.00381	0.00290	0.01086	0.01286	0.00241	0.00859	0.00247	0.00119	0.00618	1.00000
	Urban	Interstate & Ramp	0.36971	0.05610	0.18693	0.05680	0.02728	0.03042	0.00402	0.00313	0.00238	0.00891	0.01055	0.05173	0.18427	0.00203	0.00098	0.00476	1.00000
		Fw/Expwy																	
		Arterials	0.47982	0.07280	0.24260	0.07372	0.03540	0.03948	0.00364	0.00284	0.00215	0.00808	0.00956	0.00460	0.01640	0.00184	0.00089	0.00618	1.00000
	Collector & Local	0.48336	0.07334	0.24439	0.07426	0.03566	0.03977	0.00402	0.00313	0.00238	0.00891	0.01055	0.00241	0.00859	0.00203	0.00098	0.00622	1.00000	
2010	Rural	Interstate	0.25102	0.06309	0.21003	0.06379	0.03069	0.02759	0.00487	0.00405	0.00305	0.01117	0.01314	0.06793	0.24207	0.00250	0.00121	0.00380	1.00000
		Arterial	0.36454	0.09162	0.30501	0.09265	0.04457	0.04007	0.00366	0.00304	0.00229	0.00838	0.00986	0.00570	0.02030	0.00188	0.00091	0.00552	1.00000
		Collector & Local	0.36686	0.09221	0.30696	0.09323	0.04486	0.04032	0.00475	0.00395	0.00298	0.01089	0.01281	0.00241	0.00859	0.00244	0.00118	0.00556	1.00000
	Urban	Interstate & Ramp	0.28268	0.07105	0.23652	0.07184	0.03456	0.03107	0.00390	0.00324	0.00244	0.00894	0.01051	0.05172	0.18428	0.00200	0.00097	0.00428	1.00000
		Fw/Expwy																	
		Arterial	0.36686	0.09221	0.30696	0.09323	0.04486	0.04032	0.00353	0.00294	0.00221	0.00810	0.00953	0.00460	0.01640	0.00181	0.00088	0.00556	1.00000
	Collector & Local	0.36957	0.09288	0.30922	0.09392	0.04519	0.04062	0.00390	0.00324	0.00244	0.00894	0.01051	0.00241	0.00859	0.00200	0.00097	0.00560	1.00000	
2016	Rural	Interstate	0.21291	0.06963	0.23178	0.07039	0.03388	0.02775	0.00487	0.00411	0.00309	0.01115	0.01310	0.06798	0.24202	0.00249	0.00120	0.00365	1.00000
		Arterial	0.30922	0.10112	0.33662	0.10223	0.04920	0.04030	0.00365	0.00308	0.00231	0.00836	0.00983	0.00570	0.02030	0.00187	0.00090	0.00531	1.00000
		Collector & Local	0.31120	0.10176	0.33876	0.10288	0.04951	0.04056	0.00474	0.00400	0.00301	0.01087	0.01277	0.00241	0.00859	0.00243	0.00117	0.00534	1.00000
	Urban	Interstate & Ramp	0.23979	0.07841	0.26102	0.07927	0.03815	0.03125	0.00389	0.00329	0.00247	0.00892	0.01048	0.05175	0.18425	0.00199	0.00096	0.00411	1.00000
		Fw/Expwy																	
		Arterial	0.31118	0.10176	0.33876	0.10288	0.04951	0.04056	0.00353	0.00298	0.00224	0.00808	0.00950	0.00461	0.01639	0.00181	0.00087	0.00534	1.00000
	Collector & Local	0.31347	0.10251	0.34126	0.10364	0.04988	0.04086	0.00389	0.00329	0.00247	0.00892	0.01048	0.00241	0.00859	0.00199	0.00096	0.00538	1.00000	
2020	Rural	Interstate	0.19816	0.07211	0.24006	0.07290	0.03509	0.02810	0.00487	0.00411	0.00309	0.01114	0.01309	0.06794	0.24206	0.00249	0.00121	0.00358	1.00000
		Arterial	0.28776	0.10473	0.34864	0.10588	0.05096	0.04081	0.00366	0.00308	0.00232	0.00836	0.00982	0.00570	0.02030	0.00187	0.00091	0.00520	1.00000
		Collector & Local	0.28961	0.10539	0.35085	0.10655	0.05129	0.04107	0.00475	0.00400	0.00302	0.01086	0.01276	0.00241	0.00859	0.00243	0.00118	0.00524	1.00000
	Urban	Interstate & Ramp	0.22316	0.08121	0.27035	0.08210	0.03952	0.03164	0.00390	0.00328	0.00247	0.00891	0.01047	0.05172	0.18428	0.00199	0.00097	0.00403	1.00000
		Fw/Expwy																	
		Arterial	0.28960	0.10539	0.35086	0.10655	0.05129	0.04107	0.00353	0.00298	0.00224	0.00808	0.00949	0.00460	0.01640	0.00180	0.00088	0.00524	1.00000
	Collector & Local	0.29175	0.10617	0.35344	0.10734	0.05167	0.04137	0.00390	0.00328	0.00247	0.00891	0.01047	0.00241	0.00859	0.00199	0.00097	0.00527	1.00000	
2030	Rural	Interstate	0.19816	0.07211	0.24006	0.07290	0.03509	0.02810	0.00487	0.00411	0.00309	0.01114	0.01309	0.06794	0.24206	0.00249	0.00121	0.00358	1.00000
		Arterial	0.28777	0.10473	0.34863	0.10588	0.05096	0.04081	0.00366	0.00308	0.00232	0.00836	0.00982	0.00570	0.02030	0.00187	0.00091	0.00520	1.00000
		Collector & Local	0.28960	0.10539	0.35086	0.10655	0.05129	0.04107	0.00475	0.00400	0.00302	0.01086	0.01276	0.00241	0.00859	0.00243	0.00118	0.00524	1.00000
	Urban	Interstate & Ramp	0.22316	0.08121	0.27035	0.08210	0.03952	0.03164	0.00390	0.00328	0.00247	0.00891	0.01047	0.05172	0.18428	0.00199	0.00097	0.00403	1.00000
		Fw/Expwy																	
		Arterial	0.28960	0.10539	0.35086	0.10655	0.05129	0.04107	0.00353	0.00298	0.00224	0.00808	0.00949	0.00460	0.01640	0.00180	0.00088	0.00524	1.00000
	Collector & Local	0.29175	0.10617	0.35344	0.10734	0.05167	0.04137	0.00390	0.00328	0.00247	0.00891	0.01047	0.00241	0.00859	0.00199	0.00097	0.00527	1.00000	

APPENDIX F

LEGAL NOTICES FOR PUBLIC COMMENT PERIOD

PUBLIC MEETING AND COMMENT ANNOUNCEMENT

The Clarksville Metropolitan Planning Organization (MPO), which is responsible for long range transportation planning for the cities of Clarksville, Oak Grove, Montgomery County and portions of Christian county, will be holding an **Executive Board meeting on Wednesday, February 17, 2010, at 11:00 AM at the Regional Planning Commission Office – Lower level, 329 Main Street, Clarksville.** The purpose of the meeting is to endorse the draft Metropolitan Transportation Plan (MTP) and the draft Air Quality Conformity Determination Report for public review.

