



**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

AGENDA

**For the Technical Coordinating Committee and the Executive Board of the
Clarksville Urbanized Area Metropolitan Planning Organization**

Date: Thursday, April 20, 2023
Time: 11:00 a.m.
Location: In person meeting at RPC lower conference room (Executive Board must be in-person to vote) and virtual access link at www.CUAMPO.com website

- 1) Review, discussion and adoption of the minutes from the January 19, 2023 meeting;
- 2) Review, discussion and adoption of Resolution 2023-02 for an amendment to the 2045 MTP to add a new KYTC project ID #111, I-24/KY-115 interchange and associated short conformity determination report;
- 3) Review, discussion and adoption of Resolution 2023-03 for an amendment to the FY2023-FY2026 TIP for new TIP project #16, I-24/KY-115 interchange and associated short conformity determination report;
- 4) Review, discussion and adoption of Resolution 2023-04 for an amendment to the FY2023-FY2026 TIP for TIP project #75, Spring Creek Pkwy, from west of Spring Creek to Wilma Rudolph Blvd including the bridge and associated short conformity determination report;
- 5) Review, discussion and adoption of Resolution 2023-05 for authorizing the filing of an application with the U.S. DOT for a grant under the IIJA for KY-5303 funds and committing the local share of funds necessary to secure a Section 5303 grant application;
- 6) Review, discussion and adoption of Resolution 2023-06 for an amendment to the FY2023-FY2026 TIP for CTS budget revisions;
- 7) Presentation by TDOT Commissioner Butch Eley;
- 8) Update on Clarksville Transit System's CPT-HSTP and COA studies;
- 9) Update by Stan Williams on 2050 MTP and SS4A Action Plan;

- 10) Updates by Stan Williams and KYTC representative on I-24 widening/improvements;
- 11) Updates by City Engineer on SR-237/Rossvie Rd and Dunbar Cave Rd project and SR-48/Trenton Rd project;
- 12) Updates by County Engineer on SR-237/Rossvie Rd from International Blvd to Kirkwood Rd project;
- 13) Updates by Highway Department on SR-12@Excell Rd project;
- 14) Update by Marc Corrigan, TDEC, on air quality;
- 15) Federal updates by Sean Santalla, FHWA-TN;
- 16) New Business – members of the public and/or MPO members;
- 17) Adjourn.

Clarksville Urbanized Area
Metropolitan Planning Organization (MPO)'s
Joint Technical Coordinating Committee and Executive Board Meeting
January 19, 2023 @ 11:00 am

In-Person Meeting in the RPC lower conference room
with the Virtual Meeting/GoToMeet.com Option

Members Present (in-person and virtually):

Mayor Golden*	Montgomery County Mayor
Mayor Pitts*	City of Clarksville Mayor
Stacy Morrison*	Rep. Tennessee Dept. of Transportation (TDOT)
Jared Jeffers*	Rep. Kentucky Transportation Cabinet (KYTC)
Sean Pfalzer*	Greater Nashville Regional Council (GNRC)
Tom Britton*	City of Hopkinsville/CDS
Authur Bing*	CTS
Martin Nuss*	Rep. City of Oak Grove
Nick Powell	Montgomery Co Engineer
Zack Coleman	FHWA
Sean Santalla	FHWA
Melanie Murphy	FHWA
Taylor Lee	TDOT
Kat McClung	TDOT
Ann Marie Anway	TDOT
Marc Corrigan	TDEC
Scott Graves	CTS
Ka'Tina Wade George	CTS
Angela Hernden	PADD
Jeff Tyndall	RPC
Daniel Morris	RPC
Stan Williams	MPO
Jill Hall	MPO

*Voting members

Mayor Pitts called the meeting to order and thanked everyone for their attendance. He began with the first item on the agenda: the review, discussion and adoption of the minutes from the October 19, 2022 meeting. There were no comments to the minutes. Mr. Bing made the motion to adopt the minutes and Mr. Nuss seconded the motion. The minutes were adopted unanimously.

Item #2 on the agenda was the review, discussion and adoption of Resolution 2023-01 to support the PM2 Bridge and Pavement Performance Measure Targets and PM3 System Performance Measure Targets set by KYTC and TDOT. Mr. Williams stated that for PM2 the states are required to establish minimum standards for the percentage of bridges in poor and good condition on the total National Highway System. The percentage in poor condition do not exceed ten percent. The percentage of pavements in poor and good condition on the interstate system and non-interstate system. The percentage in poor condition do not exceed five percent. The PM3 system performance measure targets are for interstate reliability, non-interstate NHS reliability, freight reliability, peak hour excessive delay, non-single occupancy vehicle travel, and on road mobile source emissions

measure. The emission measure is not applicable to the Clarksville MPO area. The MPO is in attainment with an approved maintenance plan. Mr. Bing made the motion to adopt Resolution 2022-01 and Mayor Golden seconded the motion. The Resolution was adopted unanimously.

Item #3 on the agenda was the review and discussion of the FY2022 Obligation Report, which can be found on the www.cuamppo.com home page. Mr. Williams stated this was an annual federal requirement to produce and make available for review. He stated the report shows the amount of federal funds spent on traditional highway projects, the Clarksville Transit System operations and the MPO. For FY2022 the federal funds obligation was over \$51.2 million in the MPO area.

Item #4 on the agenda was the review and discussion of the Prioritization of TDOT projects:

A. Two Committed Projects:

- 1) SR-48/Trenton Rd, from near SR374 to near I-24 (Improve Act IA)
- 2) Clarksville Welcome Center Renovation (IA)

B. Three Proposed Projects:

- 1) I-24, From west of SR-48 (Exit 1) near Kentucky State Line to near SR-76 (Exit 11) (IA)
- 2) SR-374, From SR-76 (US-79) to Dotsonville Road (north section - Re-Budgeted ROW & Stage Const.) (IA)
- 3) SR-374, From Dotsonville Rd to SR-149 (south section - Re-Budgeted ROW (IA)

Mr. Williams stated that the prioritization process was presented at the last meeting by Brian Hurst, TDOT. Mr. Williams said the two committed projects are moving forward in TDOT's process. Although the Mayors voiced their disapproval of the Welcome Center, this is a priority for TDOT. Mr. Morrison said the Trenton Road project should be in construction within the next 5-7 years and there should be a public meeting this summer and in spring 24 begin acquiring ROW. The Welcome Center is currently in the design phase. Mr. Williams stated the three proposed projects listed were prioritized as listed and submitted to TDOT. He said the I-24 project currently has an estimated cost of \$220M; SR-374 north \$39M and SR-374 south \$110M. Mr. Williams said all three have a big price tag that will only increase with time. He said status of toll roads/choice lanes will hopefully be discussed at the April meeting with the Commissioner.

Item #5 on the agenda was the update on a request from Doug Briggs, Chief, Highways for National Defense to add KY788, Gate 7 Rd, in Christian County, to the NHS as a STRAHNET Connector. It would connect Fort Campbell to I-24 via the US 41A STRAHNET Connector. Mr. Williams stated the STRAHNET is comprised of approximately 4,200 miles of public highways and/or local roads that are essential to support emergency mobilization and peacetime movement of military vehicles, equipment and personnel. The Power Projection Platforms (PPPs) Route from Fort Campbell to the Port of Jacksonville consists of using portions of I-24 in Kentucky and Tennessee. There are two road segments that are not considered a part of STRAHNET. The first is

Gate 7 Road which runs from Gate 7 at Fort Campbell to the intersection with US Route 41A in Kentucky. The second roadway facility is SR-155/Briley Parkway from I24 to I40. It is recommended that these two roadways become formally designated as a STRAHNET Connector (GATE 7) and/or part of the STRAHNET (SR-155). Formal designation for these two facilities will require going through the STRAHNET modification process. The request has been received by KYTC for the Gate 7 connector route and the MPO has signed off on it to be added to the STRAHNET.

Item #6 on the agenda is the update on Clarksville Transit System's CPT-HST and COA studies. Mr. Williams said that the MPO/CTS were partnering with GNRC and TDOT on the CPT-HST document. Mr. Pfalzer said the document should be updated every five years and the last one was completed in 2016. It identifies transportation needs for the elderly, disabled and disadvantaged. Through 5310 funding, independents/nonprofits may assist with transporting. GNRC have the staff and a good working relationship with nonprofits. The document will take approximately six months and will involve a large outreach effort. The COA study for CTS will get started in February and will take about seven months to complete. The COA is a detailed review of the cost operation analysis of the CTS.

Item #7 on the agenda is the federal update on the Census Urbanized Areas and TMA designation by Sean Santalla, FHWA-TN. Mr. Santalla introduced FHWA's new hires, Melanie Murphy and Zack Coleman. Ms. Murphy will be working directly with the Clarksville MPO. Mr. Williams stated that the Clarksville MPO will become a Transportation Metropolitan Area (TMA) after the 2020 US Census data is certified. It'll take eighteen months to formally become a TMA after certification. The Clarksville MPO urbanized area passed the 200,000 population threshold in the 2020 US Census. The population in the 2010 census was 158,655; the 2020 census showed 200,947 population. This is a 26.6% in growth over the 10 years. The TMA status will add additional federal funding along with more reports and oversight. There will be more funding for STBG and TA. The PL funding will be a smaller increase based on population. Transit will have direct access to their funding from FTA.

Item #8 on the agenda was the update by Marc Corrigan, TDEC, on air quality. Mr. Corrigan said, On January 5, EPA proposed to strengthen the National Ambient Air Quality Standards (or NAAQS) for Particulate Matter. This proposal reflects extensive review of the scientific record and input from the public and EPA's Clean Air Scientific Advisory Committee. Specifically, EPA is proposing to revise the level of the primary (health-based) annual standard for fine particles (PM_{2.5}) from its current level of 12 µg/m³ to within the range of 9 –10 µg/m³. Also, EPA is soliciting comment on revising the level as low as 8.0 µg/m³ and up to 11.0 µg/m³. EPA is proposing to retain all other particulate matter standards. However, EPA is proposing to retain the 24-hour (or daily) PM_{2.5} standards at the level of 35 µg/m³, yet, they are soliciting comment on revising the level as low as 25 µg/m³. EPA just made the announcement. The next step will be for EPA to publish a proposal in the Federal Register. When published, it will begin a public comment period. Then EPA will ultimately publish a final notice, expected late this year or early next year. Then, within 2 years after a final NAAQS has been established, for areas with available information, EPA must "designate" areas as meeting (attainment areas) or not meeting (nonattainment areas) the final NAAQS considering the most recent air quality monitoring data

and input from states. This won't happen for a couple years and will likely use monitoring data from years 2021 through 2023 or 2022 through 2024. Mr. Corrigan referenced his handout in the packet that shows the PM2 values from years 2019 to 2021. The two monitors in Montgomery County show PM2 levels below the revised NAAQS standards.

Item #9 on the agenda was the updates from TDOT and KYTC representatives. Mr. Jeffers from KYTC said they were beginning the project prioritization process under their SHIFT system. The MPO staff will get with Nick Hall, District 2 to begin the process. Mr. Morrison with TDOT said that Cookeville missed becoming an MPO by about the same amount that the Clarksville MPO was over. He congratulated the MPO for reaching the 200,000 urbanized population mark to become a TMA. Clarksville MPO area will be the fifth TMA in Tennessee.

Item #10 on the agenda was new business from members of the public and/or MPO members. Mr. Williams said the next meeting will be in April and TDOT Commissioner Eley is expected to attend and give a presentation. The April meeting will be in person with a virtual option for those unable to attend. Mr. Morrison said the State Planning Grants will be made available this year and more information will be forth coming. Mr. Santalla said FHWA has a funding opportunity through the RAISE program. A local agency can apply directly to USDOT. The deadline to apply is February 28, 2023 and the grant is geared toward sustainability and equity.

Item #11 Mayor Pitts adjourned the meeting.

Dated: January 19, 2023

Mayor Joe Pitts, Chairman
MPO Executive Board

RESOLUTION 2023-02
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 KYTC to add a new 2045 MTP Project ID #111, I-24/KY-115 Interchange (Exit 89). This project is requested by KYTC to improve capacity and mobility of the I-24 interchange with reconstruction of ramps and the addition of a center turn lane on KY-115 interchange portion in Christian County along I-24 BMP: 88.10 to EMP: 89.40. Changes were made to the following Tables in the 2045 MTP: Table 11.1 page 11/3 showing fiscal constraint, Table 11.3 Stage I (2018-2026), page 11/6, Table 11.9 Level of Concern page 11/19, and Table 11.10 Projects with Freight Benefits page 11/25;

WHEREAS, members of the Interagency Consultation agreed that this amendment is non-exempt 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 Participation Plan has been followed. The 14 - day public review period began on April 5, 2023 and ended April 19, 2023. 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 4 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 4 of the 2045 MTP and the associated CDR of the Clarksville Urbanized Area.

Resolution Approved: April 20, 2023

Mayor Joe Pitts, Chairman
Clarksville Urbanized Area MPO

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**	\$741,169,550	\$746,615,925	\$904,749,962	\$2,392,535,437
Estimated Fiscally-Constrained MTP Project Costs	\$782,373,000	\$720,360,000	\$891,665,000	\$2,394,398,000
			Vision Needs*	\$444,051,000
			Total Needs Plan	\$ 2,838,449,000

*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

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	Reconstruct with CTL	\$5,486	Non-Exempt
109	Roadway	KY-115 (Pembroke- Oak	KY-400 (State Line Rd)	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
111	Roadway	I-24/ KY-115	I-24/ KY-115 interchange	Reconstruct with CTL and ramps	22,500	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					\$782,373	

* 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

Table 11.9 Level of Concern for Staged Improvement Program

ID	Sta	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 (Rossvie 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	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	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
111	Stage I	I-24/ KY-115	I-24/ KY-115 interchange	Reconstruct with CTL and ramps	Low
301	Stage I	I-24	KY/TN State line to near SR76	Widening 4 to 6 lanes	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
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
111	Stage I	I-24/ KY-115	I-24/ KY-115 interchange	Reconstruct with CTL and ramps
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

Source: NSI, CUAMPO

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

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.

2045

Clarksville
Urbanized Area

CHAPTER 11

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 (Rossvie 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

CHAPTER 11

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
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

RESOLUTION 2023-03

APPROVING AMENDMENT 1 FOR THE FY2023-FY2026 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 FY2023-FY2026 TIP to add new TIP project# 16, I-24/KY-115 Interchange (Exit 89). This project is requested by KYTC to improve capacity and mobility of the I-24 interchange with reconstruction of ramps and the addition of a center turn lane on KY-115 interchange portion in Christian County along I-24 BMP: 88.10 to EMP: 89.40.

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 FY2023-FY2026 TIP to meet the federal transportation conformity requirements in 40 CFR Part 93; and

WHEREAS, the locally developed Participation Plan has been followed. The 14 - day public review period began on April 5, 2023 and ended April 19, 2023. 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 1 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 1 of the FY2023-FY2026 TIP and the associated CDR of the Clarksville Urbanized Area.

