



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

Stan Williams
MPO Director
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329 MAIN STREET
CLARKSVILLE, TN 37040
PHONE: (931)645-7448

Jill Hall
Transportation Planner
jhall@cityofclarksville.com

January 13, 2022

Ms. Jennifer Marshall, Manager
TDOT Long Range Planning
505 Deaderick St., 9th floor
Nashville, TN 37243

RE: Clarksville Urbanized Area MPO Amendment #3 to the MTP

Dear Ms. Marshall:

The Clarksville Urbanized Area MPO Technical Coordinating Committee (TCC) met on January 13, 2022 to recommend approval of an amendment to the 2045 MTP. The Clarksville Urbanized Area MPO Executive Board met on January 13, 2022 and approved the recommended 2045 MTP amendment #3. The detailed MTP amendment #3 and associated Conformity Determination Report (CDR) is attached, and was made available for public comment on December 29, 2021 and no public comments were received at the public meeting or during the public comment period.

The MPO has determined that amendment #3 conforms to the State Implementation Plan (SIP), complies with the Clean Air Act, FAST Act, the Transportation Conformity Regulation, the Statewide and Metropolitan Planning Regulation and other applicable Federal and State requirements. The funding tables show the 2045 MTP remains fiscally constrained.

The formal public participation process began with the publication of the MPO's TCC and Executive Board meeting on December 29, 2021 in four publications: The Kentucky New Era, The Clarksville Leaf Chronicle, The Eagle Post and The El Crucero; displayed on the CTS buses, public facilities, on the CUAMPO website, City and County websites, and available at the RPC office. The amendment was subject to all required public participation requirements set forth in our Public Participation Plan.

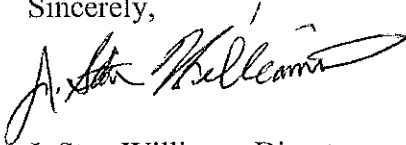
The Interagency Consultation Committee (IAC) agreed that this amendment is nonexempt from air quality conformity and required the associated CDR be provided for the 2045 MTP to meet the federal transportation conformity requirements in 40 CFR Part 51.390 and 93. The IAC concurred the amended project had a conforming status and fiscal constraint was demonstrated.

The attached resolution outlines the findings of the Clarksville Urbanized Area MPO Executive Board in taking this action to amend the 2045 MTP. These findings demonstrate that the 2045

MTP meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 8-hour ozone NAAQS. It is therefore the request by the Clarksville Urbanized Area MPO that the MTP amendment #3 be forward to the appropriate federal agencies for approval.

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

Sincerely,

A handwritten signature in black ink, appearing to read "J. Stan Williams", with a stylized flourish at the end.

J. Stan Williams, Director
Clarksville MPO

Attachment



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

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stanwilliams@cityofclarksville.com

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Jill Hall
Transportation Planner
jhall@cityofclarksville.com

To: Jennifer Marshall, Manager, TDOT Planning

From: Stan Williams, Clarksville MPO Director

Subject: Completeness Determination – Clarksville Urbanized Area MPO 2045
Metropolitan Transportation Plan (MTP) Amendment #3

Date: January 13, 2022

The Clarksville Urbanized Area MPO has determined that the requested MTP amendment #3 is complete. After the MPO Staff review, the following determinations are made:

1. The MTP amendment meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 8-hour ozone NAAQS;
2. Tables and changes are attached to show fiscal constrained.

Inter-Agency Consultation:

The IAC agreed that this amendment was nonexempt from air quality conformity and required the associated CDR be provided for the 2045 MTP to meet the federal transportation conformity requirements in 40 CFR Part 93. The IAC concurred that the amendment has a conforming status.

Dates and Locations of Consideration of Amendment:

Joint MPO Technical Coordinating Committee and MPO Executive Board Meeting, 11:00 AM, Thursday, January 13, 2022. The Technical Coordinating Committee and the Executive Board met in person at the MPO Office, 329 Main Street, Clarksville, TN 37040. Anyone unable to attend in person were able to view the meeting virtually.

Date for Publication of Public Notices:

December 29, 2021

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

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

RESOLUTION 2022-01
APPROVING AN AMENDMENT TO THE 2045 METROPOLITAN TRANSPORTATION
PLAN (MTP) WITH THE ASSOCIATED CONFORMITY DETERMINATION REPORT
(CDR) FOR THE
CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

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

WHEREAS, on January 17, 2019 the MPO adopted the 2045 Metropolitan Transportation Plan (MTP) as a blueprint for transportation investments based on a series of stated community goals, financial capability and environmental considerations; and

WHEREAS, the MPO has worked cooperatively with TDOT to amend Project ID #301, I-24, from west of SR-48 to near SR-76 into the Stage I (2018-2026) from the Visionary Needs List in the 2045 MTP:

1. Project ID #301, I-24, is currently a portion of the Visionary Needs List (Table 11.8 page 11/16). The project information changes as follows:
 - a. Termini - from KY/TN State Line to SR-76, changes to: from west of SR-48 to near SR-76;
 - b. Length is increased from 10.7 miles to 11.6 miles;
 - c. Total cost estimate increased from \$123,050,000 to \$223,100,000;
2. Move Project ID# 301 to Table 11.3 Stage I (2018-2026), page 11/6;
3. The MTP remains financially constraint. The funding is available through the IMPROVE Act funds. On page 9/8 a summary of the IMPROVE Act was added to the text for roadway projects. Therefore, no other projects were reassigned from their Stage position.

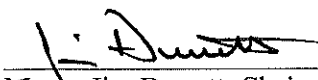
WHEREAS, members of the Interagency Consultation agreed that this amendment is nonexempt from air quality conformity and required the associated CDR be provided for the 2045 MTP to meet the federal transportation conformity requirements in 40 CFR Part 93.

WHEREAS, the locally developed Public Participation Plan has been followed. The 14 -day public review period began on December 29, 2021 and ended January 12, 2022. Said document was made available for review; and

WHEREAS, members of the TCC did acknowledge re-demonstration of fiscal constraint and recommended approval for Amendment 3 and the associated CDR to the Executive Board;

NOW, THEREFORE, BE IT RESOLVED, that the Clarksville Urbanized Area Metropolitan Planning Organization's Executive Board does approve Amendment 3 of the 2045 MTP and the associated CDR of the Clarksville Urbanized Area.

Resolution Approved: January 13, 2021



Mayor Jim Durrett, Chairman
Clarksville Urbanized Area MPO

Clarksville Urbanized Area

Special Assessments

A special assessment is a method of generating funds for public improvements, whereby the cost of the improvement is collected from those who directly benefit from it. However, special assessments are different from user fees. The owners of property located adjacent to the new facility are assessed a portion of the cost, based on the amount of frontage they own along the new facility. In many instances, new streets are financed by special assessment.

Special assessments have also been used to generate funds for general improvements within special districts, such as central business districts. In some cases, these assessments are paid over a period of time, rather than as a lump sum payment.

Impact Fees

Development impact fees have been generally well received in other states and municipalities in the United States. New developments create increased traffic volumes on the streets around them. Development impact fees seek to place a portion of the cost of funding improvements on the developers that are creating, or adding to, the need for improvements. None of the municipalities within the MSA currently make use of these fees.

Bond Issues

Bonds can be issued by local governments upon the approval of the voting public. When approved, the bonds allow the local government additional spending to build projects. Property tax and sales tax funds can be used on a pay-as-you-go basis. As a result, the revenues from those taxes can be used to pay off general obligation or revenue bonds.

IMPROVE Act

The State of Tennessee approved the IMPROVE Act in 2017. This legislation changed Tennessee tax laws for fuel, vehicle registration, and other revenue sources. A major provision in the IMPROVE Act is the ability for local governments to increase revenue for roadway projects by levying surcharges on a variety of local taxes. This includes sales, business tax, and rental car taxes. These surcharges may only be applied after a local referendum approves the changes.

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CHAPTER 9

Special Assessments

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Bond Issues

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Clarksville Urbanized Area

Table 11.1 Fiscal Constraint for Roadway Projects

	Stage I 2018-2026	Stage II 2027 -	Stage III 2037 - 2045	Total 2016 - 2045
Estimated Funding Availability**	\$718,669,550	\$746,615,925	\$904,749,962	\$2,370,035,437
Estimated Fiscally-Constrained MTP Project Costs	\$759,873,000	\$720,360,000	\$891,665,000	\$2,371,898,000
			Vision Needs*	\$444,051,000
			Total Needs Plan	\$ 2,815,949,000

*Vision Needs describe additional projects that cannot be funded in the fiscally-constrained staged improvement program. These projects and their costs can be found on Page 11-16 and Table 11.8

** Estimated Funding Availability also includes transit funding and Improve Act funding (IA-\$223,100,000).

Note: Annual Inflation Factors – 3.0% in the State of Tennessee, 4.0% in the State of Kentucky

Table 11.2 Fiscal Constraint for Public Transit Operations

	Stage I 2018-2026	Stage II 2027 - 2036	Stage III 2037 - 2045	Total 2016 - 2045
Estimated Funding Available	\$61,784,942	\$90,969,074	\$108,340,270	\$261,094,286

Staged Improvement Plan and Conformity

Since the CUAMPO must conduct conformity analysis for its MPA, projects identified in the MTP must be identified as being Exempt, Non-Exempt, or Regionally Significant. Projects that are exempt are not subject to the transportation conformity rule. Projects that are non-exempt must be shown in the region's conformity analysis. Projects that are regionally significant are non-exempt projects that are on roadways that serve regional needs, such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals.

The tables for each stage of the Staged Improvement Program display the conformity status of each project. The transit projects identified in Chapter 10 were determined to be exempt from conformity analysis.

Clarksville Urbanized Area

Table 11.1 Fiscal Constraint for Roadway Projects

	Stage I 2018-2026	Stage II 2027 -	Stage III 2037 - 2045	Total 2016 - 2045
Estimated Funding Availability**	\$495,569,550	\$746,615,925	\$904,749,962	\$2,146,935,437
Estimated Fiscally-Constrained MTP Project Costs	\$536,773,000	\$720,360,000	\$891,665,000	\$2,148,798,000
			Vision Needs*	\$567,101,000
			Total Needs Plan	\$ 2,175,899,000

*Vision Needs describe additional projects that cannot be funded in the fiscally-constrained staged improvement program. These projects and their costs can be found on Page 11-16 and Table 11.8

** Estimated Funding Availability also includes transit funding.

Note: Annual Inflation Factors – 3.0% in the State of Tennessee, 4.0% in the State of Kentucky

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The tables for each stage of the Staged Improvement Program display the conformity status of each project. The transit projects identified in Chapter 10 were determined to be exempt from conformity analysis.

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Stage I (2018-2026) Projects

Stage I is planned for improvements in the years 2018 to 2026. A list of these projects is shown in Table 11.3. These planned improvements are projected to cost \$759.8 million and will be funded with local, state, and federal funds. Project improvements consist of roadway widening, new roadway construction, and reconstruction.

