



NASHVILLE AREA

Metropolitan Planning Organization

MPO Executive Board Meeting

Wednesday, December 11, 2013 @ 9:00 AM

Second Floor Conference Room of the Nashville MTA Music City Central Station
400 Charlotte Avenue in Nashville, Tennessee

1. **ACTION ITEM: Approve November 20, 2013 Meeting Minutes ([attachment](#))**

REQUESTED ACTION: Approve minutes, or amend as necessary.

2. Public Comment

3. MPO Chair's Report

- Adopt 2014 Meeting Calendar ([attachment](#))
- MPO Executive Director's Annual Evaluation
- Other Comments

4. **PUBLIC HEARING: Adopt FYs 14-17 Transportation Improvement Program ([attachment](#))**

The MPO has completed the draft *Transportation Improvement Program* (TIP) for fiscal years 2014-2017 which includes nearly \$900 million in federal, state, and local dollars for transportation projects across Middle Tennessee through FY 2017. Staff will review highlights of the program and request the board to hold the second of two public hearings prior to adoption.

More information about the proposed TIP is available at NashvilleMPO.org/FY1417.

Interactive project lists and details available at: http://maps.nashville.gov/MPO_TIPApp_1417/

SCHEDULE:

- 10/10 – TCC TIP Kickoff Work Session
- 11/17 – Call for Projects Announced
- 12/14 – Application Deadline
- 1/31 – TCC TIP Work Session
- February 2013 – Formally Close Call-for-Projects/ Endorse Candidate Projects
- March/April – TCC Project Evaluation & Prioritization Work Sessions
- May 2013 – Endorse Draft TIP for Interagency Review
- June-October – Interagency Review
- 11/6 – TCC Endorsement
- 11/20 – XB Endorsement
- 11/20-12/11 – Public Review and Comment Period
- 12/4 – First Public Hearing (TCC)
- **12/11 – Second Public Hearing / Adoption (XB)**

REQUESTED ACTION: **Public hearing;** adopt resolution 2013-009, approving the proposed TIP.

5. ACTION ITEM: Endorse Proposals for TDOT Multimodal Access Program (attachment)

The TDOT Multimodal Access Fund provides state gas tax revenue to support bicycle and pedestrian infrastructure projects along state routes. TDOT has budgeted \$10 million per year, beginning in 2013 and continuing until 2015, with a call-for-projects for the first round of grants issued on October 23. Each MPO and RPO in the state is invited to submit up to two applications for the first year of funding. Each project must be on a state route or connect to a state route, and cost no more than \$1 million.

MPO staff will present an update on the Program including an overview of the applications received by MPO staff and recommendations for the two proposals to deliver to TDOT.

More information about the projects applying for the TDOT Multimodal Access Fund is available at: http://www.nashvillempo.org/plans_programs/tip/TDOT_MMAF.aspx

SCHEDULE:

- 10/23 – TDOT Announcement
- 11/4 – Project Abstracts due to MPO
- 11/22 – Applications due to MPO
- 12/2 – Review by MPO Bicycle & Pedestrian Advisory Committee
- 12/4 – TCC Endorsement
- **12/11 – XB Endorsement**
- 12/12-12/19 – Final Preparation of Selected Proposals
- 12/20 – TDOT Application Deadline

REQUESTED ACTION: Endorse proposals for submission to TDOT.

6. ACTION ITEM: Endorse Proposed Changes to MPO Planning Boundary (attachment)

For the past two years, MPO staff has worked with local elected officials in Robertson and Maury counties to evaluate the feasibility of expanding the MPO planning area to include the entirety of those two counties. Staff will present an update on that process and request board endorsement of the proposed revisions to the planning area.

REQUESTED ACTION: Endorse revisions to the MPO planning area boundary.

7. ACTION ITEM: Elect of Officers for 2014 Calendar Year

A nominating committee will report on its recommendations for candidates to serve as chair and vice-chair of the MPO executive board for the 2014 calendar year. The MPO executive director serves as secretary of the board.

REQUESTED ACTION: Elect a board chair and vice-chair for 2014 calendar year.