The public comment period for the draft MTP and the draft Air Quality Conformity Determination Report will run from February 19th, 2010 until March 4th, 2010. These documents will be available at the website: <http://www.cuampo.com/specialPrograms.html> and hard copies will be located at the Regional Planning Commission Office, the Clarksville and Fort Campbell Public Library, Oak Grove City Hall and all Community Centers. The MTP serves as a blueprint for transportation investments on streets and highways, public transportation, sidewalks and bike paths, as well as for airports, railroads, and waterways in the Clarksville region.

Anyone having questions or comments concerning the meeting or MTP should contact Stan Williams at 931-645-7448 or email: stanwilliams@cityofclarksville.com and/or attend this meeting. In accordance with the “Americans with Disabilities Act”, if you have a disability, for which the MPO needs to provide accommodations, please notify us of your requirements by February 10, 2010. This request does not have to be in writing. It is the policy of the MPO to ensure compliance with Title VI of the Civil Rights Act of 1964; 49 CFR part 26; No person shall be excluded from participation in or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funds on the grounds of Race, Color, Sex or National Origin.

PÚBLICA REUNIÓN PÚBLICA Y PERÍODO DE COMENTARIOS

La Clarksville Metropolitano Planificación Organización (MPO) eso es responsable para la planificación de transporte para las ciudades de Clarksville y Oak Grove y porciones de Hopkinsville y Montgomery y Christian Counties, será la celebración de una Reunión de la **Junta Ejecutiva en Miércoles, 17 de febrero 2010, a las 11:00 AM en la Comisión Regional de la Oficina de Planificación – Bajar nivel, 329 Main Street, Clarksville.** El propósito de la reunión es aprobar el proyecto de Plan de Transporte Metropolitano (MTP) y el proyecto de Aire Informe de del Calidad Determinación de la conformidad para la revisión pública.

El período de comentarios públicos el el plan de mediano borrador y de el borrador la calidad del aire la conformidad informe del se 19 febrero 2010 hasta el de marzo 4, 2010. El documentos estará disponible en el sitio web: (<http://www.cuampo.com/specialPrograms.html>) y copias en papel se encuentra en la Comisión Regional la Oficina de Planificación, la Clarksville y la Biblioteca Pública de Fort Campbell, Oak Grove City Hall y todos los Centros de la Comunidad. El plan servirá como modelo para

inversiones de transporte en calles y carreteras, transporte público, aceras y carriles bici, así como de aeropuertos, ferrocarriles y vías fluviales en la región de Clarksville.

Cualquier persona con preguntas o comentarios acerca de la reunión o el plan deben ponerse en contacto Stan Williams en el 931-645-7448 o por correo electrónico: stanwilliams@cityofclarksville.com o asistir a esta reunión. Bajo la Ley de Estadounidenses con Discapacidades, si usted tiene una discapacidad, para el cual el MPO es proporcionar alojamiento, por favor notifique lo MPO de estas necesidades por de febrero 10 de 2010. Es la política del MPO para asegurar el cumplimiento con el Título VI del Acta de Derechos Civiles de 1964, 49 CFR 26; Ninguna persona podrá ser excluida de participar o se le negarán beneficios de, o ser sujeto a discriminación bajo cualquier programa o actividad que eso recibe fondos federales por motivos de raza, color, sexo u origen nacional.

BY FURECLLO -
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Notice of Public Meeting

1000

115 Glass Ave.

2 bedroom, 1 bath home. Newly painted and you can pick out your new carpet! Contact Larry Gillette, ReMax Advantage Realtors, 270-498-1990 or 885-7653 for showing of this home. \$62,500.

121 Highland School

4 bed, 1 bath, with 1 car attached carport and a 2 car detached carport. Call Larry Gillette, ReMax Advantage Realtors, 270-498-1990 or 885-7653.

121 Man O' War

Nice 3 bedroom, 2 bath, ceiling fans, one car garage. \$109,999. Jackie Cottrell, ReMax Advantage Realtors. Cell 270-305-6314 or 885-7653.

3 bedrooms, 1 bath, brick home with fenced back yard. \$85,000. Coldwell Banker Metronet Realtors, Rita Chapman 270-889-0467, 346-2138.

813 Oakhurst

3 bedroom, 2 bath, deck, den, formal dining room. Very nice. Call Phyllis Boyd, Town & Country Realty, 270-839-2604, 886-0103.

Public Notice

price. \$60,000. Corner stone Real Estate, Danielle Cowan, 270-839-1712, 265-9744.

3052 Cox Mill Rd.

3 bedrooms, 2 baths, 1 car garage, partial basement and attached garage. Storage shed. Reduced \$100,000. Coldwell Banker Metronet Realtors, Ken Cayce 931-624-5274, 270-889-0467.

Public Notice

For Sale Accepting Bids

2 GMC Sierra pickup Trucks, (1) 2001 with 203,479 miles, (1) 2003 with 223,068 miles both are V-6, automatic with air. Can be seen at Christian County Water District, 1960 Dawson Springs Road, Hopkinsville, KY 42240

Public Notice

Public Notice

Notice of Public Meeting

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) Executive Board will be meeting on Wednesday, February 17, 2010 beginning at 11:00 a.m. Said meeting will be at the Clarksville-Montgomery County Regional Planning Commission Chambers (RPC) - lower level 329 Main St., Clarksville, TN. Business includes: To start the public comment period which begins January 29, 2010 and ceases on February 11, 2010 to review and adopt the Clarksville FY2008-FY2035 Draft Metropolitan Transportation Plan (MTP) and Draft Conformity Determination; to amend the UPWP 2010 to reflect the federal rescission of PL funding and the addition of a Justification Study and a Downtown Traffic Flow Study, including Vehicular, Pedestrian and Parking in the work task.

Said document is available for public review during normal business hours at the RPC, and available on the following website: www.cuampro.com/specialPrograms.html. The discussion of air quality and other routine business may be conducted. Anyone having questions or comments concerning these items should contact Stan Williams or Jill Hall at 931-645-7448 or email: stanwilliams@cityofclarksville.com or jhall@cityofclarksville.com and/or attend this meeting. In accordance with the "Americans with Disabilities Act", if you have a disability, for which the MPO needs to provide accommodations, please notify us of your requirements by February 10, 2010. This request does not have to be in writing. It is the policy of the MPO to ensure compliance with Title VI of the Civil Rights Act of 1964; 49 CFR part 26. No person shall be excluded from participation in or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funds on the grounds of Race, Color, Sex or National Origin.