Table 11.3 2045 MTP Staged Improvement Program - Stage I (2018-2026)

ID	Mode	Route	Location	Project Description	Project Cost (\$000)	Conformity Status
1	Roadway	SR-374 Ext	Dotsonville Rd to US 79/SR 6 (Dover Rd)	New 4 Lane Roadway	\$45,400	Non-Exempt
2	Roadway	SR-374 Ext/SR-149	Dotsonville Rd to SR-149; SR-374 to River Rd	New 4 Lane Roadway & Bridge, Widen to 5 Lanes	\$120,375	Non-Exempt
3	Roadway	SR-237 (Rossvie Rd) & Dunbar Cave Rd	I-24 to 400 ft west of Keysburg Rd	Widen from 2 to 3/5 Lanes & Realignment	\$13,300	Non-Exempt
4	Roadway	KY-911 (Thompsonville Rd)	US 41A to KY-115 (Pembroke Rd)	Widen from 2 to 3 Lanes	\$14,810	Non-Exempt
7	Roadway	SR-48 (Trenton Rd)	SR-374 to I-24	Widen from 2 to 5 Lanes	\$40,000	Non-Exempt
101*	Roadway	US 79/SR-13 (Guthrie Hwy)	Cracker Barrel Dr to International Blvd	Widen from 2/3 to 5 Lanes	Under Const	Non-Exempt
102*	Roadway	SR-149/SR-13	River Rd to SR-13; SR-149 to Zinc Plant Rd	Widen from 2/3 to 5 Lanes	Under Const	Non-Exempt
103*	Roadway	SR-374 (Warfield Blvd)	Dunbar Cave Rd to Stokes Rd	Widen from 2 to 5 Lanes	Under Const	Non-Exempt
104	Roadway	North-East Connector Phase 1	Ted Crozier Blvd to Wilma Rudolf Blvd to Trenton Rd	New 4/5 Lane Roadway	\$39,522	Non-Exempt
106	Roadway	Lafayette Rd	Walnut Grove Rd through Ft Campbell Gate	Widen from 2 to 5 Lanes	\$2,438	Non-Exempt
107*	Roadway	SR-48 (Trenton Rd)	Needmore Rd	Intersection Improvement	Completed	Exempt

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CHAPTER 11

STAGE I (2018-2026) PROJECTS

Stage I is planned for improvements in the years 2018 to 2026. A list of these projects is shown in Table 11.3. These planned improvements are projected to cost \$536.7 million and will be funded with local, state, and federal funds. Project improvements consist of roadway widening, new roadway construction, and reconstruction.

TABLE 11.3 2045 MTP STAGED IMPROVEMENT PROGRAM - STAGE I (2018-2026)

ID	MODE	ROUTE	LOCATION	PROJECT DESCRIPTION	PROJECT COST (\$000)	CONFORMITY STATUS
1	Roadway	SR-374 Ext	Dotsonville Rd to US 79/SR 6 (Dover Rd)	New 4 Lane Roadway	\$45,400	Non-Exempt
2	Roadway	SR-374 Ext/SR-149	Dotsonville Rd to SR-149; SR-374 to River Rd	New 4 Lane Roadway & Bridge, Widen to 5 Lanes	\$120,375	Non-Exempt
3	Roadway	SR-237 (Rossvie Rd) & Dunbar Cave Rd	I-24 to 400 ft west of Keysburg Rd	Widen from 2 to 3/5 Lanes & Realignment	\$13,300	Non-Exempt
4	Roadway	KY-911 (Thompsonville Rd)	US 41A to KY-115 (Pembroke Rd)	Widen from 2 to 3 Lanes	\$14,810	Non-Exempt
7	Roadway	SR-48 (Trenton Rd)	SR-374 to I-24	Widen from 2 to 5 Lanes	\$40,000	Non-Exempt
101*	Roadway	US 79/SR-13 (Guthrie Hwy)	Cracker Barrel Dr to International Blvd	Widen from 2/3 to 5 Lanes	Under Const	Non-Exempt
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103*	Roadway	SR-374 (Warfield Blvd)	Dunbar Cave Rd to Stokes Rd	Widen from 2 to 5 Lanes	Under Const	Non-Exempt
104	Roadway	North-East Connector Phase 1	Ted Crozier Blvd to Wilma Rudolf Blvd to Trenton Rd	New 4/5 Lane Roadway	\$39,522	Non-Exempt
106	Roadway	Lafayette Rd	Walnut Grove Rd through Ft Campbell Gate	Widen from 2 to 5 Lanes	\$2,438	Non-Exempt
107*	Roadway	SR-48 (Trenton Rd)	Needmore Rd	Intersection Improvement	Completed	Exempt

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continued

Table 11.3 2045 MTP Staged Improvement Program - Stage I (2018-2026)

ID	Mode	Rou	Location	Project Description	Project Cost	Conformity Status
108	Roadway	KY-400 (State Line Rd)	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	Reconstruct with CTL	\$5,486	Non-Exempt
109	Roadway	KY-115 (Pembroke- Oak	KY-400 (State Line Rd) to I-24	Reconstruct with CTL	\$11,364	Non-Exempt
110	Roadway	KY-115 (Pembroke)	I-24 to KY-1453 (Barker's Mill Rd)	Reconstruct with CTL	\$7,446	Non-Exempt
301	Roadway	I-24	KY/TN State line to near SR-76	Widening 4 to 6 lanes	\$223,100	Non-Exempt
Line Item	Roadway	Various	Various	Enhancement	\$3,497	Exempt
Line Item	Roadway	Various	Various	Safety	\$17,485	Exempt
Line Item	Roadway	Various	Various	Bridge	\$48,083	Exempt
Line Item	Roadway	Various	Various	Overlay	\$34,969	Exempt
Line Item	Roadway	Various	Various	Maintenance	\$5,245	Exempt
Line Item	Roadway	Various	Various	Reconstruction	\$65,568	Exempt
Line Item	Transit	--	--	CTS Funding	\$61,785	Exempt
Total Stage I					\$759,873	

* Project received funding, or was completed, after the identification of the E+C projects and before the development of the Staged Improvement Program. These projects are not subject to fiscal constraint.

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Clarksville Urbanized Area

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continued

TABLE 11.3 2045 MTP STAGED IMPROVEMENT PROGRAM - STAGE I (2018-2026)

ID	MODE	ROUTE	LOCATION	PROJECT DESCRIPTION	PROJECT COST (\$000)	CONFORMITY STATUS
108	Roadway	KY-400 (State Line Rd)	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	Reconstruct with CTL	\$5,486	Non-Exempt
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110	Roadway	KY-115 (Pembroke)	I-24 to KY-1453 (Barker's Mill Rd)	Reconstruct with CTL	\$7,446	Non-Exempt
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Line Item	Roadway	Various	Various	Reconstruction	\$65,568	Exempt
Line Item	Transit	--	--	CTS Funding	\$61,785	Exempt
Total Stage I					\$536,773	

* Project received funding, or was completed, after the identification of the E+C projects and before the development of the Staged Improvement Program. These projects are not subject to fiscal constraint.

Clarksville Urbanized Area

Effectiveness of Fiscally-Constrained Projects

Tables 11.6 and 11.7 show the travel impacts of implementing Amendment 3 a capacity project in the fiscally-constrained project list. The tables compare network statistics against the “No Build” E+C network. Figure 11.1 displays these projects.

While daily vehicle miles traveled decrease by three tenths (.3) percent, the daily vehicle hours travelled and daily hours of delay decrease by six (6) and ten (10) percent respectively by implementing the project recommended in the amendment to the 2045 MTP.

Table 11.6 Travel Impacts from Amendment 3 on the system-wide network of the Fiscally-Constrained 2045 MTP Roadway Capacity Projects

Measure	2045 Existing and Committed	2045 Fiscally Constrained MTP	Difference	Percent Difference
Daily Vehicle Miles Traveled	8,432,932	8,406,345	-26,587	-0.3%
Daily Vehicle Hours Traveled	413,053	387,864	-25,189	-6.1%
Daily Hours of Delay	215,635	192,537	-23,098	-10.7%

Source: Clarksville Travel Demand Model, NSI

Note: Values in this table include all facilities modeled and do not match the values in other tables regarding VMT, VHT, and VHD.

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Clarksville Urbanized Area

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EFFECTIVENESS OF FISCALLY-CONSTRAINED PROJECTS

Tables 11.6 and 11.7 show the travel impacts of implementing the capacity projects in the fiscally-constrained project list. The tables compare network statistics against the "No Build" E+C network. Figure 11.1 displays these projects.

WHILE DAILY VEHICLE MILES TRAVELED DECREASE BY LESS THAN TWO (2) PERCENT, THE DAILY VEHICLE HOURS TRAVELED AND DAILY HOURS OF DELAY DECREASE BY THIRTY (30) AND FORTY-FIVE (45) PERCENT RESPECTIVELY BY IMPLEMENTING THE PROJECTS RECOMMENDED IN THE 2045 MTP.

TABLE 11.6 TRAVEL IMPACTS OF FISCALLY-CONSTRAINED 2045 MTP ROADWAY CAPACITY PROJECTS

MEASURE	2045 EXISTING AND (COMMITTED)	2045 (FISCALLY CONSTRAINED) MTP	DIFFERENCE	PERCENT DIFFERENCE
Daily Vehicle Miles Traveled	8,565,797	8,432,932	-132,865	-1.6%
Daily Vehicle Hours Traveled	593,271	413,053	-180,218	-30.4%
Daily Hours of Delay	392,450	215,635	-176,815	-45.1%

Source: Clarksville Travel Demand Model, NSI

Note: Values in this table include all facilities modeled and do not match the values in other tables regarding VMT, VHT, and VHD.

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Table 11.7 Travel Impacts of Fiscally Constrained 2045 MTP Projects by Roadway Functional Class

Centerline Miles of Roadways				
Classification	2045 (E+C Projects)	2045 MTP	Difference	Percent Difference
Interstate	25.6	25.6	0.0	0.00%
Principal Arterial	61.6	61.6	0.0	0.00%
Minor Arterial	128.9	128.9	0.0	0.00%
Collector	225.0	225.0	0.0	0.00%
Total	441.1	441.1	0.0	0.00%
Daily Vehicle Miles Traveled (VMT)				
Classification	2045 (E+C Projects)	2045 MTP	Difference	Percent Difference
Interstate	1,630,796	1,828,734	197,938	12.1%
Principal Arterial	1,968,229	1,910,553	-57,676	-2.9%
Minor Arterial	2,509,294	2,412,841	-96,453	-3.8%
Collector	928,297	889,060	-39,237	-4.2%
Total	7,036,616	7,041,188	4,572	0.1%
Daily Vehicle Hours Traveled (VHT)				
Classification	2045 (E+C Projects)	2045 MTP	Difference	Percent Difference
Interstate	108,730	107,872	-858	-0.8%
Principal Arterial	82,033	76,531	-5,502	-6.7%
Minor Arterial	118,623	106,845	-11,778	-9.9%
Collector	43,916	39,712	-4,204	-9.6%
Total	353,302	330,960	-22,342	-6.3%

Note: E+C is future scenario with only Existing and Committed transportation projects.