8. MPO Director's Report

- Regional Transit Vision Map
- Update on Consultant Activities
- Other Comments

9. Other Business

10. Adjourn until January 15, 2014: HAVE A SAFE & HAPPY HOLIDAY SEASON!!!!

Agenda Item 1. November 20 Executive Board Meeting Minutes

MINUTES
EXECUTIVE BOARD
of the
Nashville Area Metropolitan Planning Organization
November 20, 2013

Attendees: Mayor Rogers Anderson, Mr. Paul Ballard (for Vice-Mayor Diane Neighbors), Mayor Ernest Burgess, Mayor John Coombs, Mayor Philip Craighead, Mr. Corbin Davis, Mayor Karl Dean, Mayor Rick Graham, Mayor Jo Ann Graves, Mr. Gerald Herman (for Mayor Michael Arnold), Executive Anthony Holt, Mayor Randall Hutto, Mr. Marlin Keel (for Mayor Ed Hagerty), Mr. Larry McGoogin, Mayor Ken Moore, Mr. Paul Nutting (for Mayor Billy Paul Carneal), Mr. Toks Omishakin (for Gov. Bill Haslam), Mr. Tim Roach, Mayor Ken Wilber

Approve October 16, 2013 Meeting Minutes

Mayor Rogers Anderson, Chair, opened the meeting at 9:00 a.m. Mayor Ken Moore moved to approve the October 16, 2013 meeting minutes with Mayor Randall Hutto seconding. The motion passed unanimously.

Public Comment

Mr. Rick Williams, Nashville, of StopAMP.org, Inc. said that most business leaders and land owners are against the AMP. He said that the money could be better spent on the I-24 corridor. He said that the AMP will hurt businesses on West End. He also said that State Senator Harwell is against spending state money on this project.

Mr. Lee Beaman, Nashville, said that the AMP will severely damage businesses along West End with the restricted lanes and left turn problems. He said that this would make traffic congestion along West End much worse and asked the Board to reconsider their support of the project.

Ms. Margo Chambers, Nashville, said that the small start application needs to be in compliance with historical preservation act. She said that according to Mark Sturdyvant there are inconsistencies in the small start application and asked how the public can obtain a copy of the application's inconsistencies.

MPO Chairs Report

Mayor Anderson appointed Mayor Karl Dean, Mayor Ernest Burgess, and Mr. Tim Roach to the nominating committee for 2014 officers. They will bring the slate before the Board at the December meeting.

Mayor Anderson said that it is the time of year for the MPO executive director's annual performance evaluation. He asked anyone with comments, good or bad, to forward them via email or letter to him or Ms. Lou Edwards, MPO Administrative Assistant, by December 15th.

Mayor Ken Moore said that he and Mr. Skipper attended the Transportation for America meeting in Washington, DC this week. He said that they visited with Senators Corker and Alexander and Representatives Black and Cooper to discuss the transportation bill and transit.

Priorities for TDOT 3-Year Program

Mr. Skipper provided an update on the MPO's response to TDOT's request for input on projects identified by TDOT as candidates for the three-year work program. The list endorsed last month will be updated with projects from Spring Hill (Duplex Rd), Franklin (NW section of Mack Hatcher), Lebanon (several projects along state routes), and Mt. Juliet (three projects along state routes). He said that the staff's review of these projects showed that they need to be on the list.

Mr. Toks Omishakin, TDOT, said that the 3-year program is now more inclusive than before. All directors of TDOT departments involved in any stage of development now discuss each project before it gets on the list. This process will start in December.

Mayor Burgess asked if the 2035 RTP includes these projects. Mr. Skipper said that this list is a sub-set of the 2035 RTP list and the process used to rank order those projects to provide our input to TDOT stems from work done to develop the 2035 RTP.

