

RESOLUTION 2023-02

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 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 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

**METROPOLITAN TRANSPORTATION PLANNING
PROCESS CERTIFICATION FOR AMENDMENT 1 TO THE FY2023-
FY2026 TIP**

In accordance with 23 CFR 450.336, the Clarksville Urbanized Area Metropolitan Planning Organization and the Tennessee Department of Transportation hereby certify that the metropolitan transportation planning process is addressing major issues facing the Clarksville, TN-KY urbanized area, and is being carried out in accordance with the following requirements:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304 (Highways and Transit).
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1) and 49 CFR part 21.
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
- IV. Section 1101 (b) of the FAST-ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects.
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- VI. Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.
- VII. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended, 42 U.S.C. 7504, 7506 (c) and (d), and 40 CFR part 93.
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- IX. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender.
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Signature: _____

Print Name: ~~Mayor Joe Pitts~~

Title: MPO Executive Board Chairman

Date: 4-20-23

eSTIP Project Report

New
Amd 1
4-20-23



ID 75 **PIN #** **Length in Miles** 0.80 **Lead Agency** Clarksville

County:
Montgomery

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

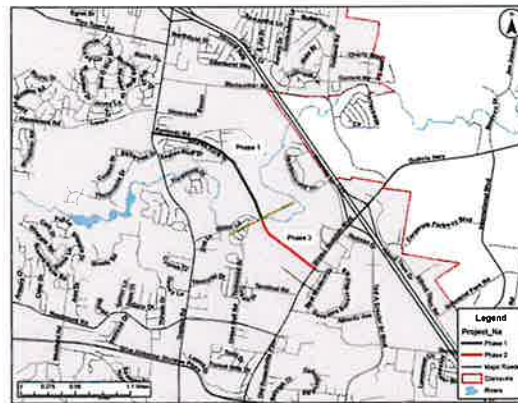
Project Name:
Spring Creek Pkwy

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 # #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 Project Report

Old
Amd i
4-20-23



ID 75 **PIN #** **Length in Miles** 3.60 **Lead Agency** Clarksville

County:
Montgomery

Route - **Total Project Cost** \$44,950,000.00

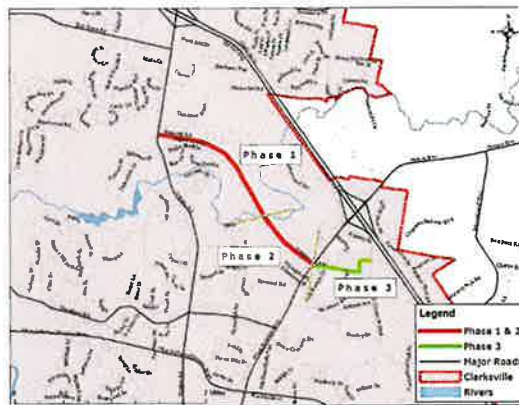
Project Name:
Spring Creek Pkwy (Northeast Connector)

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.

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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	\$28,287,728	\$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
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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 1 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 1 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 1 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 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)

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 1, 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 1 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 A - Amendment 1, FY2023-FY2026 TIP

RESOLUTION 2023-02

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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

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Resolution Approved: April 20, 2023

Mayor Joe Pitts, Chairman
Clarksville Urbanized Area MPO

eSTIP Project Report

Old
Amd 1
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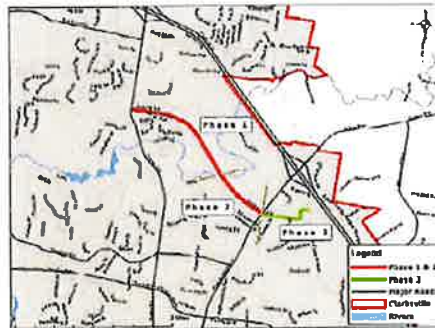
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Total			\$35,000,000	\$17,600,000	\$0	\$17,400,000



No Change to Funding



eSTIP Fiscal Constraints Report for STIP Period 2023
Clarksville MPO

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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.iosue@epa.gov> OrtizBorrero <ortizborrero.iosue@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 1 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) * * *

Table with 4 columns: Provision, State effective date, EPA approval date, Explanation. Row 1: 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; 6:45 am]
BILLING CODE 6560-50-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

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

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

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).