Source: Clarksville Travel Demand Model, NSI

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TABLE 11.7 TRAVEL IMPACTS OF FISCALLY CONSTRAINED 2045 MTP PROJECTS BY ROADWAY FUNCTIONAL CLASS

CENTRAL IN MILES OF ROADWAYS				
CLASSIFICATION	2045 (E/C PROJECTS)	2045 MTP	DIFFERENCE	PERCENT DIFFERENCE
Interstate	25.6	25.6	0.0	0.00%
Principal Arterial	61.6	61.6	0.0	0.00%
Minor Arterial	115.7	128.9	13.2	11.41%
Collector	222.7	225.0	2.3	1.03%
Total	425.6	441.1	15.5	3.64%
DAILY VEHICLE MILES TRAVELED (VMT)				
CLASSIFICATION	2045 (E/C PROJECTS)	2045 MTP	DIFFERENCE	PERCENT DIFFERENCE
Interstate	1,801,127	1,630,796	-170,331	-9.5%
Principal Arterial	2,136,157	1,968,229	-167,928	-7.9%
Minor Arterial	2,230,573	2,509,294	278,721	12.5%
Collector	1,022,222	928,297	-93,925	-9.2%
Total	7,190,079	7,036,616	-153,463	-2.1%
DAILY VEHICLE HOURS TRAVELED (VHT)				
CLASSIFICATION	2045 (E/C PROJECTS)	2045 MTP	DIFFERENCE	PERCENT DIFFERENCE
Interstate	232,721	108,730	-123,991	-53.3%
Principal Arterial	112,493	82,033	-30,460	-27.1%
Minor Arterial	128,386	118,623	-9,763	-7.6%
Collector	58,851	43,916	-14,935	-25.4%
Total	532,451	353,302	-179,149	-33.6%

Note: E/C is future scenario with only Existing and Committed transportation projects.

Source: Clarksville Travel Demand Model, NSI

Clarksville Metropolitan Planning Area | 2045 Metropolitan Transportation Plan

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continued

Table 11.7 Travel Impacts of Fiscally Constrained 2045 MTP Projects by Roadway Functional Class

Daily Vehicle Hours of Delay (VHD)				
Classification	2045 (E+C Projects)	2045 MTP	Difference	Percent Difference
Interstate	82,498	78,332	-4,166	-5.0%
Principal Arterial	40,820	36,544	-4,276	-10.5%
Minor Arterial	61,678	52,122	-9,556	-15.5%
Collector	19,387	16,272	-3,115	-16.1%
Total	204,383	183,270	-21,113	-10.3%

Note: E+C is future scenario with only Existing and Committed transportation projects.

Source: Clarksville Travel Demand Model, NSI

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continued

Table 11.7 Travel Impacts of Fiscally Constrained 2045 MTP Projects by Roadway Functional Class

Daily Vehicle Hours of Delay (VHD)				
Classification	2045 (E+C Projects)	2045 MTP	Difference	Percent Difference
Interstate	203,811	82,498	-121,313	-59.52%
Principal Arterial	67,544	40,820	-26,724	-39.57%
Minor Arterial	77,057	61,678	-15,379	-19.96%
Collector	31,351	19,387	-11,964	-38.16%
Total	379,763	204,383	-175,380	-46.18%

Note: E+C is future scenario with only Existing and Committed transportation projects.

Source: Clarksville Travel Demand Model, NSI

Clarksville Urbanized Area

The estimated cost, in 2017 dollars, to implement the unfunded projects is \$444.0 million. The Visionary Needs list is shown in Table 11.8 and the projects are shown in Figure 11.2.

Table 11.8 2045 MTP Visionary Needs List

ID	Route	Location	Improvement	Miles	Project Cost (2017 \$,000)
206	Ft Campbell Gate 4 Ext	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	New 2 Lane Roadway	1.20	\$7,290
302	I-24	SR-76 to SR-256 in Robertson County	Widen from 4 to 6 Lanes	8.60	\$98,900
306	I-24	US 41A (Ft Campbell Blvd) to TN State Line	Widen from 4 to 6 Lanes	7.80	\$89,700
410	I-24	Dunlop Ln	New Interstate Interchange	--	\$33,750
501	SR 48 (College St)	N 2nd St (US 41A) to Kraft St	Widen to 6 Lanes	1.40	\$9,828
505	SR 48 (College St)	Riverside Dr to N 2nd St (US 41A)	Widen to 4 Lanes	0.30	\$2,106
506	US 79 (Providence Blvd)	US 41 to Red River Providence	Widen to 6 Lanes	1.50	\$10,530
509	Madison Street	10th Street to Pageant Lane	Widen to 4 Lanes	0.50	\$3,510
511	Riverside Drive	Providence Blvd to Cumberland Dr	Road Diet	2.30	\$3,150
513	Tiny Town Road	US 41A to Trenton Rd	Widen to 6 Lanes	6.80	\$47,736
515	Wilma Rudolph Boulevard	Kraft St to SR 374	Widen to 6 Lanes	3.00	\$42,815
516*	SR-374 Ext	SR-13/48 to SR-12	New 2 Lane Roadway & Bridge	5.50	\$101,250
518**	SR 76	I-24 to Woodson Rd	Reconstruct with CTL	0.70	\$2,254
519**	KY-911	US 41A to KY-115	Widen from 3 to 5 Lanes	1.85	\$12,987
Total Vision					\$444,051

*Project 516 was added to the MTP process after project scoring was completed.

**Projects 518 through 519 were added to the Vision List based on comments received during the public review period.

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CHAPTER 11

The estimated cost, in 2017 dollars, to implement the unfunded projects is \$567.1 million. The Visionary Needs list is shown in Table 11.8 and the projects are shown in Figure 11.2.

TABLE 11.8 2045 MTP VISIONARY NEEDS LIST

ID	ROUTE	LOCATION	IMPROVEMENT	MILES	PROJECT COST (2017 \$,000)
206	Ft Campbell Gate 4 Ext	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	New 2 Lane Roadway	1.20	\$7,290
301	I-24	KY/TN State Line to SR-76	Widen from 4 to 6 Lanes	10.70	\$123,050
302	I-24	SR-76 to SR-256 in Robertson County	Widen from 4 to 6 Lanes	8.60	\$98,900
306	I-24	US 41A (Ft Campbell Blvd) to TN State Line	Widen from 4 to 6 Lanes	7.80	\$89,700
410	I-24	Dunlop Ln	New Interstate Interchange	--	\$33,750
501	SR 48 (College St)	N 2nd St (US 41A) to Kraft St	Widen to 6 Lanes	1.40	\$9,828
505	SR 48 (College St)	Riverside Dr to N 2nd St (US 41A)	Widen to 4 Lanes	0.30	\$2,106
506	US 79 (Providence Blvd)	US 41 to Red River Providence	Widen to 6 Lanes	1.50	\$10,530
509	Madison Street	10th Street to Pageant Lane	Widen to 4 Lanes	0.50	\$3,510
511	Riverside Drive	Providence Blvd to Cumberland Dr	Road Diet	2.30	\$3,150
513	Tiny Town Road	US 41A to Trenton Rd	Widen to 6 Lanes	6.80	\$47,736
515	Wilma Rudolph Boulevard	Kraft St to SR 374	Widen to 6 Lanes	3.00	\$21,060
516*	SR-374 Ext	SR-13/48 to SR-12	New 2 Lane Roadway & Bridge	5.50	\$101,250
518**	SR 76	I-24 to Woodson Rd	Reconstruct with CTL	0.70	\$2,254
519**	KY-911	US 41A to KY-115	Widen from 3 to 5 Lanes	1.85	\$12,987
Total Vision					\$567,101

*Project 516 was added to the MTP process after project scoring was completed.

**Projects 518 and 519 were added to the Vision List based on comments received during the public review period.

Clarksville Urbanized Area

Table 11.9 Level of Concern for Staged Improvement Program

ID	Stage	Route	Location	Improvement	Level of Concern
1	Stage I	SR-374 Ext	Dotsonville Rd to US 79/SR 6 (Dover Rd)	New 2 Lane Roadway	Low
2	Stage I	SR-374 Ext/SR-149	Dotsonville Rd to SR-149; SR-374 to River Rd	New 2 Lane Roadway & Bridge	Low
3	Stage I	SR-237 (Rossview Rd) & Dunbar Cave Rd	I-24 to 400 ft. west of Keysburg Rd	Widen from 2 to 3/5 Lanes & Realignment	Low
4	Stage I	KY-911 (Thompsonville Rd)	US 41A to KY-115 (Pembroke Rd)	Widen from 2 to 3 Lanes	Low
7	Stage I	SR-48 (Trenton Rd)	SR-374 to I-24	Widen from 2 to 5 Lanes	Low
101	Stage I	US 79/SR-13 (Guthrie Hwy)	Cracker Barrel Dr to International Blvd	Widen from 2/3 to 5 Lanes	Low
102	Stage I	SR-149/SR-13	River Rd to SR-13; SR-149 to Zinc Plant Rd	Widen from 2/3 to 5 Lanes	Low
103	Stage I	SR-374 (North Pkwy)	Dunbar Cave Rd to Stokes Rd	Widen from 2 to 5 Lanes	Low
104	Stage I	North-East Connector Ph 1	Ted Crozier Blvd to Wilma Rudolph Blvd to Trenton Rd	New 4/5 Lane Roadway	Low
106	Stage I	Lafayette Rd	Walnut Grove Rd through Ft Campbell Gate	Widen from 2 to 5 Lanes	Low
107	Stage I	SR-48 (Trenton Rd)	Needmore Rd	Intersection Improvement	Low
108	Stage I	KY-400 (State Line Rd)	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	Reconstruct with CTL	Low
109	Stage I	KY-115 (Pembroke-Oak Grove Rd)	KY-400 (State Line Rd) to I-24	Reconstruct with CTL	Low
110	Stage I	KY-115 (Pembroke)	I-24 to KY-1453 (Barker's Mill Rd)	Reconstruct with CTL	Low
301	Stage I	I-24	KY/TN State line to near SR76	Widening 4 to 6 lanes	Low