City of Hopkinsville, Kentucky
Budgetary Comparison Schedule
General Fund
The Year Ended June 30, 2009

Budgeted Amounts

	Original	Final	Actual	Variance with Final Budget Positive (Negative)
car garage, partial base-				
ment and attached gar-				
age. Storage shed. Re-				
duced \$100,000. Coldwell	168,000	\$ 4,168,000	\$ 4,123,122	\$ (44,878)
Banker Metronet Real	17,799,500	18,799,500	17,333,274	(1,466,226)
tors, Ken Cayce 931	22,500	22,500	37,347	14,847
624-5274, 270-889-0467.	530,350	530,350	523,659	(6,691)
	75,000	75,000	79,285	4,285
	787,138	787,138	817,645	30,507
Public Notice				
	382,488	24,382,488	22,914,332	(1,468,156)
for Sale				
Accepting Bids				
160,598	1,478,563	1,374,922	103,641	
154,449	354,974	323,019	31,955	
52,885	452,885	441,269	11,616	
93,871	304,052	282,030	22,022	
43,522	5,674,272	5,512,773	161,499	
18,468	5,434,882	5,143,961	290,921	
98,314	1,208,314	1,120,888	87,426	
Public Notice				
4,723	214,723	184,261	30,462	
7,667	1,041,774	950,476	91,298	
7,312	491,773	417,707	74,066	
2,784	363,004	326,203	36,801	
9,514	3,683,714	3,674,466	9,248	
3,300	424,182	401,934	22,248	
1,473	899,473	899,473		
1,340	254,340	254,340		
220	22,280,925	21,307,722	973,203	
268	2,101,563	1,606,610	(494,953)	
000	35,000	38,818	3,818	
001	4,143	787,209	783,066	
001	(1,694,857)	(2,411,316)	(716,459)	
001	(1,655,714)	(1,585,289)	70,425	
68	445,849	21,321	(424,528)	
53	6,042,453	6,042,453		
01	\$ 6,488,302	\$ 6,063,774	\$ (424,528)	

ements and supplemental information is on file at City Hall, during normal business hours. Any citizen may obtain a copy of on cost of up to twenty five cents (\$0.25) per page. Also, the city.us.

ALES

MAN SOBRE LAS
ICANO

Consulado Mexicano, explican
servicios de la Representación



antes de High School en las
Consulado de México.

JUDIO PRESENTO
MEXICANA

estival de Cine Judío fue
exicana "Cinco días sin
la directora Mariana
sentan en tono de humor
una familia judía para

Noticia publica
Reunion

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) (La Mesa Directiva de La Organización Urbana de planificación del área Metropolitana de Clarksville se reuniran, el Miercoles, 17 de Febrero, del 2010, empezando, a la 11 de la mañana.

Dicha reunion sera' en la camara de la comision, del area regional de Planificacion, del condado de Clarksville- Montgomery (RPC) Clarksville-Montgomery County Regional Planning Commission, Chambers. -En la planta baja 329, Main Street, Clarksville, TN.

El Documento de negocio incluye ;empezar el comentario de el periodo publico el cual comenzara en Enero 29, del 2010, y termina el 11 de Febrero del 2010 y asi revisar y adoptar el bosquejo de el Clarksville, FY 2008-2035 del plan de de transportacion Metropolitana, (MPT) Metropolitan, Transportation, Plan; Y la determinacion de conformidad de el bosquejo; Y ;enmendar el (UPWP) 2010, de el reflejo de la recision federal, de PL Funding, y la agregacion, de la justificacion, sobre el estudio de el flujo de trafico de el centro de la ciudad, incluyendo, la tarea de trabajo de zona vehicular, de peatones, y estacionamientos.

Dicho documento estara' disponible para la revision publica, durante las hora de oficinas, en el (RPC) tambien disponible, en el siguiente website www.cuampro.com/specialprograms.html.

Tambien; sera para discutir, sobre la calidad de el aire y otros negocios de rutina, que podran ser conducidos.

Quien quiera que tenga que hacer preguntas o comentarios, sobre estos articulos, puede ponerse en contacto con Stan, Williams, o bien con Jill Hall, en el 931-645-7848 o en el correo electronico; stanwilliams@cityofclarksville.com ; jhall@cityofclarksville.com o bien puede atender a esta reunion.

De acuerdo a "AMERICAN WITH DISABILITIES ACT" si tienes discapacidad, por el cual MPO necesita proveer acomodo por favor, notifiquenos, de el requerimiento, el 10 de Febrero 2010.

Esta peticion no tiene que ser por escrito. Es una poliza de MPO.

CONSULADOS

México

Dirección: 1700 Chantilly Dr. NE
Atlanta, Georgia 30324
Teléfono: (404) 266-2233
web: consulmexatlanta.org

Guatemala

Dirección: 2750 Buford Hwy. NE
Atlanta, Georgia 30324
Teléfono: (404) 320-8804
web: consuladoguatemala.org

El Salvador

Dirección: 9740 Main St. Suite 120,
Woodstock, Georgia 30188
Teléfono: (770) 591-4140
(770) 591-6163

Honduras

Dirección: 4470 Chamblee Dunwoody Rd.
Atlanta, Georgia 30338
Teléfono: (770) 234-9580
(770) 234-9589

Nicaragua

Dirección: 8532 S.W. 8th Street, Suite 270,
Miami, Florida 33144
Teléfono: (305) 265-1415

Costa Rica

Dirección: 1670 The Exchange, Suite 100,
Atlanta, Georgia 30339
Teléfono: (770) 951-7025

Panama

Dirección: 1212 Avenue of the Americas
Nueva York 10036
Teléfono: (212) 840-2450

Venezuela

Dirección: 1101 Brick Avenue, North tower,
Suite 901, Miami, Florida
Teléfono: (305) 577-4214
(305) 577-3834

Colombia

Dirección: 5901 Peachtree Dunwoody Rd.,
Suite 405, Atlanta, Georgia 30328
Teléfono: (770) 668-5012 / (770) 668-0451
web: www.embajadacolombiainatlanta.com

Ecuador

Dirección: 5505 Roswell Road, Suite 350,
Atlanta, Georgia
Teléfono: (404) 746-5859 / (404) 252-2311

Peru

Dirección: 4360 Chamblee Dunwoody Rd.,
Atlanta, Georgia 30341
Teléfono: (678) 336-7010 / (678) 260-8616