Endorse Draft FYs 14-17 TIP for Public Review & Comment

Mr. Skipper presented an overview of the draft TIP for fiscal years 2014-2017. He said that there is about \$900 million worth of projects identified across the MPO area. He mentioned that staff has added two awards from the MPO's U-STP program after identifying a little more than \$1M in additional funds following the final review of all existing projects. He said that staff is recommending that these funds be awarded to the next highest regional priorities on the list (an intersection improvement at SR-258 and Drakes creek Road at Stop 30, and Dickerson Pike in Goodlettsville at the railroad underpass for engineering. Mr. Marlin Keel asked if the phase 2 of the Town Center Trail was still on the list. Mr. Skipper said the staff will make sure before moving forward.

Executive Anthony Holt moved to endorse the draft FYs 2014-2017 TIP for public review and comment. Mr. Roach seconded and the motion passed unanimously.

Innovative Ridesharing Service

Mr. Joe Okpaku from Lyft provided an overview of the smartphone-based ridesharing service. He said that ridesharing is an important aspect of the transportation/transit system. This system matches people who need rides with people who have cars. This will help unlock the 80% of seats on our roads

that go empty during trips at all times. He said that Lyft works to ensure the trust and safety of the drivers and passengers. He said that by solving the trust, safety and incentive, Lyft will encourage everyone to share their empty seats and come together to make transportation more affordable, safe, and sustainable. Their website is www.lyft.com

Mayor Moore asked what the demographics of people who use this service. Mr. Okpaku said that it trends toward but is not limited to the 23-40 age groups. Mr. Larry McGoogin asked if most people using Lyft have other transit options or not and asked if the passenger can request certain drivers. Mr. Okpaku said that people don't care what option they use to get to their destination. He said that there is no way to select a driver. He said that this type of service helps fill in the transportation gap. Executive Holt asked if there is a problem in getting around in a timely manner. Mr. Okpaku said not really. Mr. Keel asked if people used this service once or repetitively. Mr. Okpaku said that the trend was toward using it repetitively. Mayor Philip Craighead asked if the company has to go through the public service commission in the towns they operate. Mr. Okpaku said that it depends on the jurisdictions. He said that most regulations haven't imagined this type of transportation option. Mayor Anderson asked how this service interfaces with current van pool programs. Mr. Okpaku said that there is no specific data yet on this, but the trend is that someone who uses this service is more likely to become reliant on other existing public transportation systems.

MPO Director's Report

- Update on Requests from Robertson and Maury Counties to join the MPO
Mr. Skipper provided an update on the ongoing process to evaluate Maury and Robertson counties for MPO membership. He said that each county has worked with their respective local governments to pass local joint resolutions requesting membership. He will ask for an endorsement at the December meeting, after which, the By-laws will be amended and the Governor must agree to the change. He said that the Board will be restructured slightly to meet MAP-21 requirements on transit representation. Mayor Burgess asked that a summary of the pros and cons of the changes be sent prior to the December meeting to the Board. Mr. Skipper said he would send it.
- Multimodal Access Fund
Mr. Skipper said that TDOT has \$10M to fund multimodal projects next year. He said that each MPO and RPO can submit 2 applications. He has requested an abstract for each project prior to submitting an application so the staff can decide if the project is eligible. He said that five projects made the list and they are on the website.

Other Business

Mayor Burgess said that as important as the AMP is, what should this Board do, if anything, to address the concerns against voiced by the public in our meetings. Mr. Skipper said that the role of the MPO is to define regional transportation polices and identify projects for funding that can carry those out. There are often local concerns with any transportation project funded through the MPO including roadway and transit projects, but those concerns are best addressed by the

project sponsor or implementing agency. Mayor Anderson said that the issue is complex and that the Executive Board has to state what is important for the region as a whole. Executive Holt said that there are two parts – the regional issues and the local issues. He said that this Board is not in the position to understand the dynamics of each county or city as it deals with regional issues.

With no further business, the meeting was adjourned at 10:05 a.m.

