

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

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

**Associated with the
FY2020-2023 Transportation Improvement Program**

Available for review: www.cuampo.com

October 2019

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Acknowledgement

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

Federal Highway Administration, TN and KY Divisions

Federal Transit Administration, Region 4

Environmental Protection Agency, Region 4

Tennessee Department of Transportation (TDOT)

Kentucky Transportation Cabinet (KYTC)

TN Department of Environment & Conservation

Kentucky Energy & Environment Cabinet

TDOT and KYTC Multimodal

Clarksville Transit System

Executive Summary

As part of its transportation planning process, the CUAMPO completed the transportation conformity process for the 2045 MTP and FY2020-2023 TIP. This report documents that the FY2020-2023 TIP meets the federal transportation conformity requirements in 40 CFR Part 93.

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

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

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

1.0 Transportation Conformity Process

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

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

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

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

2.0 2045 Metropolitan Transportation Plan (MTP)

The updated 2045 MTP is the long-range transportation plan for the Clarksville Metropolitan Planning Area (MPA) and replaces the 2040 MTP. The 2045 MTP and the associated CDR for KY and TN were adopted in January 2019. A performance-based

approach to metropolitan transportation planning was utilized in the development of 2045 MTP. The 2045 MTP sets a regional vision and course of action for addressing the transportation needs of the Clarksville MPA over the next twenty-seven years. The 2045 MTP is available on the web at: www.CUMAPO.com.

3.0 FY2020-2023 Transportation Improvement Program (TIP)

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

Under federal law, the TIP:

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

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

4.0 Transportation Conformity Determination: General Process

Per the court’s decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. Once US DOT makes its 1997 ozone NAAQS conformity determination for the 2045 and

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.

FY2020-FY2023 TIP, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the FY2020– FY2023 TIP.

5.0 Transportation Conformity Requirements

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

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures, or TCMs (93.113(b) and (c)), and emissions budget and/or interim emissions (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 (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113) and Fiscal constraint (93.108)

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

5.1 Latest Planning Assumptions

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

5.2 Consultation Requirements

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

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. In addition, as per CUAMPOs Public Participation Plan (PPP) the Level 2 meeting guidelines were followed. The PPP is available on the web at www.CUAMPO.com. The public involvement notices, comments and responses to comments are included in Appendix C. The 30-day public comment period opened on September 30 and closed on October 30, 2019. A public meeting was held on October 31.

5.3 Timely Implementation of TCMs

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

5.4 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 states that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. As demonstrated in Chapter 11, pages 1 – 11 of the 2045 MTP and Section 2, pages 43 – 58 of the FY2020 – FY2023 TIP, these documents are fiscally constrained.

Conclusion

This conformity demonstration process completed for the FY2020-FY2023 TIP demonstrates that this planning document meets the Clean Air Act and Transportation Conformity rule requirements for the 1997 8-hour ozone NAAQS.

APPENDIX A

2020-2023 TIP RESOLUTION

RESOLUTION 2019-06

APPROVING THE FINAL FY2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM OF THE CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

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

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

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

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

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

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

Resolution Approval Date: October 31, 2019

Mayor Joe Pitts, Chairman
Clarksville Urbanized Area MPO

APPENDIX B

**07.12.19 MINUTES
&
08.27.19 MINUTES
&
09.30.19 MINUTES**



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

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**Clarksville Interagency Consultation (IAC) Committee Minutes
For IAC Conference Call July 12, 2019**

1. Roll Call

Members:

| | |
|----------------|---------------|
| Andres Ramirez | FTA-TN |
| Anna Bowman | KY-AQ |
| Ashlee Whisman | KY-AQ |
| Ben Cordes | KY-AQ |
| Dianna Myers | EPA |
| Kelly Sheckler | EPA |
| Marc Corrigan | TDEC |
| Sean Santalla | FHWA |
| Paul Nelson | CTS |
| Melanie Murphy | TDOT-Planning |
| Stan Williams | MPO |
| Jill Hall | MPO |

2. Discussion on the FHWA, FTA and EPA Transportation Conformity Determination Report (CDR) template for the 1997 ozone NAAQS. The document template was designed for the orphan areas from the South Coast II lawsuit against EPA in November 2018. The Clarksville area was designated non-attainment for the 1997 8-hour ozone NAAQS in 2004.