Chile

Dirección: 800 Brickell Ave., Suite 1230,
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Wednesday, Feb. 3, 2010

THE Eagle POST

Connecting Oak Grove, Fort Campbell and Surrounding Communities

www.theeaglepost.us

Turkey Federation 11th Annual Banquet

March 27, 2010. Doors open at 4:30 P.M. Dinner served at 6:00 P.M. A.W. Waits Senior Citizens Building, 1402 West 7th Street, Hopkinsville, Ky 42240. SINGLE Ticket \$45. COUPLES Ticket \$60. SPONSOR Ticket \$250. JAKE Ticket \$20. Door Prizes Given Away. For More Information or Tickets Contact: Brent Ewell (270) 804-3995 or Andrea Watkins (270) 887-3286 or (270) 885-1024.

employment or exhausted benefits. Funding through STATE WIA program. American Heavy Equipment Training. 856-280-5836

Employment

Help Wanted

BIH Trucking Company

Driver Trainees Needed! No CDL - No Problem! Earn up to \$900/week. Company endorsed CDL Training, job assistance. Financial assistance. 888-780-5539

Public Notice

Public Notice

Public Notice

Ideal candidate should have skills in newspaper writing and photography. Experience in page design with Adobe Photoshop and Adobe Indesign, a plus. Interested applicants should mail current resume and clips to:

Michele Carlton Vowell
Managing Editor
Fort Campbell Courier
P.O. Box 540
Oak Grove, KY 42262
michele.carlton1@us.army.mil

Notice of Public Meeting

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO), Executive Board will be meeting on Wednesday, February 17, 2010 beginning at 11:00 a.m. The meeting will be at the Clarksville (SPC) - Montgomery 329 Main St. Clarksville, TN. Business includes: To start the public comment period which begins January 29, 2010 and ceases on February 11, 2010 to review and adopt the Clarksville FY2008-FY2035 Draft Metropolitan Transportation Plan (MTP) and Draft Conformity Determination; to amend the UPRP 2010 to reflect the federal rescission of PL funding and the addition of a Justification Study and a Downtown Traffic Flow Study, including Vehicular, Pedestrian and Parking in the work task.

Said document is available for public review during normal business hours at the RPC, and available on the following website: www.clanapo.com/specialprograms.html. The discussion of air quality and other routine business may be conducted. Anyone having questions or comments concerning these items should contact Stan Williams or Jill Hall at 931-645-7446 or email: stanwilliams@clanapo.com. In accordance with Title VI of the Civil Rights Act of 1964, 49 CFR part 26, No person shall be excluded from participation in or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funds on the grounds of Race, Color, Sex or National Origin.

Every Day is the right day to advertise in these columns. Call: 270-887-3250

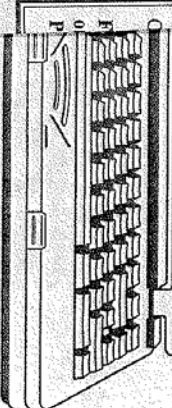
BER SALES REP

Do you feel at home on the world wide web? Do you feel comfortable in today's "www world"? Creative, outgoing and energetic?

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Qualifies will possess:
one year of outside sales experience
or multimedia sales experience preferred
degree in marketing
recent experience)
training, organizational and
communications skills
(nurture customer relationships
certified in making sales presentations
Office:
Phone: *401K

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• Submit your resume online to:
chczak@kentuckynewera.com
• Or via snail mail to:
Director of Sales and Marketing
Attn: Cyber Sales
PO Box 729
Hopkinsville, KY 42241



Help Wanted

Accounting Services
Seniors/caregivers, financial administration, investment and cash management, bill paying, Medicare filing and follow up, taxes and insurance filings, Estate and trust accounting. Call (270) 885-5410.

Pets/Farming

Pets and Supplies

NEW TODAY!

Basset Hounds
48 in. out Toro, \$1,500. Call (270) 484-1509. Ask for Mark.
males, 270-640-4811 or 270-719-2052.

For Sale

AKC Yorkie pups, 3 females, \$700 each, 1 male \$600. Ready for new home 2/19/10. Parents on site. (270) 365-2971. Leave message.

NEW TODAY!

For Sale
Female pug House, 1700 Ken, \$300. CKC paperwork. Call after 6 pm. (270) 348-0208

NEW TODAY!

Mini Schnauzers
3 Females, Born 11-29, DEAL registered \$375. 270-484-6356

NEW TODAY!

Puppies
twinkskennels.net (270) 963-0353.

Transportation

Chris's Bike \$35. Call 270-885-5786 and ask for Mack.

Lawn/Garden Supplies

NEW TODAY!
Concrete Lawn Edging
12 in. scalloped concrete lawn edging. Approximately 125 available. All for \$95. 270-885-4552

must sell!

Zero Turn
48 in. out Toro, \$1,500. Call (270) 484-1509. Ask for Mark.
males, 270-640-4811 or 270-719-2052.

Home Furnishings

6 Chair Cushions
Burgundy color. Thick cheese cake design in cloth. Like new. \$25. (270) 885-1755

NEW TODAY!

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Queen Size Bed, 2 Dressers and 2 Matching Nightstands. \$450. (270) 886-6330.

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2 in 1 Combo. Play Hut Cars. Hideaway and Summer Bag. All for \$8. (270) 886-2385

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Casablanca
By Christian Dior china. 10 piece settings, \$200 per place setting. (615) 498-7714

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2 Bedrooms, Washer/Dryer Hookup. Close to Post. (931) 646-2034.

Public Notice

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4 bedroom, 1 1/2 mile outside of Cadiz. (270) 205-2260

NEW TODAY!

2401 Florence
3 Bedrooms, 1 bath, \$565 rent. Capital health care port. No pets. (270) 881-9867.

NEW TODAY!

Duplexes
ing with acceptable offer. Completely updated Corner lot. Call Betty Strader, Walker GMAC Real Estate. 270-640-5190 886-3055.

Notice of Public Meeting

The Clarksville Urbanized Area Metropolitan Planning Organization (UAMPO) Executive Board will be meeting on Thursday, February 11, 2010 at 10:00 a.m. in the Boardroom of the Clarksville-Morgan County Regional Planning Commission Chambers (RPC) - lower level 309 Main St., Clarksville, TN. Business Includes: To start the public comment period which begins January 29, 2010 and ceases on February 11, 2010 to review and adopt the Clarksville FY2008-FY2035 Draft Metropolitan Transportation Plan (MTP) and Draft Conformity Determination; to amend the UAPV 2010 to reflect the federal recession of PL funding and the addition of a Justification Study and a Downtown Traffic Flow Study, including Vehicular, Pedestrian and Parking in the work task.