Resolution Approved: April 20, 2023

Mayor Joe Pitts, Chairman
Clarksville Urbanized Area MPO

eSTIP Project Report

New
Amd 1



ID 16 **PIN #** **Length in Miles** 1.30 **Lead Agency** KYTC
County: Christian
Route I-24 **Total Project Cost** \$22,500,000.00
Project Name: 2-10.00; I-24/KY-115 Interchange (Exit 89)

Termini

I-24/KY-115 interchange (Exit 89); BMP: 88.10 to EMP: 89.40

Project Description

Improve capacity and mobility of the I-24/KY-115 interchange, reconstruct ramps, add center turn lane on KY-115 interchange portion in Christian County, KY (2022BOP)

Long Range Plan

Table 11.3 pg. 11/6

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	SPP	\$600,000	\$0	\$600,000	\$0
Total			\$600,000	\$0	\$600,000	\$0



New
Amd 1



eSTIP Fiscal Constraints Report for STIP Period 2023
Clarksville MPO

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
PHSIP	2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHSIP	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHSIP	2026	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2023	\$2,660,000	\$2,660,000	\$0	\$2,660,000	\$0	\$0	\$0
SPP	2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2026	\$4,730,000	\$4,730,000	\$0	\$4,730,000	\$0	\$0	\$0
STBG-KY	2024	\$8,000,000	\$8,000,000	\$6,400,000	\$0	\$1,600,000	\$0	\$0
STBG-L	2023	\$28,287,728	\$27,741,760	\$22,630,105	\$0	\$5,657,623	\$20,430,105	\$545,968
STBG-L	2024	\$3,420,968	\$2,786,900	\$2,736,697	\$0	\$684,271	\$436,697	\$634,068
STBG-L	2025	\$3,659,068	\$3,000,000	\$2,907,177	\$0	\$751,891	\$507,177	\$659,068
STBG-L	2026	\$3,809,068	\$0	\$3,007,177	\$0	\$801,891	\$507,177	\$3,809,068
STBG-S	2023	\$4,326,000	\$4,326,000	\$3,460,800	\$865,200	\$0	\$0	\$0
STBG-S	2024	\$22,035,250	\$22,035,250	\$17,628,200	\$4,407,050	\$0	\$0	\$0
STBG-S	2025	\$1,163,000	\$1,163,000	\$930,400	\$232,600	\$0	\$0	\$0
STBG-S	2026	\$290,750	\$290,750	\$232,600	\$58,150	\$0	\$0	\$0
STBG-TA	2023	\$2,272,791	\$2,272,791	\$1,818,233	\$0	\$454,558	\$0	\$0

Old



**eSTIP Fiscal Constraints Report for STIP Period 2023
Clarksville MPO**

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
PHSIP	2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHSIP	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHSIP	2026	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2023	\$2,060,000	\$2,060,000	\$0	\$2,060,000	\$0	\$0	\$0
SPP	2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2026	\$4,730,000	\$4,730,000	\$0	\$4,730,000	\$0	\$0	\$0
STBG-KY	2024	\$8,000,000	\$8,000,000	\$6,400,000	\$0	\$1,600,000	\$0	\$0
STBG-L	2023	\$28,287,728	\$27,741,760	\$22,630,105	\$0	\$5,657,623	\$20,430,105	\$545,968
STBG-L	2024	\$3,420,968	\$2,786,900	\$2,736,697	\$0	\$684,271	\$436,697	\$634,068
STBG-L	2025	\$3,659,068	\$3,000,000	\$2,907,177	\$0	\$751,891	\$507,177	\$659,068
STBG-L	2026	\$3,809,068	\$0	\$3,007,177	\$0	\$801,891	\$507,177	\$3,809,068
STBG-S	2023	\$4,326,000	\$4,326,000	\$3,460,800	\$865,200	\$0	\$0	\$0
STBG-S	2024	\$22,035,250	\$22,035,250	\$17,628,200	\$4,407,050	\$0	\$0	\$0
STBG-S	2025	\$1,163,000	\$1,163,000	\$930,400	\$232,600	\$0	\$0	\$0
STBG-S	2026	\$290,750	\$290,750	\$232,600	\$58,150	\$0	\$0	\$0
STBG-TA	2023	\$2,272,791	\$2,272,791	\$1,818,233	\$0	\$454,558	\$0	\$0

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

**Short Conformity Determination Report for the 1997 Ozone
NAAQS**

Associated with the:

Amendment 4 KY - For 2045 Metropolitan Transportation Plan

and the

Amendment 1 KY - FY2023-2026 Transportation Improvement
Program

March 23, 2023

**Prepared by the
Clarksville MPO**

The preparation of this document was financed cooperatively by the Federal Highway Administration, the Federal Transit Administration, the Tennessee Department of Transportation, the Kentucky Transportation Cabinet and the units of local and county government in the Clarksville MPO area. The opinions, findings, and conclusions expressed in this document are those of the Clarksville MPO and are not necessarily those of the U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation.

EXECUTIVE SUMMARY

Amendment 4-KYTC amends the Clarksville Metropolitan Planning Organization's (MPO's) 2045 Metropolitan Transportation Plan (MTP), to add a new project. Project ID #111, I-24/KY-115 interchange (Exit 89). The project termini is "I-24/KY-115 interchange (Exit 89); BMP: 88.10 to EMP: 89.40" with the length of 1.30 miles. The project description is to improve capacity and mobility of the I-24/KY-115 interchange by reconstructing ramps and adding a center lane to KY-115 interchange portion in Christian County, KY (2022BOP). The total cost estimate is \$22,500,000.

Amendment 1-KYTC amends the Clarksville MPO's FY2023 - FY2026 Transportation Improvement Program (TIP), to add a new project TIP project #16, I-24/KY-115 Interchange (Exit 89). The project termini is "I-24/KY-115 interchange (Exit 89); BMP: 88.10 to EMP: 89.40" with the length of 1.30 miles. The project description is to improve capacity and mobility of the I-24/KY-115 interchange by reconstructing ramps and adding a center lane to KY-115 interchange portion in Christian County, KY (2022BOP). The total cost estimate is \$22,500,000.

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 and 2015 ozone NAAQS on July 20, 2012 and August 3, 2018 respectively.

This Conformity Determination Report (CDR) is being written for both the FY 2020-23 TIP and the 2045 MTP to address the 1997 ozone NAAQS, and is consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and EPA's *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

TRANSPORTATION CONFORMITY PROCESS

The concept of transportation conformity was introduced in the CAA of 1977, which included a provision to ensure that transportation investments conform to a 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 MTPs, TIPs 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. On January 3, 2022 and October 31, 2022, EPA approved a second 10-yr Limited Maintenance Plan for the Montgomery County Area and Christian County Area respectively to provide for the maintenance of the 1997 8-hour ozone NAAQS through 2025 the end of the second 10-year portion of the maintenance period. The Federal Register Notice is in Appendix D.

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 a "donut" area for the purposes of implementing transportation conformity.

2045 METROPOLITAN TRANSPORTATION PLAN (MTP)

The updated 2045 MTP is the long-range transportation plan for the Clarksville MPA and replaces the 2040 MTP. The 2045 MTP and the associated CDR for KY and TN were adopted on January 17, 2019. A performance-based approach to metropolitan transportation planning was utilized in the development of 2045 MTP, which 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 4 for adoption by the MPO Executive Board is in Appendix A.

FY2023-FY2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The amended FY2023-FY2026 (October 1, 2022 through September 30, 2026) TIP is a subset of the 2045 MTP. All of the projects in the FY2023-FY2026 TIP are in the 2045 MTP. The FY2023-FY2026 TIP is under FYWA/FTA review for approval as part of the Tennessee Department of Transportation (TDOT) Statewide Transportation Improvement Program (STIP).

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 STIP, and
- Must include performance measures and the anticipated effects of the TIP on achieving those targets.

The FY2023-FY2026 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 FY2023 to FY2026 and ensures coordination of transportation improvements by local, state, and federal agencies. The FY2023-FY2026 TIP Amendment 1 for adoption by the MPO Executive Board is in Appendix B.

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 MTPs and TIPs. US DOT made its 1997 ozone NAAQS conformity determination for the 2045 MTP on February 15, 2019 and is currently waiting for approval for the FY2023-FY2026 TIP from EPA/FHWA/FTA. Transportation conformity is required no less frequently than every four years. This short conformity determination report addresses transportation conformity requirements for Amendment 4 for the 2045 MTP and Amendment 1 to the FY2023- FY2026 TIP.

TRANSPORTATION CONFORMITY REQUIREMENTS

On November 29, 2018, EPA issued Transportation Conformity Guidance for the South Coast II Court Decision² (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.

Therefore, transportation conformity for the 1997 ozone NAAQS for Clarksville Area MPO's 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 (40 CFR 93.110)
- Consultation (40 CFR 93.112)
- Transportation Control Measures (40 CFR 93.113) and
- Fiscal constraint (40 CFR 93.108)

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>.

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.

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 4 for the 2045 MTP and Amendment 1 for the FY2023- FY2026 TIP and this short CDR. The interagency consultation meeting minutes and comments are included in Appendix C. 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 CUAMPO's Participation Plan (PP) meeting guidelines were followed. The PP is available on the web at www.CUAMPO.com. The 14 - day public comment period opened on April 5, 2023 and closed on April 19, 2023.

TIMELY IMPLEMENTATION OF TCMs

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

FISCAL CONSTRAINT

Transportation conformity requirements in 40 CFR 93 states that MTPs and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. Amendment 4 to the 2045 MTP and amendment 1 to the TIP is funded by federal and KYTC state funds with a total project cost estimate of \$22,500,000. In Appendix A and B, please find the amendments that show the project is fiscally constrained.

CONCLUSION

This conformity demonstration for Amendment 4 for the 2045 MTP and Amendment 1 for the FY2023- FY2026 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 - Amendment 4, 2045 MTP
Appendix B - Amendment 1, FY2023-FY2026 TIP
Appendix C – IAC Comments / Meeting Minutes
Appendix D – Federal Register – LMP Christian County, KY

APPENDIX C: IAC COMMENTS/MEETING MINUTES

Marc Corrigan

Fri, Mar 24, 3:05 PM (6 days ago)

to Sarah, Josue, Sean, Dianna, dasha, Jonathan, Kelly, Richard, Kelly, stan.williams@cityofclarksville.com, Lauren, Anna, Andres, Eric, Jahan, Mikael, Contact, me

Jill,

A couple things on this amendment to the MTP and TIP:

The first thing I noticed was the 7 day turn-around for comments (I think this also applies to the earlier TIP amendment you sent on 3/21). This is a KY project, so I don't know what the KY conformity SIP allows for reviews of projects like this. The TN conformity SIP requires 14 days, but allows for shorter timeframes with concurrence of all members of the IAC. I'd recommend a bit more time if possible (perhaps to the 4th of April if all from the IAC concur). I'm not sure what rules here – it is probably the KY conformity SIP, though.

With regards to the modeling aspect, for regional emissions analysis, we know it is exempt due to the South Coast II determination by the Courts. For planning purposes, I can't comment, other than to say that if we did have to conduct a regional emissions analysis, this would likely be exempt from the regional emissions analysis, even then, due to the exemptions in 40 CFR 93.127.

I noticed a couple typos. Call me if you want me to let you know what I found (the file is too large to email).

Those are my comments. Have a good weekend!

Marc

Bowman, Anna M (EEC)

9:38 AM (5 hours ago)

to Sarah, Josue, Sean, Dianna, Dasha, Jonathan, Kelly, Richard, Kelly, Stan, Lauren, Andres, Marc, Eric, Jal

Good morning Jill,

After review of the CDR, the Division for Air Quality concurs with Amendment 4 of the 2045 MTP for the I-24/KY-115 interchange (Exit 89) project. 40 CFR 93.109(e) references "Areas with limited maintenance plans," which applies to Christian County's approved LMP. Can be found at: <https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-93/subpart-A/section-93.109>

I converted the first 5 pages of the CDR to Word (attached) and made some minor edit suggestions. Tracking changes (All Markup) will need to be enabled.

Thanks and have a great day.

Best,

Anna Bowman

Kentucky Division for Air Quality
Evaluation Section
300 Sower Boulevard, 2nd Floor
Frankfort, KY 40601
ph: 502-782-6563

Khan, Jahan (KYTC)

Wed, Mar 29, 1:44 PM
(1 day ago)

to Dasha, Jonathan, Lauren, Marc, Eric, Jahan, Mikael, Justin, me, Sarah, Josue, Sean, Dianna, Kelly, Richa

Hello Jill,

Kentucky Transportation Cabinet concurs that the reconstruction project for I-24/KY-115 interchange at Exit 89 will have negligible impact on Air Quality Model as reviewed also by Neel-Schaffer consultants.

No additional modeling is required for the KYTC Amendment 4 to 2045 MTP.

Thank you,

Jahan Khan
Kentucky Transportation Cabinet
Division of Planning

Myers, Dianna (she/her/hers)

Wed, Mar 29, 3:36 PM (22
hours ago)

to Sarah, Josue, Sean, dasha, Jonathan, Kelly, Richard, Kelly, stan.williams, Lauren, anna.bowman@ky.gov, Andres, marc.corrigan@tn.gov, Eric, Jahan, Mikael, Contact, me

Jill,

Please see EPA's comments on the CDR and the attachment for the Appendix as referenced in the document.

Let me know if you have any questions.

Dianna B. Myers
Regional Transportation Conformity Contact
Air Regulatory Management Section-ARD
[US Environmental Protection Agency](#)
Phone-(404) 562-9207 Fax-(404) 562-9019
[Email-myers.dianna@epa.gov](mailto:dianna@epa.gov)

Under Transportation Conformity Process, page 4, bottom of third paragraph Dianna asked the following to be inserted, "On January 3, 2022, EPA approved a second 10-yr Limited Maintenance Plan for the Montgomery

County Area to provide for the maintenance of the 1997 8-hour ozone NAAQS through 2025 the end of the second 10-year portion of the maintenance period. The Federal Register Notice is in Appendix". Appendix C was added for the Federal Register – 1997 LMP Montgomery County, TN

Marc Corrigan

8:57 AM (5
hours ago)

to Dianna, me

Jill,

That was a good catch by Dianna. It is useful to have the current status of the maintenance area indicated in the document. In addition to the TN side, the KY side also has a recently approved LMP (see attached).

Marc

Bowman, Anna M (EEC)

9:38 AM (5
hours ago)

to Sarah, Josue, Sean, Dianna, Dasha, Jonathan, Kelly, Richard, Kelly, Stan, Lauren, Andres, Marc, Eric, Jal

Good morning Jill,

After review of the CDR, the Division for Air Quality concurs with Amendment 4 of the 2045 MTP for the I-24/KY-115 interchange (Exit 89) project. 40 CFR 93.109(e) references "Areas with limited maintenance plans," which applies to Christian County's approved LMP. Can be found at: <https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-93/subpart-A/section-93.109>

I converted the first 5 pages of the CDR to Word (attached) and made some minor edit suggestions. Tracking changes (All Markup) will need to be enabled.

Thanks and have a great day.

Best,

Anna Bowman

Kentucky Division for Air Quality
Evaluation Section
300 Sower Boulevard, 2nd Floor
Frankfort, KY 40601
ph: 502-782-6563

Marc Corrigan

1:42 PM (34 minutes ago)

to John, Sarah, Josue, Sean, Dianna, dasha, Jonathan, Kelly, Richard, Jill, Melanie, Kelly, stan.williams@cityofclarksville.com, Lauren Andres, Eric, Nick, Jahan, Mikael, Contact, me, Anna

Jill,

I noted that the discussion of the LMP mentioned Montgomery County, but did not mention Christian County. The reference to the FR in the appendix includes the notice for Christian County (maybe both should be included and referenced in the document) The TAPCD has no further comments at this time.

APPENDIX D: FEDERAL REGISTER 1997 LIMITED MAINTENANCE PLAN –CHRISTIAN CO., KY

**PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS**

■ 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

Subpart S—Kentucky

■ 2. In § 52.920(d), amend the table by:

■ a. Removing the entries for “Operating Permits for nine presses at the Alcan Foil Products facility—Louisville” and “Reynolds Metals Company”; and

■ b. Adding a new entry for “Board Order for LL Flex, LLC” at the end of the table.

The addition reads as follows:

§ 52.920 Identification of plan.

* * * * *

(d) * * *

EPA-APPROVED KENTUCKY SOURCE-SPECIFIC REQUIREMENTS

Name of source	Permit No.	State effective date	EPA approval date	Explanations
Board Order for LL Flex, LLC	N/A	11/18/2020	9/30/2022, [Insert citation of publication].	

* * * * *
[FR Doc. 2022–20431 Filed 9–29–22; 8:45 am]
BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Part 52**

[EPA–R04–OAR–2022–0167; FRL–10150–02–R4]

Air Plan Approval; Kentucky; Boyd and Christian County Limited Maintenance Plans for the 1997 8-Hour Ozone NAAQS

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is approving state implementation plan (SIP) revisions submitted by the Commonwealth of Kentucky, through the Energy and Environment Cabinet (Cabinet), on March 29, 2021. The SIP revisions include the 1997 8-hour ozone National Ambient Air Quality Standards (NAAQS or standards) Limited Maintenance Plans (LMPs) for the Kentucky portion (hereinafter referred to as the Boyd County Area) of the Huntington-Ashland, WV-KY 1997 8-hour ozone maintenance area (hereinafter referred to as the Huntington-Ashland, WV-KY Area) and the Kentucky portion (hereinafter referred to as the Christian County Area) of the Clarksville-Hopkinsville, TN-KY 1997 8-hour ozone maintenance area (hereinafter referred to as the Clarksville-Hopkinsville, TN-KY Area). EPA is approving Kentucky's LMPs for the Boyd County and Christian County Areas because they provide for the maintenance of the 1997 8-hour ozone NAAQS within these Areas through the

end of the second 10-year portion of the maintenance period. The effect of this action would be to make certain commitments related to maintenance of the 1997 8-hour ozone NAAQS in the Boyd County and Christian County Areas federally enforceable as part of the Kentucky SIP.

