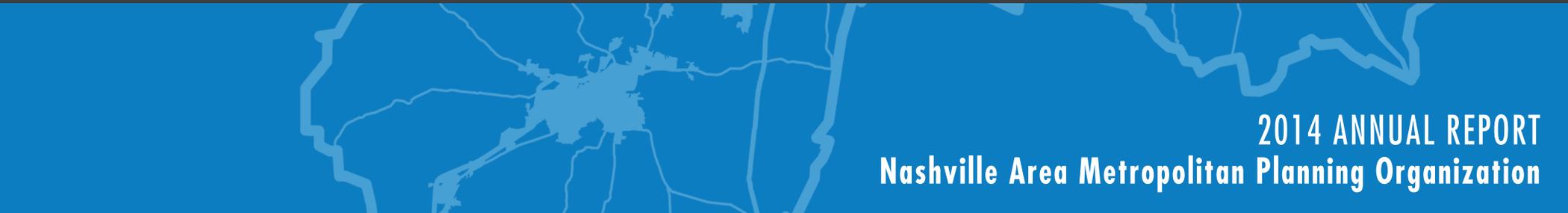




STATE OF TRANSPORTATION IN MIDDLE TENNESSEE



2014 ANNUAL REPORT
Nashville Area Metropolitan Planning Organization

TABLE OF CONTENTS

Page 2	Letter from the Chairman
Page 3	About the MPO Mission A Forum for Collaborative Decision-Making Guiding Principles
Page 5	2014 Highlights
Page 7	State of the Region Growth and Development Forecasts Regional Land Development Patterns Regional Travel Times and Congestion Public Opinion Poll Highlights Major Policy Initiatives Regional Vision for Mass Transit Fiscally-Constrained Roadway Plan
Page 17	Planning Program
Page 19	Building Program Transportation Improvement Program FY 14 Obligation Summary
Page 21	MPO Agency Structure Agency Organization Board & Committee Members Organizational Chart Budget Summary

Funding for this report was provided by grants from the Federal Highway Administration and Federal Transit Administration, and contributions from the Tennessee Department of Transportation and local government members.

The Nashville Area Metropolitan Planning Organization does not discriminate on the basis of race, color, national origin, gender, gender identity, sexual orientation, age, religion, creed or disability in admission to, access to, or operations of its programs, services, or activities. Discrimination against any person in recruitment, examination, appointment, training, promotion, retention, discipline or any other employment practices because of non-merit factors shall be prohibited.

For ADA inquiries, contact Josie Bass, ADA Compliance Coordinator, at 615-862-7150 or e-mail her at josie.bass@nashville.gov. For Title VI inquiries contact Shirley Sims-Saldana or Denise Hopgood at 615-880-3370.

LETTER FROM THE CHAIRMAN

Over the past year, the Nashville Area MPO has expanded its planning area, grown its staff, and created new partnerships all while continuing to build upon our award-winning policies, plans, and programs. Serving in my second year as chairman of the board, I have had the honor of working alongside a tremendously focused group of mayors and county executives from across the region to improve our area's transportation system.

The expansion of the MPO's planning area to include Robertson and Maury counties was a significant milestone. These communities have become an integral part of our regional economy, and their presence around the table will help us better meet our needs as we continue to grow.

Last year, the MPO launched into a public-private partnership with the Nashville Area Chamber of Commerce to co-produce *Nashville Region's Vital Signs*. This collaborative process allows us to track our region's economic strengths, and to identify emerging issues

and challenges that will require coordinated action by community and business leaders in order to ensure continued regional prosperity. In 2015, the Vital Signs Action Team will take on the difficult task of communicating the need for increased funding in our roadway and transit networks.

As we begin preparations for a year-long public process to develop the 2040 Regional Transportation Plan, it is imperative that we stay focused on creating a comprehensive, multi-modal transportation strategy that will meet the demands of an ever-evolving landscape that has seen dramatic shifts in demographics and market preferences in recent years.

I look forward to continuing the work with you to improve our livability and prosperity here in Middle Tennessee.



Mayor Ken Wilber
City of Portland
Chairman, MPO Executive Board

MISSION

The Nashville Area Metropolitan Planning Organization (MPO) facilitates strategic planning for the region's multi-modal transportation system by serving as a forum for collaboration among local communities and state leaders. The vision of the MPO is to develop policies and programs that direct public funds to transportation projects that increase access to opportunity and prosperity, while promoting the health and wellness of Middle Tennesseans and the environment.

A FORUM FOR COLLABORATIVE DECISION-MAKING

The MPO is the federally-designated transportation planning agency for 3,000-plus square miles and more than 1.5 million people throughout Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson counties.

Serving as a regional partnership among the United States Department of Transportation, Tennessee Department of Transportation, transit agencies, local elected leadership, local planning and public works directors, the business community, and citizens across the five-plus county planning area, the MPO leads in the development of the region's long-range transportation plan and short-range Transportation Improvement Program and contributes to ongoing conversations about issues such as land use, economic development, climate change and the environment, safety and security, and public health.

The MPO has the authority to plan, prioritize, and select transportation projects for federal funding appropriated by the United States Congress through the United States Department of Transportation Federal Highway Administration and Federal Transit Administration; and is responsible to for ensuring the region is in compliance with federal planning requirements and national ambient air quality standards.

GUIDING PRINCIPLES

Livability

Enhance quality of life by prioritizing initiatives that increase opportunities for housing, learning, employment, recreation, and civic involvement while maintaining affordability.

Sustainability

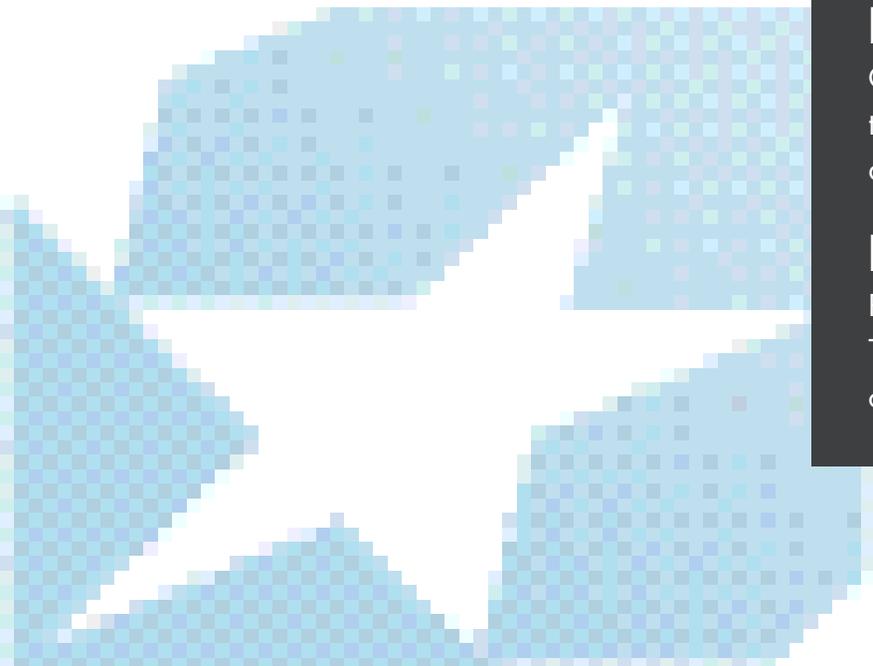
Encourage growth and prosperity without sacrificing the health, natural environment, historical and cultural assets, or financial stability of this or future generations.

Prosperity

Contribute to the region's economic well-being by targeting solutions that attract talent, connect workforce with jobs, reduce the cost of doing business and leverage additional investment.

Diversity

Respect the multitude of backgrounds and the variety of perspectives of Middle Tennesseans by pursuing an array of strategies that are customized to local community needs and character.



2014 HIGHLIGHTS



U.S. Secretary of Transportation Anthony Foxx visits with the MPO.

JAN

The MPO was awarded \$100,000 from the Kresge Foundation to support its nationally-recognized efforts to integrate health and wellness into regional policies and plans. In partnership with Transportation for America and the Centers for Disease Control and Prevention, the MPO continues to explore the links between transportation and public health.

FEB

Mayor Ken Wilber of Portland and Wilson County Mayor Randall Hutto were elected as chairman and vice chairman of the MPO's executive board. Anna Emerson joined the MPO staff to oversee the Transportation Improvement Program and help guide local governments through the state and federal project development process.

MAR

In response to growing support for "complete streets" and walkable communities, the MPO announced a Call for Projects under its Active Transportation Program which will provide \$12 million in funding through FY 2017.

APR

The MPO hosted a meeting between regional mayors, community partners and U.S. Secretary of Transportation Anthony Foxx as part of the U.S. DOT's "Invest in America, Commit to the Future" bus tour to encourage Congress to act on a multi-year federal transportation bill.