Date: _____

The Honorable Rogers Anderson
Chairman, MPO Executive Board

Michael Skipper, AICP
Executive Director & Secretary of the Board

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NASHVILLE AREA

Metropolitan Planning Organization

2014 Nashville Area MPO Meeting Schedule

Technical Coordinating Committee	Executive Board
All TCC meetings are held at 10:30 AM on the first Wednesday of the month (unless noted): The Bridge Building 2 Victory Avenue, Suite 300 Nashville, Tennessee 37213	All Board meetings are held at 9:00 AM on the third Wednesday of the month (unless noted): Music City Central Station , 2nd Floor Meeting Room 400 Charlotte Avenue Nashville, Tennessee 37219
January 8, 2014 *	January 15, 2014
February 5, 2014	February 19, 2014
March 5, 2014	March 19, 2014
April 2, 2014	April 16, 2014
May 7, 2014	May 21, 2014
June 4, 2014	June 18, 2014
July 2, 2014	July 16, 2014
August 6, 2014	August 20, 2014
September 3, 2014	September 17, 2014
October 1, 2014	October 15, 2014
November TBD**	November TBD**
December 3, 2014	December 10, 2014*

*Changed due to holiday

**The TCC and Executive Board will hold a joint meeting at the MPO's Annual Meeting for the purpose of receiving public comments pertaining to all its plans, programs, and projects to be placed in the Transportation Improvement Program. Date and location to be determined.

The MPO or 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 Human Relations at (615) 880-3370. For all employment-related inquiries, contact Human Resources at (615) 862-6640.

Agenda Item 4. FYs 2014-2017 Transportation Improvement Program

***MPO Resolution 2013-009, adopting the proposed TIP**

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***Final recommendations for MPO FHWA STP and FTA 5307 Awards**

MPO RESOLUTION 2013-009

A RESOLUTION ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL YEARS 2014 THROUGH 2017

WHEREAS, the Nashville Area Metropolitan Planning Organization (MPO) is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process throughout Davidson, Rutherford, Sumner, Williamson, Wilson and portions of Maury and Robertson counties; and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21), passed by the United States Congress and signed into law by the President in 2012, requires that each MPO adopt a short-range work program that consists of federally funded and/or regionally significant transportation improvement projects within the metropolitan area; and

WHEREAS, various federal, state, regional, and local agencies and organizations concerned with transportation planning for the MPO area have cooperatively developed the Transportation Improvement Program (TIP) for Federal Fiscal Years 2014 through 2017 to satisfy federal planning requirements of MAP-21; and

WHEREAS, the TIP is comprised of projects that are derived from the MPO's adopted 2035 Regional Transportation Plan, is consistent with local and state transportation plans, and has met the requirements of Title 23 Code of Federal Regulations Part 450.324; and

WHEREAS, the MPO has involved the public and interested stakeholders in an open and transparent process as detailed by the MPO's Public Participation Plan which includes a public review and comment period of no less than 21 days and two formal public hearings;

NOW, THEREFORE, BE IT RESOLVED by the Executive Board of the Nashville Area MPO, that Transportation Improvement Program for Federal Fiscal Years 2014 through 2017 is adopted in order to ensure the continued livability, sustainability, prosperity, and diversity of Middle Tennessee by implementing the short-range component of the 2035 Regional Transportation Plan.

Adopted this 11th day of December, 2013 by the Executive Board of the Nashville Area Metropolitan Planning Organization.

The Honorable Mayor Rogers Anderson
Chairman, MPO Executive Board

Attest:

Michael Skipper, AICP
Executive Director & Secretary of the Board



December 5, 2013

TO: The Honorable Members of the Nashville Metropolitan Planning Organization Executive Board

FROM: Mike Schatzlein, M.D., St. Thomas Health; chair, the Amp Coalition *MS*

Ralph Schulz, Nashville Area Chamber of Commerce;
vice-chair, the Amp Coalition *RS*

Bert Mathews, Colliers International/Nashville; chair, TAMT Inc. *Bert Mathews*

RE: Nashville MPO support for the Amp

On behalf of the Amp Coalition and TAMT, Inc., two private-sector-led groups committed to positioning transit and the Amp as a key component of our city and regional transportation infrastructure, we thank you, as the executive board of the Metropolitan Planning Organization, for the support you have shown this transformational project. The Nashville MPO's \$5 million funding support for the Amp in its four-year work program, together with the MPO's ranking of the Amp as the region's top priority for state funding as part of the FY2012-2017 TDOT budget, indicate how important this first leg of true rapid transit is for Nashville and Middle Tennessee.