Said document is available for public review during normal business hours at the RPC, and available on the following website: www.uampop.com/specialprograms.html. The discussion of air quality comments regarding these items should contact: Stan Williams or Jill Hall at (931) 646-2148 or email stanwilliams@uampop.com or jhall@uampop.com. The Americans with Disabilities Act, if you have a disability, for which the MPO needs to provide accommodations, please notify us of your requirements by February 10, 2009. This request does not have to be in writing. It is the policy of the MPO to ensure compliance with Title VI of the Civil Rights Act of 1964, 49 CFR part 26. No person shall be excluded from participation in or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funds on the grounds of Race, Color, Sex or National Origin.

Homes

Tina G.
You are my "Shining Light" - I have been looking for the "right" man for a long time. I am a single mom, 40 years old, with two beautiful daughters. I am a Christian, and I am looking for a man who is a Christian, a good provider, and a good father. If you are interested, please contact me at Tina G. 270-885-5410.

Homes

Shawnae
I am a single mom, 35 years old, with two beautiful daughters. I am a Christian, and I am looking for a man who is a Christian, a good provider, and a good father. If you are interested, please contact me at Shawnae 270-885-5410.

Homes

Happy Valentine's Mammow
I am a single mom, 35 years old, with two beautiful daughters. I am a Christian, and I am looking for a man who is a Christian, a good provider, and a good father. If you are interested, please contact me at Happy Valentine's Mammow 270-885-5410.

Homes

James & Pamela
I am a single mom, 35 years old, with two beautiful daughters. I am a Christian, and I am looking for a man who is a Christian, a good provider, and a good father. If you are interested, please contact me at James & Pamela 270-885-5410.

Homes

Love Notes
I am a single mom, 35 years old, with two beautiful daughters. I am a Christian, and I am looking for a man who is a Christian, a good provider, and a good father. If you are interested, please contact me at Love Notes 270-885-5410.

Homes

Bring to: Love Notes
Kathleen New Bza
1615 E. 9th Street
P.O. Box 729
Hopkinsville, Kentucky

Size of Ad:

Daytime Phone: _____
Exp. Date: _____

Bring to:

Love Notes
Kathleen New Bza
1615 E. 9th Street
P.O. Box 729
Hopkinsville, Kentucky

102

REPRESENTATION

not for termination of parental rights, Motion for Service of Publication and the Affidavit of diligent search that the whereabouts of the Respondent, JUAN MENDEZ or ANY UNKNOWN FATHER, does not enter an appearance or otherwise Answer the Petition, further, their publication shall be dispensed with and service of any further notices, motions, orders or other legal documents in this matter may be made upon the Respondent, JUAN MENDEZ, filing the same with the Juvenile Court Clerk of Montgomery County, Tennessee 37040. NOTICE JUAN MENDEZ or ANY UNKNOWN FATHER The State of Tennessee, Department of Children's Services, has filed a petition against you, seeking to terminate forever your parental rights to ALENA JESSICA DESTINY SHANES born to Jennifer Dawn Shanes on February 2, 2002. It appears that ordinary process of law cannot be served upon you because you are hereby ORDERED to appear in the Juvenile Court of Montgomery County, Tennessee, at 10:00 a.m., for personally answer the petition for termination of parental rights. Failing to appear for the hearing on this date and time will result in the loss of your rights to your child, pursuant to Rule 39(c)(3) of the Tennessee Rules of Juvenile Procedure. You may view and obtain a copy of the Petition and any other subsequently filed legal documents at the Juvenile Court Clerk's Office, 2 Millennial Plaza, Clarksville, Tennessee 37040. Entered this 11th day of February, 2010
Craig Harrow, Magistrate
APPROVED FOR ENTRY:
Robert L. Taylor, BJR # 026922
Assistant General Counsel
Tennessee Department of Children's Services
931/505 Pageant Lane, Suite 401
Clarksville, Tennessee 37040
Certification Dates: Feb. 19, 26, March 2, 2010

Notice of Public Announcement:

The public comment period for the Draft MTP and Draft Conformity Determination Document will begin from February 19th, 2010 until March 4th, 2010. The MTP and Conformity Determination Documents will be available at the following website:
<http://www.cumapo.com/specialprograms.html> and hard copies will be located at the Regional Planning Commission Office at Clarksville and Fort Campbell Clarksville and Fort Campbell Clarksville regions.
The Clarksville Urbanized Area Metropolitan Planning Organization (CUMAPO) Executive Board meeting will be on Wednesday, March 10, 2010 beginning at 11:00 a.m. Said meeting will be at the Clarksville-Montgomery County Regional Planning Commission Chambers (RPC) - lower level 329 Main St., Clarksville, TN. Business includes: to adopt the Clarksville Transportation Plan (MTP) and T-Plan and the TIP for the federal funding of L-STP funds and CMAQ projects; to show fiscal constraint for resurfacing projects and/or lighting projects in the county and in the city; for the addition of the RJ Corman Bridge Enhancement grant for the addition of L-STP funds to Spurline Trail Endowment Grant and the additional funding info regarding bicyclist safety grants (BMSA).
The discussion of air quality and other routine business may be conducted. Anyone having questions or comments concerning Williams or Jill Hall at 931-648-7748 or jhall@cityofclarkville.com, and/or coordination with the Americans with Disabilities Act*, if you have needs to provide accommodations, please notify us of your requirements by March 4, 2009. This request does not have to be in writing. It is the policy of the MPO to ensure compliance with Title VI of the Civil Rights Act of 1964, 49 CFR part26. No person shall be excluded from participation in or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funds on the basis of Race, Color, Sex or National Origin.

Date: 01/10/2010
Time: 15:43:33

[illegible]

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Email: classified@kentuckynewera.com

www.clickforads.com

Public Notice

Public Notice

Public Notice

NOTICE OF PUBLIC ANNOUNCEMENT:

The public comment period for the Draft MTP and Draft Conformity Determination Document will run from February 10, 2010 until February 19, 2010. The MTP and Conformity Determination Document will be available at www.caatsmtp.com/specialpublications.html and hard copies will be located at the California Department of Transportation and Fort Campbell Public Planning Commission Office. Interested community members may also contact the MTP planning for the Hill and Iron River Corridor project at caatsmtp@dot.ca.gov for the Hill and Iron River Corridor project. The MTP will show the planning for the Hill and Iron River Corridor project, highways, public transportation, sidewalks and bike paths, as well as for airports, railroads, and waterways in the Sacramento-San Joaquin River Delta region.

[illegible][illegible]

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CONVERGY'S
Overthinking Outlining

MEGA DEATH

Comics

6	1	2	1
5	1		4
9			3
	3	4	5
2	8	9	

In the empty boxes in such a way across, each column down and box square contains all of the ones from one to nine.