DATES: This rule is effective October 31, 2022.

ADDRESSES: EPA has established a docket for this action under Docket ID No. EPA–R04–OAR–2022–0167. All documents in the docket are listed on the www.regulations.gov website. Although listed in the index, some information may not be publicly available, *i.e.*, Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials can either be retrieved electronically via www.regulations.gov or in hard copy at the Air Regulatory Management Section, Air Planning and Implementation Branch, Air and Radiation Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW, Atlanta, Georgia 30303–8960. EPA requests that if at all possible, you contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection. The Regional Office's official hours of business are Monday through Friday 8:30 a.m. to 4:30 p.m., excluding Federal holidays.

FOR FURTHER INFORMATION CONTACT: Josue Ortiz Borrero, Air Regulatory Management Section, Air Planning and Implementation Branch, Air and Radiation Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW, Atlanta, Georgia 30303–8960. The telephone number is (404) 562–

8085. Mr. Ortiz Borrero can also be reached via electronic mail at ortizborrero.josue@epa.gov.

SUPPLEMENTARY INFORMATION:**I. Background**

In 1979, under section 109 of the CAA, EPA established primary and secondary NAAQS for ozone at 0.12 parts per million (ppm), averaged over a 1-hour period. See 44 FR 8202 (February 8, 1979). On July 18, 1997, EPA revised the primary and secondary NAAQS for ozone to set the acceptable level of ozone in the ambient air at 0.08 ppm, averaged over an 8-hour period. See 62 FR 38856 (July 18, 1997).¹ EPA set the 8-hour ozone NAAQS based on scientific evidence demonstrating that ozone causes adverse health effects at lower concentrations and over longer periods of time than was understood when the pre-existing 1-hour ozone NAAQS was set. EPA determined that the 8-hour NAAQS would be more protective of human health, especially for children and adults who are active outdoors, and for individuals with a pre-existing respiratory disease, such as asthma.

Following promulgation of a new or revised NAAQS, EPA is required by the CAA to designate areas throughout the nation as attaining or not attaining the NAAQS. On April 15, 2004, EPA designated the Huntington-Ashland, WV-KY Area, which consists of Boyd County in Kentucky and Cabell County and Wayne County in West Virginia, and the Clarksville-Hopkinsville, TN-

¹ In March 2008, EPA completed another review of the primary and secondary ozone NAAQS and tightened them further by lowering the level for both to 0.075 ppm. See 73 FR 16436 (March 27, 2008). Additionally, in October 2015, EPA completed another review of the primary and secondary ozone NAAQS and tightened them by lowering the level for both to 0.070 ppm. See 80 FR 65292 (October 26, 2015).

KY Area, which consists of Christian County in Kentucky and Montgomery County in Tennessee, as nonattainment for the 1997 8-hour ozone NAAQS. Those designations became effective on June 15, 2004. See 69 FR 23858 (April 30, 2004).

Similarly, on May 21, 2012, EPA designated areas as unclassifiable/attainment or nonattainment for the 2008 8-hour ozone NAAQS. EPA designated the Boyd County and Christian County Areas as unclassifiable/attainment for the 2008 8-hour ozone NAAQS. These designations became effective on July 20, 2012. See 77 FR 30088 (May 21, 2012). On November 16, 2017, areas were designated for the 2015 8-hour ozone NAAQS. The Boyd County and Christian County Areas were again designated attainment/unclassifiable for the 2015 8-hour ozone NAAQS, with an effective date of January 16, 2018, for both areas. See 82 FR 54232 (November 16, 2017).

Pursuant to the CAA, a state may submit a request that EPA redesignate a nonattainment area that is attaining a NAAQS to attainment, and, if the area has met the criteria described in section 107(d)(3)(E) of the CAA, EPA may approve the redesignation request.² One of the criteria for redesignation is for the area to have an approved maintenance plan under CAA section 175A. The maintenance plan must demonstrate that the area will continue to maintain the NAAQS for the period extending ten years after redesignation, and it must contain such additional measures as necessary to ensure maintenance and such contingency provisions as necessary to assure that violations of the NAAQS will be promptly corrected. Eight years after the effective date of redesignation, the state must also submit a second maintenance plan to ensure ongoing maintenance of the NAAQS for an additional ten years pursuant to CAA section 175A(b) (*i.e.*, ensuring maintenance for 20 years after redesignation).

EPA has published long-standing guidance for states on developing maintenance plans. The Calcagni memo³ provides that states may

generally demonstrate maintenance by either performing air quality modeling to show that the future mix of sources and emission rates will not cause a violation of the NAAQS or by showing that projected future emissions of a pollutant and its precursors will not exceed the level of emissions during a year when the area was attaining the NAAQS (*i.e.*, attainment year inventory). See Calcagni memo at page 9. EPA clarified in three subsequent guidance memos that certain areas can meet the CAA section 175A requirement to provide for maintenance by showing that they are unlikely to violate the NAAQS in the future, using information such as the area design values⁴ when they are well below the standard and have been historically stable.⁵ EPA refers to a maintenance plan containing this streamlined demonstration as an LMP.

EPA has interpreted CAA section 175A as permitting the LMP option because section 175A of the Act does not define how areas may demonstrate maintenance, and in EPA's experience implementing the various NAAQS, areas that qualify for an LMP and have approved LMPs have rarely, if ever, experienced subsequent violations of the NAAQS. As noted in the LMP guidance memoranda, states seeking a LMP must still submit the other maintenance plan elements outlined in the Calcagni memo, including an attainment emissions inventory, provisions for the continued operation of the ambient air quality monitoring network, verification of continued attainment, and a contingency plan in the event of a future violation of the NAAQS. Moreover, a state seeking a LMP must still submit its section 175A maintenance plan as a revision to its SIP, with all attendant notice and comment procedures. While the LMP guidance memoranda were originally written with respect to certain NAAQS,⁶

EPA has extended the LMP interpretation of section 175A to other NAAQS and pollutants not specifically covered by the previous guidance memos.⁷

In this case, EPA is approving Kentucky's LMPs because the Commonwealth has made a showing, consistent with EPA's prior LMP guidance, that ozone concentrations in the Huntington-Ashland, WV-KY and Clarksville-Hopkinsville, TN-KY Areas are well below the 1997 8-hour ozone NAAQS and have been historically stable and that the Commonwealth has met the other maintenance plan requirements. The Cabinet submitted the LMPs for the Boyd County and Christian County Areas to fulfill the CAA's second maintenance plan requirement.

On May 20, 2005, and September 29, 2006, the Cabinet submitted requests to EPA to redesignate the Christian County and Boyd County Areas, respectively, to attainment for the 1997 8-hour ozone NAAQS. Those submittals included plans, for inclusion in the Kentucky SIP, to provide for maintenance of the 1997 8-hour ozone NAAQS in the Clarksville-Hopkinsville, TN-KY Area through 2016 and in the Huntington-Ashland, WV-TN Area through 2018. EPA approved the Boyd County and the Christian County Areas' Maintenance Plans and the Commonwealth's requests to redesignate these Areas to attainment for the 1997 8-hour ozone NAAQS, effective September 4, 2007, and February 24, 2006, respectively. See 72 FR 43172 (August 3, 2007) and 71 FR 4047 (January 25, 2006), respectively. Kentucky's March 29, 2021, submittal contains the second 10-year maintenance plans for the 20-year maintenance period of the 1997 8-hour ozone NAAQS to ensure continued maintenance for the Clarksville-Hopkinsville, TN-KY and Huntington-Ashland, WV-TN Areas.

Section 175A(b) of the CAA requires states to submit a revision to the first maintenance plan eight years after redesignation to provide for maintenance of the NAAQS for ten additional years following the end of the first 10-year period. However, EPA's final implementation rule for the 2008 8-hour ozone NAAQS revoked the 1997 8-hour ozone NAAQS and stated that one consequence of revocation was that areas that had been redesignated to attainment (*i.e.*, maintenance areas) for

Planning and Standards (OAQPS), "Procedures for Processing Requests to Redesignate Areas to Attainment," September 4, 1992 (Calcagni memo).

⁴ The ozone design value for a monitoring site is the 3-year average of the annual fourth-highest daily maximum 8-hour average ozone concentrations. The design value for an ozone area is the highest design value of any monitoring site in the area.

⁵ See "Limited Maintenance Plan Option for Nonclassifiable Ozone Nonattainment Areas," from Sally L. Shaver, OAQPS, November 16, 1994; "Limited Maintenance Plan Option for Nonclassifiable CO Nonattainment Areas," from Joseph Paisie, OAQPS, October 6, 1995; and "Limited Maintenance Plan Option for Moderate PM₁₀ Nonattainment Areas," from Lydia Wegman, OAQPS, August 9, 2001.

⁶ The prior memos addressed: unclassifiable areas under the 1-hour ozone NAAQS, nonattainment areas for the PM₁₀ (particulate matter with an aerodynamic diameter less than 10 microns)

NAAQS, and nonattainment for the carbon monoxide (CO) NAAQS.

⁷ See, e.g., 79 FR 41900 (July 18, 2014) (approval of the second ten-year LMP for the Grant County 1971 SO₂ maintenance area).

² Section 107(d)(3)(E) of the CAA sets out the requirements for redesignating a nonattainment area to attainment. They include attainment of the NAAQS, full approval of the applicable SIP pursuant to CAA section 110(k), determination that improvement in air quality is a result of permanent and enforceable reductions in emissions, demonstration that the state has met all applicable section 110 and part D requirements, and a fully approved maintenance plan under CAA section 175A.

³ John Calcagni, Director, Air Quality Management Division, EPA Office of Air Quality

the 1997 NAAQS no longer needed to submit second 10-year maintenance plans under CAA section 175A(b). See 80 FR 12264, 12315 (March 6, 2015).

In *South Coast Air Quality Management District v. EPA*, the United States Court of Appeals for the District of Columbia Circuit (D.C. Circuit) vacated the EPA's interpretation that, because of the revocation of the 1997 8-hour ozone NAAQS, second maintenance plans were not required for "orphan maintenance areas," i.e., areas that had been redesignated to attainment for the 1997 8-hour ozone NAAQS maintenance areas and were designated attainment for the 2008 ozone NAAQS. *South Coast*, 882 F.3d 1138 (D.C. Cir. 2018). Thus, states with these "orphan maintenance areas" under the 1997 8-hour ozone NAAQS must submit maintenance plans for the second maintenance period. Accordingly, on March 29, 2021, Kentucky submitted second maintenance plans for the Boyd County and Christian County Areas that show that the Areas are expected to remain in attainment of the 1997 8-hour ozone NAAQS through 2027 and 2026, respectively.

In recognition of the continuing record of air quality monitoring data showing ambient 8-hour ozone concentrations well below the 1997 8-hour ozone NAAQS in the Huntington-Ashland, WV-KY and Clarksville-Hopkinsville, TN-KY Areas, the Cabinet chose the LMP option for the development of second 1997 8-hour ozone NAAQS maintenance plans. On March 29, 2021, the Cabinet adopted the second 10-year 1997 8-hour ozone maintenance plans and also submitted the Boyd County and the Christian County Areas' LMPs to EPA as revisions to the Kentucky SIP.

In a notice of proposed rulemaking (NPRM), published on August 24, 2022 (87 FR 51933), EPA proposed to approve Kentucky's LMP because the State made a showing, consistent with EPA's prior LMP guidance, that the Area's ozone concentrations are well below the 1997 8-hour ozone NAAQS and have been historically stable and that it met the other maintenance plan requirements. The details of Kentucky's submission and the rationale for EPA's action are explained in the NPRM. Comments on the August 24, 2022, NPRM were due on or before September 14, 2022. EPA did not receive any comments on the August 24, 2022, NPRM.

II. Final Action

EPA is approving the Boyd County and Christian County Areas' LMPs for the 1997 8-hour ozone NAAQS,

submitted by the Cabinet on March 29, 2021, as revisions to the Kentucky SIP. EPA is approving the Boyd County and Christian County Areas' LMPs because they include an acceptable update of the various elements of the 1997 8-hour ozone NAAQS Maintenance Plan approved by EPA for the first 10-year period (including emissions inventory, assurance of adequate monitoring and verification of continued attainment, and contingency provisions), and essentially carry forward all of the control measures and contingency provisions relied upon in the earlier plans.

EPA also finds that the Boyd County and Christian County Areas qualify for the LMP option and that the Boyd County and Christian County Areas' LMPs adequately demonstrate maintenance of the 1997 8-hour ozone NAAQS through documentation of monitoring data showing maximum 1997 8-hour ozone levels well below the NAAQS and continuation of existing control measures. EPA believes that the Boyd County and Christian County Areas' 1997 8-Hour Ozone LMPs are sufficient to provide for maintenance of the 1997 8-hour ozone NAAQS in the Huntington-Ashland, WV-KY and Clarksville-Hopkinsville, TN-KY Areas, respectively, over the second 10-year maintenance period, through 2027 and 2026, respectively, and thereby satisfy the requirements for such a plan under CAA section 175A(b).

III. Statutory and Executive Order Reviews

Under the CAA, the Administrator is required to approve a SIP submission that complies with the provisions of the Act and applicable Federal regulations. See 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the CAA. This action merely approves state law as meeting Federal requirements and does not impose additional requirements beyond those imposed by state law. For that reason, this action:

- Is not a significant regulatory action subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);
- Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- Is certified as not having a significant economic impact on a substantial number of small entities

under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);

- Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4);
- Does not have federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);
- Is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);
- Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);
- Is not subject to requirements of section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the CAA; and
- Does not provide EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).

The SIP is not approved to apply on any Indian reservation land or in any other area where EPA or an Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian country, the rule does not have tribal implications as specified by Executive Order 13175 (65 FR 67249, November 9, 2000), nor will it impose substantial direct costs on tribal governments or preempt tribal law.

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this action and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the Federal Register. A major rule cannot take effect until 60 days after it is published in the Federal Register. This action is not a "major rule" as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the CAA, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by November 29, 2022. Filing a petition for reconsideration by the Administrator of this final rule does not

affect the finality of this action for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. *See* section 307(b)(2).

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Incorporation by reference, Intergovernmental relations, Nitrogen oxides, Ozone, Reporting and recordkeeping requirements, Volatile organic compounds.

Dated: September 23, 2022.

Daniel Blackman,
Regional Administrator, Region 4.

For the reasons stated in the preamble, EPA amends 40 CFR part 52 as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

■ 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

Subpart S—Kentucky

■ 2. In § 52.920(e), amend the table by adding at the end of the table entries for "1997 8-Hour Ozone Second 10-Year Limited Maintenance Plan for the Kentucky portion of the Huntington-Ashland, WV-KY Maintenance Area" and "1997 8-Hour Ozone Second 10-Year Limited Maintenance Plan for the Kentucky portion of the Clarksville-Hopkinsville, TN-KY Maintenance Area" to read as follows:

§ 52.920 Identification of plan.

* * * * *

(e) * * *

EPA-APPROVED KENTUCKY NON-REGULATORY PROVISIONS

Name of non-regulatory SIP provision	Applicable geographic or nonattainment area	State submittal date/effective date	EPA approval date	Explanations
1997 8-Hour Ozone Second 10-Year Limited Maintenance Plan for the Kentucky portion of the Huntington-Ashland, WV-KY Maintenance Area.	Boyd County	3/29/2021	9/30/2022, [Insert citation of publication].	
1997 8-Hour Ozone Second 10-Year Limited Maintenance Plan for the Kentucky portion of the Clarksville-Hopkinsville, TN-KY Maintenance Area.	Christian County	3/29/2021	9/30/2022, [Insert citation of publication].	