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

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

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);

- 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



All classified ads are subject to the applicable rate card, copies of which are available from our Advertising Dept. All ads are subject to our standard terms and conditions. Errors must be reported in the first day of publication. The Clarksville Leaf Chronicle shall not be liable for any loss of advertising space or for any other damages.

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Your Source
Public Notices
 for the latest...
 Continued from last column

Public Notices
 Notice is hereby given that at public auction to the highest bidder abandoned vehicles:
 53' WABASH TRAILER
 JJV532V3TL378504
 NO RECORD FOUND

0005648828

Notice of Public Meeting

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) Executive Board will be meeting on Thursday, April 20, 2023 beginning at 11:00 a.m. Said meeting will be an in-person meeting at the RPC in the lower conference room, open to all with an on-line/virtual meeting option at the MPO website: www.cuampo.com. The link to join the meeting will be on the MPO website's home page. The Executive Board must attend the meeting in person to vote. Business includes the review and adoption of Resolution 2023-02 to amend the 2045 MTP to add a new KYTC project ID#111, I-24/KY-115 interchange and associated short conformity determination report; Resolution 2023-03 to amend the FY2023-FY2026 TIP for TIP project #16, I-24/KY-115 interchange and associated short conformity determination report; Resolution 2023-04 to amend the FY2023-FY2026 TIP for TIP project #75, Spring Creek Pkwy (NE Connector) and associated short conformity determination report; Resolution 2023-05 for a grant application for Section 5303 funds and commitment of local match; Resolution 2023-06 to amend the FY2023-FY2026 TIP for CTS budget revisions; and TDOT Commissioner Butch Eley will speak;

Said documents are available for public review during normal business hours at the MPO and available online at www.cuampo.com. The discussion of air quality, project updates and other routine business may be conducted. Anyone having questions or comments concerning these items should contact Stan Williams or Jill Hall at 931-645-7448 or email stan.williams@cityofclarksville.com or jill.hall@cityofclarksville.com and/or attend this meeting. In accordance with the "Americans with Disabilities Act", if you have a disability, for which the MPO needs to provide accommodations, please notify us of your requirements by April 14, 2023. This request does not have to be in writing. It is the policy of the MPO to ensure compliance with Title VI of the Civil Rights Act of 1964; 49 C.F.R. part 26; No person shall be excluded from participation in or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funds on the grounds of Race, Color, Sex or National Origin.

0005654195

REQUEST FOR PROPOSAL

The Clarksville Housing Authority, (CHA and/or the Authority) Clarksville, TN is seeking proposals from qualified individuals, vendors or companies to undertake the following projects.

- RFP 2023-030-01 Roofing Repairs and Services
- RFP 2023-030-02 Heating, Ventilation and Air Conditioning Services
- RFP 2023-030-03 Lawncare Services
- RFP 2023-030-04 Concrete Repair Services

Request for proposals can be picked up or emailed upon request by contacting Anolosa Young, Director of Operations, by email: Ayoung@clarksvillehousing.org or by phone: 931-647-2303 ext. 10. All proposals will be received at The Clarksville Housing Authority Central Office 721 Richardson Street, Clarksville, TN 37040 until 12:00 p.m. CST time, April 13, 2023. Proposals received after this date and time will not be considered.

If selected, candidates may be requested to attend an interview to discuss the proposed scope of work, including availability of equipment and staffing, accounting and payment procedures, schedules, qualification of subcontractors proposed for portions of the work, and such other items as are directly related to the proposal prior to being awarded the contract.

During the proposal evaluation, CHA reserves the right to call for supplementary information from Respondent(s) and to meet with all or any one of them to clarify points of uncertainty or ambiguity. The Authority reserves the right to accept or reject any or all proposals, to waive technicalities and to award the contract in the best interest of the Authority.