IT'S THIS WEEK

ate ** Challenging
** HOO BOY!

To keep features @ 7-4, use

ERRY CRAFT
PROSED TO USE
W/ ELBOW!!!

WELL
WHERE'S
THE
FLAU IN
THAT?!

Notice of Public Announcement

The public comment period for the Draft MTP and Draft Conformity Determination Document will run from February 19th, 2010 until March 4th, 2010. The MTP and Conformity Determination Document will be available at the public <http://www.carspo.com/getting-started.html> and hard copies will be located at the Regional Planning Commission Office, the Clarksville and Fort Campbell Public Library, Oak Grove City Hall and all Community Centers. The MTP will serve as a blueprint for transportation investments on streets and highways, public transportation, sidewalks and bike paths as well as for airports, railroads, and waterways in the Clarksville region.

The Clarksville Urbanized Area Metropolitan Planning Organization (CUMPO) Executive Board will be meeting on Wednesday, March 10, 2010 beginning at 1:00 p.m. Said meeting will be at the Clarksville-Montgomery County Regional Planning Commission Chambers (RCP) - 1st Floor 329 Main St., Clarksville, TN. Business includes: to adopt the Clarksville FY2010-FY2015 Final Metropolitan Transportation Plan (MTP) and Draft Conformity Determination to amend the TIP for the Robert Rosebrook of U.S. STP funds and CMAQ funds to show fiscal constraint, for reauthoring projects and/or lighting projects in the County and in the City for the addition of the St. Corran Bridge Enhancement Grant, for the addition of U.S. STP funds to Southern Trail Enhancement Grant and the addition of jobs for Main Street Act (MSA) funding into reauthoring budgets and bridge replacement budgets.

The discussion of air quality and other routine business may be considered. Anyone having questions or comments concerning these items should contact Stan Williams or Jill Hall at 931-665-7448 or email stanwilliams@cityofclarksville.com or jhall@cityofclarksville.com and/or attend this meeting. In accordance with the "Americans with Disabilities Act," if you have a disability for which the MPO needs to provide accommodations, please notify us of your requirements by March 4, 2010. This request does not have to be in writing. It is the policy of the MPO to ensure compliance with Title VI of the Civil Rights Act of 1964, 49 CFR part 26. No person shall be excluded from participation in, or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funds on the grounds of Race, Color, Sex or National Origin.

AVISO PÚBLICO

COMUNICACIÓN A CONSULTORES DE EMPRESAS DE INGENIERÍA DE ESTUDIO, CONSULTORES DE INMOBILIARIA Y TASADORES, ADQUISICIÓN Y TRASLADO, COORDINACIÓN DE UTILIDADES / INGENIERÍA, ACERCA DE CONTRATACIÓN DE SERVICIOS
14 DE FEBRERO 2010

El Departamento de Transporte de Tennessee (TDOT), igualdad y acción afirmativa del empleador, puede tratar de retener a las empresas de consultoría, empresas de la encuesta, tasadores, adquisición y empresas, y la coordinación de servicios públicos o empresas de proporcionar varios servicios profesionales durante los 12 próximos planes de determinación de la necesidad de un consultor, el Departamento de Interés de las empresas precalificadas por la publicidad adecuada medios de comunicación públicos. Interesado certificado desfavorecidos (DBE) a las empresas, así como otras minorías y/o las empresas se les anima a responder a todos los anuncios de TDOT. Para obtener sobre la certificación DBE, por favor, póngase en contacto con la Oficina Civil Program de Desarrollo de Pequeños Negocios en (615) 744-4460. Instrucciones para la certificación DBE se puede encontrar en la siguiente <http://www.tdot.state.tn.us/civil%2Drights/smallbusiness/>.

Las empresas interesadas en la precalificación con el Departamento deberá presentar los formularios de precalificación adecuada al Sr. Director de Ingeniería Civil Director de la División de Diseño, Suite Building, 505 Deaderick Street, Nashville, Tennessee 37243-1402.

Los procedimientos de precalificación, forma de precalificación Política de Contratación de Ingeniería y Servicios Técnicos" se encuentra en www.tdot.state.tn.us/consultantinfo.htm. Para asistencia con la certificación, por favor llame al (615) 741-4460.
Gerald F. Nicely, Commissioner

AVISO DE CONVOCATORIA PÚBLICA:

El período de comentarios públicos sobre el plan de mediano plazo y los proyectos de determinación de la conformidad del documento se desarrollará del 19 de febrero de 2010 hasta el 4 de marzo 2010. El plan de mediano plazo y la determinación de la conformidad documento estará disponible en el sitio web: <http://www.cuampro.com/specialPrograms.html> y duro copias se encuentra en la Comisión Regional de la Oficina de Planificación del Clarksville y la Biblioteca Pública de Fort Campbell, Oak Grove City Hall y todos los Centros de la Comunidad. El plan de mediano plazo servirá como modelo para inversiones de transporte en calles y carreteras, transporte público, aceras y carriles bici, así como de aeropuertos, ferrocarriles y vías fluviales en la región de Clarksville.

El área urbanizada Clarksville Organización de Planificación Metropolitana (CUAMPO) de la Junta Ejecutiva se reunirá el Miércoles, 10 de marzo 2010 comienza a las 11:00 am dijo que la reunión será en el Clarksville-Montgomery County Regional Planning Commission Chambers (RPC) - nivel interior principal 329 St., Clarksville, TN. Business incluye: aprobar el ejercicio 2008 Clarksville-FY2035 final del Plan de Transporte Metropolitano (MTP) y la determinación de la conformidad definitiva, a modificar la punta para la rescisión federal de la L-STP y los fondos de fondos de CMAA para mostrar restricciones financieras, los proyectos para el rejuvenecimiento y la iluminación proyectos en el Condado y en la ciudad, por la adición de la Puente RJ Corman Enhancement Grant, para la adición de L-STP fondos para Spurline Trail Enhancement Grant y la adición de Empleos para Main Street Ley (JMSA) de financiación en cubos y rejuvenecimiento cubos de reemplazo del puente.

La discusión de la calidad del aire y otros asuntos de rutina pueden llevarse a cabo. Cualquier persona con preguntas o comentarios sobre esos puntos deben ponerse en contacto Stan Williams o Jill Hall en 931-645-7448 o correo electrónico: jhall@cityofclarksville.com stanwilliams@cityofclarksville.com y/o asistir a esta reunión. De acuerdo con el "Americans with Disabilities Act", si usted tiene una discapacidad, para lo cual el MOP tiene que proporcionar alojamiento, por favor notifique de sus necesidades al 4 de marzo de 2009. Esta solicitud no tiene que ser por escrito. Es la política del MOP para asegurar el cumplimiento con el Título VI del Acta de Derechos Civiles de 1964, 49 PFC, parte 26. Ninguna persona podrá ser excluida de participar o se le negarán beneficios de, o ser sujeto a discriminación bajo cualquier programa o actividad que reciben fondos federales por motivos de raza, color, sexo u origen nacional.