Source: NSI, CUAMPO

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Clarksville Urbanized Area

Table 11.9 Level of Concern for Staged Improvement Program

ID	Stage	Route	Location	Improvement	Level of Concern
1	Stage I	SR-374 Ext	Dotsonville Rd to US 79/SR 6 (Dover Rd)	New 2 Lane Roadway	Low
2	Stage I	SR-374 Ext/SR-149	Dotsonville Rd to SR-149; SR-374 to River Rd	New 2 Lane Roadway & Bridge	Low
3	Stage I	SR-237 (Rossview Rd) & Dunbar Cave Rd	I-24 to 400 ft. west of Keysburg Rd	Widen from 2 to 3/5 Lanes & Realignment	Low
4	Stage I	KY-911 (Thompsonville Rd)	US 41A to KY-115 (Pembroke Rd)	Widen from 2 to 3 Lanes	Low
7	Stage I	SR-48 (Trenton Rd)	SR-374 to I-24	Widen from 2 to 5 Lanes	Low
101	Stage I	US 79/SR-13 (Guthrie Hwy)	Cracker Barrel Dr to International Blvd	Widen from 2/3 to 5 Lanes	Low
102	Stage I	SR-149/SR-13	River Rd to SR-13; SR-149 to Zinc Plant Rd	Widen from 2/3 to 5 Lanes	Low
103	Stage I	SR-374 (North Pkwy)	Dunbar Cave Rd to Stokes Rd	Widen from 2 to 5 Lanes	Low
104	Stage I	North-East Connector Ph 1	Ted Crozier Blvd to Wilma Rudolph Blvd to Trenton Rd	New 4/5 Lane Roadway	Low
106	Stage I	Lafayette Rd	Walnut Grove Rd through Ft Campbell Gate	Widen from 2 to 5 Lanes	Low
107	Stage I	SR-48 (Trenton Rd)	Needmore Rd	Intersection Improvement	Low
108	Stage I	KY-400 (State Line Rd)	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	Reconstruct with CTL	Low
109	Stage I	KY-115 (Pembroke-Oak Grove Rd)	KY-400 (State Line Rd) to I-24	Reconstruct with CTL	Low
110	Stage I	KY-115 (Pembroke)	I-24 to KY-1453 (Barker's Mill Rd)	Reconstruct with CTL	Low

Source: NSI, CUAMPO

Clarksville Urbanized Area

Table 11.10 2045 MTP Roadway Projects with Freight Benefits

ID	Stage	Route	Location	Improvement
1	Stage I	SR-374 Ext	Dotsonville Rd to US 79/SR 6 (Dover Rd)	New 4 Lane Roadway
2	Stage I	SR-374 Ext/SR-149	Dotsonville Rd to SR-149; SR-374 to River Rd	New 4 Lane Roadway & Bridge, Widen from 2 to 5 Lanes
3	Stage I	SR-237 (Rossvie Rd) & Dunbar Cave Rd	I-24 to 400 ft. west of Keysburg Rd	Widen from 2 to 3/5 Lanes & Realignment
4	Stage I	KY-911 (Thompsonville Rd)	US 41A to KY-115 (Pembroke Rd)	Widen from 2 to 3 Lanes
7	Stage I	SR-48 (Trenton Rd)	SR-374 to I-24	Widen from 2 to 5 Lanes
101	Stage I	US 79/SR-13 (Guthrie Hwy)	Cracker Barrel Dr to International Blvd	Widen from 2/3 to 5 Lanes
102	Stage I	SR-149/SR-13	River Rd to SR-13; SR-149 to Zinc Plant Rd	Widen from 2/3 to 5 Lanes
103	Stage I	SR-374 (Warfield Blvd)	Dunbar Cave Rd to Stokes Rd	Widen from 2 to 5 Lanes
104	Stage I	North-East Connector Ph 1	Ted Crozier Blvd to Wilma Rudolph Blvd to Trenton Rd	New 4/5 Lane Roadway
106	Stage I	Lafayette Rd	Walnut Grove Rd through Ft Campbell Gate	Widen from 2 to 5 Lanes
107	Stage I	SR-48 (Trenton Rd)	Needmore Rd	Intersection Improvement
109	Stage I	KY-115 (Pembroke-Oak Grove Rd)	KY-400 (State Line Rd) to I-24	Reconstruct with CTL
301	Stage I	I-24	KY/TN State line to near SR76	Widening 4 to 6 lanes
105	Stage II	Jack Miller Blvd Ext	Tobacco Rd to Peachers Mill Rd	New 4 Lane Roadway
201	Stage II	SR-374 (Warfield Blvd)	Memorial Dr to Dunbar Cave Rd	Widen from 2 to 4 Lanes
203	Stage II	North-East Connector Ph 2	SR-48 (Trenton Rd) to Peachers Mill Rd	New 4 Lane Roadway
204	Stage II	Peachers Mill Rd	Pine Mountain Rd to Stonecrossing Dr	Widen from 3 to 4 Lanes

Source: NSI, CUAMPO

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Clarksville Urbanized Area

Table 11.10 2045 MTP Roadway Projects with Freight Benefits

ID	Stage	Route	Location	Improvement
1	Stage I	SR-374 Ext	Dotsonville Rd to US 79/SR 6 (Dover Rd)	New 4 Lane Roadway
2	Stage I	SR-374 Ext/SR-149	Dotsonville Rd to SR-149; SR-374 to River Rd	New 4 Lane Roadway & Bridge, Widen from 2 to 5 Lanes
3	Stage I	SR-237 (Rossview Rd) & Dunbar Cave Rd	I-24 to 400 ft. west of Keysburg Rd	Widen from 2 to 3/5 Lanes & Realignment
4	Stage I	KY-911 (Thompsonville Rd)	US 41A to KY-115 (Pembroke Rd)	Widen from 2 to 3 Lanes
7	Stage I	SR-48 (Trenton Rd)	SR-374 to I-24	Widen from 2 to 5 Lanes
101	Stage I	US 79/SR-13 (Guthrie Hwy)	Cracker Barrel Dr to International Blvd	Widen from 2/3 to 5 Lanes
102	Stage I	SR-149/SR-13	River Rd to SR-13; SR-149 to Zinc Plant Rd	Widen from 2/3 to 5 Lanes
103	Stage I	SR-374 (Warfield Blvd)	Dunbar Cave Rd to Stokes Rd	Widen from 2 to 5 Lanes
104	Stage I	North-East Connector Ph 1	Ted Crozier Blvd to Wilma Rudolph Blvd to Trenton Rd	New 4/5 Lane Roadway
106	Stage I	Lafayette Rd	Walnut Grove Rd through Ft Campbell Gate	Widen from 2 to 5 Lanes
107	Stage I	SR-48 (Trenton Rd)	Needmore Rd	Intersection Improvement
109	Stage I	KY-115 (Pembroke-Oak Grove Rd)	KY-400 (State Line Rd) to I-24	Reconstruct with CTL
105	Stage II	Jack Miller Blvd Ext	Tobacco Rd to Peachers Mill Rd	New 4 Lane Roadway
201	Stage II	SR-374 (Warfield Blvd)	Memorial Dr to Dunbar Cave Rd	Widen from 2 to 4 Lanes
203	Stage II	North-East Connector Ph 2	SR-48 (Trenton Rd) to Peachers Mill Rd	New 4 Lane Roadway
204	Stage II	Peachers Mill Rd	Pine Mountain Rd to Stonecrossing Dr	Widen from 3 to 4 Lanes
207	Stage II	KY-117	US 41A (Ft Campbell Blvd) to KY-115 (Pembroke-Oak Grove Rd)	New 5 Lane Roadway

Source: NSI, CUAMPO

**Clarksville Urbanized Area Metropolitan Planning
Organization's**

**Transportation Conformity Determination Report
for the 1997 ozone NAAQS**

**Associated with the
Amendment 3 for the
2045 Metropolitan Transportation Plan
and the Amendment 8 for the
FY2020-2023 Transportation Improvement Program**

January 13, 2022

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Acknowledgement

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) prepared this Transportation Conformity Determination Report (CDR) for Amendment 3 to the 2045 Metropolitan Transportation Plan (MTP) and Amendment 8 to the FY2020-2023 Transportation Improvement Program (TIP). Individuals from the following agencies contributed their efforts towards the completion of the CDR. They include:

Federal Highway Administration, TN and KY Divisions

Federal Transit Administration, Region 4

Environmental Protection Agency, Region 4

Tennessee Department of Transportation (TDOT)

Kentucky Transportation Cabinet (KYTC)

TN Department of Environment & Conservation

Kentucky Energy & Environment Cabinet

TDOT and KYTC Multimodal

Clarksville Transit System

Executive Summary

As part of its transportation planning process, the CUAMPO completed the transportation conformity process for Amendment 3 to the 2045 MTP and Amendment 8 to the FY2020-2023 TIP adopted by the CUAMPO Executive Board on January 17, 2019 and October 31, 2019 (see Appendix A for associated resolutions). This report documents that the 2045 MTP and the FY2020-2023 TIP meet the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones (42 U.S.C. 7506(c)(1)). EPA's transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP (40 CFR Parts 51.390 and 93).

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II"), 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The Clarksville Metropolitan Planning Area (MPA) was "maintenance" at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS on the MTP and TIP.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, and EPA's *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

1.0 Transportation Conformity Process

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to a State Implementation Plan (SIP) for meeting the federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with (“conform to”) the State’s air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with (“conform to”) the purpose of a State’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding, approvals are given to highway, and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

On June 15, 2004, EPA designated both Montgomery and Christian Counties under subpart 1 of the CAA and as such is referred to as a “Basic” 8-hour ozone nonattainment area for the 1997 8-hour ozone NAAQS. Basic 8-hour ozone nonattainment areas had attained the 8-hour ozone standard no later than June 15, 2009. On November 21, 2005, Montgomery County was re-designated as attainment with a maintenance plan. On February 24, 2006, Christian County was re-designated as attainment with a maintenance plan. Both counties maintained the 1997 8-hour ozone NAAQS and continue to be in compliance with the 2008 and 2015, 8-hour ozone NAAQS.

CUAMPO’s planning boundary includes all of Montgomery County, Tennessee and the southernmost portion of Christian County, Kentucky including the City of Oak Grove. The remaining portion of Christian County which is outside the planning boundary is considered the “donut” area for the purposes of implementing transportation conformity.

2.0 2045 Metropolitan Transportation Plan (MTP)

The updated 2045 MTP is the long-range transportation plan for the Clarksville Metropolitan Planning Area (MPA) and replaces the 2040 MTP. The 2045 MTP and the associated CDR for KY and TN were adopted in January 17, 2019. A performance-based approach to metropolitan transportation planning was utilized in the development of 2045 MTP. The 2045 MTP sets a regional vision and course of action for addressing the transportation needs of the Clarksville MPA over the next twenty-seven years. The 2045 MTP Amendment 3 for adoption by the MPO Executive Board, is in Appendix B.

3.0 FY2020-2023 Transportation Improvement Program (TIP)

The updated FY2020-FY2023 (October 1, 2019 through September 30, 2023) Transportation Improvement Program (TIP) is a subset of the recently adopted 2045 MTP. All of the projects in the FY2020-FY2023 TIP are in the 2045 MTP. The FY2020-FY2023 TIP replaces the FY2017– FY2020 TIP for the Clarksville area.

Under federal law, the TIP:

- Is developed by the MPO in cooperation with the States and public transit operators,
- Must be consistent on a project level with the approved 2045 MTP,
- Must include all regionally significant projects and those funded with federal transportation funds,
- Must include a financial plan demonstrating how the approved TIP can be implemented with existing and anticipated revenue,
- Must be incorporated directly, without change, into the Statewide Transportation Improvement Program (STIP), and
- Must include performance measures and the anticipated effects of the TIP on achieving those targets.