[FR Doc. 2022–21234 Filed 9–29–22; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R09–OAR–2022–0416; FRL–9820–02–R9]

Limited Approval, Limited Disapproval of California Air Plan Revisions; California Air Resources Board

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is finalizing a limited approval and limited disapproval of California Code of Regulations, Title 17, Division 3, Chapter 1, Subchapter 10 Climate Change, Article 4, Subarticle 13: Greenhouse Gas Emission Standards for Crude Oil and Natural Gas Facilities (Oil and Gas Methane Rule) into the California State Implementation Plan (SIP). These revisions concern emissions of volatile organic compounds (VOCs) from crude oil and natural gas facilities. Under the authority of the Clean Air Act (CAA or the Act), this action simultaneously approves a state rule that regulates these

emission sources and identifies deficiencies with the rule that must be corrected for the EPA to grant full approval of the rule. We are also finalizing disapprovals of the reasonably available control technology (RACT) demonstrations for the 2008 and 2015 ozone National Ambient Air Quality Standards (NAAQS) for sources covered by the EPA's 2016 Control Techniques Guidelines for the Oil and Natural Gas Industry (Oil and Gas CTG) for the Sacramento Metropolitan Air Quality Management District (SMAQMD), San Joaquin Valley Air Pollution Control District (SJVAPCD), South Coast Air Quality Management District (SCAQMD), Ventura County Air Pollution Control District (VCAPCD), and the Yolo-Solano Air Quality Management District (YSAQMD).

DATES: This rule will be effective on October 31, 2022.

ADDRESSES: The EPA has established a docket for this action under Docket No. EPA–R09–OAR–2022–0416. All documents in the docket are listed on the <https://www.regulations.gov> website. Although listed in the index, some information is not publicly available, e.g., Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on

the internet and will be publicly available only in hard copy form. Publicly available docket materials are available through <https://www.regulations.gov>, or please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section for additional availability information. If you need assistance in a language other than English or if you are a person with disabilities who needs a reasonable accommodation at no cost to you, please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section.

FOR FURTHER INFORMATION CONTACT:

Nicole Law, EPA Region IX, 75 Hawthorne St., San Francisco, CA 94105. By phone: (415) 947–4126 or by email at law.nicole@epa.gov. Donnique Sherman, EPA Region IX, 75 Hawthorne St., San Francisco, CA 94105. By phone: (415) 947–4129 or by email at sherman.donnique@epa.gov. Sina Schwenk-Mueller, EPA Region IX, 75 Hawthorne St., San Francisco, CA 94105. By phone: (415) 947–4100 or by email at SchwenkMueller.Sina@epa.gov.

SUPPLEMENTARY INFORMATION:

Throughout this document, "we," "us," and "our" refer to the EPA.

Table of Contents

- I. Proposed Action
- II. Public Comments and EPA Responses
- III. EPA Action

RESOLUTION 2023-04

APPROVING AMENDMENT 2 FOR THE FY2023-FY2026 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 FY2023-FY2026 TIP for TIP# 75, Spring Creek Pkwy (Northeast Connector)-Phase 1* and Phase2*; to change the project name, termini, project description and total cost estimate.

- a. Project Name - changed from “Spring Creek Pkwy (Northeast Connector)-Phase 1* and Phase2*” to “Spring Creek Pkwy”
- b. Termini – change from “from Ted Crozier Blvd to Trenton Road/SR-48” to “from west of Spring Creek to Wilma Rudolph Blvd including the bridge”;
- c. Project description - changed from “Construct a new 4/5 lane roadway (Phase 1*-all local funds/from Trenton Rd to the Spring Creek; Phase 2*-local funds through ROW. Const with L-STBG funds/ from the Spring Creek to Wilma Rudolph Blvd. Phase 3, from Wilma Rudolph Blvd to Ted Crozier Blvd.) Phase 3 does not have funding shown in this TIP.) PE was completed for all 3 phases with local funds” to “Construct a new 4/5 lane roadway (Const with L-STBG funds/from the Spring Creek to Wilma Rudolph Blvd.) PE to be revised with local funds and ROW completed with local funds”;
- d. Length - from 3.6 miles to 0.8 miles;
- e. Total cost estimate - decrease from \$44,950,000 to \$35,000,000;

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 FY2023-FY2026 TIP to meet the federal transportation conformity requirements in 40 CFR Part 93; and

WHEREAS, the locally developed Participation Plan has been followed. The 14 - day public review period began on April 5, 2023 and ended April 19, 2023. 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 2 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 2 of the FY2023-FY2026 TIP and the associated CDR of the Clarksville Urbanized Area.

Resolution Approved: April 20, 2023

Mayor Joe Pitts, Chairman
Clarksville Urbanized Area MPO



ID	PIN #	Length in Miles	Lead Agency
75		0.80	Clarksville

County:
Montgomery

Route	Total Project Cost
-	\$35,000,000.00

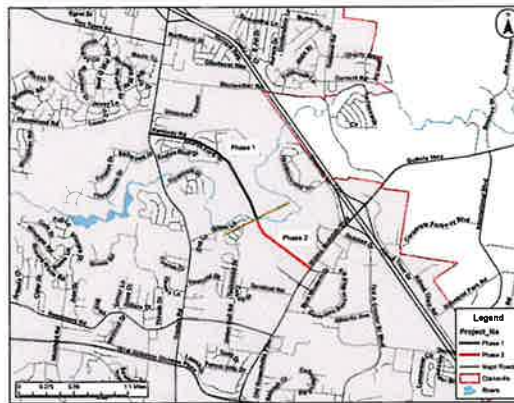
Project Name:
Spring Creek Pkwy

Termini
From west of Spring Creek to Wilma Rudolph Blvd including the bridge

Project Description
Construct a new 4/5 lane roadway (Const with L-STBG funds/ from the Spring Creek to Wilma Rudolph Blvd) PE to be revised with local funds and ROW completed with local funds.

Long Range Plan #	Conformity Status
#104; Table 11.3; pg 11-5	Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	CONST	STBG-L	\$19,000,000	\$15,200,000	\$0	\$3,800,000
2023	PE/ROW/CONST	LOCAL	\$13,000,000	\$0	\$0	\$13,000,000
2025	CONST	STBG-L	\$3,000,000	\$2,400,000	\$0	\$600,000
Total			\$35,000,000	\$17,600,000	\$0	\$17,400,000





ID	PIN #	Length in Miles	Lead Agency
75		3.60	Clarksville

County:

Montgomery

Route

-

Total Project Cost

\$44,950,000.00

Project Name:

Spring Creek Pkwy (Northeast Connector)

Termini

From Ted Crozier Blvd to Trenton Road/SR-48

Project Description

Construct a new 4/5 lane roadway (Phase 1*-all local funds/from Trenton Rd to the Spring Creek; Phase 2*-local funds through ROW. Const with L-STBG funds/ from the Spring Creek to Wilma Rudolph Blvd. Phase 3, from Wilma Rudolph Blvd to Ted Crozier Blvd.) Phase 3 does not have funding shown in this TIP.) PE was completed for all 3 phases with local funds.

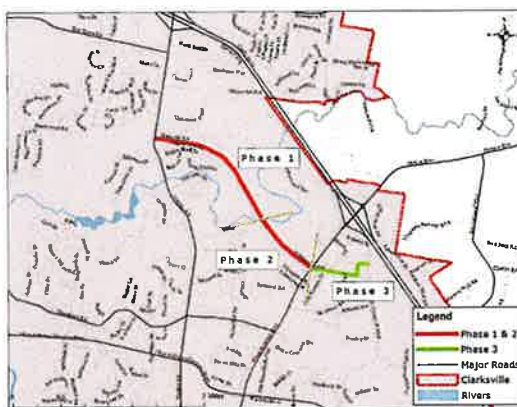
Long Range Plan #

#104; Table 11.3; pg 11-5

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	CONST	STBG-L	\$19,000,000	\$15,200,000	\$0	\$3,800,000
2023	PE/ROW/CONST	LOCAL	\$13,000,000	\$0	\$0	\$13,000,000
2025	CONST	STBG-L	\$3,000,000	\$2,400,000	\$0	\$600,000
Total			\$35,000,000	\$17,600,000	\$0	\$17,400,000





eSTIP Fiscal Constraints Report for STIP Period 2023
Clarksville MPO

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
PHSIP	2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHSIP	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHSIP	2026	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2023	\$2,660,000	\$2,660,000	\$0	\$2,660,000	\$0	\$0	\$0
SPP	2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2026	\$4,730,000	\$4,730,000	\$0	\$4,730,000	\$0	\$0	\$0
STBG-KY	2024	\$8,000,000	\$8,000,000	\$6,400,000	\$0	\$1,600,000	\$0	\$0
STBG-L	2023	\$28,887,728	\$27,741,760	\$22,630,105	\$0	\$5,657,623	\$20,430,105	\$545,968
STBG-L	2024	\$3,420,968	\$2,786,900	\$2,736,697	\$0	\$684,271	\$436,697	\$634,068
STBG-L	2025	\$3,659,068	\$3,000,000	\$2,907,177	\$0	\$751,891	\$507,177	\$659,068
STBG-L	2026	\$3,809,068	\$0	\$3,007,177	\$0	\$801,891	\$507,177	\$3,809,068
STBG-S	2023	\$4,326,000	\$4,326,000	\$3,460,800	\$865,200	\$0	\$0	\$0
STBG-S	2024	\$22,035,250	\$22,035,250	\$17,628,200	\$4,407,050	\$0	\$0	\$0
STBG-S	2025	\$1,163,000	\$1,163,000	\$930,400	\$232,600	\$0	\$0	\$0
STBG-S	2026	\$290,750	\$290,750	\$232,600	\$58,150	\$0	\$0	\$0
STBG-TA	2023	\$2,272,791	\$2,272,791	\$1,818,253	\$0	\$454,553	\$0	\$0

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

**Short Conformity Determination Report for the 1997 Ozone
NAAQS**

Associated with the:

Amendment 2 TN - FY2023-2026 Transportation Improvement
Program

**March 22, 2023
Prepared by the Clarksville MPO**

The preparation of this document was financed cooperatively by the Federal Highway Administration, the Federal Transit Administration, the Tennessee Department of Transportation, the Kentucky Transportation Cabinet and the units of local and county government in the Clarksville MPO area. The opinions, findings, and conclusions expressed in this document are those of the Clarksville MPO and are not necessarily those of the U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation.

EXECUTIVE SUMMARY

Amendment 2 amends the Clarksville MPO's FY2023 - FY2026 Transportation Improvement Program (TIP), to change the Project Name, Termini, Length, and Project Description of TIP project #75, Spring Creek Pkwy. The project name changes from "Spring Creek Pkwy (Northeast Connector)-Phase1* and Phase2*" to "Spring Creek Pkwy". This was needed because Spring Creek Pkwy phase 1 has been let and this is a stand alone project. The current termini shows the project as all 3 phases of the original project. The new termini only shows the project that the funding is shown for, which is from Spring Creek to Wilma Rudolph Blvd. The portion from Wilma Rudolph Blvd to Ted Crozier Blvd does not have funding. The Street Department wants this to be a stand alone project. The termini and project name in the current TIP contradict each other due to phase 3 being added into the termini. The project description needs to be changed to show only this one project. The current project description discusses all 3 phases, which the funding and project name does not reflect. The changes are necessary to reflect the project being funded and corrects contradictions in the current project name, termini, length, and description. *(These issues/changes are needed as an incorrect TIP sheet was used when developing the new TIP; causing the TIP sheet to be confusing and inaccurate. The changes are what should have been in the new TIP sheet for TIP project #75.)*

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 and 2015 ozone NAAQS on July 20, 2012 and August 3, 2018 respectively.

This Conformity Determination Report (CDR) is being written for the FY 2023-26 TIP to address the 1997 ozone NAAQS, and is consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and EPA's *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

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. On January 3, 2022 and October 31, 2022, EPA approved a second 10-yr Limited Maintenance Plan for the Montgomery County Area and Christian County Area respectively to provide for the maintenance of the 1997 8-hour ozone NAAQS through 2025 the end of the second 10-year portion of the maintenance period. The Federal Register Notice is in Appendix C.

CUAMPO's planning boundary includes all of Montgomery County, Tennessee and the southern most 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.

FY2023-FY2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The FY2023-FY2026 (October 1, 2022 through September 30, 2026) Transportation Improvement Program (TIP) is a subset of the 2045 MTP. All of the projects in the FY2023-FY2026 TIP are in the 2045 MTP. The FY2023-FY2026 TIP is under FHWA/FTA review for approval as part of the TDOT STIP.

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 FY2023-FY2026 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 FY2023 to FY2026 and ensures coordination of transportation improvements by local, state, and federal agencies. The FY2023-FY2026 TIP Amendment 2 for adoption by the MPO Executive Board, is in Appendix A.

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

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.

for the 2045 MTP on February 15, 2019 and is currently waiting for approval for the FY2023-FY2026 TIP from EPA/FHWA/FTA. Transportation conformity is required no less frequently than every four years. This short conformity determination report addresses transportation conformity requirements for Amendment 2 to the FY2023- FY2026 TIP.

TRANSPORTATION CONFORMITY REQUIREMENTS

On November 29, 2018, EPA issued Transportation Conformity Guidance for the South Coast II Court Decision² (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.

Therefore, transportation conformity for the 1997 ozone NAAQS for Clarksville Area MPO's 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 (40 CFR 93.110)
- Consultation (40 CFR 93.112)
- Transportation Control Measures (40 CFR 93.113) and
- Fiscal constraint (40 CFR 93.108)

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

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

implementation of projects in the Transportation Improvement Program (TIP) will not interfere with timely implementation of TCMs.

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 2 to the FY2020- FY2023 TIP and this short 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 CUAMPO's Participation Plan (PP) meeting guidelines were followed. The PP is available on the web at www.CUAMPO.com. The 14 - day public comment period opened on April 5, 2023 and closed on April 19, 2023.

TIMELY IMPLEMENTATION OF TCMs

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

FISCAL CONSTRAINT

Transportation conformity requirements in 40 CFR 93 states that TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. Amendment 2, the changes to the project name, termini, and project description did not change the funding amounts for each phase shown on the TIP page. The total project cost estimate did decrease. The funding was reduced to remain fiscally constrained. It is currently at \$44,950,000 in the TIP and the amendment shows a total project cost estimate of \$35,000,000. and therefore, the TIP #75 project remains fiscally constrained.

CONCLUSION

This conformity demonstration process complete for Amendment 2 for the for the FY2023-FY2026 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 - Amendment 2, FY2023-FY2026 TIP

Appendix B – IAC meeting minutes

Appendix C – Federal Register – LMP Montgomery County, TN

APPENDIX B: COMMENTS / IAC MEETING MINUTES

Comments:

Marc Corrigan

2:05 PM (1
hour ago)

to me

Jill,

Attached is a marked up version of the document with some recommended edits for your consideration (be sure to enable tracked changes to view my recommended changes/comments). Also, I have a couple of comments for your consideration:

On pages 8 and 9, the length of the project is changed between the two TIP sheets, but the map seems to show the same segment of roadway.

On pages 8 and 9, the funding seems to be the same on the two TIP sheets, although earlier in the document there is indication of a higher initial amount of 44,950,000. Should this show up on the original TIP sheet?

If the total amount of the project decreased about \$10 million, would some of the funding categories shown on page 10 not change?

Please let me know if you need further explanation on any of these.

Marc

From: Jill Hall <jill.hall@cityofclarksville.com>

Sent: Tuesday, March 21, 2023 3:58 PM

To: Sarah Larocca <Larocca.sarah@epa.gov>; Josue

OrtizBorrero <ortizborrero.josue@epa.gov>; Santalla, Sean

(FHWA) <sean.santalla@dot.gov>; Dianna Myers <myers.dianna@epa.gov>; Jonathan Russell

<Jonathan.Russell@tn.gov>; Kelly Sheckler <sheckler.kelly@epa.gov>; Richard Wong

<Wong.Richard@epa.gov>; Jill Hall <jhall@cityofclarksville.com>; Kelly Lewis

<kelly.lewis@ky.gov>; stan.williams@cityofclarksville.com; Milady Meadows

<milady.meadows@ky.gov>; Lauren Hedge <Lauren.Hedge@ky.gov>; Andres Ramirez

<andres.ramirez@dot.gov>; Marc Corrigan <Marc.Corrigan@tn.gov>; Eric Perez

<eric.perez@ky.gov>; Khan, Jahan (KYTC) <Jahan.khan@ky.gov>; Mikael Pelfrey

<mikael.pelfrey@ky.gov>; Contact <justin.harrod@ky.gov>

Subject: [EXTERNAL] Request for IAC to review amendment to FY2023-FY2026 TIP once the TIP is approved by EPA/FHWA/FTA

***** This is an EXTERNAL email. Please exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email - STS-Security. *****

One attachment • Scanned by Gmail



Jill Hall <jill.hall@cityofclarksville.com>

2:14 PM (1
hour ago)

to Marc

Thank you Marc for reviewing and showing me the corrections to make/consider.