MAY

With the selection of Gresham Smith and Partners, the MPO launched a major study to provide strategic guidance and establish standards for roadway design, access management, and land development along State Route 109 in Sumner and Wilson counties. The MPO hired Cambridge Systematics to conduct a regional freight study to help minimize conflicts between residential growth and logistical activities.

JUN

The MPO kicked-off the 2040 Regional Transportation Plan which will direct more than \$7 billion in anticipated revenue into area roadways and transit systems over the next 25 years. The MPO board voted to expand its membership to include local partners in Robertson and Maury counties and a representative of area public transit agencies.



Staff welcomed Michelle Lacewell as deputy director to help support continued agency growth, and Rochelle Carpenter as a senior policy analyst to assist with creative placemaking and social equity issues. Executive director Michael Skipper provided the keynote address at the Southeastern U.S. Health Impact Assessment Conference.

JUL

The MPO board adopted the 2015 Unified Planning Work Program approving more than \$4 million in regional planning funds to carry-out a series of studies across the region. With 20 commendations, 20 recommendations, and no corrective actions, the FHWA and FTA completed a federal certification review of the MPO's planning process.

AUG

The MPO hosted the Mayors Caucus to discuss the region's healthcare economy and the state of health and wellness. Peter Bang, Ph.D. joined the MPO as director of technical programs to expand the MPO's analytical capacity. Staff also welcomed Mary Connelly as a senior planner on transit and freight issues, and Hary(ono) Prawiranata as senior transportation and air quality modeler.

SEP

In partnership with the Nashville Area Chamber of Commerce, the second annual Nashville Region's Vital Signs report was published. The report highlights regional strengths and opportunities across a range of issues that drive prosperity including health and wellness, transportation, housing, education, and workforce development.

OCT

The MPO published results of the 2014 regional public opinion poll which reflects a growing demand for a more diverse array of transportation options in Middle Tennessee. The MPO honored community leaders at its inaugural annual membership luncheon.

NOV

The MPO board approved amendments to the Transportation Improvement Program, finalizing grant awards through its Active Transportation Program. The MPO publishes a list of projects receiving some part of the \$153 million in federal grant funds that were obligated across the seven-counties in FY 2014.

DEC

STATE OF THE REGION

Regional Issues and Trends

Middle Tennessee has emerged as the state's foremost economic engine, leveraging its assets in government, music, automotive, healthcare, and other top industry sectors. Its strengths have landed the region on dozens of "top places" lists in recent years. However, a history of sprawling land development patterns place continued prosperity at risk. The area ranks poorly or near the bottom nationally for key indicators around health and transportation, and we must find a way to turn the corner on these trends in order to ensure our future offers the same quality of life for the next generation.

Strong Cross-County Commuting Patterns: According to recent American Community Survey data, one out of every three Middle Tennessee commuters works outside of their home county. The number grows to nearly 1 in 2 when looking at residents outside of Nashville-Davidson County. These strong cross-county commuting patterns are a defining characteristic of our area and clearly demonstrate why regional coordination on issues like transportation, housing, and economic development is crucial to the long-term success and livability of individual communities.

Growing Costs of Traffic Congestion: According to the Texas Transportation Institute's *2011 Urban Mobility Report*, congestion costs the Nashville-Davidson urbanized area more than \$800 million annually in wasted fuel and lost time based on today's gasoline prices. Assuming levels of congestion and the price of fuel hold steady into the future, that cumulative cost would reach \$20 billion over the next 25 years.

Household Budgets Consumed by Transportation Costs: Personal budgets are being significantly impaired by transportation costs. According to the Center for Neighborhood Technology (CNT) and the U.S. Department of Housing and Urban Development, the average American household spends approximately 18 percent of its annual income on costs related to transportation - auto ownership, transit fare, fuel, parking, and other expenses. The situation is much worse in Middle Tennessee where CNT estimates that 9 out of every 10 households spend more than 1 in 5 dollars earned on transportation-related costs.

A Lot of Time in the Car: Increasingly, policy-makers are concerned with the degree to which land use patterns are influencing commutes. According to *Driven Apart* - a report published by CEOs for Cities - the Nashville region has the worst commute in America when expressed in terms of the average amount of time spent traveling during peak commute periods. In Middle Tennessee, that status is not driven by congestion alone, but by the average distances between households and job sites.

Few Options for Seniors: A recent report regarding public transit for seniors shows Nashville as the fourth-worst in the nation among metropolitan areas with a population of 1 million or more. Commissioned by Transportation for America, *Aging in Place, Stuck without Options* shows that 85 percent of Nashville's citizens aged 65 to 79 will have poor transit access in 2015. Only Atlanta, Kansas City and Oklahoma City are worse off.

Dangerous by Design: According to the National Highway Traffic Safety Administration and Transportation for America, the Nashville region is the 14th most dangerous metropolitan area for pedestrians in the nation, with 1.4 pedestrians killed each year per 100,000 people.

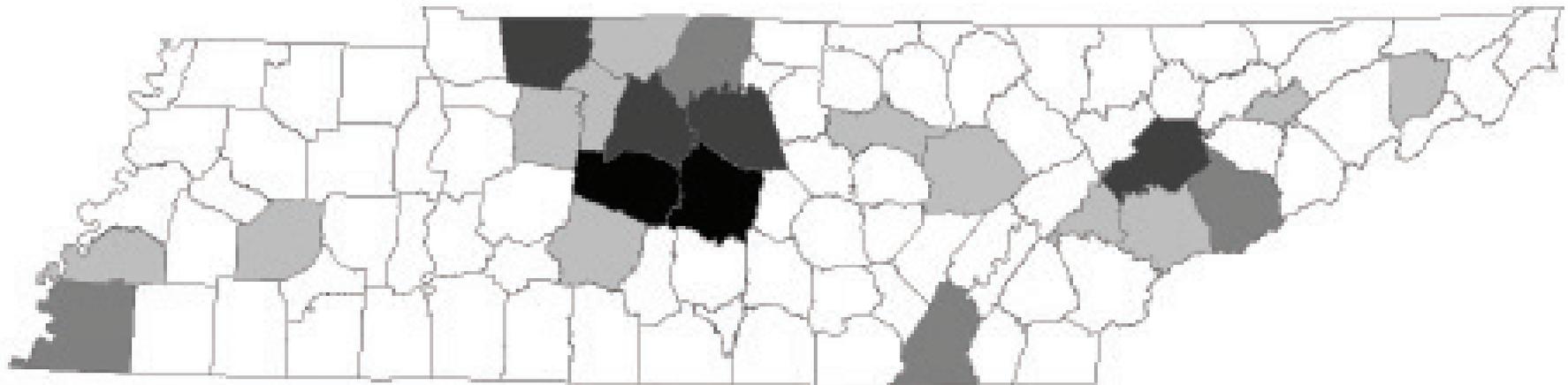
Physical Inactivity and Declining Health: According to the Centers for Disease Control and Prevention, Tennessee is among the top 10 most obese states in the nation; with approximately two-thirds of adults and one-third of adolescents considered overweight or obese. Additionally, one-third of Americans do not drive and/or own cars; relying on walking, bicycling and transit for transportation. Yet of the 30 percent of trips in urban areas that are one mile or less, 65 percent of these trips still depend on an automobile due to inadequate facilities for active transportation.

GROWTH AND DEVELOPMENT FORECASTS

NET POPULATION GROWTH BY COUNTY BETWEEN 2010 AND 2040

2.5 million statewide

1.3 million (52%) in Middle Tennessee



- 250,000+ new people
- 100,000 to 250,000
- 50,000 to 100,000
- 25,000 to 50,000
- < 25,000 new people