The template is for the CDR for the FY2020-FY2023 TIP and the portion in the report about 2045 MTP is more of a reference. The 2045 MTP and the associated TN CDR and KY CDR were adopted by the MPO on January 17, 2019; and the incorporated regional emission analysis was performed in early fall 2018.

Ms. Myers stated the template was pretty straight-forward and she needed a schedule for the adoption of the TIP and CDR, and all IAC correspondence/process and public involvement to be put in an appendix. Mr. Williams said he would complete the CDR next week. The draft TIP has received comments from KYTC and TDOT. Next week the MPO will complete the TIP corrections and resubmit it to KYTC and TDOT. Once the draft TIP is accepted by TDOT and KYTC, then FHWA will have a 30 working day review. Mr. Williams will submit the draft TIP with the CDR to the IAC for review next week. The MPO plans to adopt the FY2020-FY2023 TIP at the October 17th meeting.

3. Discussion and review of the draft FY2020-FY2023 TIP project list. Mr. Corrigan asked, based on the consequences of the *South Coast II* decision, if there was a need for the IAC to concur on exempt/non-exempt status if it is no longer required to do a regional emission analysis? Mr.

Santalla said that from a planning perspective a lapse wouldn't make a difference, but for a conformity lapse it would affect projects moving forward and would not be able to make amendments on projects. It may also affect CMAQ funding. This question may take further research.

Mr. Corrigan asked about the non-exempt designation of some of the projects groupings. The TIP had these project groupings listed as non-exempt. Mr. Santalla said the groupings should be exempt. Mr. Williams said the MPO would change the grouping status to exempt. Mr. Corrigan then asked if the CDR for the 2045 MTP needed to be redone before changing the groupings' exempt status in the TIP (if in fact these groupings were listed as non-exempt in the MTP). Mr. Williams said that the groupings couldn't be modeled in the MTP because the project is unknown. Ms. Myers said the rule stated that for the revoked ozone areas there was no regional emission analysis required. Mr. Williams said that on page 11.10 the grouping projects were listed as Various Road projects and were listed as exempt. He proposed to change the designation of these projects in the TIP project list to match those of the MTP based on MTP page 11.4 on non-capacity improvements and maintenance needs. After further discussion Mr. Santalla and Ms. Myers said they would review the issue and get back with the IAC. Included in Appendix C of the forthcoming TIP is a list of the activities associated with these groupings.

4. The update on the Limited Maintenance Plan. Mr. Corrigan said due to the *South Coast II* decision, states must now develop second 10-year maintenance plans for those orphan 1997 8-hour ozone maintenance areas. He said that EPA provided guidance and a resource document to assist states developing these maintenance plans. The Clarksville Area currently has a 3-year ozone design value from 2016-2018 that is well below the 85% threshold for a Limited Maintenance Plan for the 1997 ozone standard with a design value of 60 ppb. This qualifies the area for a limited maintenance plan. He is currently working on the Knoxville limited maintenance plan and will use it as a template for the Montgomery County portion of the 1997 8-hour ozone area. The limited maintenance plan will go through 2026 for the Montgomery County side.

Mr. Cordes with Kentucky Air Quality said he is working on a limited maintenance plan for the Hopkinsville/Christian County portion. He plans to submit the draft for EPA review soon.

5. Other Business. Mr. Corrigan asked that the draft TIP be sent with the CDR when sent to the IAC for review. Mr. Santalla and Ms. Myers agreed. There was no other business.