I realized the map after I sent it. I've asked for a new map from the Street Dept., but haven't received it yet.

The funding didn't change on the project sheet.

The total project costs are different because I had added a phase 3 portion to the project that should not have been. That's why the TIP page is wrong but the fiscal constraint report is correct on page 10.

There were no funding changes.

I had combined different pages that should not have been causing the current TIP page to be inaccurate.

Thanks again,

Jill

Bowman, Anna M (EEC)

Fri, Mar 24, 2:36 PM (6
days ago)

to Dasha, Lauren, Eric, Jahan, Mikael, Justin, me, Sarah, Josue, Sean, Dianna, Jonathan, Kelly, Richard, Ke

Good afternoon Jill,

After review of Amendment 2 of the FY2023-FY2026 TIP, the Division for Air Quality agrees that it is nonexempt from air quality conformity and concurs that it meets the transportation conformity requirements for 40 CFR Part 93. Thanks and have a great weekend.

Best,

Anna Bowman

Kentucky Division for Air Quality

Evaluation Section

300 Sower Boulevard, 2nd Floor

Frankfort, KY 40601

ph: 502-782-6563

Marc Corrigan

Fri, Mar 24, 3:05 PM (6
days ago)

to Sarah, Josue, Sean, Dianna, dasha, Jonathan, Kelly, Richard, Kelly, stan.williams@cityofclarksville.com, Lauren, Anna, Andres, Eric, Jahan, Mikael, Contact, me

Jill,

A couple things on this amendment to the MTP and TIP:

The first thing I noticed was the 7 day turn-around for comments (I think this also applies to the earlier TIP amendment you sent on 3/21). This is a KY project, so I don't know what the KY conformity SIP allows for reviews of projects like this. The TN conformity SIP requires 14 days, but allows for shorter timeframes with concurrence of all members of the IAC. I'd recommend a bit more time if possible (perhaps to the 4th of April if all from the IAC concur). I'm not sure what rules here – it is probably the KY conformity SIP, though.

With regards to the modeling aspect, for regional emissions analysis, we know it is exempt due to the South Coast II determination by the Courts. For planning purposes, I can't comment, other than to say that if we did have to conduct a regional emissions analysis, this would likely be exempt from the regional emissions analysis, even then, due to the exemptions in 40 CFR 93.127.

I noticed a couple typos. Call me if you want me to let you know what I found (the file is too large to email).

Those are my comments. Have a good weekend!

Marc

Jill Hall <jill.hall@cityofclarksville.com>

Mon, Mar 27, 8:26 AM
(3 days ago)

to Sarah, Josue, Sean, Dianna, dasha, Jonathan, Kelly, Richard, Kelly, stan.williams@cityofclarksville.com, Lauren, Anna, Andres, Eric, Jahan, Mikael, Contact, Marc

To: All

I didn't realize the time frame requirement. If possible will you please send your concurrences by Tuesday, April 4th so that all amendments can move forward for the MPO meeting on the 20th. The public review will begin on April 5th.

Thank you,
Jill

Myers, Dianna (she/her/hers)

Wed, Mar 29, 3:36 PM (22
hours ago)

to Sarah, Josue, Sean, dasha, Jonathan, Kelly, Richard, Kelly, stan.williams, Lauren, anna.bowman@ky.gov, Andres, marc.corrigan@tn.gov, Eric, Jahan, Mikael, Contact, me

Jill,

Please see EPA's comments on the CDR and the attachment for the Appendix as referenced in the document.

Let me know if you have any questions.

Dianna B. Myers
Regional Transportation Conformity Contact

Air Regulatory Management Section-ARD
[US Environmental Protection Agency](#)
Phone-(404) 562-9207 Fax-(404) 562-9019
[Email-myers.dianna@epa.gov](mailto:myers.dianna@epa.gov)

Under Transportation Conformity Process, page 4, bottom of third paragraph Dianna asked the following to be inserted, "On January 3, 2022, EPA approved a second 10-yr Limited Maintenance Plan for the Montgomery County Area to provide for the maintenance of the 1997 8-hour ozone NAAQS through 2025 the end of the second 10-year portion of the maintenance period. The Federal Register Notice is in Appendix". Appendix C was added for the Federal Register – 1997 LMP Montgomery County, TN

Marc Corrigan

8:57 AM (5
hours ago)

to Dianna, me

Jill,

That was a good catch by Dianna. It is useful to have the current status of the maintenance area indicated in the document. In addition to the TN side, the KY side also has a recently approved LMP (see attached).

Marc

Marc Corrigan

1:42 PM (34 minutes ago)

to John, Sarah, Josue, Sean, Dianna, dasha, Jonathan, Kelly, Richard, Jill, Melanie, Kelly, stan.williams@cityofclarksville.com, Lauren, Andres, Eric, Nick, Jahan, Mikael, Contact, me, Anna

Jill,

I noted that the discussion of the LMP mentioned Montgomery County, but did not mention Christian County. The reference to the FR in the appendix includes the notice for Christian County (maybe both should be included and referenced in the document) The TAPCD has no further comments at this time.

Marc

**APPENDIX C: FEDERAL REGISTER – 1997 LIMITED MAINTENANCE PLAN MONTGOMERY CO.,
TN**

**Subpart PP—South Carolina**

■ 5. In § 52.2120(e), amend the table by adding a new entry for “110(a)(1) and

(2) Infrastructure Requirements for the 2015 8-Hour Ozone NAAQS” at the end of the table to read as follows:

§ 52.2120 Identification of plan.
* * * * *
(e) * * *

Provision	State effective date	EPA approval date	Explanation
110(a)(1) and (2) Infrastructure Requirements for the 2015 8-Hour Ozone NAAQS.	9/7/2018	12/2/2021, [Insert citation of publication]	Addressing Prongs 1 and 2 of section 110(a)(2)(D)(i)(I) only.

[FR Doc. 2021–26144 Filed 12–1–21; 8:45 am]

BILLING CODE 6550–50–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

EPA–R04–OAR–2020–0428; FRL–8911–02–R4]

Air Plan Approval; TN; Montgomery County Limited Maintenance Plan for the 1997 8-Hour Ozone NAAQS

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is taking final action to approve a state implementation plan (SIP) revision submitted by the State of Tennessee, through the Tennessee Department of Environment and Conservation (TDEC), Air Pollution Control Division, on June 23, 2020. The SIP revision includes the 1997 8-hour ozone national ambient air quality standards (NAAQS) Limited Maintenance Plan (LMP) for the Montgomery County, Tennessee portion of the Clarksville-Hopkinsville Area (hereinafter referred to as the “Montgomery County Area” or “Area”). The Clarksville-Hopkinsville Area is comprised of Montgomery County, Tennessee, and Christian County, Kentucky. EPA is approving Tennessee’s LMP for the Montgomery County Area because it provides for the maintenance of the 1997 8-hour ozone NAAQS within the Montgomery County Area through the end of the second 10-year portion of the maintenance period. The effect of this action would be to make certain commitments related to maintenance of the 1997 8-hour ozone NAAQS in the Montgomery County Area federally enforceable as part of the Tennessee SIP.

DATES: This rule is effective January 3, 2022.

ADDRESSES: EPA has established a docket for this action under Docket ID No. EPA–R04–OAR–2020–0428. All

documents in the docket are listed on the www.regulations.gov website. Although listed in the index, some information is not publicly available, i.e., Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials can either be retrieved electronically via www.regulations.gov or in hard copy at the Air Regulatory Management Section, Air Planning and Implementation Branch, Air and Radiation Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW, Atlanta, Georgia 30303–8960. EPA requests that if at all possible, you contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection. The Regional Office’s official hours of business are Monday through Friday 8:30 a.m. to 4:30 p.m., excluding Federal holidays. **FOR FURTHER INFORMATION CONTACT:** Sarah LaRocca, Air Regulatory Management Section, Air Planning and Implementation Branch, Air and Radiation Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW, Atlanta, Georgia 30303–8960. The telephone number is (404) 562–8994. Ms. LaRocca can also be reached via electronic mail at larocca.sara@epa.gov.

SUPPLEMENTARY INFORMATION:

I. Background

In 1979, under section 109 of the Clean Air Act (CAA or Act), EPA established primary and secondary NAAQS for ozone at 0.12 parts per million (ppm), averaged over a 1-hour period. See 44 FR 8202 (February 8, 1979). On July 18, 1997, EPA revised the primary and secondary NAAQS for ozone to set the acceptable level of ozone in the ambient air at 0.08 ppm, averaged over an 8-hour period. See 62 FR 38856 (July 18, 1997).¹ EPA set the

8-hour ozone NAAQS based on scientific evidence demonstrating that ozone causes adverse health effects at lower concentrations and over longer periods of time than was understood when the pre-existing 1-hour ozone NAAQS was set. EPA determined that the 8-hour ozone NAAQS would be more protective of human health, especially children and adults who are active outdoors, and individuals with a pre-existing respiratory disease, such as asthma.

Following promulgation of a new or revised NAAQS, EPA is required by the CAA to designate areas throughout the nation as attaining or not attaining the NAAQS. On April 15, 2004, EPA designated the Clarksville-Hopkinsville Area, which included Montgomery County, Tennessee, and Christian County, Kentucky, as nonattainment for the 1997 8-hour ozone NAAQS, and the designation became effective on June 15, 2004. See 69 FR 23858 (April 30, 2004). Similarly, on May 21, 2012, EPA designated areas as unclassifiable/attainment or nonattainment for the 2008 8-hour ozone NAAQS. EPA designated Montgomery County as unclassifiable/attainment for the 2008 8-hour ozone NAAQS. This designation became effective on July 20, 2012. See 77 FR 30088 (May 21, 2012). In addition, on November 16, 2017, areas were designated for the 2015 8-hour ozone NAAQS. The Montgomery County Area was designated attainment/unclassifiable for the 2015 8-hour ozone NAAQS, with an effective date of January 16, 2018. See 82 FR 54232 (November 16, 2017).

A state may submit a request to redesignate a nonattainment area that is attaining a NAAQS to attainment, and, if the area has met other required criteria described in section 107(d)(3)(E) of the CAA, EPA may approve the

¹ both to 0.075 ppm. See 73 FR 16436 (March 27, 2008). Additionally, in October 2015, EPA completed a review of the primary and secondary ozone NAAQS and tightened them by lowering the level for both to 0.070 ppm. See 80 FR 65292 (October 26, 2015).

¹ In March 2008, EPA completed another review of the primary and secondary ozone NAAQS and tightened them further by lowering the level for

redesignation request.² One of the criteria for redesignation is to have an approved maintenance plan under CAA section 175A. The maintenance plan must demonstrate that the area will continue to maintain the NAAQS for the period extending ten years after redesignation, and it must contain such additional measures as necessary to ensure maintenance and such contingency provisions as necessary to assure that violations of the NAAQS will be promptly corrected. Eight years after the effective date of redesignation, the state must also submit a second maintenance plan to ensure ongoing maintenance of the NAAQS for an additional ten years pursuant to CAA section 175A(b) (*i.e.*, ensuring maintenance for 20 years after redesignation).

EPA has published long-standing guidance for states on developing maintenance plans.³ The Calcagni memo provides that states may generally demonstrate maintenance by either performing air quality modeling to show that the future mix of sources and emission rates will not cause a violation of the NAAQS or by showing that projected future emissions of a pollutant and its precursors will not exceed the level of emissions during a year when the area was attaining the NAAQS (*i.e.*, attainment year inventory). See Calcagni memo at page 9. EPA clarified in three subsequent guidance memos that certain areas could meet the CAA section 175A requirement to provide for maintenance by showing that the area was unlikely to violate the NAAQS in the future, using information such as the area's design value⁴ being significantly below the standard and the area having a historically stable design value.⁵ EPA

refers to a maintenance plan containing this streamlined demonstration as an LMP.

EPA has interpreted CAA section 175A as permitting the LMP option because section 175A of the Act does not define how areas may demonstrate maintenance, and in EPA's experience implementing the various NAAQS, areas that qualify for an LMP and have approved LMPs have rarely, if ever, experienced subsequent violations of the NAAQS. As noted in the LMP guidance memoranda, states seeking an LMP must still submit the other maintenance plan elements outlined in the Calcagni memo, including: An attainment emissions inventory, provisions for the continued operation of the ambient air quality monitoring network, verification of continued attainment, and a contingency plan in the event of a future violation of the NAAQS. Moreover, a state seeking an LMP must still submit its section 175A maintenance plan as a revision to its SIP, with all attendant notice and comment procedures. While the LMP guidance memoranda were originally written with respect to certain NAAQS,⁶ EPA has extended the LMP interpretation of section 175A to other NAAQS and pollutants not specifically covered by the previous guidance memos.⁷

In a notice of proposed rulemaking (NPRM), published on September 23, 2021 (86 FR 52864), EPA proposed to approve Tennessee's LMP because the State made a showing, consistent with EPA's prior LMP guidance, that the Area's ozone concentrations are well below the 1997 8-hour ozone NAAQS and have been historically stable and that it met the other maintenance plan requirements. The details of Tennessee's submission and the rationale for EPA's action are explained in the NPRM. Comments on the September 23, 2021, NPRM were due on or before October 25, 2021. EPA did not receive any comments on the September 23, 2021, NPRM.

Joseph Paisie, OAQPS, October 6, 1995; and "Limited Maintenance Plan Option for Moderate PM₁₀ Nonattainment Areas," from Lydia Wegman, OAQPS, August 9, 2001. Copies of these guidance memoranda can be found in the docket for this rulemaking.

⁶ The prior memos addressed: Unclassifiable areas under the 1-hour ozone NAAQS, nonattainment areas for the PM₁₀ (particulate matter with an aerodynamic diameter less than 10 microns) NAAQS, and nonattainment for the carbon monoxide (CO) NAAQS.

⁷ See, e.g., 79 FR 41900 (July 18, 2014) (approval of the second ten-year LMP for the Grant County 1971 SO₂ maintenance area).

II. Final Action

EPA is taking final action to approve the Montgomery County Area LMP for the 1997 8-hour ozone NAAQS, submitted by TDEC on June 23, 2020, as a revision to the Tennessee SIP. EPA is approving the Montgomery County Area LMP because it includes a sufficient update of the various elements of the 1997 8-hour ozone NAAQS Maintenance Plan approved by EPA for the first 10-year portion of the maintenance period (including emissions inventory, assurance of adequate monitoring and verification of continued attainment, and contingency provisions) and retains the relevant provisions of the SIP under sections 110(k) and 175A of the CAA.

EPA also finds that the Montgomery County Area qualifies for the LMP option and that the Montgomery County Area LMP is sufficient to provide for maintenance of the 1997 8-hour ozone NAAQS in the Clarksville-Hopkinsville Area over the second 10-year maintenance period (*i.e.*, through 2025).

III. Statutory and Executive Order Reviews

Under the CAA, the Administrator is required to approve a SIP submission that complies with the provisions of the Act and applicable Federal regulations. See 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the CAA. This action merely approves state law as meeting Federal requirements and does not impose additional requirements beyond those imposed by state law. For that reason, this action:

- Is not a significant regulatory action subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);
- Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- Is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);
- Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4);
- Does not have Federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);

² Section 107(d)(3)(E) of the CAA sets out the requirements for redesignating a nonattainment area to attainment. They include attainment of the NAAQS, full approval of the applicable SIP pursuant to CAA section 110(k), determination that improvement in air quality is a result of permanent and enforceable reductions in emissions, demonstration that the state has met all applicable section 110 and part D requirements, and a fully approved maintenance plan under CAA section 175A.