Top 10 Most Populated

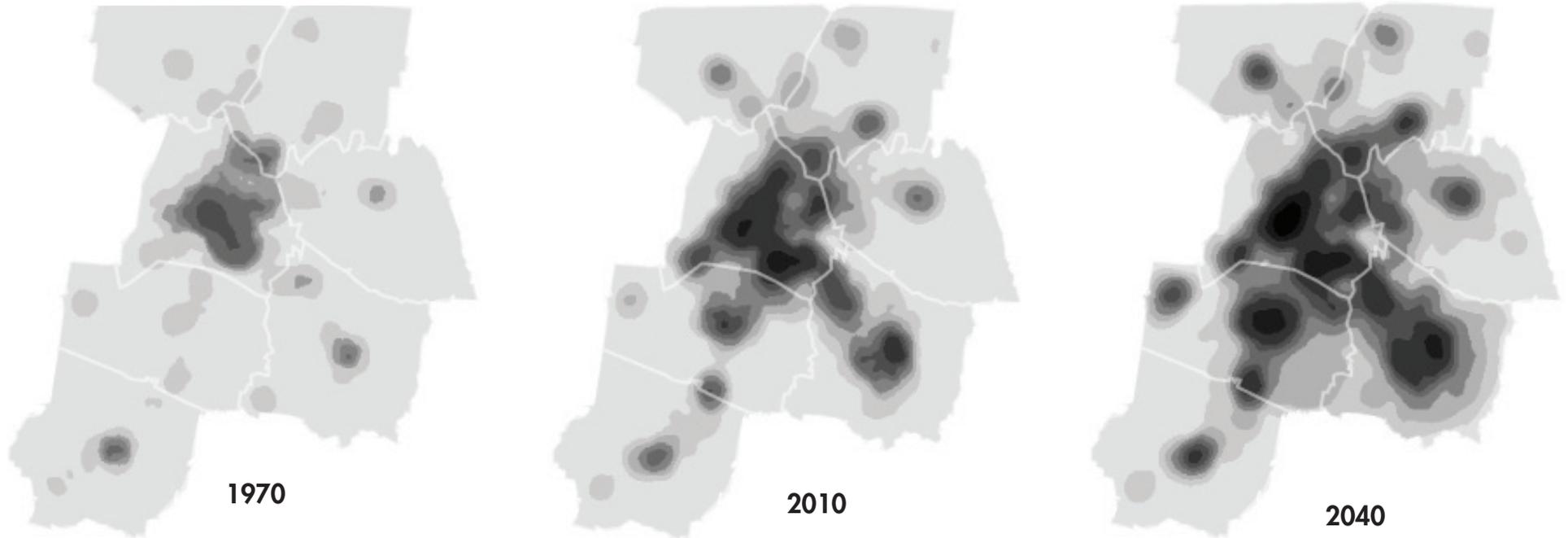
Shelby	1,018,313
Davidson	813,297 (4)
Knox	662,902
Rutherford	592,812 (2)
Williamson	536,434 (1)
Hamilton	399,769
Montgomery	308,759 (5)
Sumner	238,950 (9)
Wilson	231,902 (6)
Sevier	178,010

More than half of the state's population growth between 2010 and 2040 is expected to occur in ten Middle Tennessee counties. Rutherford and Williamson counties are each on pace to leapfrog Chattanooga-Hamilton County on the list of most populous counties by 2040.

(*) Overall rank for absolute growth.

Source: MPO population forecasts.
Woods & Poole Economics.

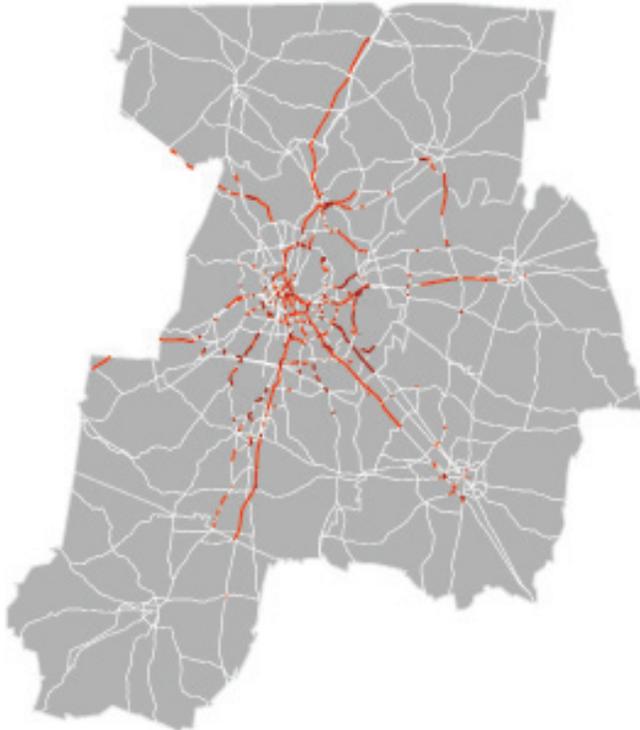
REGIONAL LAND DEVELOPMENT PATTERN



Population in the MPO planning area is expected to increase by 76 percent between 2010 and 2040. Understanding where those people will live, work, and shop within our region is critical to determining how to improve the transportation system in order to accommodate that growth. While predicting the future is no easy task, the MPO employs a state-of-the-art land use model to do the job. Economic and market forces, local land use policies, land development regulations, topography, and other environmental features are all taken into consideration.

REGIONAL TRAVEL TIMES AND TRAFFIC CONGESTION

2010



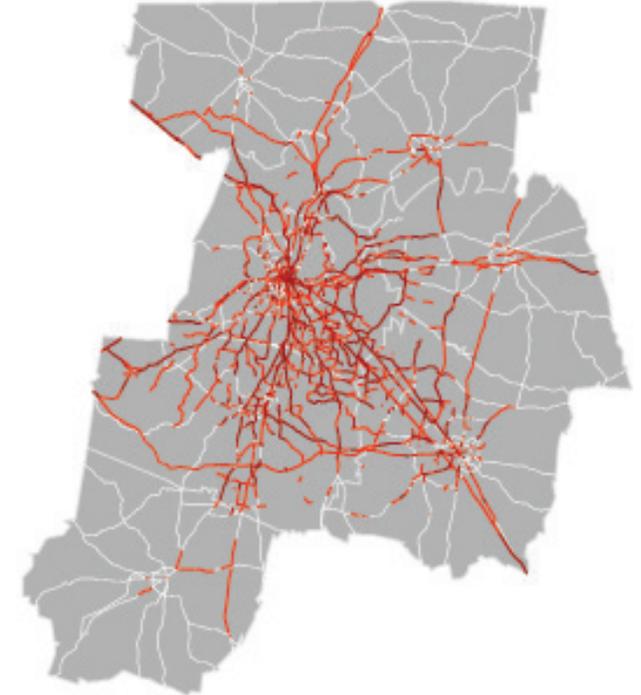
According to the Texas Transportation Institute's *2011 Urban Mobility Report*, traffic congestion costs the Nashville urbanized area more than \$800 million per year in wasted fuel and lost time.

As we look toward the future, MPO traffic forecasting tools indicate that levels of congestion and the associated costs will continue to rise as a result of population growth and the inevitable increase in motor fuel prices.

The amount of time we spend in our cars is expected to double by the year 2040 based on land use trends, regional travel behaviors, and the limited reach of our fiscally-constrained list of roadway improvements.

We now know that roadways built only for personal automobiles will not keep pace with growth in Middle Tennessee. Roadway widening is a difficult proposition in communities that have developed around congested corridors. Our region needs a diversified, multi-modal investment strategy to maintain quality of life, despite the expected congestion.