The FY2020-FY2023 TIP is a product of the ongoing transportation planning process of the Clarksville MPO. The TIP identifies the timing and funding of all highway, bridge, transit, bicycle, pedestrian and other surface transportation projects scheduled for implementation over the next four years. This document identifies planned transportation projects and projected revenues during the time period of FY2020 to FY2023 and ensures coordination of transportation improvements by local, state, and federal agencies. The TIP Amendment 8 for adoption by the MPO Executive Board, is in Appendix C.

4.0 Transportation Conformity Determination: General Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone

NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. US DOT made its 1997 ozone NAAQS conformity determination for the 2045 MTP on February 15, 2019 and on December 18, 2019 for the FY2020-FY2023 TIP. Transportation conformity is required no less frequently than every four years. This conformity determination report will address transportation conformity requirements for the Amendment 3 to the 2045 MTP and Amendment 8 to the FY2020– FY2023 TIP.

5.0 Transportation Conformity Requirements

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**² (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA’s original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures, or TCMs (93.113(b) and (c)), and emissions budget and/or interim emissions test (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA’s nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court decision upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

¹ The areas identified can be found in EPA’s “Transportation Conformity Guidance for the South Coast II Court Decision”, EPA-420-B-18-050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation.

² Available from <https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf>.

Therefore, transportation conformity for the 1997 ozone NAAQS for Clarksville Area MPO's MTP and TIP can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113) and
- Fiscal constraint (93.108)

5.1 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. There are no TCMs in the Tennessee or Kentucky SIP for the Clarksville Area, meaning that the implementation of projects in the Transportation Improvement Program (TIP) will not interfere with timely implementation of TCMs.

5.2 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with Federal Highway Administration, TN and KY Divisions, Tennessee Department of Transportation (TDOT), Kentucky Transportation Cabinet (KYTC), Environmental Protection Agency Region 4, TN Department of Environment & Conservation, Kentucky Energy & Environment Cabinet, Federal Transit Administration Region 4, TDOT and KYTC Multimodal, and the Clarksville Transit System. The IAC utilized a phone conference to discuss the review of Amendment 3 for the 2045 MTP and Amendment 8 for the FY2020–FY2023 TIP and this CDR. The interagency consultation meeting minutes and comments are included in Appendix B. Interagency consultation was conducted consistent with the Tennessee Conformity SIP and the Kentucky Conformity SIP.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. In addition, as per CUAMPOs Participation Plan (PP) all guidelines were followed for both amendments. The PP is available on the web at www.CUAMPO.com. The public involvement notices, comments and responses to comments are included in

Appendix D. The 14 - day public comment period opened on December 29, 2021 and closed on January 12, 2022.

5.3 Timely Implementation of TCMs

Since neither the Tennessee nor Kentucky SIP include TCMs for the Clarksville MPA, timely implementation of TCMs is satisfied.

5.4 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 states that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. As demonstrated in Chapter 11, pages 3, 5, 6, 11, 12, 13, 16, 19, 21, and 25 of the 2045 MTP and Section 2, pages 45 and 51-A of the FY2020 – FY2023 TIP, these documents are fiscally constrained.

Conclusion

This conformity demonstration process completed for the Amendment 3 for the 2045 MTP and Amendment 8 for the FY2020-FY2023 TIP demonstrates that the planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 8-hour ozone NAAQS.

APPENDIX A

RESOLUTIONS

2045 MTP and 2020 - 2023 TIP

RESOLUTION 2019-01

**APPROVING THE 2045 METROPOLITAN TRANSPORTATION PLAN (MTP) OF THE
CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION (CUAMPO)**

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

WHEREAS, The 2045 MTP addresses the ten planning factors as specified in the current federal transportation legislation, the Fixing America's Surface Transportation (FAST) Act;

WHEREAS, The FAST Act mandates that the metropolitan transportation planning process be performance-based planning. The MPO works with its regional, State and federal partners to establish performance measure targets, in order to meet the federal requirements. The 2045 MTP integrates the performance measures required by the FAST Act;

WHEREAS, the Final Metropolitan Transportation Plan provides a 26-year blueprint for transportation investments based on a series of stated community goals, financial capability and environmental considerations; and

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

WHEREAS, members of the Metropolitan Planning Organization Technical Coordinating Committee and Executive Board does agree that this 2045 Metropolitan Transportation Plan will effectively advance the transportation planning program thru FY2045;

NOW THEREFORE BE IT RESOLVED, that the Metropolitan Planning Organization's Executive Board hereby adopts the 2045 Metropolitan Transportation Plan of the Clarksville Urbanized Area Transportation Study.

RESOLUTION APPROVED: January 17, 2019

Authorized Signatures:


Mayor Jim Durrett, Chairperson
MPO Executive Board

RESOLUTION 2019-06

**APPROVING THE FINAL FY2020-2023 TRANSPORTATION IMPROVEMENT
PROGRAM AND ASSOCIATED CONFORMITY DETERMINATION REPORT OF
THE CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING
ORGANIZATION (MPO)**

WHEREAS, the Transportation Improvement Program is prepared on a four year basis, with amendments prepared on an as needed basis. This process is in place to document the cooperatively developed program of projects recommended by the Technical Coordinating Committee for selection by the Executive Board to be advanced during the program period; and

WHEREAS, a proposed Final Transportation Improvement Program for FY2020-FY2023 and the associated Conformity Determination Report (CDR) consisting of federally funded and/or regionally significant transportation improvement projects within the metropolitan area has been prepared and distributed to the general public, participating State and Federal Agencies, members of the Technical Coordinating Committee and Executive Board; and

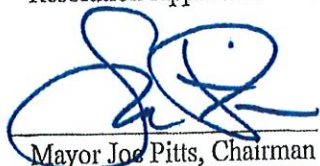
WHEREAS, Transportation Planning in the Clarksville Urbanized Area is based on the established planning factors and is hereby certified by the Clarksville Metropolitan Planning Organization as being in compliance with the requirements of 23 CFR part 450; and

WHEREAS, the locally developed Public Participation Plan has been followed in the development of the Transportation Improvement Program. This 30-day public review period began on September 30, 2019 and ended October 30, 2019. Said document was made available for review; and

WHEREAS, members of the Technical Coordinating Committee did recommend approval of the Final FY2020-FY2023 TIP and the associated CDR to the Executive Board;

NOW, THEREFORE, BE IT RESOLVED, that the Clarksville Urbanized Area Metropolitan Planning Organization's Executive Board recommends approval of the Final FY2020-FY2023 Transportation Improvement Program and the associated Conformity Determination Report of the Clarksville Urbanized Area Transportation Study.

Resolution Approval Date: October 31, 2019



Mayor Joe Pitts, Chairman
Clarksville Urbanized Area MPO

APPENDIX B

AMENDMENT 3

TO THE 2045 MTP

APPENDIX C

AMENDMENT 8

TO THE FY2020-FY2023 TIP

RESOLUTION 2022-02

APPROVING AMENDMENT 8 FOR THE FY2020-FY2023 TRANSPORTATION IMPROVEMENT PROGRAM AND ASSOCIATED CONFORMITY DETERMINATION REPORT (CDR) OF THE CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION(MPO)

WHEREAS, the Transportation Improvement Program (TIP) is prepared on a four-year basis, per FAST Act guidance, with amendments prepared on an as needed basis. This process is in place to document the cooperatively developed program of projects recommended by the Technical Coordinating Committee (TCC) for selection by the Executive Board to be advanced during the program period; and

WHEREAS, to amend the FY2020-FY2023 TIP to add TIP# 1, I-24 widening project, from west of SR-48 (Exit 1) near Kentucky state line to near SR-76 (Exit 11) on TIP pg. 51-A. The total cost estimate is \$223,100,000 NHPP with IMPROVE Act funding. The funding is an 80/20 split between FHWA and TDOT. The PE/N and PE/D phases are shown in FY2022 with total funds of \$1,000,000 and \$2,000,000 respectively; and

WHEREAS, members of the Interagency Consultation (IAC) agreed that this amendment is nonexempt from air quality conformity and required the associated CDR be provided for the FY2020-FY2023 TIP to meet the federal transportation conformity requirements in 40 CFR Part 93; and

WHEREAS, Amendment 8 of the FY2020-FY2023 TIP and the associated Conformity Determination Report (CDR) consisting of federally funded and/or regionally significant transportation improvement projects within the metropolitan area has been prepared and distributed to the participating State and Federal agencies, members of the TCC and Executive Board; and

WHEREAS, the locally developed Public Participation Plan has been followed. The 14 -day public review period began on December 29, 2021 and ended January 12, 2022. Said document was made available for review; and

WHEREAS, members of the TCC did acknowledge re-demonstration of fiscal constraint and recommended approval for Amendment 8 and the associated CDR to the Executive Board;

NOW, THEREFORE, BE IT RESOLVED, that the Clarksville Urbanized Area Metropolitan Planning Organization's Executive Board does approve Amendment 8 of the FY2020-FY2023 TIP and the associated CDR of the Clarksville Urbanized Area.

Resolution Approved: January 13, 2022

Mayor Jim Durrett, Chairman
Clarksville Urbanized Area MPO

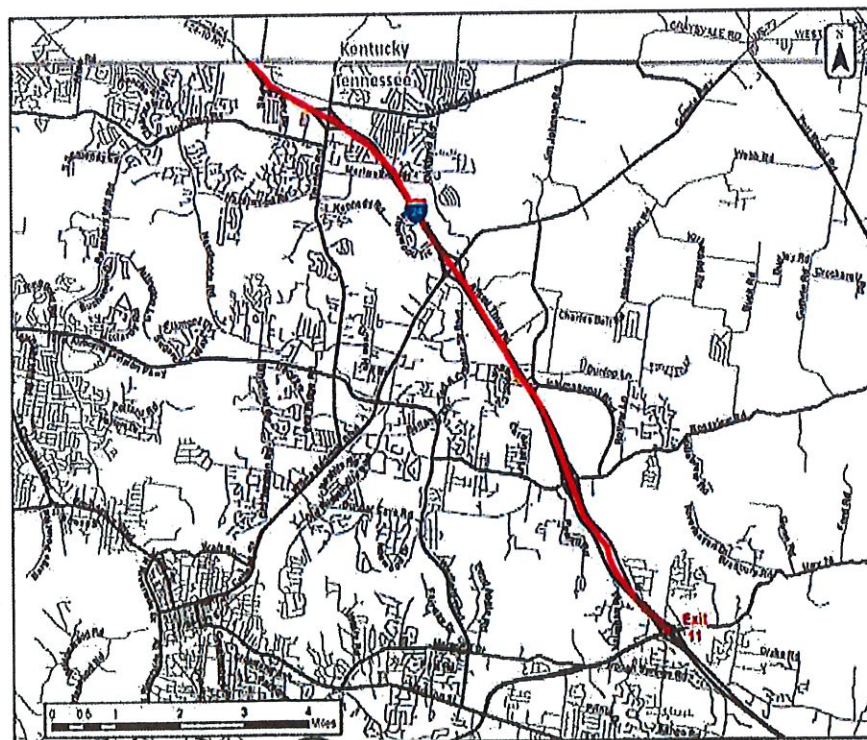
CUAMPO

New
Amd 8

TIP #	1	TDOT/KYTC	124656.00	Priority	A	Lead Agency	TDOT
County	Monroeville	Length	11.6 mi	MTP#	301(Table 11.3) pg 11-6	Conformity Status	Non Exempt
Route/Project Name	I-24					Total Project Cost	\$223,100,000
Terminal or Intersection	From west of SR-18 (Exit 1) near Kentucky state line to near SR-76 (Exit 11) (IA)						
Project Description	Widening Interstate from 4 lane to 6 lane						