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

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**Clarksville Interagency Consultation (IAC) Committee Call Minutes
For IAC Conference Call August 27, 2019**

1. Roll Call

| | |
|-------------------|---------------|
| Anna Bowman | KYDAQ |
| Ben Cordes | KYDAQ |
| Ashlee Whisman | KYDAQ |
| Dianna Myers | EPA |
| Aviance Webb | FTA-Region 4 |
| Marc Corrigan | TDEC-APC |
| Sean Santalla | FHWA-TN |
| Bernadette Dupont | FHWA-KY |
| Ian Preston | TDOT-Planning |
| Maridely Loyselle | KYTC-Planning |
| Stan Williams | MPO |
| Jill Hall | MPO |

2. Discuss and comment on the revised FHWA, FTA and EPA Transportation Conformity Determination Report for the 1997 8-hour ozone NAAQS. Mr. Williams said the CDR was revised per comments received from EPA, KYTC Air Quality, and TDEC; and when several comments were received for a certain portion of the CDR, he went with the comment received by Ms. Myers at EPA. He stated the latest revision of the CDR was emailed to the IAC prior to this call. Mr. Corrigan asked that all the comments received and responses to those comments be incorporated within the CDR for documentation purposes. Mr. Santalla said that Appendix C was already set up for comments. Mr. Corrigan suggested to be certain to remove from the document the wording "no comments received" if the MPO receives any comments from the public during the public review. He also said he had a few other grammatical and minor comments and would email them to Mr. Williams. Mr. Williams said he would make the changes.

Mr. Williams said that the MPO planned to put the draft FY2020-FY2023 TIP and the CDR out for public review on September 17th and it would run until October 17th. The MPO plans to adopt the TIP and CDR at the MPO meeting scheduled for October 17th if none of the public comments dramatically changes the document. Mr. Santalla said that FHWA plans to send their comments back on the TIP by September 11th. Mr. Williams stated that if the federal comments could not be fully addressed by September 17th then he would move the public review and meeting up a week to begin the review on September 24th and the meeting on October 24th. Mr. Williams said he would send the IAC an email stating when the public review begins.

Mr. Williams asked if there were any additional comments on the CDR. There was none.

3. Discuss and comment on the Draft FY2020-FY2023 Transportation Improvement Program (TIP). Mr. Williams asked if FHWA had a chance to review the draft TIP yet. Mr. Santalla said it had not been reviewed in depth yet, but the finance tables looked good. He said the draft TIP usually goes through different groups within the FHWA for review. The FHWA-TN will combine FHWA-KY comments and FTA comments with theirs. Ms. Dupont said FHWA-KY would begin their review on the draft TIP this week.

Mr. Williams asked if there were any additional comments on the draft TIP. There was none.

4. The update on the 2nd 10-Year Limited Maintenance Plan. Mr. Corrigan said that he'd heard that KY was close to sending their draft to EPA for early review, and he plans to prepare and submit a draft shortly after KY does. Mr. Cordes said he is making a few changes and should submit a draft in a week or so to EPA. Mr. Cordes agreed to share the KY draft with Mr. Corrigan before he submits it to EPA. Mr. Williams asked about the relationship between the draft maintenance plan and this CDR. Mr. Corrigan said they are generally separate, at this point, and there is no need to reference these draft maintenance plans in this CDR.

Mr. Williams asked if there were any additional comments on the 2nd 10-Year Limited Maintenance Plan. There was none.

5. Other Business. Mr. Williams said that once the MPO receives and addresses the federal comments, he will notify the IAC of the schedule for the public review period and the next MPO meeting. He asked that Mr. Corrigan and anyone else with comments to the CDR to please submit them as soon as possible.

Call ended.

APPENDIX C

PUBLIC NOTICES

**WILL INCLUDE FROM THE PUBLIC COMMENT PERIOD
BEGAN ON SEPTEMBER 30, 2019 AND ENDED ON OCTOBER 30, 2019**

Notice of Public Meeting

The Clarksville Urbanized Area Metropolitan Planning Organization (CUAMPO) Executive Board will be meeting on Thursday, October 31, 2019 beginning at 11:00 a.m. Said meeting will be at the RPC Office, 329 Main Street, Clarksville, TN 37040. Business includes the review and adoption of Resolution 2019-06 for the FY2020-FY2023 TIP and corresponding Conformity Determination Report (CDR); the review and adoption of Resolution 2019-07 for the amendment to FY2020-FY2021 UPWP; review and update on the 2nd Ten Year Maintenance Plans for the TN portion and the KY portion; update on the CTS Ridership Study; and the FAST Act funding rescission.