³ John Calcagni, Director, Air Quality Management Division, EPA Office of Air Quality Planning and Standards (OAQPS), "Procedures for Processing Requests to Redesignate Areas to Attainment," September 4, 1992 (Calcagni memo).

⁴ The ozone design value for a monitoring site is the 3-year average of the annual fourth-highest daily maximum 8-hour average ozone concentrations. The design value for an ozone area is the highest design value of any monitoring site in the area.

⁵ See "Limited Maintenance Plan Option for Nonclassifiable Ozone Nonattainment Areas," from Sally L. Shaver, OAQPS, November 16, 1994; "Limited Maintenance Plan Option for Nonclassifiable CO Nonattainment Areas," from

- Is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);

- Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);

- Is not subject to requirements of section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the CAA; and

- Does not provide EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).

The SIP is not approved to apply on any Indian reservation land or in any other area where EPA or an Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian country, the rule does not have tribal implications as specified by Executive Order 13175 (65 FR 67249, November 9, 2000), nor will it impose substantial direct costs on tribal governments or preempt tribal law.

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, as added by the Small Business Regulatory Enforcement

Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this action and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**. This action is not a "major rule" as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the CAA, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by January 31, 2022. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. *See* section 307(b)(2).

List of Subjects in 40 CFR Part 52

Environmental Protection, Air Pollution Control, Incorporation by Reference, Intergovernmental Relations, Nitrogen Oxides, Ozone, Reporting and Recordkeeping Requirements, Volatile Organic Compounds.

Dated: November 26, 2021.

John Blevins,

Acting Regional Administrator, Region 4.

For the reasons stated in the preamble, EPA amends 40 CFR part 52 as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

■ 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

■ 2. In § 52.2220 amend the table in paragraph (e) by adding, at the end of the table, the entry "1997 8-Hour Ozone Second 10-Year Limited Maintenance Plan for the Montgomery County, Tennessee Area" to read as follows:

§ 52.2220 Identification of plan.

* * * * *

(e) * * *

EPA-APPROVED TENNESSEE NON-REGULATORY PROVISIONS

Name of non-regulatory SIP provision	Applicable geographic or nonattainment area	State effective date	EPA approval date	Explanation
1997 8-Hour Ozone Second 10-Year Limited Maintenance Plan for the Montgomery County, Tennessee Area.	Montgomery County	6/10/2020	12/2/2021, [Insert citation of publication].	

* * * * *

[FR Doc. 2021-26143 Filed 12-1-21; 8:45 am]

BILLING CODE 6560-50-P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

42 CFR Part 100

RIN 0906-AB27

National Vaccine Injury Compensation Program: Adding the Category of Vaccines Recommended for Pregnant Women to the Vaccine Injury Table

AGENCY: Health Resources and Services Administration (HRSA), Department of Health and Human Services (HHS).

ACTION: Final rule.

SUMMARY: On April 4, 2018, the Secretary of Health and Human Services

(the Secretary) published in the **Federal Register** a notice of proposed rulemaking (NPRM) to amend the National Vaccine Injury Compensation Program (VICP or Program) Vaccine Injury Table (Table), consistent with the statutory requirement to include vaccines recommended by the Centers for Disease Control and Prevention (CDC) for routine administration in pregnant women. Specifically, the Secretary sought public comment regarding how the addition of this new category should be formatted on the Table. Through this final rule, the Secretary amends the Table to add "and/or pregnant women" after "children" to the existing language in Item XVII as proposed in the NPRM. This change will apply only to petitions for compensation under the VICP filed after the effective date of this final rule.

DATES: This rule is effective January 3, 2022.

FOR FURTHER INFORMATION CONTACT:

Tamara Overby, Acting Director, Division of Injury Compensation Programs, Healthcare Systems Bureau, HRSA, 5600 Fishers Lane, Room 8N146B, Rockville, MD 20857, or by telephone (855) 266-2427. This is a toll-free number.

SUPPLEMENTARY INFORMATION:

I. Background

The National Childhood Vaccine Injury Act of 1986, title III of Public Law 99-660 (42 U.S.C. 300aa-10 *et seq.*), established the VICP, a Federal compensation program for individuals thought to be injured by certain vaccines. The statute governing the VICP has been amended several times since 1986 and will be hereinafter

Sections 5311/5339/5310/5303/5304
SFY 2024

Resolution 2023-05

A RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION WITH THE DEPARTMENT OF TRANSPORTATION, UNITED STATES OF AMERICA, FOR A GRANT UNDER THE INFRASTRUCTURE INVESTMENT AND JOBS ACT and A RESOLUTION COMMITTING THE LOCAL SHARE OF FUNDS NECESSARY TO SECURE A SECTION 5311/5339/5310/5303/5304 GRANT APPLICATION.

WHEREAS, the Secretary of Transportation is authorized to make grants for mass transportation projects; and

WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including the provision by it of the local share of the project costs; and

WHEREAS, it is required by the U.S. Department of Transportation in accordance with the provisions of Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for assistance under the Infrastructure Investment and Jobs Act, the applicant gives an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the Department of Transportation requirements thereunder; and

WHEREAS, it is required by the U.S. Department of Transportation in accordance with the provisions of Section 504 of the Rehabilitation Act of 1973, that in connection with the filing of an application for assistance the applicant gives an assurance that it will comply with Section 504 of Rehabilitation Act of 1973 and the U.S. Department of Transportation requirements thereunder; and

WHEREAS, it is required by the U.S. Department of Labor in accordance with the provisions of Section 5333(b) of the Infrastructure Investment and Jobs Act, that in connection with the filing of an application for assistance under the Infrastructure Investment and Jobs Act, and in the absence of a waiver from the U.S. Department of Labor, the applicant gives an assurance that it will comply with Section 5333(b) of the Infrastructure Investment and Jobs Act, and the U.S. Department of Labor requirements thereunder; and

WHEREAS, it is the goal of the applicant that disadvantaged business enterprises be utilized to the fullest extent possible in connection with this project, and the definite procedures shall be established and administered to ensure that disadvantaged businesses shall have maximum feasible opportunity to compete for contracts when procuring construction contracts, supplies, equipment contracts or consultant and other services.

NOW, THEREFORE, BE IT RESOLVED BY THE _ MPO Executive Board_ (Governing Board), hereinafter referred to as Applicant's Governing Board, OF THE _Clarksville Urbanized Area Metropolitan Planning Organization (Agency Name), hereinafter referred to as Applicant, authorizes the following in regards to _Stan Williams, _MPO Director (Name & Title), hereinafter referred to as Agency Representative:

- Section 1. That Agency Representative of the Applicant is authorized to execute and file an application on behalf of the Applicant with the U.S. Department of Transportation, to aid in the financing of the __Planning__ [type(s) of grant requesting: capital, operating, administrative, planning] assistance projects described in the attachment.**
- Section 2. That Agency Representative is authorized to execute and file with such application an assurance or any other document required by the U.S. Department of Transportation effectuating the purpose of Title VI of the Civil Rights Act of 1964.**
- Section 3. That Agency Representative of the Applicant is authorized to set forth and execute affirmative minority business policies in connection with the project's procurement needs.**
- Section 4. That Agency Representative of the Applicant is authorized to set forth and execute with such application an assurance that the Applicant will comply with the conditions of the Section 5333(b) Warranty as required by the U.S. Department of Labor effectuating the purposes of Section 5333(b) of Infrastructure Investment and Jobs Act.**
- Section 5. That Agency Representative is authorized to furnish such additional information as the U.S. Department of Transportation may require in connection with the application or the project.**
- Section 6. That Agency Representative is authorized to execute grant contract agreements on behalf of Applicant with the Kentucky Transportation Cabinet for aid in the financing of the __Section 5303 Planning Grant__ [type(s) of grant requesting: capital, operating, administrative, planning] assistance project(s).**
- Section 7. That Agency Representative is authorized to sign all grant, budgets, application and contract agreements via electronic signature on behalf of Applicant with the Kentucky Transportation Cabinet.**
- Section 8. This Resolution shall be in full force and effect from and after the date of its adoption.**

WHEREAS, Applicant is authorized by KRS 96A (Statutory Authority) to apply for and accept grants of money to assist in the implementation of a transit system or for transportation planning in Clarksville Urbanized Area MPO's Planning Area (Applicant's service area); and

WHEREAS, Applicant has applied to the Kentucky Transportation Cabinet and the Federal Transit Administration of the United States Department of Transportation Act of 1964, in connection with the Section 5311/5339/5310/5303/5304 project; and

WHEREAS, said Applicant requires assurance of the Applicant's Governing Board relative to the commitment of the local share for the Section 5311/5339/5310/5303/5304 project(s).

NOW THEREFORE, BE IT RESOLVED BY THE Applicant's Governing Board,

1. That the Applicant's Governing Board hereby gives assurance that it is the intent of this Body to commit its local share of the funds necessary to support this project to improve transit service in Applicant's service area, as stated above, for a minimum of five years from the inception of the project. Said local share of expenses is to be resolved from the City of Clarksville (source of local share);
2. That the Applicant's Governing Board hereby gives assurance that it is the intent of this Body to continue the operation of transit service or planning for transit service for a minimum of five years.

ADOPTED by vote of the Applicant's Governing Board this _____ day of _____, 20____.

Approved:

Mayor Joe Pitts____
Printed Name

Executive Board Chairman____
Title

Signature

Attest:

Stan Williams____
Printed Name

Clarksville MPO Director____
Title

Signature

I, being the duly appointed Clarksville MPO Director of the Applicant, do hereby certify that the foregoing is a true and correct copy of Resolution No. 2023-02, adopted by the Applicant's Governing Board, _____ (Date).

RESOLUTION 2023-06

APPROVING AN AMENDMENT TO THE FISCAL YEAR 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Transportation Improvement Program (TIP) is prepared every 4 years, 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 reviewed by the Technical Coordinating Committee (TCC) and then recommended to the Executive Board to be advanced during the program period; and

WHEREAS, to amend the FY2023-FY2026 TIP for CTS budget revision:

TIP #20 Bus Stop Shelters – add in FY2023, 5307 funds for \$85,000 total (68,000 fed; 8,500 state; 8,500 local).

TIP #24 Support Facilities & Equipment – in FY2023, change the 5339 total funds from \$30,000 to \$103,000 (82,400 fed; 10,300 state; 10,300 local).

In FY2024, change the 5339 total funds from \$3,000 to \$100,000 (80,000 fed; 10,000 state; 10,000 local). In FY2024 add in 5307 funds in the amount of \$88,200 total funds (70,560 fed; 8,820 state; 8,820 local).

TIP #25 Associated Capital Maintenance – In FY2024, FY2025 and FY2026 remove the 5339 funds.

In FY2024, FY2025 and FY2026 add 5307 funds for each year in the amount of \$150,000 total funds (120,000 fed; 15,000 state; 15,000 local).

TIP #26 Support Vehicles - in FY2023, change the 5339 total funds from \$50,000 to \$60,000 (48,000 fed; 6,000 state; 6,000 local).

In FY2024, change the 5339 total funds from \$50,000 to \$60,000 (48,000 fed; 6,000 state; 6,000 local). In FY2024 add in 5307 funds in the amount of \$110,000 total funds (88,000 fed; 11,000 state; 11,000 local).

TIP #28 Facility Renovation & Rehabilitation & New – In FY2023 add in 5307 funds in the amount of \$50,000 total funds (40,000 fed; 5,000 state; 5,000 local).

In FY2024, change the 5339 total funds from \$5,000 to \$219,015 (175,212 fed; 21,901 state; 21,902 local). In FY2024 add in 5307 funds in the amount of \$600,000 total funds (480,000 fed; 60,000 state; 60,000 local).

TIP #30 Surveillance/Security – add new project to TIP. FY2024, 5307 funds in the amount of \$500,000 total funds (400,000 fed; 50,000 state; 50,000 local).

TIP #31 Communication Equipment – add new project to TIP. FY 2024 and FY2025, 5339 funds in the amount of \$50,000 total funds (40,000 fed; 5,000 state; 5,000 local) for each year.

TIP #32 Computer Hardware – in FY2023, change the 5339 total funds from \$5,000 to \$25,000 (20,000 fed; 2,500 state; 2,500 local).

In FY2023, change the 5307 total funds from \$25,000 to \$3,000 (24,000 fed; 3,000 state; 3,000 local).

TIP #33 Administration/Maintenance & Transit Center – Remove the 5303 funds for FY2023, FY2024, and FY2025 each in the total amount of \$40,000.

TIP #35 Operating Assistance (Tennessee) - in FY2023, change the 5307 total funds from \$6,880,626 to \$3,881,414 (1,831,414 fed; 1,025,000 state; 1,025 local).

In FY2024, change the 5307 total funds from \$3,835,225 to \$6,837,859 (2,837,859 fed; 1,200,000 state; 2,800,000 local).

In FY2025, change the 5307 total funds from \$3,835,225 to \$7,087,859 (2,937,859 fed; 1,250,000 state; 2,900,000 local).

In FY2026, change the 5307 total funds from \$3,835,225 to \$7,400,000 (3,100,000 fed; 1,300,000 state; 3,000,000 local).

TIP #36 Operating Assistance (Kentucky) - in FY2024, change the 5307 total funds from \$628,084 to \$1,419,130 (709,565 fed; 0 state; 709,565 local).

In FY2025, change the 5307 total funds from \$628,084 to \$820,000 (410,000 fed; 0 state; 410,000 local).

In FY2026, change the 5307 total funds from \$628,084 to \$820,000 (410,000 fed; 0 state; 410,000 local).

TIP #58 Non Fixed Route ADA Paratransit Service – in FY2023, change the 5307 total funds from \$342,766 to \$341,789 (273,431 fed; 34,179 state; 34,179 local).

In FY2024, change the 5307 total funds from \$341,789 to \$482,550 (386,040 fed; 48,255 state; 48,255 local).

TIP #59 Engineering and Design (Transit) – In FY2023, change the 5307 total funds from \$40,000 to \$140,000 (112,000 fed; 14,000 state; 14,000 local).

In FY2024 add in 5307 funds in that amount of \$100,000 (80,000 fed; 10,000 state; 10,000 local).

In FY2026 add in 5307 funds in that amount of \$3,000,000 (2,400,000 fed; 300,000 state; 300,000 local).

TIP #61 Construction (Transit) – in FY2023, remove the IMPROVE Act funds and the 5339 funds.

For FY2023 add in 5307 funds in the total amount of \$35,000 (28,000 fed; 3,500 state; 3,500 local).

For FY2024 add in 5307 funds in the total amount of \$1,500,000 (1,200,000 fed; 150,000 state; 150,000 local).

TIP #63 Paratransit Vehicles – for FY2024, FY2025, and FY2026 add in 5310 funds in the total amount of \$300,000 (240,000 fed; 30,000 state; 30,000 local) for each year.

TIP #72 Transit Buses – remove the 5307 funds and 5339 funds for FY2023.

For FY2025 add in 5339 funds in the total amount of \$2,500,000 (2,000,000 fed; 250,000 state; 250,000 local).

For FY2025 add in 5307 funds in the total amount of \$1,000,000 (800,000 fed; 100,000 state; 100,000 local).

For FY2026 add in 5307 funds in the total amount of \$1,650,000 (1,320,000 fed; 165,000 state; 165,000 local).

TIP #74 Fare Collection – add in new project with 5307 funding for FY2024 in the amount of \$600,000 (480,000 fed; 60,000 state; 60,000 local).

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

WHEREAS, these transit projects are exempt from conformity; therefore, no conformity determination was required for the amendment; and

WHEREAS, the Technical Coordinating Committee members do acknowledge that the TIP must be a financially constrained document and agree that said actions are appropriate and consistent with the FY2023-2026 TIP.

NOW, THEREFORE BE IT RESOLVED, that the Executive Board of the Clarksville Urbanized Area Metropolitan Planning Organization does hereby adopt this amendment #3 to be made part of the FY2023-2026 TIP.