With the Amp only 30 percent designed, our organizations look forward to the dialogue that will occur among residents, workers and government officials as the project is further designed over the next several months. The support of the MPO is a vital underpinning for that discussion about this strategic transit spine in our city and region.

We understand funding for the Amp will be included in your actions at the December 11 meeting of the executive board; we plan to be there for this important discussion and look forward to making brief remarks, as well as entertaining any questions or comments you might have as a body or as individual members.

Again, we thank you for your leadership role in addressing infrastructure needs in our region. As our region grows, all of our communities are faced with transit needs and other challenges. Working together to plan our future, particularly how we leverage and link our assets into efficient systems to serve our residents, our workforce, and our visitors, is essential to our community and economic growth.

Skipper, Michael (MPO)

From: Cyril Stewart <cyril@cyrilstewart.com>
Sent: Friday, December 06, 2013 4:38 PM
To: rogersa@williamson-tn.org
Cc: skipper@nashvillempo.org; Kat Coffen
Subject: MPO Action on Transit Plan and AMP

Dear Chairman Anderson,

As a lifetime resident of Middle-Tennessee I'm sending this in support of the AMP project. As evidenced by many studies, evaluations of other cities and fundamental urban planning principals, the AMP is critical to our region's quality of life, economic development and elevation to an even better place to live, work, and play.

I can't attend the upcoming board meeting but strongly endorse the continued progress of the AMP and look forward to it's completion.

With best regards,

Cyril
J. Cyril Stewart, AIA
3813 Whitland Avenue
Nashville, Tennessee 37205

AIA National Board of Directors
AIA Gulf States Regional Director
President, Heritage Foundation of Franklin and Williamson County
Chairman, Rebuilding Together Nashville
Urban Land Institute

Cyril Stewart, LLC
cyril@cyrilstewart.com
615-207-5959

**Nashville Area MPO FYs 2014-2017 Transportation Improvement Program
MPO Surface Transportation Program Requests and Award Recommendations
Endorsed by the MPO Executive Board on November 20, 2013**