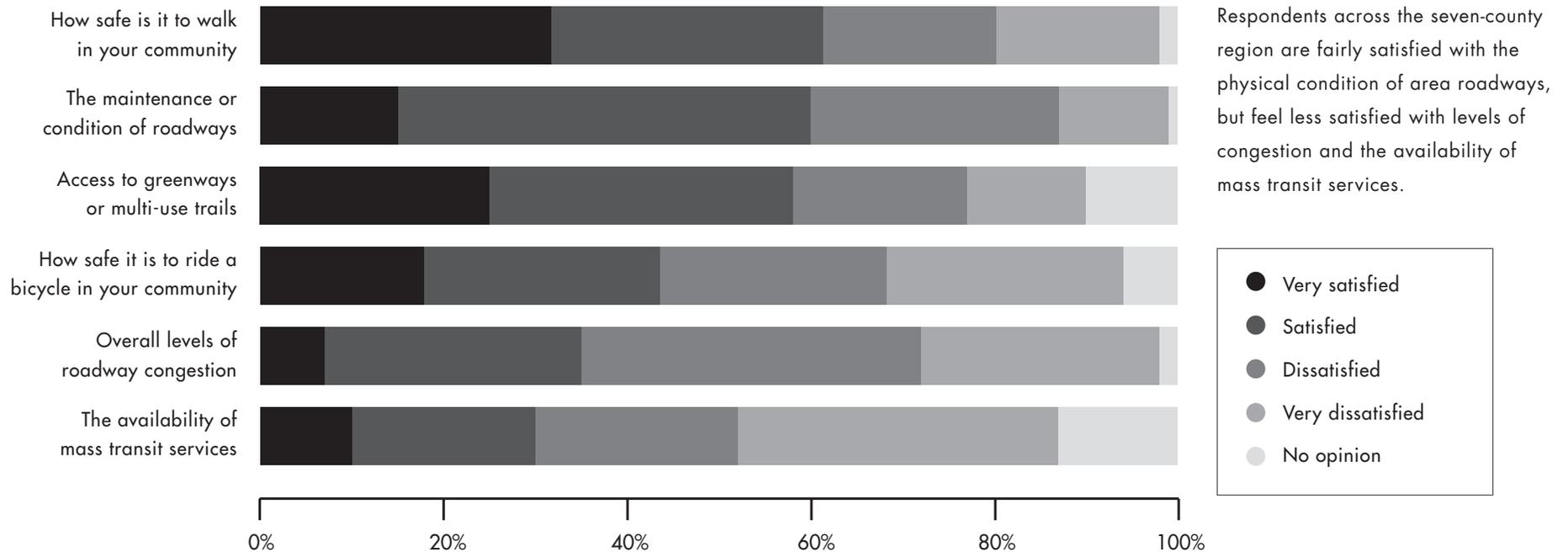
2040



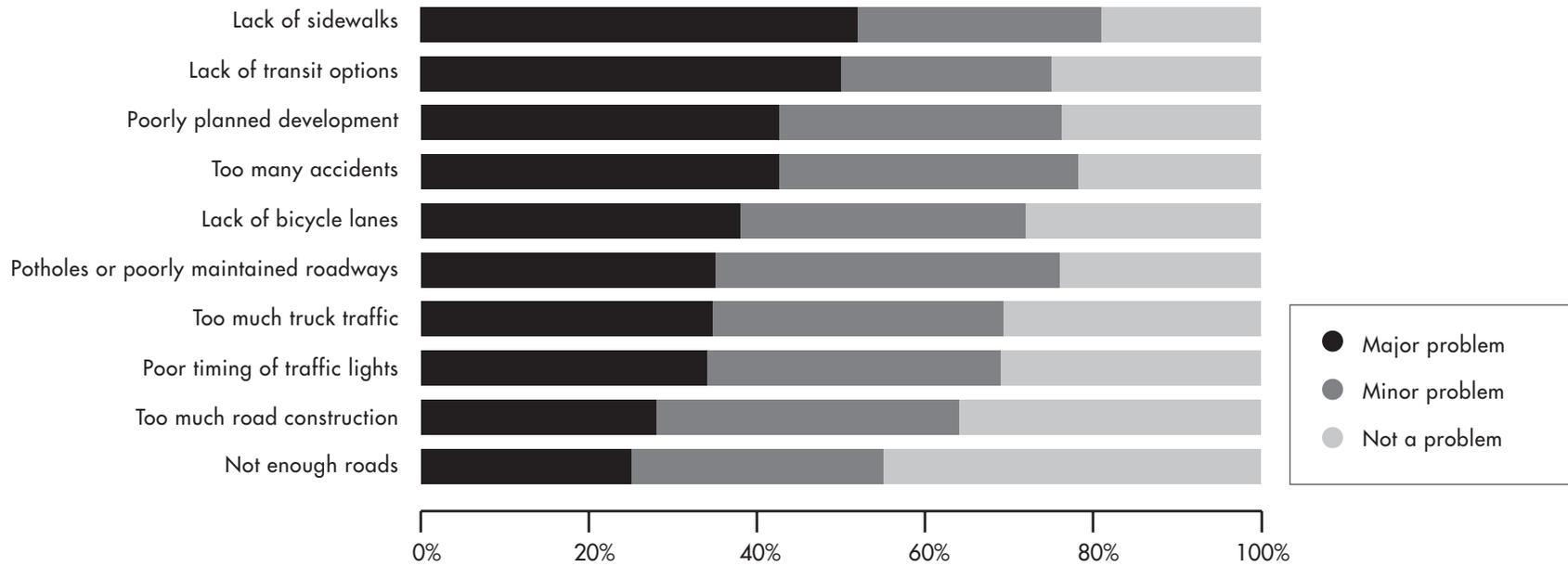
PUBLIC OPINION POLL HIGHLIGHTS

In September, the Nashville Area MPO conducted a scientific telephone survey among 1,100 randomly selected Middle Tennesseans about their experiences on our roadways and their thoughts about transportation issues. These findings will help shape future investments in our infrastructure through the 2040 Regional Transportation Plan. Interested in adding your two cents? Visit survey.nashvillempo.org.

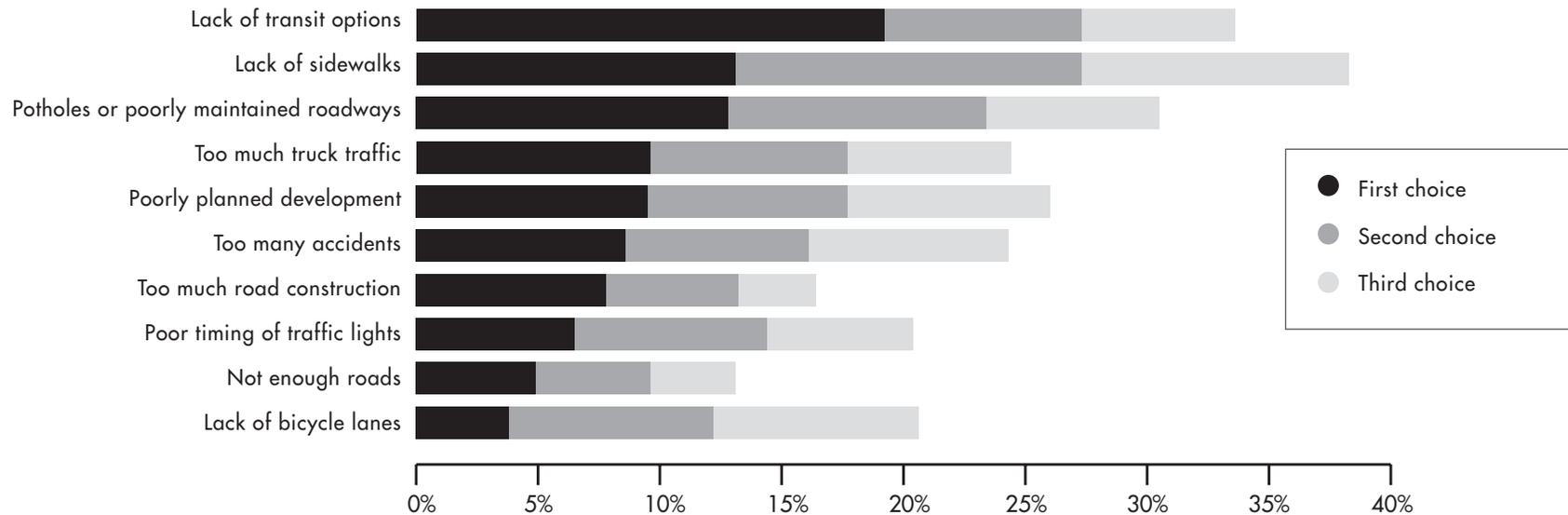
SATISFACTION WITH TRANSPORTATION



PROBLEMS WITH TRANSPORTATION



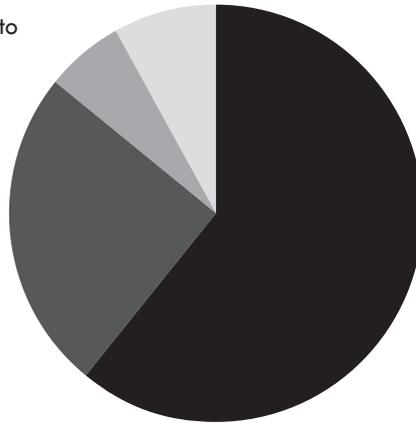
MOST IMPORTANT PROBLEMS TO SOLVE



BUILDING REGIONAL TRANSIT

Communities in Middle Tennessee should begin working together to build a regional rapid transit system like light rail, commuter rail, or bus rapid transit to prepare for future growth.

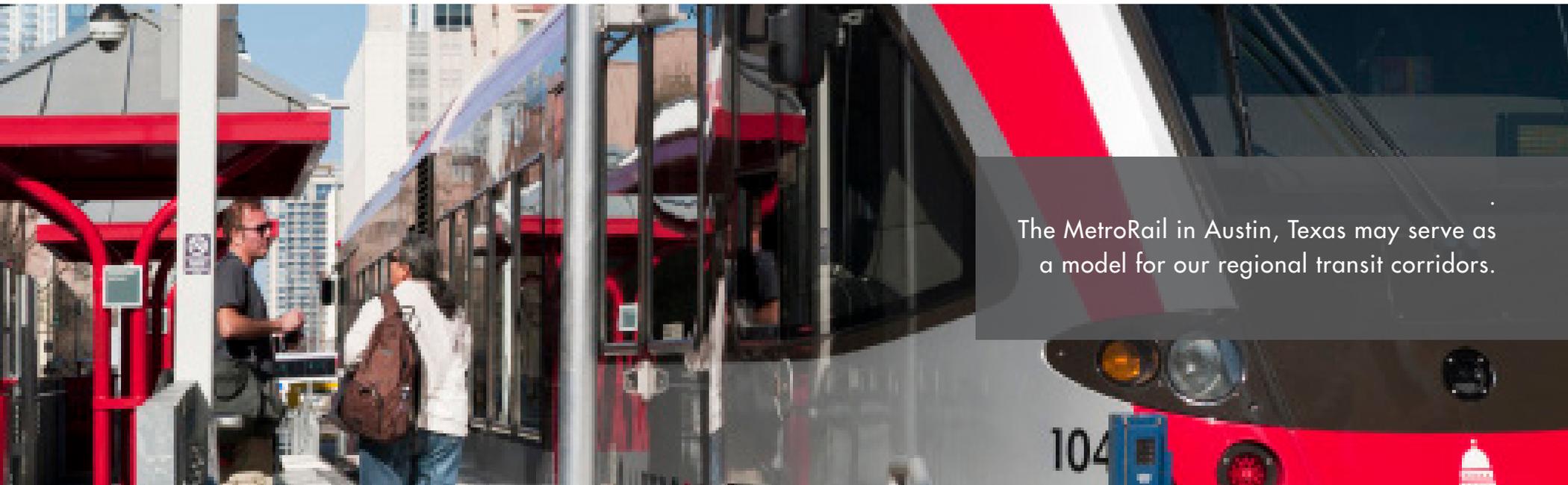
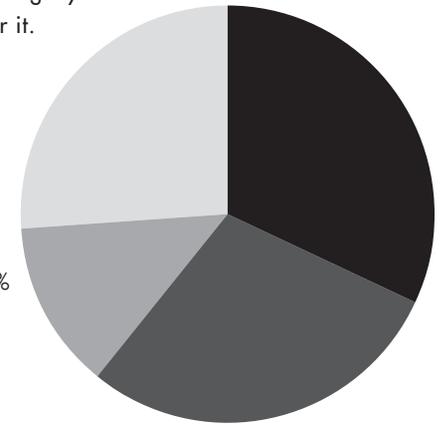
- Strongly agree: 61%
- Agree: 25%
- Disagree: 6%
- Strongly disagree: 8%