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 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 October 25, 2019. 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.

NOTICE OF PUBLIC REVIEW
DRAFT FY2020-FY2023 TRANSPORTATION IMPROVEMENT PROGRAM AND
CORRESPONDING CONFORMITY DETERMINATION REPORT FOR
THE CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

The Clarksville Urbanized Area Metropolitan Planning Organization (MPO) announces the beginning of a 30-day review and comment period on the Draft FY2020-FY2023 Transportation Improvement Program (TIP) and corresponding draft Conformity Determination Report (CDR) from September 30th, 2019 to October 30th, 2019. The draft TIP establishes projects for major construction and Public Transit over the four-year period, which will utilize available and projected Federal funds. The draft CDR shows that transportation investments in the draft TIP conform to the State Implementation Plan (SIP) in meeting the federal air quality standards.

The review period is to provide citizens, affected public agencies, employees of transportation agencies, various stakeholder groups and other interested parties a reasonable opportunity to comment on the draft TIP and draft CDR.

The draft TIP and draft CDR will be available in hard copy for review at Clarksville/Montgomery County Regional Planning Commission Office, Oak Grove City Hall, and Hopkinsville City Hall during normal business hours, Monday-Friday, from September 30, 2019 through October 30, 2019. The locations are as follows:

1. **Regional Planning Commission: 329 Main St., Clarksville, TN 37040; (931) 645-7448**
2. **Oak Grove City Hall: 8505 Pembroke Oak Grove Rd, Oak Grove, KY 42262; (270) 439-5979**
3. **Hopkinsville City Hall: Municipal Center, 715 S. Virginia St., Hopkinsville, KY 37243; (270) 887-4000**

The draft TIP can be accessed by going to Clarksville MPO home page at: www.cuampo.com

Written comments may be submitted or emailed at any time during the comment period to:

Mr. Stan Williams, MPO Director
329 Main Street
Clarksville, TN 37040
(931) 645-7448
Stan.williams@cityofclarksville.com

In addition, the MPO staff will be available at the Clarksville/Montgomery County Regional Planning Commission to answer questions and accept comments during normal business hours from 8:00 am to 4:00 pm, Monday – Friday.

The Clarksville MPO is an Equal Opportunity Employer and does not discriminate on the basis of race, age, sex, religion, color, disability or national origin.

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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 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 October 25, 2019. 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.

Aviso de Reunión Pública

La Junta Ejecutiva de la Organización de Planificación Metropolitana del Área Urbanizada de Clarksville (CUAMPO) se reunirá el jueves 31 de octubre de 2019 a partir de las 11:00 am. Dicha reunión será en la oficina de RPC, 329 Main Street, Clarksville, TN 37040. El negocio incluye la revisión y la adopción de la Resolución 2019-06 para el TIP FY2020-FY2023 y el correspondiente Informe de Determinación de Conformidad (CDR); la revisión y adopción de la Resolución 2019-07 para la enmienda al FW2020-FY2021 UPWP; revisar y actualizar los planes de mantenimiento de segundo año para la porción TN y la porción KY; actualización sobre el CTS Ridership Study; y la rescisión de fondos de la Ley FAST.

Dichos documentos están disponibles para revisión pública durante el horario comercial normal en el MPO y están disponibles en línea en www.cuampo.com. Se puede llevar a cabo una discusión sobre la calidad del aire y otros negocios 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 25 de octubre de 2019. Esta solicitud no tiene que ser por escrito. Es política de la MPO garantizar el cumplimiento del Título VI de la Ley de Derechos Civiles de 1964; 49 PPC parte 26; Ninguna persona será excluida de la participación o se le negarán los beneficios de, ni estará sujeto a discriminación bajo ningún programa o actividad que reciba fondos federales por motivos de raza, color, sexo u origen nacional.