Fiscal Year	Phase	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020			0	0	0	0
2021	0	0	0	0	0	0
2022	PE/N	NHPP	1,000,000	800,000	200,000	0
2022	PE/D	NHPP	2,000,000	1,600,000	400,000	0

Remarks	Amendment Number	8	Adjustment Number	0
<p>*No funding allocated for 2023*</p> <p>Amd 8 per TDOT add 124 widening to TIP</p>				



51A

New
Amd 8

Tennessee Funding Table 3

(By Year of Expenditure) Funding Source	NEW 1/13/2022 Amendment 8			
	FY2020	FY2021	FY2022	FY2023
	Available	Available	Available	Available
Federal Land Access Program (FLAP)	\$ 1,664,000.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 2,140,000.00	\$ 120,000.00	\$ 4,960,000.00	\$ 60,000.00
State Surface Transportation Block Grant (S-STBG)	\$ 6,898,000.00	\$ 84,000.00	\$ 3,016,000.00	\$12,050,000.00
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ 3,171,030.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 319,464.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 19,202,044.00	\$ 13,303,813.00	\$15,503,813.00	\$17,601,093.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ 10,000.00	\$ 1,185,440.00	\$ -	\$ -
Highway Safety Improvement Project (HSIP) [HSIP-R, PHSIP]	\$676,148.00	\$563,445.00	\$337,905.00	\$225,203.00
HPP	\$ -	\$ -	\$1,920,000.00	\$ -
Hwy Infrastructure Programs-Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA)	\$ -	\$ 801,769.00	\$ -	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$2,234,628.00	\$113,605.00	\$2,511,545.00	\$3,052,523.00
Local /Match	\$ 17,229,399.00	\$ 5,526,395.00	\$ 6,875,953.00	\$ 4,400,273.00
Total	\$ 53,544,713.00	\$21,698,467.00	\$35,125,216.00	\$37,389,092.00
Amount Programmed to be Spent				
Federal Land Access Program (FLAP)	\$ 1,664,000.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 2,140,000.00	\$ 120,000.00	\$ 4,960,000.00	\$ 60,000.00
State Surface Transportation Block Grant (S-STBG)	\$ 6,898,000.00	\$ 84,000.00	\$ 3,016,000.00	\$12,050,000.00
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ 3,171,030.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 319,464.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 7,998,231.00	\$ -	\$ 202,720.00	\$16,710,960.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ 10,000.00	\$ 1,185,440.00	\$ -	\$ -
Highway Safety Improvement Project (HSIP) [HSIP-R, PHSIP]	\$676,148.00	\$563,445.00	\$337,905.00	\$225,203.00
HPP	\$ -	\$ -	\$1,920,000.00	\$ -
Hwy Infrastructure Programs-Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA)	\$ -	\$ 801,769.00	\$ -	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$2,234,628.00	\$113,605.00	\$2,511,545.00	\$3,052,523.00
Local /Match	\$ 14,428,446.00	\$ 2,200,442.00	\$ 3,050,680.00	\$ 4,177,740.00
Total	\$ 39,539,947.00	\$ 5,068,701.00	\$15,998,850.00	\$36,276,426.00
Amount Remaining				
Federal Land Access Program (FLAP)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (S-STBG)	\$ -	\$ -	\$ -	\$ -
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ -	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 11,203,813.00	\$13,303,813.00	\$ 15,301,093.00	\$ 890,133.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
HPP				

Hwy Infrastructure Programs-Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA)	\$ -	\$ -	\$ -	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$ -	\$ -	\$ -	\$ -
Local /Match	\$ 2,800,953.00	\$ 3,325,953.00	\$ 3,825,273.00	\$ 222,533.00
Total	\$ 14,004,766.00	\$16,629,766.00	\$19,126,366.00	\$ 1,112,666.00

Old
Amnd 8

Tennessee Funding Table 3

(By Year of Expenditure)	OLD 1/13/2022 Amendment 8			
Funding Source	FY2020	FY2021	FY2022	FY2023
	Available	Available	Available	Available
Federal Land Access Program (FLAP)	\$ 1,664,000.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 2,140,000.00	\$ 120,000.00	\$ 2,560,000.00	\$ 60,000.00
State Surface Transportation Block Grant (S-STBG)	\$ 6,898,000.00	\$ 84,000.00	\$ 3,016,000.00	\$12,050,000.00
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ 3,171,030.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 319,464.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 19,202,044.00	\$ 13,303,813.00	\$15,503,813.00	\$17,601,093.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ 10,000.00	\$ 1,185,440.00	\$ -	\$ -
Highway Safety Improvement Project (HSIP) [HSIP-R, PHSIP]	\$676,148.00	\$563,445.00	\$337,905.00	\$225,203.00
HPP	\$ -	\$ -	\$1,920,000.00	\$ -
Hwy Infrastructure Programs-Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA)	\$ -	\$ 801,769.00	\$ -	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$2,234,628.00	\$113,605.00	\$1,911,545.00	\$3,052,523.00
Local /Match	\$ 17,229,399.00	\$ 5,526,395.00	\$ 6,875,953.00	\$ 4,400,273.00
Total	\$ 53,544,713.00	\$21,698,467.00	\$32,125,216.00	\$37,389,092.00
Amount Programmed to be Spent				
Federal Land Access Program (FLAP)	\$ 1,664,000.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 2,140,000.00	\$ 120,000.00	\$ 2,560,000.00	\$ 60,000.00
State Surface Transportation Block Grant (S-STBG)	\$ 6,898,000.00	\$ 84,000.00	\$ 3,016,000.00	\$12,050,000.00
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ 3,171,030.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 319,464.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 7,998,231.00	\$ -	\$ 202,720.00	\$16,710,960.00
Congestion Mitigation&AirQualityImprvmt (CMAQ)	\$ 10,000.00	\$ 1,185,440.00	\$ -	\$ -
Highway Safety Improvement Project (HSIP) [HSIP-R, PHSIP]	\$676,148.00	\$563,445.00	\$337,905.00	\$225,203.00
HPP	\$ -	\$ -	\$1,920,000.00	\$ -
Hwy Infrastructure Programs-Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA)	\$ -	\$ 801,769.00	\$ -	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
State Match	\$2,234,628.00	\$113,605.00	\$1,911,545.00	\$3,052,523.00
Local /Match	\$ 14,428,446.00	\$ 2,200,442.00	\$ 3,050,680.00	\$ 4,177,740.00
Total	\$ 39,539,947.00	\$ 5,068,701.00	\$12,998,850.00	\$36,276,426.00
Amount Remaining				
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National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (S-STBG)	\$ -	\$ -	\$ -	\$ -
Rural Surface Transportation Block Grant (R-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ -	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 11,203,813.00	\$13,303,813.00	\$15,301,093.00	\$ 890,133.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
HPP				

Hwy Infrastructure Programs-Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA)	\$ -	\$ -	\$ -	\$ -
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Local /Match	\$ 2,800,953.00	\$ 3,325,953.00	\$ 3,825,273.00	\$ 222,533.00
Total	\$ 14,004,766.00	\$16,629,766.00	\$19,126,366.00	\$ 1,112,666.00

APPENDIX D

IAC AGENDA AND MINUTES 12.16.21



**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

**Clarksville Interagency Consultation Committee
Conference call December 16, 2021 at 10:00 AM CST**

Agenda:

1. Roll call – Stan Williams
2. Discuss and comment on the CDR for the 1997 8-Hour ozone NAAQS associated with Amendment 3 for the 2045 Metropolitan Transportation Plan and the FY2020-2023 Transportation Improvement Program

A link to the updated Travel Demand Model:

<https://neel-schaffer.sharefile.com/d-s459194cff8984ec68f64d1f23eb19796>

3. Other business

IAC MINUTES AND COMMENTS RECEIVED

IAC Minutes December 16, 2021:

Mr. Williams took roll. The following persons were on the call:

Dianna Myers	EPA
Sarah LaRocca	EPA
Josue Ortiz Borrero	EPA
Will Carnright	EPA
Sean Santalla	FHWA
Bernadette Dupont	FHWA
Ian Preston	TDOT
Marc Corrigan	TDEC
Jahan Khan	KYTC
Ashlee Smithers	KYTC
Milady Meadows	KYTC
Thomas Witt	KYTC
Stan Williams	Clarksville MPO
Jill Hall	Clarksville MPO

Mr. Williams stated the purpose of the amendment was the need to widen I-24 from west of SR-48 (Exit 1) near the Kentucky state line to near SR-76 (Exit 11), due to congestion and safety issues.

Mr. Williams said the amendments and CDR will be presented to the TCC and Executive Board on January 13, 2022. He proceeded to review the CDR document. He went through the requirements for the CDR listed on page 8.

The latest planning assumptions applies to assumption about transportation control measures (TCMs) in an approved SIP since a regional emissions analysis is not required. There are no TCMs in the Tennessee or Kentucky SIP for the Clarksville Area, meaning that the implementation of projects in the Transportation Improvement Program (TIP) will not interfere with timely implementation of TCMs. The consultation included the IAC call and will be open for public comments two (2) weeks prior to the MPO meeting on January 13th. The MTP and the TIP must be fiscally constrained, which is reflected in the MTP and TIP amendments.

Mr. Williams said there had been no comments prior to the call. He asked if anyone had any comments on either amendment or the CDR.

Comments and Responses:

Commenter

1. Sean Santalla - questioned if the project should be in Stage II (2027-2036) instead of Stage I (2018-2026) due to the time length to complete the entire project.

Stan William's response – He spoke with TDOT about the same concerns. Since the project will be built in three phases. The first phase will be approximately 3 miles and will be a design build, which should save time. TDOT currently has not set up baby PINs for the three individual phases.

Once this is done phase 2 and phase 3 of the project will be shown in outer years in the Stage II phase.

Sean Santalla said the next MTP development will need to have conversations on this and the additional phases. The MPO may need to clarify with TDOT how this should be shown in the new TIP being developed. Stan Williams agreed.

2. Marc Corrigan - had concerned about the demonstration of fiscal constraint of the amendment on page 17. In Table 11.1 the estimated funding availability is less than the estimated fiscally – constrained MTP project costs by less than 2 million dollars.

Stan Williams stated he had discussions with TDOT and FHWA when we were adopting the MTP with the IMPROVE Act (IA) funds. He said the 2 million dollars is a low percent over the life of the project and that the TIP is to the penny in funding. He referenced that the difference was in the MTP prior to this amendment.