PAYING FOR REGIONAL TRANSIT

If it meant that the region could significantly expand mass transit choices, I would be willing to pay slightly more in some type of tax or fee to help pay for it.

- Strongly agree: 32%
- Agree: 29%
- Disagree: 13%
- Strongly disagree: 26%



The MetroRail in Austin, Texas may serve as a model for our regional transit corridors.

MAJOR POLICY INITIATIVES

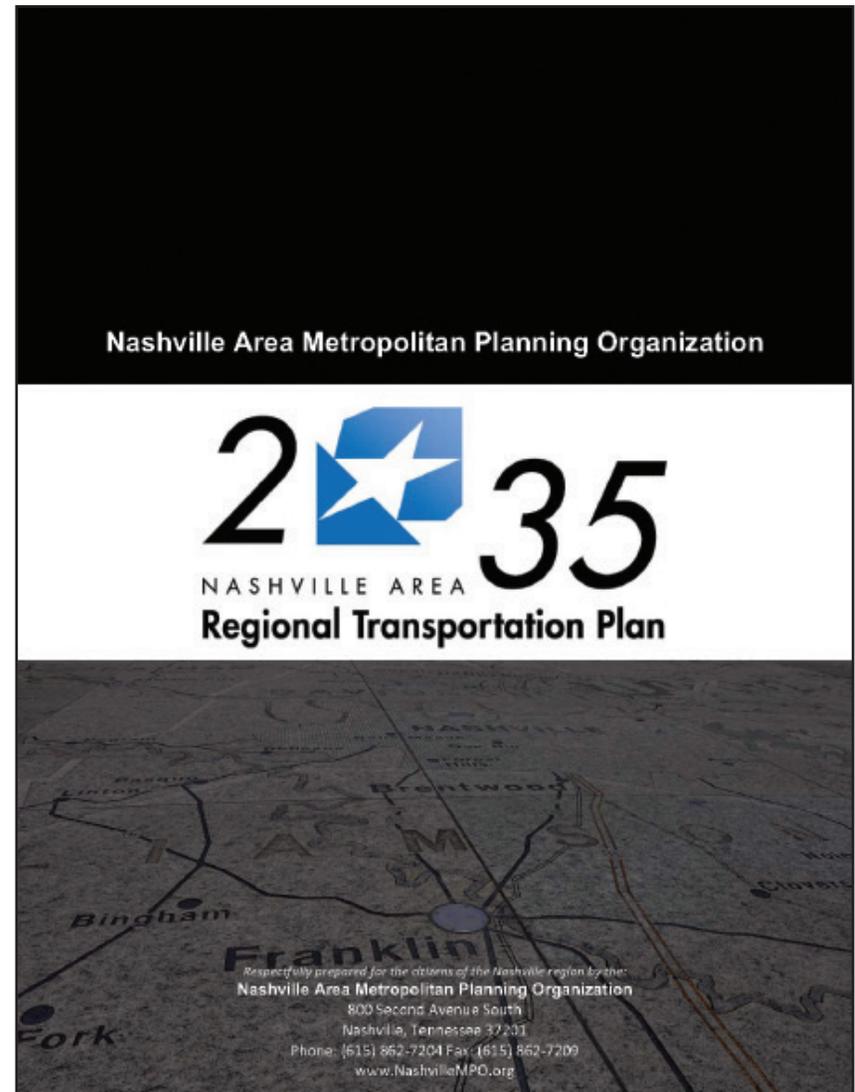
In late 2010, the MPO's executive board of mayors and county executives adopted the 2035 Regional Transportation Plan for the greater Nashville area to prepare for the challenges posed by future growth and development and to respond to public calls for more options for getting around the region. This comprehensive plan establishes policies and priorities for how to invest approximately \$6 billion on roads, bridges, transit, walking, and bicycling over the next two decades. The plan rests on three major policy initiatives:

Create a Bold, New Vision for Mass Transit to help guide the expansion and modernization of the region's mass transit system in preparation for an increasing competitive global economy, and to proactively address growing concerns about the health of our environment, worsening congestion, and sprawling land development patterns that encroach upon the area's cherished rural countryside.

Support Active Transportation and the Development of Walkable Communities to improve connectivity between people and places within the urbanizing area of the region, foster healthier activity for Middle Tennessee's citizens, and serve as the backbone of investments in mass transit.

Preserve and Enhance Strategic Roadway Corridors with a focus on repairing aging roadways and bridges to ensure the safety of the traveling public and freight transport, improving operations through the integration of new technologies, and completing streets to provide a balanced system that works for all users.

The plan document in its entirety, along with a short video piece summarizing the 2035 Plan highlights, can be found at NashvilleMPO.org/2035.



FISCALLY-CONSTRAINED ROADWAY PLAN

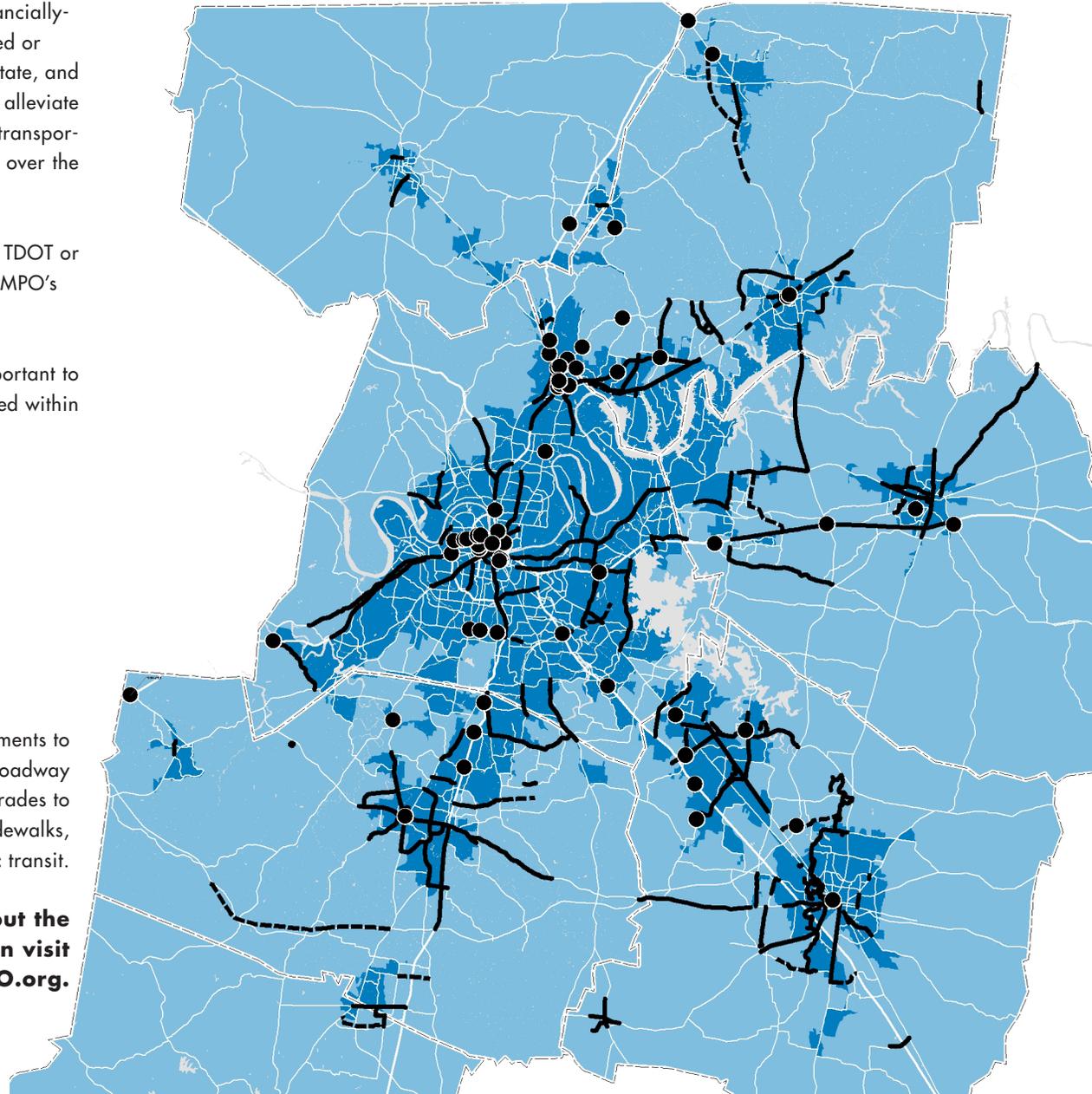
The 2035 Regional Transportation plan provides a balanced, financially-feasible set of transportation improvements that can be constructed or implemented over the next 25 years based on expected federal, state, and local revenues. The proposed improvements are intended to help alleviate traffic congestion, provide more transportation choices, improve transportation system operations, and meet the region's air quality goals over the next quarter century.