Resolution Approval Date: April 20, 2023

Authorized Signature:

Mayor Joe Pitts, Chairperson
MPO Executive Board

eSTIP Project Report

New



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
20		0.00	CTS

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$425,000.00

Project Name:
Bus Stop Shelters

Termini
System-wide as needed

Project Description
Install passenger shelters at major stops

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE/REBUILD	5339	\$85,000	\$68,000	\$8,500	\$8,500
2023	PURCHASE/REBUILD	5307	\$85,000	\$68,000	\$8,500	\$8,500
2024	PURCHASE/REBUILD	5339	\$85,000	\$68,000	\$8,500	\$8,500
2025	PURCHASE/REBUILD	5339	\$85,000	\$68,000	\$8,500	\$8,500
2026	PURCHASE/REBUILD	5339	\$85,000	\$68,000	\$8,500	\$8,500
Total			\$425,000	\$340,000	\$42,500	\$42,500





<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
20		0.00	CTS

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$340,000.00

Project Name:
Bus Stop Shelters

Termini
System-wide as needed

Project Description
Install passenger shelters at major stops

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE/REBUILD	5339	\$85,000	\$68,000	\$8,500	\$8,500
2024	PURCHASE/REBUILD	5339	\$85,000	\$68,000	\$8,500	\$8,500
2025	PURCHASE/REBUILD	5339	\$85,000	\$68,000	\$8,500	\$8,500
2026	PURCHASE/REBUILD	5339	\$85,000	\$68,000	\$8,500	\$8,500
Total			\$340,000	\$272,000	\$34,000	\$34,000





ID	PIN #	Length in Miles	Lead Agency
24		0.00	CTS

County:
Montgomery

Route	Total Project Cost
-	\$297,200.00

Project Name:
Support Facilities & Equipment

Termini
Administration Building and Transit Centers

Project Description
Support Equipment, Electronic Farebox System and Vehicle Locator Equipment and Miscellaneous Support Equipment/Components and Parts

Long Range Plan #	Conformity Status
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5339	\$103,000	\$82,400	\$10,300	\$10,300
2024	PURCHASE	5339	\$100,000	\$80,000	\$10,000	\$10,000
2024	PURCHASE	5307	\$88,200	\$70,560	\$8,820	\$8,820
2025	PURCHASE	5339	\$3,000	\$2,400	\$300	\$300
2026	PURCHASE	5339	\$3,000	\$2,400	\$300	\$300
Total			\$297,200	\$237,760	\$29,720	\$29,720





ID

24

PIN #

Length in Miles

0.00

Lead Agency

CTS

County:
Montgomery

Route

-

Total Project Cost

\$39,000.00

Project Name:
Support Facilities & Equipment

Termini
Administration Building and Transit Centers

Project Description
Support Equipment, Electronic Farebox System and Vehicle Locator Equipment and Miscellaneous Support Equipment/Components and Parts

Long Range Plan #

Figure 10.1; pg 10-4

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5339	\$30,000	\$24,000	\$3,000	\$3,000
2024	PURCHASE	5339	\$3,000	\$2,400	\$300	\$300
2025	PURCHASE	5339	\$3,000	\$2,400	\$300	\$300
2026	PURCHASE	5339	\$3,000	\$2,400	\$300	\$300
Total			\$39,000	\$31,200	\$3,900	\$3,900





ID	PIN #	Length in Miles	Lead Agency
25		0.00	CTS

County:
Montgomery

Route	Total Project Cost
-	\$460,000.00

Project Name:
Associated Capital Maintenance

Termini
Maintenance Building

Project Description
Major replacement parts for buses such as engines, transmissions, alternators, tires, etc.

Long Range Plan #	Conformity Status
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE/REBUILD	5339	\$115,000	\$92,000	\$11,500	\$11,500
2024	PURCHASE/REBUILD	5339	\$115,000	\$92,000	\$11,500	\$11,500
2025	PURCHASE/REBUILD	5339	\$115,000	\$92,000	\$11,500	\$11,500
2026	PURCHASE/REBUILD	5339	\$115,000	\$92,000	\$11,500	\$11,500
Total			\$460,000	\$368,000	\$46,000	\$46,000





ID	PIN #	Length in Miles	Lead Agency
25		0.00	CTS

County:
Montgomery

Route	Total Project Cost
-	\$565,000.00

Project Name:
Associated Capital Maintenance

Termini
Maintenance Building

Project Description
Major replacement parts for buses such as engines, transmissions, alternators, tires, etc.

Long Range Plan #	Conformity Status
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE/REBUILD	5339	\$115,000	\$92,000	\$11,500	\$11,500
2024	PURCHASE/REBUILD	5307	\$150,000	\$120,000	\$15,000	\$15,000
2025	PURCHASE/REBUILD	5307	\$150,000	\$120,000	\$15,000	\$15,000
2026	PURCHASE/REBUILD	5307	\$150,000	\$120,000	\$15,000	\$15,000
Total			\$565,000	\$452,000	\$56,500	\$56,500





ID	PIN #	Length in Miles	Lead Agency
26		0.00	CTS

County:
Montgomery

Route	Total Project Cost
-	\$330,000.00

Project Name:
Support Vehicles

Termini
System wide

Project Description
Purchase replacement support vehicles

Long Range Plan #	Conformity Status
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5339	\$60,000	\$48,000	\$6,000	\$6,000
2024	PURCHASE	5339	\$60,000	\$48,000	\$6,000	\$6,000
2024	PURCHASE	5307	\$110,000	\$88,000	\$11,000	\$11,000
2025	PURCHASE	5339	\$50,000	\$40,000	\$5,000	\$5,000
2026	PURCHASE	5339	\$50,000	\$40,000	\$5,000	\$5,000
Total			\$330,000	\$264,000	\$33,000	\$33,000





ID

26

PIN #

Length in Miles

0.00

Lead Agency

CTS

County:
Montgomery

Route

-

Total Project Cost

\$200,000.00

Project Name:
Support Vehicles

Termini
System wide

Project Description
Purchase replacement support vehicles

Long Range Plan #

Figure 10.1; pg 10-4

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5339	\$50,000	\$40,000	\$5,000	\$5,000
2024	PURCHASE	5339	\$50,000	\$40,000	\$5,000	\$5,000
2025	PURCHASE	5339	\$50,000	\$40,000	\$5,000	\$5,000
2026	PURCHASE	5339	\$50,000	\$40,000	\$5,000	\$5,000
Total			\$200,000	\$160,000	\$20,000	\$20,000





ID	PIN #	Length in Miles	Lead Agency
28		0.00	CTS

County:

Montgomery

Route

-

Total Project Cost

\$884,015.00

Project Name:

Facility Renovation & Rehabilitation & New

Termini

Administration-Maintenance Building Area/New Facilities

Project Description

Renovations and Rehab and New Construction

Long Range Plan #

Figure 10.1; pg 10-4

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE/REBUILD	5339	\$5,000	\$4,000	\$500	\$500
2023	PURCHASE/REBUILD	5307	\$50,000	\$40,000	\$5,000	\$5,000
2024	PURCHASE/REBUILD	5339	\$219,015	\$175,212	\$21,901	\$21,902
2024	PURCHASE/REBUILD	5307	\$600,000	\$480,000	\$60,000	\$60,000
2025	PURCHASE/REBUILD	5339	\$5,000	\$4,000	\$500	\$500
2026	PURCHASE/REBUILD	5339	\$5,000	\$4,000	\$500	\$500
Total			\$884,015	\$707,212	\$88,401	\$88,402





ID	PIN #	Length in Miles	Lead Agency
28		0.00	CTS

County:
Montgomery

Route	Total Project Cost
-	\$20,000.00

Project Name:
Facility Renovation & Rehabilitation & New

Termini
Administration-Maintenance Building Area/New Facilities

Project Description
Renovations and Rehab and New Construction

Long Range Plan #	Conformity Status
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE/REBUILD	5339	\$5,000	\$4,000	\$500	\$500
2024	PURCHASE/REBUILD	5339	\$5,000	\$4,000	\$500	\$500
2025	PURCHASE/REBUILD	5339	\$5,000	\$4,000	\$500	\$500
2026	PURCHASE/REBUILD	5339	\$5,000	\$4,000	\$500	\$500
Total			\$20,000	\$16,000	\$2,000	\$2,000





<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
30		0.00	CTS

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
O-	\$500,000.00

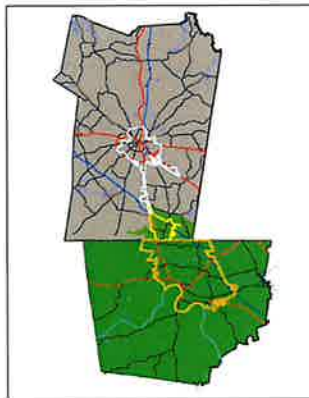
Project Name:
Surveillance/Security

Termini
System wide

Project Description
Digital mobile surveillance equipment and other needed surveillance/ security equipment

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Figure 10.1; page 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2024	PURCHASE	5307	\$500,000	\$400,000	\$50,000	\$50,000
Total			\$500,000	\$400,000	\$50,000	\$50,000





<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
31		0.00	CTS

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
O-	\$100,000.00

Project Name:
Communication Equipment

Termini
Administration/Maintenance & Transit Center

Project Description
Purchase radios and associated equipment

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Figure 10.1; page 10-4	Not Applicable

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2024	PURCHASE	5339	\$50,000	\$40,000	\$5,000	\$5,000
2025	PURCHASE	5339	\$50,000	\$40,000	\$5,000	\$5,000
Total			\$100,000	\$80,000	\$10,000	\$10,000





ID	PIN #	Length in Miles	Lead Agency
32		0.00	CTS

County:
Montgomery

Route	Total Project Cost
-	\$70,000.00

Project Name:
Computer Hardware

Termini
Administration/Maintenance & Transit Center

Project Description
Purchase new and replacement computers and hardware

Long Range Plan #	Conformity Status
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5339	\$25,000	\$20,000	\$2,500	\$2,500
2023	PURCHASE	5307	\$30,000	\$24,000	\$3,000	\$3,000
2024	PURCHASE	5339	\$5,000	\$4,000	\$500	\$500
2025	PURCHASE	5339	\$5,000	\$4,000	\$500	\$500
2026	PURCHASE	5339	\$5,000	\$4,000	\$500	\$500
Total			\$70,000	\$56,000	\$7,000	\$7,000





<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
32		0.00	CTS
<u>County:</u>			
Montgomery			
<u>Route</u>		<u>Total Project Cost</u>	
-		\$45,000.00	
<u>Project Name:</u>			
Computer Hardware			

Termini
Administration/Maintenance & Transit Center

Project Description
Purchase new and replacement computers and hardware

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Figure 10.1; pg 10-4	Exempt

<u>FY</u>	<u>Phase</u>	<u>Fund Code</u>	<u>Total Funds</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>Local Funds</u>
2023	PURCHASE	5339	\$5,000	\$4,000	\$500	\$500
2023	PURCHASE	5307	\$25,000	\$20,000	\$2,500	\$2,500
2024	PURCHASE	5339	\$5,000	\$4,000	\$500	\$500
2025	PURCHASE	5339	\$5,000	\$4,000	\$500	\$500
2026	PURCHASE	5339	\$5,000	\$4,000	\$500	\$500
Total			\$45,000	\$36,000	\$4,500	\$4,500



eSTIP Project Report



ID

33

PIN #

Length in Miles

0.00

Lead Agency

CTS

County:
Montgomery

Route

Total Project Cost

\$280,000.00

Project Name:
Computer Software

Termini
Administration/Maintenance & Transit Center

Project Description
Software support, upgrades and customization

Long Range Plan #

Figure 10.1; pg 10-4

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5339	\$70,000	\$56,000	\$7,000	\$7,000
2024	PURCHASE	5339	\$70,000	\$56,000	\$7,000	\$7,000
2025	PURCHASE	5339	\$70,000	\$56,000	\$7,000	\$7,000
2026	PURCHASE	5339	\$70,000	\$56,000	\$7,000	\$7,000
Total			\$280,000	\$224,000	\$28,000	\$28,000



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
33		0.00	CTS

County:
Montgomery

Route	Total Project Cost
-	\$400,000.00

Project Name:
Computer Software

Termini
Administration/Maintenance & Transit Center

Project Description
Software support, upgrades and customization

Long Range Plan #	Conformity Status
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5339	\$70,000	\$56,000	\$7,000	\$7,000
2023	PURCHASE	5303	\$40,000	\$32,000	\$2,000	\$6,000
2024	PURCHASE	5339	\$70,000	\$56,000	\$7,000	\$7,000
2024	PURCHASE	5303	\$40,000	\$32,000	\$2,000	\$6,000
2025	PURCHASE	5339	\$70,000	\$56,000	\$7,000	\$7,000
2025	PURCHASE	5303	\$40,000	\$32,000	\$2,000	\$6,000
2026	PURCHASE	5339	\$70,000	\$56,000	\$7,000	\$7,000
Total			\$400,000	\$320,000	\$34,000	\$46,000



eSTIP Project Report

**ID**

35

PIN #**Length in Miles**

0.00

Lead Agency

CTS

County:

Montgomery

Route

-

Total Project Cost

\$25,207,132.00

Project Name:

Operating Assistance (Tennessee)

Termini**Project Description**

Operating Assistance (Tennessee)

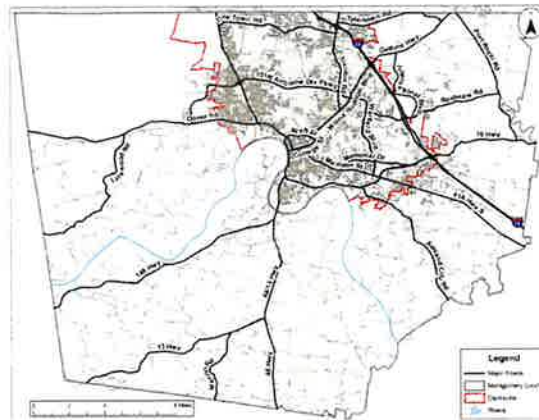
Long Range Plan #

Figure 10.1; pg 10-4

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	OPERATIONS	5307	\$3,881,414	\$1,831,414	\$1,025,000	\$1,025,000
2024	OPERATIONS	5307	\$6,837,859	\$2,837,859	\$1,200,000	\$2,800,000
2025	OPERATIONS	5307	\$7,087,859	\$2,937,859	\$1,250,000	\$2,900,000
2026	OPERATIONS	5307	\$7,400,000	\$3,100,000	\$1,300,000	\$3,000,000
Total			\$25,207,132	\$10,707,132	\$4,775,000	\$9,725,000





ID

35

PIN #

Length in Miles

0.00

Lead Agency

CTS

County:

Montgomery

Route

-

Total Project Cost

\$18,386,301.00

Project Name:

Operating Assistance (Tennessee)

Termini

Project Description

Operating Assistance (Tennessee)

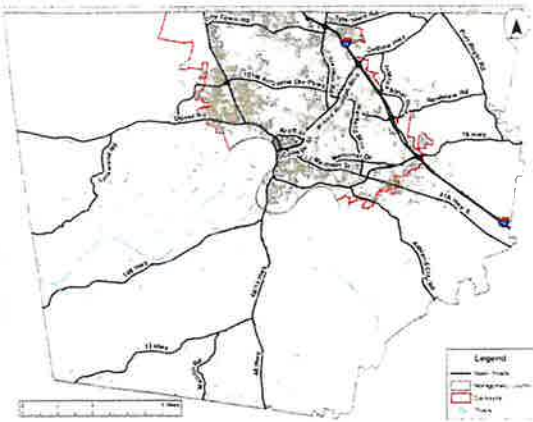
Long Range Plan #

Figure 10.1; pg 10-4

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	OPERATIONS	5307	\$6,880,626	\$3,375,975	\$1,126,365	\$2,378,286
2024	OPERATIONS	5307	\$3,835,225	\$1,824,377	\$1,005,424	\$1,005,424
2025	OPERATIONS	5307	\$3,835,225	\$1,824,377	\$1,005,424	\$1,005,424
2026	OPERATIONS	5307	\$3,835,225	\$1,824,377	\$1,005,424	\$1,005,424
Total			\$18,386,301	\$8,849,106	\$4,142,637	\$5,394,558



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
36			CTS

County:

Christian

Route

-

Total Project Cost

\$3,687,214.00

Project Name:

Operating Assistance (Kentucky)