Sean Santalla said it is due to how the IA funding is shown, and financial constraint was met.

3. Marc Corrigan – noted the difference in the description of the termini as shown in Table 11.3 on page 21 and the termini shown on the TIP page and resolution.

Stan Williams said the differences were only due to the restricted spacing in the table's column and that the wording is for the same termini determined by TDOT for the TIP and the termini is the same.

4. Marc Corrigan – expressed concerns about the language on page 23 not reflecting the system-wide network as indicated in the text above the blue text box. The language appears to represent the entire MTP, while what appears to be indicated in the blue box are only the effects of the changes as a direct result of the implementation of this single project. What brought this to Marc's attention was the large discrepancy between the percent differences from the previous amended values and the new values, and how if one compares the previous version of the document to the amended document, it would appear that this project would potentially worsen conditions in the Clarksville area. Marc contended that the information on the specific project was useful and should be included somewhere in reference to the specific project; however, the pages being amended here in the MTP should probably reflect the entire MTP, not any single project, as perhaps should the values in the blue box on page 23.

Stan Williams said the numbers reflected the amendment 3 on the entire network. He stated that the previous amendment 2 had been handled the same way and showed its effects on the system wide network.

Marc Corrigan recommended the language in the text and in the heading for Table 11.6 be changed, in order to make it clear that the data provided reflected the changes to the entire network due to amendment 3, exclusive of the benefit of all the remaining projects in the MTP.

Stan Williams asked EPA and FHWA for their comment on this issue.

Dianna Myers said she had no comment.

Bernadette Dupont suggested to add wording to the text for clarity; such as, "Table 11.6 shows the effect of this amended project on the entire network."

Sean Santalla asked if the data provided was from the consultant. Jill Hall said yes, the consultants provided the data for the amendment.

Stan Williams agreed to add text so it would be clearer for a person from the public to understand.

There were no additional comments and the call ended.

APPENDIX E

PUBLIC NOTICES & COMMENTS RECEIVED

Notice of Public Meeting

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) Executive Board will be meeting on Thursday, January 13, 2022 beginning at 11:00 a.m. Said meeting will be an in-person meeting at the RPC in the lower conference room, open to all with an on-line/virtual meeting option at the MPO website: www.cuampo.com. The link to join the meeting will be on the MPO website's home page. The Executive Board must attend the meeting in person to vote. Business includes the review and adoption of Resolution 2022-01 to amend the 2045 MTP to move I-24 widening project to Stage I; Resolution 2022-02 to amend the FY2020-FY2023 TIP to add I-24 widening project; Resolution 2022-03 supporting the 2022 PM1 Safety targets for Tennessee and Kentucky; Resolution 2022-04 to amend the FY2020-FY2023 TIP for CTS budget revisions; and review of the FY2021 Obligation Report found on www.cuampo.com home page or: <http://www.cuampo.com/wp-content/uploads/2021/12/2021-Obligation-Report.pdf>

Said documents are available for public review during normal business hours at the MPO and available online at www.cuampo.com. The discussion of air quality, project updates 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 stan.williams@cityofclarksville.com jill.hall@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 January 8, 2022. 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 CFP 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.

Public Comments Received:
None received.



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Notice of Public Meeting
The Clarksville Urbanized
Area Metropolitan Plan-
ning Organization
(CUAMPO) Executive
Board will be meeting on
Thursday, January 13,
2022 beginning at 11:00
a.m. Said meeting will be
an in-person meeting at
the RPC in the lower con-
ference room, open to all
with an on-line/virtual
meeting option at the
MPO website: www.cuam-po.com. The link to join
the meeting will be on the
MPO website's home
page. The Executive
Board must attend the
meeting in person to vote.
Business includes the re-
view and adoption of Res-
olution 2022-01 to amend
the 2045 MTP to move I-24
widening project to Stage
1; Resolution 2022-02 to
amend the FY2020-FY2023
TIP to add I-24 widening
project; Resolution 2022-03
supporting the 2022 PM1
Safety targets for
Tennessee and Kentucky;
Resolution 2022-04 to
amend the FY2020-FY2023
TIP for CTS budget revi-
sions; and review of the
FY2021 Obligation Report
found on www.cuampo.com
home page or: [http://www.cuampo.com/wp-conte-
nt/uploads/2021/12/2021-Obli-
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Georgia coordinator: 'No doubt' Bennett is championship QB

BY CHARLES ODUM
ASSOCIATED PRESS

Stetson Bennett has the full support of No. 3 Georgia's coaching staff even as he continues to hear the same doubts that have followed him since he first joined the Bulldogs as a walk-on.

Any remaining questions about Bennett's status as the starting quarterback in Georgia's College Football Playoff semifinal against No. 2 Michigan at the Orange Bowl were put to rest by offensive coordinator and quarterbacks coach Todd Monken on Tuesday.

JT Daniels, who opened the season as Georgia's starter, has rejoined the team after missing time last week. Even so, Bennett's lock on the position appears to be as strong as ever for Friday's game.

"There's no doubt in my mind we can win the national championship and there's no doubt in my mind we can win it with Stetson Bennett," Monken said in his first news conference of the season. "There's no question."

Bennett threw for 340 yards and three touchdowns in the 41-24 loss to Alabama in the Southeastern Conference championship game on Dec. 4. He also threw two interceptions, including one returned for a touchdown. Bennett said he was oblivious to criticism of his play following Georgia's first loss.

"I don't have social media so I don't wallow in it," Bennett said Tuesday. "I don't sit in it. All I think about is beating Michigan and being the best quarterback I can be for my teammates."

Daniels never entered the game in the loss to Alabama, leading to much second-guessing of coach Kirby Smart.

"Stetson did some really good things in the Alabama game," Smart said earlier this month. "He made a couple bonehead plays as well ... that he has not done in the past."

Bennett's edge over Daniels has been his running ability. He has rushed for 251 yards and a touchdown.

"They both have great

JT Daniels, who opened the season as Georgia's starter, has rejoined the team after missing time last week. Even so, Bennett's lock on the position appears to be as strong as ever for Friday's game.

command of the offense and how the offense is set up," Michigan defensive coordinator Mike Macdonald said Tuesday of the two Georgia quarterbacks.

"They both do a great job. Stetson is probably a little bit more willing to take off when the play breaks down, but other than that, they're both really good players."

Daniels' skills as a passer have not been enough to unseat Bennett, who sometimes is referred to as a game manager. Before the Alabama game, Bennett was reliable, though sometimes unspectacular, as a passer. He has completed 64% of his passes for 2,325 yards with 24 touchdowns and seven interceptions.

Monken believes Bennett has played like a champion.

"If you look at the plays that he's made, he's made national championship plays," Monken said. "He has. Just turn on the film and look at some of the throws he makes, some of the decisions he makes, the things he does with his feet."

The Bulldogs won their final four games in 2020 after Daniels, the Southern Cal transfer, took over the starting job. Daniels also opened this season as the starter, with Bennett no better than No. 3 on the depth chart.

Due to that history, there was a widespread expectation Daniels would eventually reclaim the job after missing four games with a lat injury. Instead, Smart and Monken stuck with Bennett as the Bulldogs, led by the nation's top defense, finished the regular season 12-0.

"The reason Stetson Bennett plays is we think he gives us the best chance to win," Monken said.

The Georgia coordi-

nator added Daniels did nothing to hurt his standing.

"It wasn't anything really JT did, it was more what Stetson did ... In the run game and pass game," Monken said. "... It just so happened Stetson had the opportunity and took advantage of the opportunity."

Michigan may be more likely than Georgia to utilize two quarterbacks in the game. The Wolverines have relied on their power running game behind starting quarterback Cade McNamara. Freshman J.J. McCarthy, a dangerous runner, plays behind McNamara.

McNamara threw for 2,470 yards with 15 touchdown passes and four interceptions.

The Orange Bowl matchup is a contrast to the Cotton Bowl CFP semifinal, where the quarterbacks — Alabama's Bryce Young and Cincinnati's Desmond Ridder — are the stars.

Not that Bennett hasn't had his moments. He tied Georgia's record with five TD passes in a lopsided 56-7 win over UAB early in the season. Still, he has been unable to shake off the perception he could lose the job any week.

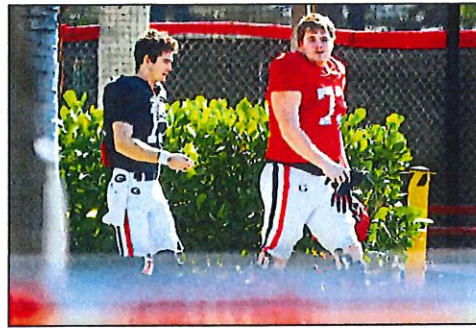
"Why would I listen to somebody who doesn't do this for a living and just watches it happen?" Bennett asked.

There has been no indication Smart is ready to make a change at quarterback. There was no media availability for bowl practices in Athens this week at the Orange Bowl.

Monken said Daniels will be available after missing practice last week and again on Monday.

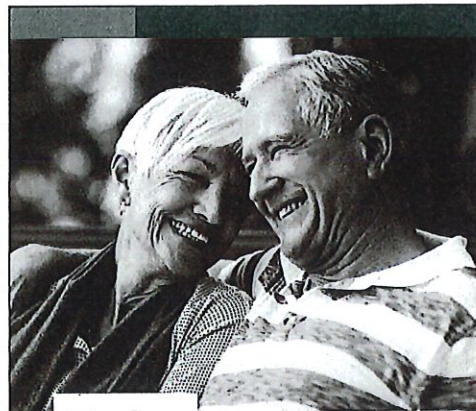
"JT is a student of the game," Monken said, adding Daniels has "been in every meeting" through video calls.

"He'll be ready to go," Monken said. "There's no question in my mind he'll be ready to go."



Curtis Compton

Georgia quarterback Stetson Bennett (left) and offensive lineman Xavier Truss walk to team practice for the Orange Bowl at Barry University on Monday in Miami Shores, Fla. Georgia plays Michigan at 7:30 p.m. on Friday at Hard Rock Stadium in Miami Gardens, Fla., in the Orange Bowl CFP semifinal.