Projects included in the plan will be designed and constructed by TDOT or a local government agency as grants are authorized through the MPO's Transportation Improvement Program.

As important as these projects are to the region's future, it is important to realize that the cost of the full set of transportation needs identified within the metropolitan area far out-paces the expected revenue.

The map depicts the location of cost-feasible improvements to the transportation network and includes new roads, roadway widening and reconstruction projects, upgrades to intersections and traffic operation technologies, sidewalks, bicycle ways, and public transit.

**For more information about the
2035 Regional Transportation Plan visit
2035.NashvilleMPO.org.**



PLANNING PROGRAM

A Major Update to the Regional Transportation Plan

The Nashville Area MPO has embarked on a major update to the Regional Transportation Plan. Scheduled for adoption in December of 2015, the 2040 Regional Transportation Plan will build upon previous work to lay out a strategy to invest nearly \$7 billion in anticipated federal and state revenues into the region's transportation system as it absorbs another million more people and increased travel demand. The MPO's planning approach is based on the view that transportation infrastructure is more than just a way to facilitate the movement of people and goods - it is a significant contributor to the overall health, sustainability, prosperity, and character of a place - be that a small community or a major city.

Current Planning Studies

A significant amount of the work that goes into updating the region's transportation plan is carried out over a series of studies that are funded through the MPO's Unified Planning Work Program (UPWP). Following is a brief description of this year's most significant activities, many of which provide direct support to local and statewide planning efforts. For more information, visit upwp.NashvilleMPO.org.





Nashville Region's Vital Signs

Each October, the Nashville Area Chamber of Commerce and MPO publish a report to the region that tracks key data points related to important issues affecting Middle Tennessee's economic well-being and quality of life in order to facilitate conversation about community-driven solutions to reinforce our strengths and address our weaknesses.

Southeast Area Transportation & Land Use Study

The MPO is working with local governments and a consultant team led by Gresham, Smith and Partners to evaluate strategies to prepare for the expected growth and development along the I-24 corridor in Rutherford and neighboring counties. The study will result in an array of multimodal transportation solutions. The findings will serve as a key input into the MPO's long range planning efforts, the RTA Master Plan, and local comprehensive planning efforts like Nashville Next.

State Route 109 Access Management Study

In partnership with TDOT and local governments, the MPO has launched an initiative to prepare for continued development along State Route 109 from I-65 in Sumner County to just south of SR 840 in Wilson County. The effort serves as an early step in the implementation of locally adopted corridor management agreement that will lead to new standards for roadway design, access management, and real estate development along the corridor. Consultant assistance is being provided by Gresham, Smith and Partners.

Major Transit Study for the Northwest Corridor

The MPO has partnered with the RTA and the Clarksville Urbanized Area MPO to conduct an evaluation of major transit investment options between Nashville and Clarksville as a follow-up to the 2009 commuter rail initial feasibility study. Parsons Brinckerhoff is providing consulting assistance.

Regional Freight & Goods Movement Study (Phase III)

The MPO has hired Cambridge Systematics, Volkert, and RPM Transportation to help develop strategies to minimize the local impacts of freight movement within and through Middle Tennessee. The study will provide recommendations to align economic development, land use decisions, and urban design considerations with freight and local delivery needs.

Regional Bicycle & Pedestrian Activities

The MPO is working with its regional bicycle and pedestrian committee, local governments, and a consultant team led RPM Transportation to refresh the 2009 Regional Bicycle and Pedestrian Study findings with an updated inventory of facilities, bicycle and pedestrian levels of service, latent demand analysis, and new measures for walkability within communities throughout the area.

Regional Transit Master Planning

The MPO is working in partnership with local transit agencies, the RTA, and TDOT to update local and regional master plans to further advance the transit vision established by the 2035 Regional Transportation Plan. The effort will provide the analysis needed to identify and prioritize transit projects for the 2040 Regional Transportation Plan and local agency capital and operating budgets.

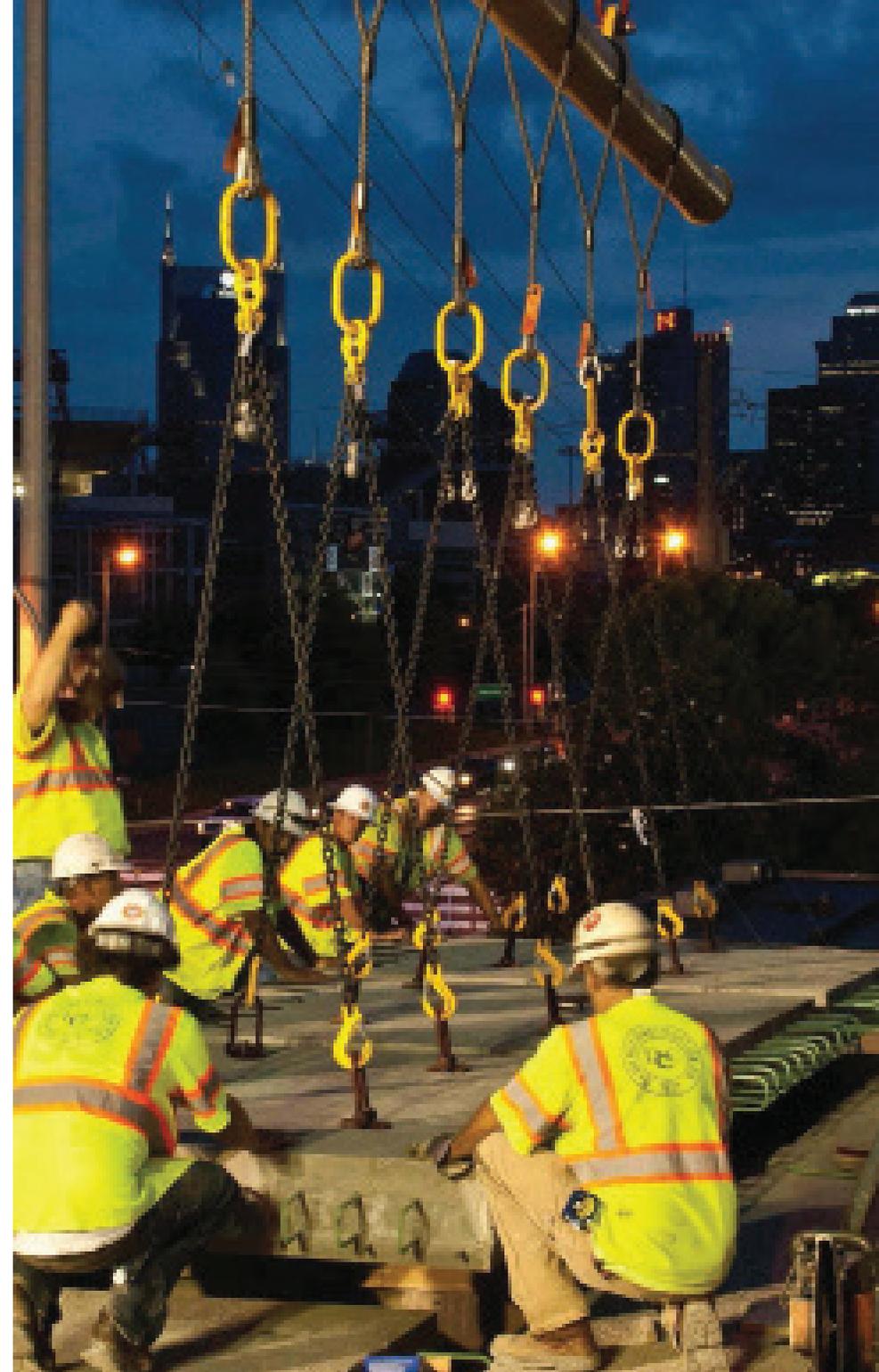
BUILDING PROGRAM

Transportation Improvement Program for the Nashville Area

The Transportation Improvement Program (TIP) is a four or five-year work program that lists all regionally significant and federally-funded transportation projects and services in the MPO planning area. The program includes projects for all modes of surface transportation including highways and streets, public transportation, and walking and bicycling. Projects adopted into the MPO's TIP become part of Tennessee's statewide transportation improvement program following concurrence from the Governor, and are implemented by TDOT, local governments, or transit agencies.