2005 DODGE NEON
 1B3ES56C05D121725
 OWNER: DENIEKI DAVIS

2001 CHEVROLET CAMARO
 2G1FP32K512114185
 OWNER: DESMOND GANE

2004 HYUNDAI SONATA
 KMHWF35H64A945054
 OWNERS: GREGORY A WILLIAMS

2005 CHEVROLET IMPALA
 2G1WF52E959139726
 OWNER: DONALD R LOCKE

1998 FORD TAURUS
 1FAFP52U5WA118766
 OWNER: DONALD R LOCKE

2015 NISSAN MURANO
 5N1AZ2MG5FN226314
 OWNER: JEFFREY A SMITH
 LIENHOLDER: US BANK

1997 FORD RANGER
 1FTCR10A0VUD14331
 OWNER: ZECHARIAH A TAYLOR
 LIENHOLDER: TENNESSEE

2010 KIA FORTE
 KNAFU4A2XA5869860
 OWNER: ALLISON MCKEE

2003 LEXUS GX 470
 JTJBT20X630018206
 OWNER: AUNDREA MCCABE
 LIENHOLDER: CREDIT

The owner (s) and any lien claim this vehicle within 10 days notice upon payment of a storage charges. The failure to claim the vehicle within 10 days will be deemed a waiver of all rights to the vehicle and consent to sale of the vehicle on April 20, 2023.



Maxton Media Group
101 South 4th Street Paducah, KY 42003

Mill Hall
Clarksville MPO
29 Main Street
Clarksville, TN 37040
(615)645-7448

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Order Detail:

Publication	Start	Stop	Insertions	Cost	Adjustments	Total
117EPE1 Eagle Post	4/6/23	4/6/23	1	43.72	0.00	43.72
117KNED1 Kentucky New Era	4/4/23	4/4/23	1	99.82	0.00	99.82

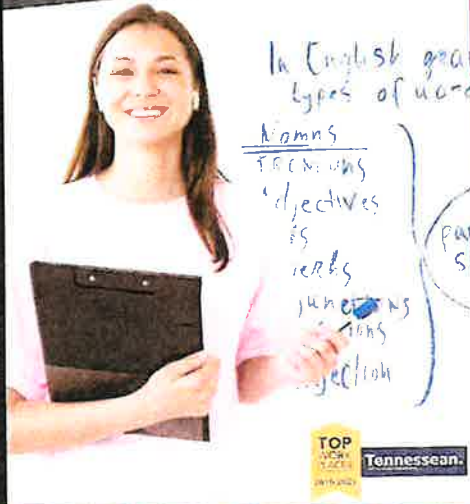
LEGAL

Notice of Public Meeting

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) Executive Board will be meeting on Thursday, April 20, 2023 beginning at 11:00 a.m. Said meeting will be an in-person meeting at the RPC in the lower conference room, open to all with an on-line/virtual meeting option at the MPO website: www.cuampo.com. The link to join the meeting will be on the MPO website's home page. The Executive Board must attend the meeting in person to vote. Business includes the review and adoption of Resolution 2023-02 to amend the 2045 MTP to add a new KYTC project ID#111, I-24/KY-115 interchange and associated short conformity determination report; Resolution 2023-03 to amend the FY2023-FY2026 TIP for TIP project #16, I-24/KY-115 interchange and associated short conformity determination report; Resolution 2023-04 to amend the FY2023-FY2026 TIP for TIP project #75, Spring Creek Pkwy (NE Connector) and associated short conformity determination report; Resolution 2023-05 for a grant application for Section 5303 funds and commitment of local match; Resolution 2023-06 to amend the FY2023-FY2026 TIP for CTS budget revisions; and TDOT Commissioner Butch Eley will speak;