Public Notice

Public Notice

Public Notice

NEW TODAY!
Equipped Kitchen/Res-
taurant (270) 985-0021.

In accordance with KRS 424, notice is hereby given that the Hopkinsville Surface and Stormwater Utility will hold a special called meeting in the Council Conference Room, Lackey Municipal Building, 101 North Main Street, Hopkinsville, Kentucky on February 22, 2019 at 4:00 p.m. The purpose of the special meeting is as follows:

I. II
Call to Order
Prayer

- IV. **Approval of January 25, 2010 Minutes**
V. **Financials**
VI. **A. December 2009 Statements (Attached)**
VII. **Old Business**
VIII. **A. Complaint Update (HCCPC) (Attached)**

- B. Remedial Project/Log Jam Update (HCCOP)
 - C. Project Reports
 - D. Woodmont Phase B Bid
 - E. MS4 Annual Report
 - F. 2009 Work Program
- VII. New Business**
- A. Insurance (Hitchin's Insurance)

VIII. Adjournment

Hopkinsville Surface and Stormwater Utility
P.O. Box 588
Hopkinsville, KY 42241-0588

PUBLIC NOTICE

The public comment period for the Draft MTP and Draft Conformity Determination will run from February 19th 2010 until

and live paths, as well as for airports, railroads, and waterways in the Charleston region.

The Clarksville-based Area Metropolitan Planning Organization (CLAMPO), Executive Board will be meeting on Wednesday, March 10, 2010 beginning at 11:00 a.m. Said meeting will be at the Clarksville-Montgomery County Regional Planning Commission Chambers (RPO) - lower level 339 Main St., Clarksville, TN. Business includes: to adopt the MAPD and Final EIR/2008-17-2008 Final EIR to amend the TIP for the Federal restoration of L-51P funds and CMAQ funds to show fiscal constraint; for resurfacing projects and/or lighting projects in the County and in the City; for the addition of the FJ Corman Bridge Enhancement Grant; for the addition of L-51P funds to Spurline Trail Enhancement Grant; for the addition of Jobs for Main Street Act (JMSA) funding into resurfacing buckets and bridge replacement buckets.

The disclosure of art quality and/or other routine business matters may be conducted privately and having questions or comments concerning these items should contact Sean Williams or Jill Hall at 931-645-7448 or email: stan@umsl.edu or ollie@umsl.edu. jellieducation.com and/or attend this meeting. In accordance with the Americans with Disabilities Act, if you have a disability by which the MPO needs to provide accommodations, please notify us in your requirements by March 4, 2009. This request does not have to be in writing. It is the policy of the MPO to ensure compliance with Title VI of the Civil Rights Act of 1964, 49 C.F.R. 26. No person shall be excluded from participation in or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funds on the ground of race, color, sex or National Origin.

RANGE NOTICE - 185 Acres Selling April 1, 2016 @ Absolute Auction
Call For Detailed Brochure or Visit: www.harrisauctions.com
ONLINE PROPERTY: Cash Or Check Day Of Sale With Proper Identification.

**HARRIS BROKER/AUCTIONEER • IT #46924
HARRIS, BROCKEN/AUCTIONEER • IT #45871**

APPENDIX G

COMMENTS RECEIVED



**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 5, 2010

Representatives of the FHWA, FTA and EPA

Re: Final Clarksville Area Air Quality
Conformity Analysis

The following is a summary of the comments received on the Draft Clarksville Area Air Quality Conformity Analysis.

Ms. Dianna Smith:

- 1). Make sure your FY2008-2011 TIP is a direct subset of the MTP . The Conformity Determination Report must have that statement (93.122(a) (add as a bullet in the executive summary).
- 2). Table 2(in both reports) should reflect the requirement to use budgets comes from 93.118. Where you have 93.119(g)(1) use 93.106.
- 3) In the KY report there are a few instances where I saw "MVBE" replace with "MVEB"

Mr. Marc Corrigan:


1. Some of the fonts are too small and the text does not fill the page.
2. Page 1, third line from bottom, remove TDOT – they do not have responsibility for the KY donut portion.
3. Page 3, add CO for 2035. Add MVEBs to this table.
4. As per 40 CFR 93.118(b)(2)(i), discuss qualitatively how there will not be any violations of the NAAQS by contributions from motor vehicles in the years from 2010 to 2016 (years before the MVEB). Consider mentioning factors like:
 - a. Previous CDR results for this interim time period (decreasing emissions?)
 - b. The emissions are significantly below MVEB
 - c. AQ is in attainment for the 1997 ozone NAAQS

March 5, 2010
Page 2

- d. Growth (population) and VMT are in-line with the previous CDR which showed emissions (2010?) were below MVEB.
 - e. Other factors (or suggestions from other IAC participants (especially EPA)
- 5. Page 10, 4th line, remove “to”, and “count data available”.
 - 6. Page 11, first line remove “previous”, consider rewriting the last sentence to read: “The last age fractions are for all vehicles 25+ years of age and older.”
 - 7. Page 13, change Table 5 to Table 4.
 - 8. Page 14, first paragraph, revise sentence beginning “Rural interstates...” to read “The AVERAGE SPEED command in MOBILE6.2 for rural interstates would be as follows:”
 - 9. Page 23, revise reference to Table 10, and specify in first sentence that “emissions of VOC and NOx are expected to remain below the MVEB” (the statement that they decrease substantially may not be correct since they begin to increase in 2035...). The references to the % decrease do not seem to match results, please check these. Last line, correct “MVEB”, replace “applicable” with “transportation improvements contained in this MTP

All of the comments were addressed, the documents edited/revised and there were no additional comments received. The members of the IAC gave concurrence on both the Tennessee and Kentucky documents.

Sincerely,



J Stan Williams
Transportation Planning Director

GLOSSARY

1-Hour Ozone NAAQS

The 1-hour ozone national ambient air quality standard codified at 40 CFR 50.9.

8-Hour Ozone NAAQS

The 8-hour ozone national ambient air quality standard codified at 40 CFR 50.10.

Area source

Small stationary and non-transportation pollution sources that are too small and/or numerous to be included as point sources but may collectively contribute significantly to air pollution (i.e. dry cleaners).

Attainment area

An area considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act. An area may be an attainment area for one pollutant and a nonattainment area for others. Nonattainment areas are areas considered not to have met these standards for designated pollutants.