The development of the MPO's TIP provides a tremendous opportunity to fund and implement the projects from the adopted regional transportation plan that are determined to be the most suitable to our current needs. In preparing the work program, significant consideration is given to determine the most appropriate set of short-term projects that advance the long-term goals of the region as embodied by a set of guiding principles, regional goals, and major objectives developed through extensive public and stakeholder involvement.

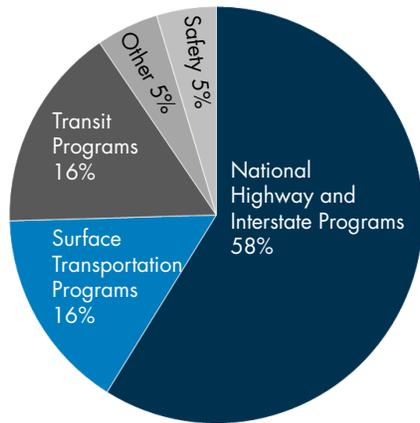
The FYs 2014-2017 TIP was adopted by the MPO in December 2013 and currently includes nearly \$1 billion in federal, state, and local funding distributed over 192 projects across the seven-county area.



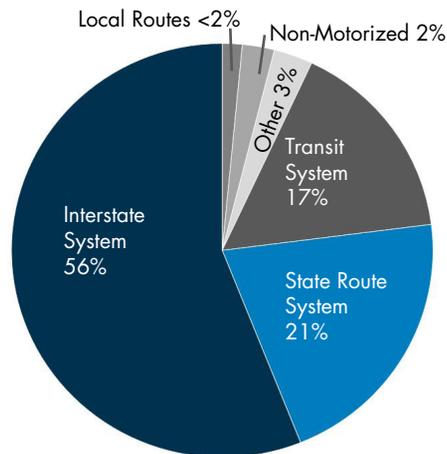
FUNDING OBLIGATIONS

Nearly **\$154 million** in grants were obligated in federal fiscal year 2014.

Grant Source

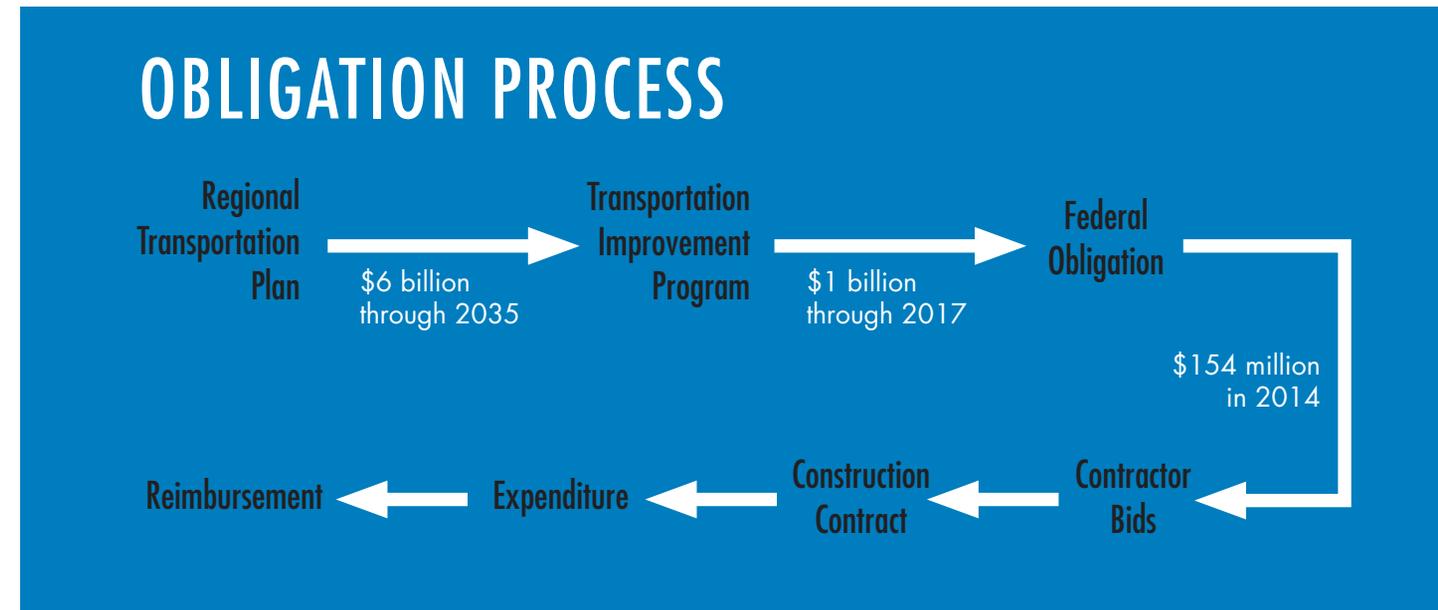


Location of Investment

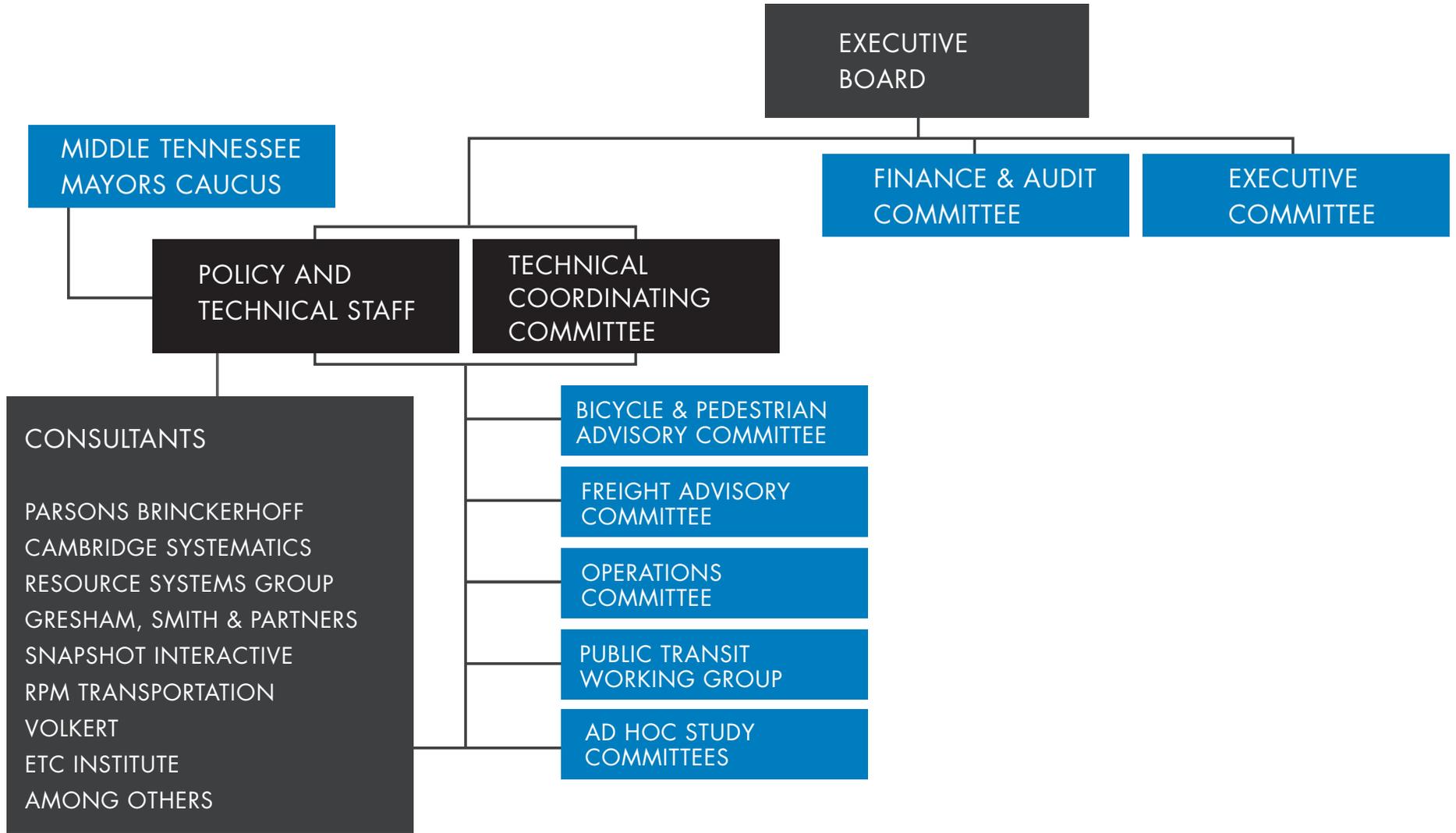


Your Transportation Dollars at Work

Projects programmed in the MPO's TIP are authorized for grant funding, but those dollars are not available to pay for project expenses until the federal government completes the grant obligation process. The Federal Highway Administration (FHWA) defines obligation as the federal government's legal commitment to pay or reimburse the states or other entities for the federal share of a project's eligible costs. While the MPO takes the lead in programming all federal dollars for the region, TDOT and the MPO share responsibility for awarding grants to projects. Earmarks are grants directed to projects by Congress.