Said documents are available for public review during normal business hours at the MPO and available online at www.cuampo.com. The discussion of air quality, project updates and other routine business may be conducted. Anyone having questions or comments concerning these items should contact Stan Williams or Jill Hall at 931-645-7448 or email stan.williams@cityofclarksville.com jill.hall@cityofclarksville.com and/or attend this meeting. In accordance with the "Americans with Disabilities Act", if you have a disability, for which the MPO needs to provide accommodations, please notify us of your requirements by April 14, 2023. This request does not have to be in writing. It is the policy of the MPO to ensure compliance with Title VI of the Civil Rights Act of 1964; 49 CFP part 26; No person shall be excluded from participation in or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funds on the grounds of Race, Color, Sex or National Origin.

NECESITAS DINERO EXTRA?



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PARA MÁS INFORMACIÓN ESCANEA EL CÓD. QR:



PROVIDENCE
Insurance Agency

Por: Mario Guzmán

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CONTÁCTANOS:

- (615) 625-0165
- (615) 505-0303

HORARIOS:

- Lunes a Viernes: 9:00 a.m. a 5:00 p.m.
- Sabado: 9:00 a.m. a 1:30 p.m.

SUCURSALES:

- 214 N. Liberty Street, Smyrna, TN 37167
- 4733 Nolensville Pike, Nashville, TN 37211

¡Estamos completamente a su servicio!



NOTICIA PÚBLICA

AVISO DE REUNIÓN PÚBLICA

La Junta Ejecutiva de la Organización de Planificación Metropolitana del Área Urbanizada de Clarksville (CUAMPO) se reunirá el jueves 20 de abril de 2023 a partir de las 11:00 a. m. Dicha reunión será una reunión en persona en el RPC en la sala de conferencias inferior, abierta a todos con una opción de reunión en línea/virtual en el sitio web de MPO: www.cuampo.com. El enlace para unirse a la reunión estará en la página de inicio del sitio web de la MPO.

La Junta Ejecutiva debe asistir personalmente a la reunión para votar. El negocio incluye la revisión y adopción de la Resolución 2023-02 para enmendar el MTP 2045 para agregar un nuevo proyecto KYTC ID # 111, intercambio I-24/KY-115 y un breve informe de determinación de conformidad asociado; Resolución 2023-03 para enmendar el TIP FY2023-FY2026 para el proyecto TIP n.º 16, intercambio I-24/KY-115 e informe breve de determinación de conformidad asociado; Resolución 2023-04 para enmendar el TIP FY2023-FY2026 para el proyecto TIP n.º 75, Spring Creek Pkwy (NE Connector) y el breve informe de determinación de conformidad asociado; Resolución 2023-05 para solicitud de concesión de fondos de la Sección 5303 y compromiso de contrapartida local; Resolución 2023-06 para enmendar el TIP FY2023-FY2026 para las revisiones presupuesta-

rias de CTS; y el comisionado de TDOT Butch Eley hablará:

Dichos documentos están disponibles para revisión pública durante el horario laboral normal en la MPO y disponibles en línea en www.cuampo.com. Se puede llevar a cabo la discusión sobre la calidad del aire, las actualizaciones del proyecto y otros asuntos de rutina.

Cualquier persona que tenga preguntas o comentarios sobre estos artículos debe comunicarse con Stan Williams o Jill Hall al 931-645-7448 o enviar un correo electrónico a stan.williams@cityofclarksville.com jill.hall@cityofclarksville.com y/o asistir a esta reunión.

De acuerdo con la "Ley de Estadounidenses con Discapacidades", si tiene una discapacidad, para la cual la MPO necesita proporcionar adaptaciones, notifíquenos sus requisitos antes del 14 de abril de 2023. Esta solicitud no tiene que ser por escrito.

Es política de la MPO asegurar el cumplimiento del Título VI de la Ley de Derechos Civiles de 1964; 49 CFP parte 26. Ninguna persona será excluida de la participación o se le negarán los beneficios de cualquier programa o actividad que reciba fondos federales ni será objeto de discriminación por motivos de raza, color, sexo u origen nacional.