Carbon monoxide (CO)

A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (i.e. transportation or industrial processes) are largely the source for CO contamination in ambient air.

Conformity

Process to assess the compliance of any transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act and regulated by the conformity rule.

Congestion Management and Air Quality Improvement Program (CMAQ)

A categorical funding program under the Federal-aid Highway Program. Directs funding to projects that contribute to meeting or maintaining National air quality standards in nonattainment and maintenance areas. CMAQ funds generally may not be used for projects that result in the construction of new capacity available to SOVs (single-occupant vehicles).

Emissions inventory

A complete list of sources and amounts of pollutant emissions within a specific area and time interval.

Environmental Protection Agency (EPA)

EPA is the Federal regulatory agency responsible for administering and the enforcement of Federal environmental laws including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.

Federal Highway Administration (FHWA)

An agency of the U.S. Department of Transportation that funds highway planning and programs.

Federal Transit Administration (FTA)

An agency of the U.S. Department of Transportation that funds transit planning and programs.

High Occupancy Vehicles (HOVs)

Generally applied to vehicles carrying three or more people; freeways, expressways and other large volume roads may have lanes designated for use by carpools, vanpools, and buses. The term HOV is also sometimes used to refer to high-occupancy vehicle lanes themselves.

Highway

Term applies to roads, streets, and parkways, and also includes rights-of-way, bridges, railroad crossings, tunnels, drainage structures, signs, guardrails, and protective structures in connection with highways.

Hydrocarbons (HC)

Colorless gaseous compounds originating from evaporation and the incomplete combustion of fossil fuels.

Inspection and Maintenance Program (I/M)

An emissions testing and inspection program implemented to ensure that the catalytic or other emissions control devices on in-use vehicles are properly maintained over time.

Land use

Refers to the manner in which portions of land or the structures on them are used (i.e., commercial, residential, retail, industrial, etc.).

Maintenance area

Means any geographic region of the United States previously designated nonattainment pursuant to the CAA Amendments of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under section 175A of the CAA, as amended.

Metropolitan Planning Organization (MPO)

The organizational entity designated by law with lead responsibility for developing transportation plans and programs for urbanized areas of 50,000 or more in population. MPOs are established by agreement of the Governor and units of general-purpose local government, which together represent 75 percent of the affected population of an urbanized area.

Mobile sources

Mobile sources include motor vehicles, aircraft, seagoing vessels, and other transportation modes. The mobile source related pollutants are carbon monoxide (CO), hydrocarbons (HC) or volatile organic compounds (VOCs), nitrogen oxides (NO_x), and small particulate matter (PM-10).

Mode

A form of transportation such as an automobile, bus or bicycle.

Motor Vehicle Emissions Budget

is that portion of the total allowable emissions defined in the submitted or approved control strategy implementation plan revision or maintenance plan for a certain date for the purpose of meeting reasonable further progress milestones or demonstrating attainment or maintenance of the NAAQS, for any criteria pollutant or its precursors, allocated to highway and transit vehicle use and emissions.

National Ambient Air Quality Standards (NAAQS)

Federal standards that set allowable concentrations and exposure limits for various pollutants. The EPA develops the standards in response to a requirement of the CAA.

National Environmental Policy Act (NEPA)

The National Environmental Policy Act of 1969, as amended (42 U.S.C. 4321 et seq.). It is the major legislation that requires federal actions to address potential environmental impacts.

Nitrogen Oxides (NO_x)

A group of highly reactive gases that contain nitrogen and oxygen in varying amounts. Many of the nitrogen oxides are colorless and odorless. NO_x is formed when the oxygen and nitrogen in the air react with each other

during combustion. The primary sources of nitrogen oxides are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuels.

Nonattainment area

A geographic region of the United States that the EPA has designated as not meeting the NAAQS.

Oxygenated gasoline

Gasoline enriched with oxygen bearing liquids to reduce CO production by permitting more complete combustion.

Ozone (O₃)

Ozone is a colorless gas with a sweet odor. Ozone is not a direct emission from transportation sources. It is a secondary pollutant formed when HC and NO_x combine in the presence of sunlight. Ozone is associated with smog or haze conditions. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone produces an unhealthy environment in which to live. Ozone is created by human and natural sources.

Particulate Matter (PM), (PM-10), (PM-2.5)

Any material that exists as solid or liquid in the atmosphere. Particulate matter may be in the form of fly ash, soot, dust, fog, fumes, etc. Small particulate matter is too small to be filtered by the nose and lungs. PM-10, is particulate matter that is less than 10 microns in size. PM-2.5 is particulate matter that is less than 2.5 microns in size. A micron is one millionth of a meter.

Parts per million (ppm)

A measure of air pollutant concentrations.

Public participation

The active and meaningful involvement of the public in the development of transportation plans and programs.

Reformulated gasoline (RFG)

Gasoline specifically developed to reduce undesirable combustion products.

State Implementation Plan (SIP)

A plan mandated by the CAA and developed by the State that contains procedures to monitor, control, maintain, and enforce compliance with the NAAQS.

Stationary source

Relatively large, fixed sources of emissions (i.e. chemical process industries, petroleum refining and petrochemical operations, or wood processing).

Telecommuting

The substitution, either partially or completely, of transportation to a conventional office through the use of computer and telecommunications technologies (e.g., telephones, personal computers, modems, facsimile machines, electronic mail).

Transit

Generally refers to passenger service provided to the general public along established routes with fixed or variable schedules at published fares. Related terms include: public transit, mass transit, public transportation, urban transit and paratransit.

Transportation Control Measures (TCMs)

Any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in section 108 of the CAA, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or

congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of transportation conformity.

Transportation Improvement Program (TIP)

Also known as a transportation program, a TIP is a program of transportation projects drawn from, or consistent with, the transportation plan and developed pursuant to Title 23, U.S.C. (United States Code) and the Federal Transit Act. This document is prepared by metropolitan planning organizations listing projects to be funded with FHWA/FTA funds for the next one- to three-year period.

Transportation plan

This is a long-range plan that identifies facilities that should function as an integrated transportation system, and developed pursuant to Title 23, U.S.C. (United States Code) and the Federal Transit Act. It gives emphasis to those facilities that serve important national and regional transportation functions, and includes a financial plan that demonstrates how the long-range plan can be implemented.

U.S. Department of Transportation (DOT)

The principal, direct, Federal-funding agency for transportation facilities and programs. Includes the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Federal Railroad Administration (FRA), and others.

Vehicle Miles Traveled (VMT)

The sum of distances traveled by all motor vehicles in a specified region.

Volatile Organic Compounds (VOCs)

VOCs come from vehicle exhaust, paint thinners, solvents, and other petroleum-based products. A number of exhaust VOCs are also toxic, with the potential to cause cancer.