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FOR WEAKELEY COUNTY, TENNESSEE
IN RE: THE ADOPTION OF A FEMALE CHILD
WHOSE NAME FOR THE PURPOSE OF THIS PROCEEDING IS H.E.U.
CASE NO. 23215
DOB 01/17/2021
By: MATTHEW WAYNE WILLIS AND JORDAN MOORE WILLIS
PETITIONERS.
Matthew Willis and Jordan Willis have filed a Petition for the Adoption and Amended Petition for Adoption for the Minor Child H.E.U. and therein sought the Termination of Parental Rights of all Potential Fathers including the potential rights of a potential father identified as Logan Church. It appears that ordinary process of law cannot be served upon the Respondent because the Res-

0900 LEGALS
Notice of Public Meeting
The Clarksville Urbanized Area Metropolitan Planning Organization (CUMPO) Executive Board will be meeting on Thursday, January 13, 2022 beginning at 1:00 p.m. Said meeting will be an in-person meeting at the RPO in the lower conference room, open to all with an on-line virtual meeting option at the MPO website, www.cumpo.com. The link to join the meeting will be on the MPO website's home page. The Executive Board must attend the meeting in person to vote. Business includes the review and adoption of Resolution 2022-01 to amend the 2045 MTP to move 1-24 widening project to Stage I; Resolution 2022-02 to amend the FY2020-FY2023 TIP to add I-24 widening project; Resolution 2022-04 to amend the FY2020-FY2023 TIP for CTS budget revisions; and review of the FY2021 Allocation Report found on [http://www.cumpo.com/2021/12/2021-04-allocation-report.pdf](http://www.cumpo.com/home-page-or: http://www.cumpo.com/2021/12/2021-04-allocation-report.pdf). Said documents are available for public review during normal business hours at the MPO and available online at www.cumpo.com.

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The discussion of air quality, project updates and other routine business may be conducted. Any one having questions or comments concerning these items should contact Steve Williams or JH Hall at 931-645-7448 or email steve.williams@cumpo.com or jhall@cumpo.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 January 6, 2022. The 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 20; 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.

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Fauci: U.S. should consider vaccine mandate for air travel

BY ZEKI MILLER
ASSOCIATED PRESS

WASHINGTON — Dr. Anthony Fauci, the top U.S. infectious disease expert, said the nation should consider a vaccination mandate for domestic air travel, signaling a potential embrace of an idea the Biden administration has previously eschewed, as COVID-19 cases spike.

Fauci, President Joe Biden's chief science adviser on the pandemic response, said that such a mandate might drive up the nation's lagging vaccination rate as well as confer stronger protection on flights, for which federal regulations require all those age 2 and older to wear a mask.

"When you make vaccination a requirement, that's another incentive to get more people vaccinated," Fauci told MSNBC on Monday. "If you want to do that with domestic flights, I think that's something that seriously should be considered."

The Biden administration has thus far balked at imposing a vaccination requirement for domestic air travel. Two officials said Biden's science advisers have yet to make a formal recommendation for such a requirement to the president.

The officials, who spoke on condition of anonymity to discuss internal deliberations, said a vaccine mandate on planes could trigger a host of logistical and legal concerns.

The U.S. currently mandates that most foreign nationals traveling to the U.S. be fully vaccinated against the coronavirus, though citizens and permanent residents only need to show proof of a negative test taken within a day of boarding.

Federal rules don't require people traveling by air within the U.S. to show a negative test.



Carolyn Kaster | Associated Press

Dr. Anthony Fauci, the top U.S. infectious disease expert, wears a face mask as he arrives Monday for the White House COVID-19 Response Team's regular call with the National Governors Association in the South Court Auditorium in the Eisenhower Executive Office Building on the White House Campus in Washington. Fauci says the U.S. should consider a vaccination mandate for domestic air travel as coronavirus infections surge. To date, the Biden administration has balked at the idea, anticipating legal entanglements.

Hawaii requires travelers to test or show proof of vaccination to avoid a mandatory quarantine.

Biden did not respond to questions on whether he was considering implementing a domestic air travel vaccination requirement, but he told reporters the subject was discussed on a call with the nation's governors Monday morning.

"They asked Dr. Fauci some more questions about everything from whether or not he thought he was going to move to test at home — I mean, on air flights and that kind of thing," Biden said of the call before departing the White House for his home in Rehoboth Beach, Delaware.

During the virtual meeting with governors, Biden pledged the full support of the federal government to states facing surges in COVID-19 cases from the more-transmissible omicron variant and a run on at-home tests that dominated headlines over the holiday season.

"My message is: If you

need something, say something, and we're going to have your back any way we can," Biden said. He acknowledged long lines and chaotic scenes as Americans sought out testing amid the case surge and as they looked to safely gather with family and friends over the holiday.

"Seeing how tough it was for some folks to get a test this weekend shows that we have more work

to do," he said. He referenced his administration's plan to make 500 million rapid tests available to Americans beginning next month through an as-yet-to-be-developed website.

Arkansas Gov. Asa Hutchinson, the National Governors Association chairman, raised concerns Biden's plan could get in the way of state efforts to boost supply of tests.

"That dries up the sup-

ply chain for what we might offer as governors," he said, saying the lack of supply "has become a real challenge."

Biden assured Hutchinson that the federal effort won't interfere with state actions. "This gets solved at the state level," he said.

A White House official said the new tests would come from new manufacturing capacity and wouldn't interfere with existing supply chains.

Earlier this year the White House explored a domestic vaccination requirement for flights, or one requiring either vaccination or proof of negative test. But officials have not been eager to mandate vaccination for domestic air travel because they expected it to face immediate legal challenges, mitigating its potential effectiveness as a tool to drive up vaccinations.

Pressed last week on why Biden had not mandated vaccinations for domestic air travel, White House press secretary Jen Psaki told MSNBC that "we know that masking can be, is, very effective on airplanes."

"We also know that putting in place that additional restriction might delay flights, might have additional implications,"

she added. "We would do it, though, if the health impact was overwhelming. So we rely always on the advice of our health and medical experts. That isn't a step at this point that they had determined we need to take."

Data from the Centers for Disease Control and Prevention show more than 241 million Americans, about 77% of the eligible population age 5 and over, have received at least one shot of a COVID-19 vaccine. Officials believe, though, that there is some overcount in the figures due to record-keeping errors in the administration of booster shots.

Since the summer, the Biden administration has embraced various vaccination requirements as a way to get unvaccinated Americans to roll up their sleeves. It has instituted requirements that federal workers, federal contractors and those who work in health care get their shots, and that employers with 100 or more employees institute vaccination-or-testing requirements for their workers.

Those vaccination requirements have been mired in legal wrangling, with the Supreme Court set to hear arguments Jan. 7 in cases seeking to overturn them.

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0900 LEGALS

Notice of Public Meeting The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) Executive Board will be meeting on Thursday, January 13, 2022 beginning at 11:00 a.m. Said meeting will be an in-person meeting at the UPO in the lower conference room, open to all with an on-line virtual meeting option at the UPO website: www.cuampro.com. The link to join the meeting will be on the UPO website's home page.

The Executive Board must attend the meeting in person to vote. Business includes the review and adoption of Resolution 2022-01 to amend the 2045 MTP to move addressing project to Stage I; Resolution 2022-02 to amend the FY2020-FY2023 TIP to add I-24 widening project; Resolution 2022-03 supporting the 2022 PAI Safety targets for Tennessee and Kentucky; Resolution 2022-04 to amend the FY2020-FY2023 TIP for CTS budget revision; and review of the FY2022 Obligation Report found on www.cuampro.com/home page or: <http://www.cuampro.com/2022/12/02/2022-Obligation-Report.pdf>

Said documents are available for public review during normal business hours at the UPO and available online at www.cuampro.com. The UPO's mission is to ensure quality project updates and other online business may be conducted. Any one having questions or comments concerning these items should contact Stan Williams or Jill Hall at 931-435-7448 or email stan.williams@cityofclarksville.com or jill.hall@clarksvillega.gov and/or attend this meeting. In accordance with the Americans with Disabilities Act, if you have a disability for which the UPO needs to provide accommodations, please notify us of your requirements by January 6, 2022. This request does not have to be in writing. It is the policy of the UPO to ensure compliance with Title VI of the Civil Rights Act of 1964. All CTP and COTI participants shall be excluded from participation in or denied the benefits of the program or activity receiving federal funds from the Department of Justice, Color, Sex or National Origin.

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Re: Please translate and run attached ad in your December 31st Public Notice

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Eliud Trevino <etrevino5252@gmail.com>

12:04 PM (2 hours ago)

to Jill, me

Be careful with this message

Eliud Trevino has never sent you messages using this email address. Avoid replying to this email unless you reach out to the sender by other means to ensure that this email address is legitimate.

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Will do. Jill I had to rush to IMaccallen my mother passed away Christmas morning and I came with th flu

On Wed, Dec 22, 2021, 8:55 AM Jill Hall <jill.hall@cityofclarksville.com> wrote:

Dear Eliud,

Please translate and run the attached ad in your Friday, December 31st, 2021 paper under the Public Notice section. Please send verification that you received this email.

Merry Christmas and Happy New Year!!

Thank you,

Jill

Clarksville MPO

No r
ch
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Jill Hall

12:13 PM (2 hours ago)

to Eliud, me

Eliud,

I'm so sorry to hear about your mother. I hope you're feeling better.

Prayer for you and your family.

Thanks,

Jill

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Aviso de reunión pública

La Junta Ejecutiva de la Organización de Planificación Metropolitana del Área Urbanizada de Clarksville (CUAMPO) se reunirá el jueves 13 de enero de 2022 a partir de las 11:00 am. Dicha reunión será una reunión en persona abierta a todos con una opción de reunión en línea / virtual en el sitio web de la MPO: www.cuampo.com. El enlace para unirse a la reunión estará en la página de inicio del sitio web de la MPO. La Junta Ejecutiva debe asistir a la reunión en persona para votar. Los negocios incluyen la revisión y adopción de la Resolución 2022-01 para enmendar el MTP 2045 para mover el proyecto de ampliación de la I-24 a la Etapa I; Resolución 2022-02 para enmendar el TIP FY2020-FY2023 para agregar el proyecto de ampliación de la I-24; Resolución 2022-03 que respalda los objetivos de seguridad de PM1 de 2022 para Tennessee y Kentucky; Resolución 2022-04 para enmendar el TIP FY2020-FY2023 para las revisiones presupuestarias de CTS para proyectos TIP; y revisión del Informe de obligaciones FY2021 que se encuentra en la página de inicio de www.cuampo.com o: <http://www.cuampo.com/wp-content/uploads/2021/12/2021-Obligation-Report.pdf>

Dichos documentos están disponibles para revisión pública durante el horario laboral normal en la MPO y están disponibles en línea en www.cuampo.com. Se puede llevar a cabo la discusión sobre la calidad del aire, las actualizaciones del proyecto y otros asuntos de rutina. Cualquiera que tenga preguntas o comentarios sobre estos artículos debe comunicarse con Stan Williams o Jill Hall al 931-645-7448 o enviar un correo electrónico a stan.williams@cityofclarksville.com jill.hall@cityofclarksville.com y / o asistir a esta reunión. De acuerdo con la "Ley de Estadounidenses con Discapacidades", si tiene una discapacidad, para la cual la MPO necesita proporcionar adaptaciones, notifiquenos sus requisitos antes del 8 de enero de 2022. Esta solicitud no tiene que ser por escrito. Es política de la MPO asegurar el cumplimiento del Título VI de la Ley de Derechos Civiles de 1964; 49 CFP parte 26; Ninguna persona será excluida de la participación o se le negarán los beneficios de, o será objeto de discriminación en cualquier programa o actividad que reciba fondos federales por motivos de raza, color, sexo u origen nacional.