Termini

Project Description

Operating Assistance (Kentucky)

Long Range Plan #

Figure 10.1; pg 10-4

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	OPERATIONS	5307	\$628,084	\$314,042	\$0	\$314,042
2024	OPERATIONS	5307	\$1,419,130	\$709,565	\$0	\$709,565
2025	OPERATIONS	5307	\$820,000	\$410,000	\$0	\$410,000
2026	OPERATIONS	5307	\$820,000	\$410,000	\$0	\$410,000
Total			\$3,687,214	\$1,843,607	\$0	\$1,843,607





ID

36

PIN #

Length in Miles

Lead Agency

CTS

County:

Christian

Route

-

Total Project Cost

\$2,512,336.00

Project Name:

Operating Assistance (Kentucky)

Termini

Project Description

Operating Assistance (Kentucky)

Long Range Plan #

Figure 10.1; pg 10-4

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	OPERATIONS	5307	\$628,084	\$314,042	\$0	\$314,042
2024	OPERATIONS	5307	\$628,084	\$314,042	\$0	\$314,042
2025	OPERATIONS	5307	\$628,084	\$314,042	\$0	\$314,042
2026	OPERATIONS	5307	\$628,084	\$314,042	\$0	\$314,042
Total			\$2,512,336	\$1,256,168	\$0	\$1,256,168



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
58		0.00	CTS

County:

Montgomery

Route

-

Total Project Cost

\$1,507,917.00

Project Name:

Non Fixed Route ADA Paratransit Service

Termini

System wide as needed

Project Description

Paratransit Services available system wide

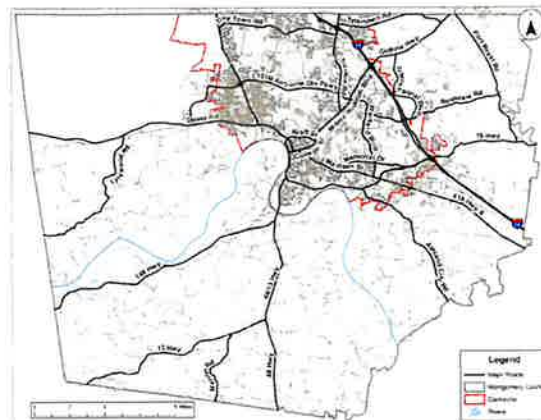
Long Range Plan #

Figure 10.1; pg 10-4

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5307	\$341,789	\$273,431	\$34,179	\$34,179
2024	PURCHASE	5307	\$482,550	\$386,040	\$48,255	\$48,255
2025	PURCHASE	5307	\$341,789	\$273,431	\$34,179	\$34,179
2026	PURCHASE	5307	\$341,789	\$273,431	\$34,179	\$34,179
Total			\$1,507,917	\$1,206,333	\$150,792	\$150,792



eSTIP Project Report

01d



ID	PIN #	Length in Miles	Lead Agency
58		0.00	CTS

County:
Montgomery

Route	Total Project Cost
-	\$1,368,133.00

Project Name:
Non Fixed Route ADA Paratransit Service

Termini
System wide as needed

Project Description
Paratransit Services available system wide

Long Range Plan #	Conformity Status
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5307	\$342,766	\$274,213	\$34,276	\$34,277
2024	PURCHASE	5307	\$341,789	\$273,431	\$34,179	\$34,179
2025	PURCHASE	5307	\$341,789	\$273,431	\$34,179	\$34,179
2026	PURCHASE	5307	\$341,789	\$273,431	\$34,179	\$34,179
Total			\$1,368,133	\$1,094,506	\$136,813	\$136,814



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
59		0.00	CTS

County:
Montgomery

Route	Total Project Cost
O-	\$3,240,000.00

Project Name:
Engineering and Design (Transit)

Termini
System Wide

Project Description
Engineering and Design work as needed

Long Range Plan #	Conformity Status
Figure 10.1; page 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	5307	\$140,000	\$112,000	\$14,000	\$14,000
2024	PE-D	5307	\$100,000	\$80,000	\$10,000	\$10,000
2026	PE-D	5307	\$3,000,000	\$2,400,000	\$300,000	\$300,000
Total			\$3,240,000	\$2,592,000	\$324,000	\$324,000





<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
59		0.00	CTS

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
O-	\$40,000.00

Project Name:
Engineering and Design (Transit)

Termini
System Wide

Project Description
Engineering and Design work as needed

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Figure 10.1; page 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	5307	\$40,000	\$32,000	\$4,000	\$4,000
Total			\$40,000	\$32,000	\$4,000	\$4,000



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
61		0.00	CTS

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
O-	\$1,535,000.00

Project Name:
Construction (Transit)

Termini
System wide

Project Description
Construction as needed
CTS awarded Improve Act for open-air bus storage and maintenance facility.

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Figure 10.1; page 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE/REBUILD	5307	\$35,000	\$28,000	\$3,500	\$3,500
2024	PURCHASE/REBUILD	5307	\$1,500,000	\$1,200,000	\$150,000	\$150,000
Total			\$1,535,000	\$1,228,000	\$153,500	\$153,500



**ID**

61

PIN #**Length in Miles**

0.00

Lead Agency

CTS

County:

Montgomery

Route

O-

Total Project Cost

\$900,000.00

Project Name:

Construction (Transit)

Termini

System wide

Project Description

Construction as needed

CTS awarded Improve Act for open-air bus storage and maintenance facility.

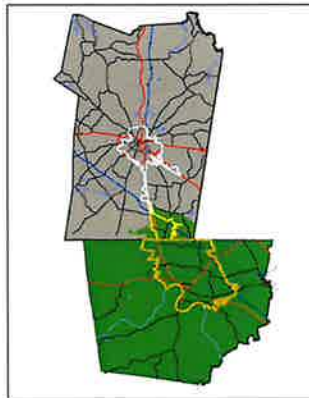
Long Range Plan #

Figure 10.1; page 10-4

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE/REBUILD	IMPROVE ACT	\$741,108	\$0	\$555,831	\$185,277
2023	PURCHASE/REBUILD	5339	\$158,892	\$127,114	\$15,889	\$15,889
Total			\$900,000	\$127,114	\$571,720	\$201,166



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
63		0.00	CTS

County:
Montgomery

Route	Total Project Cost
-	\$1,381,628.00

Project Name:
Paratransit Vehicles

Termini
Paratransit Purchases System wide as needed

Project Description
Purchase Replacement and Expansion ADA Paratransit Vehicles (Diesel and Hybrid)

Long Range Plan #	Conformity Status
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5310	\$316,476	\$263,158	\$26,659	\$26,659
2023	PURCHASE	5339	\$165,152	\$132,121	\$16,515	\$16,516
2024	PURCHASE	5310	\$300,000	\$240,000	\$30,000	\$30,000
2025	PURCHASE	5310	\$300,000	\$240,000	\$30,000	\$30,000
2026	PURCHASE	5310	\$300,000	\$240,000	\$30,000	\$30,000
Total			\$1,381,628	\$1,115,279	\$133,174	\$133,175





ID	PIN #	Length in Miles	Lead Agency
63		0.00	CTS

County:
Montgomery

Route	Total Project Cost
-	\$481,628.00

Project Name:
Paratransit Vehicles

Termini
Paratransit Purchases System wide as needed

Project Description
Purchase Replacement and Expansion ADA Paratransit Vehicles (Diesel and Hybrid)

Long Range Plan #	Conformity Status
Figure 10.1; pg 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5310	\$316,476	\$263,158	\$26,659	\$26,659
2023	PURCHASE	5339	\$165,152	\$132,121	\$16,515	\$16,516
Total			\$481,628	\$395,279	\$43,174	\$43,175



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
72		0.00	CTS

County:
Montgomery

Route	Total Project Cost
-	\$5,150,000.00

Project Name:
Transit Buses

Termini
System-wide as needed

Project Description
Purchase replacement and fixed route buses (hybrid or diesel)

Long Range Plan #	Conformity Status
Figure 10.1; page 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2025	PURCHASE	5339	\$2,500,000	\$2,000,000	\$250,000	\$250,000
2025	PURCHASE	5307	\$1,000,000	\$800,000	\$100,000	\$100,000
2026	PURCHASE	5307	\$1,650,000	\$1,320,000	\$165,000	\$165,000
Total			\$5,150,000	\$4,120,000	\$515,000	\$515,000





<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
72		0.00	CTS

County:
Montgomery

<u>Route</u>	<u>Total Project Cost</u>
-	\$955,654.00

Project Name:
Transit Buses

Termini
System-wide as needed

Project Description
Purchase replacement and fixed route buses (hybrid or diesel)

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Figure 10.1; page 10-4	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	5307	\$101,332	\$81,066	\$10,133	\$10,133
2023	PURCHASE	5339	\$854,322	\$673,999	\$96,617	\$83,706
Total			\$955,654	\$755,065	\$106,750	\$93,839



New

eSTIP Project Report



ID
74

PIN #

Length in Miles
0.00

Lead Agency
CTS

County:
Montgomery

Route
O-

Total Project Cost
\$600,000.00

Project Name:
Fare Collection

Termini
System-wide

Project Description
Fare Collection Equipment

Long Range Plan #
Figure 10.1; page 10-4

Conformity Status
Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2024	PURCHASE	5307	\$600,000	\$480,000	\$60,000	\$60,000
Total			\$600,000	\$480,000	\$60,000	\$60,000





**eSTIP Fiscal Constraints Report for STIP Period 2023
Clarksville MPO**

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
5303	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5303	2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5303	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5307	2023	\$5,986,922	\$5,986,922	\$3,327,395	\$1,172,742	\$1,486,785	\$0	\$0
5307	2024	\$13,183,374	\$13,183,374	\$7,488,532	\$1,692,638	\$4,002,204	\$0	\$0
5307	2025	\$10,195,283	\$10,195,283	\$5,177,798	\$1,478,742	\$3,538,743	\$0	\$0
5307	2026	\$14,157,424	\$14,157,424	\$8,259,939	\$1,893,742	\$4,003,743	\$0	\$0
5310	2023	\$316,476	\$316,476	\$263,158	\$26,659	\$26,659	\$0	\$0
5339	2023	\$628,152	\$628,152	\$502,521	\$62,815	\$62,816	\$0	\$0
5339	2024	\$589,015	\$589,015	\$471,212	\$58,901	\$58,902	\$0	\$0
5339	2025	\$2,768,000	\$2,768,000	\$2,214,400	\$276,800	\$276,800	\$0	\$0
5339	2026	\$218,000	\$218,000	\$174,400	\$21,800	\$21,800	\$0	\$0
CMAQ	2023	\$955,440	\$955,440	\$955,440	\$0	\$0	\$0	\$0
FLAP	2023	\$2,080,000	\$2,080,000	\$1,664,000	\$0	\$416,000	\$0	\$0
HIP	2023	\$1,002,211	\$1,002,211	\$801,769	\$200,442	\$0	\$0	\$0
HPP	2023	\$2,400,000	\$2,400,000	\$1,920,000	\$480,000	\$0	\$0	\$0
HSIP	2023	\$480,000	\$480,000	\$432,000	\$48,000	\$0	\$0	\$0
HSIP	2024	\$60,000	\$60,000	\$54,000	\$6,000	\$0	\$0	\$0
HSIP	2025	\$30,000	\$30,000	\$27,000	\$3,000	\$0	\$0	\$0
HSIP	2026	\$30,000	\$30,000	\$27,000	\$3,000	\$0	\$0	\$0
HSIP-R	2023	\$35,000	\$35,000	\$31,500	\$3,500	\$0	\$0	\$0
HSIP-R	2024	\$35,000	\$35,000	\$31,500	\$3,500	\$0	\$0	\$0
HSIP-R	2025	\$20,000	\$20,000	\$18,000	\$2,000	\$0	\$0	\$0
HSIP-R	2026	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
IMPROVE ACT	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LOCAL	2023	\$24,386,161	\$24,386,161	\$0	\$0	\$24,386,161	\$0	\$0
LOCAL	2024	\$8,500,000	\$8,500,000	\$0	\$0	\$8,500,000	\$0	\$0
LOCAL	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LOCAL	2026	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	2023	\$14,075,000	\$14,075,000	\$11,260,000	\$2,815,000	\$0	\$0	\$0
NHPP	2024	\$2,910,000	\$2,910,000	\$2,328,000	\$582,000	\$0	\$0	\$0
NHPP	2025	\$2,375,000	\$2,375,000	\$1,900,000	\$475,000	\$0	\$0	\$0
NHPP	2026	\$1,890,000	\$1,890,000	\$1,512,000	\$378,000	\$0	\$0	\$0
PHSIP	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0

01d



eSTIP Fiscal Constraints Report for STIP Period 2023
Clarksville MPO

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
5303	2023	\$40,000	\$40,000	\$32,000	\$2,000	\$6,000	\$0	\$0
5303	2024	\$40,000	\$40,000	\$32,000	\$2,000	\$6,000	\$0	\$0
5303	2025	\$40,000	\$40,000	\$32,000	\$2,000	\$6,000	\$0	\$0
5307	2023	\$8,813,443	\$8,813,443	\$4,733,804	\$1,256,837	\$2,822,802	\$0	\$0
5307	2024	\$5,600,733	\$5,600,733	\$3,048,358	\$1,119,166	\$1,433,209	\$0	\$0
5307	2025	\$5,600,733	\$5,600,733	\$3,048,358	\$1,119,166	\$1,433,209	\$0	\$0
5307	2026	\$5,600,733	\$5,600,733	\$3,048,358	\$1,119,166	\$1,433,209	\$0	\$0
5310	2023	\$316,476	\$316,476	\$263,158	\$26,659	\$26,659	\$0	\$0
5339	2023	\$1,538,366	\$1,538,366	\$1,221,234	\$165,021	\$152,111	\$0	\$0
5339	2024	\$333,000	\$333,000	\$266,400	\$33,300	\$33,300	\$0	\$0
5339	2025	\$333,000	\$333,000	\$266,400	\$33,300	\$33,300	\$0	\$0
5339	2026	\$333,000	\$333,000	\$266,400	\$33,300	\$33,300	\$0	\$0
CMAQ	2023	\$955,440	\$955,440	\$955,440	\$0	\$0	\$0	\$0
FLAP	2023	\$2,080,000	\$2,080,000	\$1,664,000	\$0	\$416,000	\$0	\$0
HIP	2023	\$1,002,211	\$1,002,211	\$801,769	\$200,442	\$0	\$0	\$0
HPP	2023	\$2,400,000	\$2,400,000	\$1,920,000	\$480,000	\$0	\$0	\$0
HSIP	2023	\$480,000	\$480,000	\$432,000	\$48,000	\$0	\$0	\$0
HSIP	2024	\$60,000	\$60,000	\$54,000	\$6,000	\$0	\$0	\$0
HSIP	2025	\$30,000	\$30,000	\$27,000	\$3,000	\$0	\$0	\$0
HSIP	2026	\$30,000	\$30,000	\$27,000	\$3,000	\$0	\$0	\$0
HSIP-R	2023	\$35,000	\$35,000	\$31,500	\$3,500	\$0	\$0	\$0
HSIP-R	2024	\$35,000	\$35,000	\$31,500	\$3,500	\$0	\$0	\$0
HSIP-R	2025	\$20,000	\$20,000	\$18,000	\$2,000	\$0	\$0	\$0
HSIP-R	2026	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
IMPROVE ACT	2023	\$741,108	\$741,108	\$0	\$555,831	\$185,277	\$0	\$0
LOCAL	2023	\$24,386,161	\$24,386,161	\$0	\$0	\$24,386,161	\$0	\$0
LOCAL	2024	\$8,500,000	\$8,500,000	\$0	\$0	\$8,500,000	\$0	\$0
LOCAL	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LOCAL	2026	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	2023	\$14,075,000	\$14,075,000	\$11,260,000	\$2,815,000	\$0	\$0	\$0
NHPP	2024	\$2,910,000	\$2,910,000	\$2,328,000	\$582,000	\$0	\$0	\$0
NHPP	2025	\$2,375,000	\$2,375,000	\$1,900,000	\$475,000	\$0	\$0	\$0
NHPP	2026	\$1,890,000	\$1,890,000	\$1,512,000	\$378,000	\$0	\$0	\$0
PHSIP	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0