TIP/RQEST ID	TYPE	PROJECT	TOTAL COST	11-15 USTP	OBL TO DATE	OBL FY 2013	14-17 USTP	CARRYOVER	ADDITIONAL	RTP ID	RTP SCORE	AWARD	FUNDING
NASHVILLE-DAVIDSON URBAN STP TOTAL				\$ 85,211,774	\$ 9,216,824	\$ 8,572,558	\$ 168,204,558	\$ 54,741,698	\$ 113,462,860			28	\$ 145,282,630
REGIONAL AGENCIES TOTAL				\$ 3,159,807	\$ 1,000,000	\$ 1,056,400	\$ 16,941,457	\$ 1,103,407	\$ 15,838,050				\$ 13,521,971
MPO Total				\$ 103,407	\$ -	\$ -	\$ 10,421,971	\$ 103,407	\$ 10,318,564				\$ 10,421,971
2011-85-5555	Active	Mass Transit Program	\$ 6,250	\$ 5,000	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ -	1086-601	POLICY	C	\$ 5,000
2011-86-6666	Active	Active Transportation Program	\$ 84,259	\$ 67,407	\$ -	\$ -	\$ 67,407	\$ 67,407	\$ -	1086-601	POLICY	C	\$ 67,407
2011-89-9999	ITS	Regional ITS & System Mngt Program	\$ 38,750	\$ 31,000	\$ -	\$ -	\$ 31,000	\$ 31,000	\$ -	1087-701	POLICY	C	\$ 31,000
2014-85-5555	Transit	Mass Transit Program	\$ 4,299,402				\$ 3,439,521	\$ -	\$ 3,439,521	1085-501	POLICY	Y	\$ 3,439,521
2014-86-6666	Active	Active Transportation Program	\$ 6,449,102				\$ 5,159,282	\$ -	\$ 5,159,282	1086-601	POLICY	Y	\$ 5,159,282
2014-89-9999	ITS	Regional ITS & System Mngt Program	\$ 2,149,701				\$ 1,719,761	\$ -	\$ 1,719,761	1087-701	POLICY	Y	\$ 1,719,761
RTA Total				\$ 3,056,400	\$ 1,000,000	\$ 1,056,400	\$ 3,600,000	\$ 1,000,000	\$ 2,600,000				\$ 3,100,000
2008-85-091	Transit Capital	Commuter Rail Capitalization and Preventative Maintenance	\$ 16,437,500	\$ 2,500,000	\$ 1,000,000	\$ 500,000	\$ 2,000,000	\$ 1,000,000	\$ 1,000,000	1085-320	C/O	C	\$ 1,500,000
2012-55-199	Transit Capital	Greensboro North Park-N-Ride	\$ 695,500	\$ 556,400	\$ -	\$ 556,400	\$ -	\$ -	\$ -	1085-501	MTP	F	\$ -
2013-025	Transit Capital	Hamilton Springs Station	\$ 18,330,000				\$ 1,600,000	\$ -	\$ 1,600,000	N/A	PRIORITY	Y	\$ 1,600,000
Williamson/TMA Group Total				\$ -	\$ -	\$ -	\$ 2,919,486	\$ -	\$ 2,919,486				\$ -
2013-016	Transit Capital	Regional Vanpool Acquisition and Start-Up	\$ 2,719,358				\$ 2,175,486	\$ -	\$ 2,175,486	Consistent	N/A	N	\$ -
2013-018	Transit Capital	Air Quality Education and Outreach	\$ 930,000				\$ 744,000	\$ -	\$ 744,000	Consistent	N/A	N	\$ -
DAVIDSON COUNTY AGENCIES TOTAL				\$ 20,826,653	\$ 656,000	\$ 1,299,400	\$ 46,908,240	\$ 12,022,253	\$ 34,885,987				\$ 46,604,640
Goodlettsville Total				\$ -	\$ -	\$ -	\$ 11,316,000	\$ -	\$ 11,316,000				\$ 10,641,000
2011-110-141	Road Upgrades	Main Street (US41)/Long Hollow Pike (SR174)/Rivergate Pkwy	\$ 11,200,000				\$ 9,313,000	\$ -	\$ 9,313,000	1012-203	93	Y	\$ 9,313,000
2011-12-021	Road Widening	Dickerson Pike (US-41/31W) Widening/CSX Underpass Improvement	\$ 1,250,000				\$ 1,000,000	\$ -	\$ 1,000,000	1018-202	64	Y	\$ 1,000,000
2011-19-020	ITS	Conference Drive Enhancements	\$ 700,000				\$ 328,000	\$ -	\$ 328,000	1016-103	54	Y	\$ 328,000
2011-19-022	Interchange	I-65 High Mast Lighting	\$ 750,000				\$ 675,000	\$ -	\$ 675,000	1084-250	43	N	\$ -
Metro Nashville Total				\$ 18,450,653	\$ 522,000	\$ 275,000	\$ 30,374,640	\$ 10,804,653	\$ 19,569,987				\$ 30,649,640
2004-004	Wayfinding	Increased Guidance for Improved Mobility	\$ 600,000	\$ 441,000	\$ 72,000		\$ 360,000	\$ 360,000	\$ -	1017-193	32	C	\$ 360,000