AGENCY STRUCTURE



The Nashville Area MPO is comprised of an executive board, a technical coordinating committee, and professional staff.

The executive board consists of mayors and county executives from each of the seven MPO counties and their cities with a population of 5,000 or more people. Additional board members include the Tennessee Governor, a representative from the Greater Nashville Regional Council, a representative of public transit operators, and staff from the Federal Highway Administration and Federal Transit Administration. The Board provides a forum for collaboration on growth and development issues and decision-making around transportation policies, plans, and investment programs.

The executive board is staffed by professional planners, engineers, demographers, policy analysts, and communications experts, and is advised by a Technical Coordinating Committee consisting of administrators and senior staff from local governments and transportation related agencies across the region. Additional committees are convened as necessary to advise on issues related to freight and logistics, bicycle and pedestrian safety, and other subjects related to the MPO's work program.

BOARD MEMBERS

The Honorable Kenneth Wilber	Chairman
City of Portland	
The Honorable Randall Hutto	Vice-Chairman
Wilson County	
The Honorable Betsy Crossley	City of Brentwood
The Honorable Dean Dickey	City of Columbia
The Honorable Beverly Totty*	City of Fairview
The Honorable Patti Carroll**	City of Fairview
The Honorable Ken Moore	City of Franklin
The Honorable Jo Ann Graves*	City of Gallatin
The Honorable Paige Brown**	City of Gallatin
The Honorable John Coombs	City of Goodlettsville
Mr. Tim Roach	Greater Nashville Regional Council
The Honorable Bonnette Dawson	City of Greenbrier
The Honorable Scott Foster	City of Hendersonville
The Honorable Senna Mosley*	City of La Vergne
The Honorable Dennis Waldron**	City of La Vergne
The Honorable Philip Craighead	City of Lebanon
The Honorable Charlie Norman	Maury County
The Honorable Karl Dean	Metro Nashville-Davidson Co.
The Honorable Diane Neighbors	Metro Nashville-Davidson Co.
The Honorable Timothy Lassiter	City of Millersville
The Honorable Ed Hagerty	City of Mt. Juliet
The Honorable Shane McFarland	City of Murfreesboro
Mr. Steve Bland	Nashville MTA
The Honorable Jimmy Alexander	Town of Nolensville
The Honorable Howard Bradley	Robertson County
The Honorable Ernest Burgess	Rutherford County
The Honorable Mary Esther Reed	Town of Smyrna
The Honorable Rick Graham	City of Spring Hill
The Honorable Billy Paul Carneal	City of Springfield
The Honorable Anthony Holt	Sumner County
The Honorable Bill Haslam	State of Tennessee
Mr. Gerald Herman	City of White House
The Honorable Rogers Anderson	Williamson County

TCC MEMBERS

Chairman - Doug Demosi, Rutherford County
Vice Chairman - Mike Harris, City of Brentwood

Glenn Harper, City of Columbia
 Wayne Hall, City of Fairview
 Jonathon Marston, City of Franklin
 Bill McCord, City of Gallatin
 Rick Gregory, City of Goodlettsville
 Phil Klober, City of Greenbrier
 Fred Rogers, City of Hendersonville
 Kristen Costanzo, City of La Vergne
 Paul Corder, City of Lebanon
 Robert Mobley, City of Millersville
 Andy Barlow, City of Mt. Juliet
 Dana Richardson, City of Murfreesboro
 Nellie Patton, City of Murfreesboro
 Denise Geminden, City of Portland
 Dan Allen, City of Spring Hill
 Addam McCormick, City of Springfield
 Reed Hillen, City of White House
 Tim Roach, Greater Nashville Regional Council
 Richard Riebeling, Metro Dept. of Finance

Billy Davis, Metro Dept. of Public Works
 John Finke, Metro Health Dept./Air Pollution Control
 Christine Vitt, Metro Nashville Airport Authority
 Rick Bernhardt, Metro Planning Department
 Jonathon Cleghon, Metro Traffic & Parking
 Felix Castrodad, Metro Transit Authority
 Billy Higgins, RTA
 Margot Fosnes, Robertson County
 Rodney Joyner, Sumner County
 Marc Corrigan, TDEC
 Paul Degges, TDOT Chief Engineer
 Larry McGoogin, TDOT Long-Range Planning Div.
 Office of Community Transportation
 Jerry Roache, TDOT Multimodal Transportation
 Resources Division
 Debbie Henry, Franklin Transit Authority
 Henry Laird, Town of Nolensville
 Kevin Rigsby, Town of Smyrna
 Joe Horne, Williamson County
 Tom Brashear, Wilson County
 Corbin Davis, FHWA, Tennessee Division
 Elizabeth Martin, FTA, Region IV

*Out-going members of the MPO board.
 **In-coming members of the MPO board.



MPO Executive Board Vice Chair Randall Hutto and Chair Kenneth Wilber welcome Robertson County Mayor Howard Bradley to the executive board, along with MPO Executive Director Michael Skipper.

ORGANIZATIONAL CHART



Peter Bang, PhD
Director of Technical
Programs



Mary Connelly
Senior Planner



Nicholas Lindeman
Economic & Systems
Data Analyst



Hary Prawiranata
Senior Modeler



Samuel Williams
GIS Analyst



Lou Edwards
Administrative Assistant



Jeffrey Leach
Finance Officer



Mary Beth Ikard, APR
Social Media Coordinator



Rochelle Carpenter
Senior Policy Analyst



Anna Emerson
Senior Planner



Leslie Meehan, AICP
Director of Healthy
Communities



Wesley Rhodes
Policy Analyst

Policy Interns



MICHAEL SKIPPER, AICP
Executive Director &
Secretary of the Board



MICHELLE LACEWELL, APR
Deputy Director &
Communications Officer

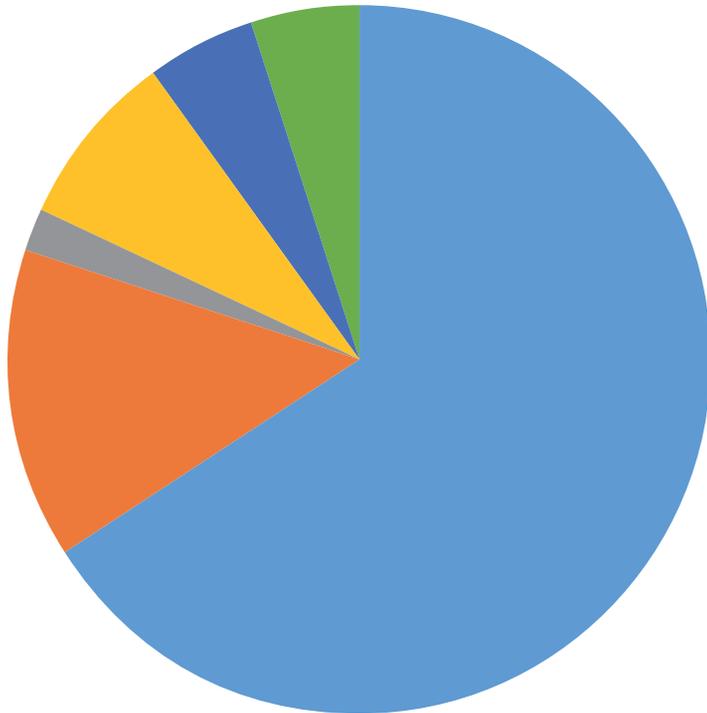
BUDGET SUMMARY

FUNDING

MPO planning activities are funded by grants from the Federal Highway Administration and Federal Transit Administration and by contributions from the Tennessee Department of Transportation, local government members, and community partners.

The MPO's fiscal year 2014 budget includes more than \$6 million for the administration of agency programs, research and data collection, and planning studies. Of that amount, about two and half million dollars are committed to projects continuing from the previous year.

More information about the MPO's budget is available in the adopted Unified Planning Work Program at upwp.nashvillempo.org.



- FHWA: \$4,169,412 (66%)
- FTA: \$863,525 (14%)
- TDOT: \$107,941 (2%)
- Member dues: \$494,242 (8%)
- In-kind: \$324,248 (5%)
- Local partners: \$350,115 (5%)



NASHVILLE AREA

Metropolitan Planning Organization

800 Second Avenue South
P.O. Box 196300
Nashville TN 37219

nashvillempo.org