2004-005	Intersection	Jefferson Street	\$ 1,402,010	\$ 920,808	\$ -		\$ 928,000	\$ 920,808	\$ 7,192	1014-260	93	Y	\$ 928,000
2004-009	ITS	Wayfinding Sign Program	\$ 1,725,250	\$ 542,845	\$ -		\$ 580,200	\$ 542,845	\$ 37,355	1017-196	36	Y	\$ 580,200
2008-11-027	New Roadway	SR-255 Harding Place Extension (Phase 1)	\$ 11,370,000	\$ 9,096,000	\$ -		\$ 2,296,000	\$ 2,296,000	\$ -	1011-230	25	C	\$ 2,296,000
2008-14-030	Intersection	Various Intersection improvements (FAU routes)	\$ 8,000,000	\$ 5,850,000	\$ 450,000	\$ 275,000	\$ 5,125,000	\$ 5,125,000	\$ -	1014-266	32	C	\$ 5,400,000
2008-17-031	Wayfinding	Countywide Wayfinding and Traffic Guidance Program	\$ 2,000,000	\$ 1,200,000	\$ -		\$ 1,200,000	\$ 1,200,000	\$ -	1017-198	36	C	\$ 1,200,000
2009-16-029	Greenway	Cumberland River Greenway System - TSU Connector Portion	\$ 500,000	\$ 400,000	\$ -		\$ 360,000	\$ 360,000	\$ -	1016-291	C/O	C	\$ 360,000
2011-15-139A	Transit Capital	Transit Signal Prioritization - Gallatin BRT	\$ 46,600,000				\$ 3,722,240	\$ -	\$ 3,722,240	1015-314	N/A	Y	\$ 3,722,240
2011-15-139B	Transit Capital	Transit Signal Prioritization - Murfr. BRT	\$ 46,600,000				\$ 3,123,200	\$ -	\$ 3,123,200	1015-314	N/A	Y	\$ 3,123,200
2011-16-092	Sidewalks	Harding Place Sidewalk Enhancement	\$ 12,081,305				\$ 4,720,000	\$ -	\$ 4,720,000	1016-190	43	Y	\$ 4,720,000
2013-003	Sidewalks	Lebanon Pike Sidewalk Improvements	\$ 3,800,000				\$ 3,040,000	\$ -	\$ 3,040,000	Consistent	N/A	Y	\$ 3,040,000
2013-004	Sidewalks	Dickerson Pike Sidewalk Improvements	\$ 6,150,000				\$ 4,920,000	\$ -	\$ 4,920,000	Consistent	N/A	Y	\$ 4,920,000
Nashville MTA Total				\$ 928,000	\$ -	\$ 928,000	\$ 4,000,000	\$ -	\$ 4,000,000				\$ 4,000,000
2012-15-184	Transit Capital	East-West Connector BRT Implementation	\$ 13,500,000				\$ 4,000,000	\$ -	\$ 4,000,000	1215-001	PRIORITY	Y	\$ 4,000,000
2012-15-196	Transit Capital	Ticket Vending Machines & Smartcard Programming	\$ 490,000	\$ 392,000	\$ -	\$ 392,000	\$ -	\$ -	\$ -	1085-501	MTP	F	\$ -
2012-15-197	Transit	Real-time Arrival Mobile App Development	\$ 70,000	\$ 56,000	\$ -	\$ 56,000	\$ -	\$ -	\$ -	1085-501	MTP	F	\$ -
2012-16-185	Education & Outreach	Music City Moves	\$ 600,000	\$ 480,000	\$ -	\$ 480,000	\$ -	\$ -	\$ -	1086-601	ATP	F	\$ -

**Nashville Area MPO FYs 2014-2017 Transportation Improvement Program
MPO Surface Transportation Program Requests and Award Recommendations
Endorsed by the MPO Executive Board on November 20, 2013**

TIP/RQEST ID	TYPE	PROJECT	TOTAL COST	11-15 USTP	OBL TO DATE	OBL FY 2013	14-17 USTP	CARRYOVER	ADDITIONAL	RTP ID	RTP SCORE	AWARD	FUNDING
Oak Hill Total				\$ 1,448,000	\$ 134,000	\$ 96,400	\$ 1,217,600	\$ 1,217,600	\$ -				\$ 1,314,000
2011-14-042	Intersection	Battery Lane / Harding Place and Franklin Road Improvements	\$ 1,810,000	\$ 1,448,000	\$ 134,000	\$ 96,400	\$ 1,217,600	\$ 1,217,600	\$ -	1014-259	75	C	\$ 1,314,000
ROBERTSON COUNTY AGENCIES TOTAL				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				\$ -
Springfield Total				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				\$ -
RUTHERFORD COUNTY AGENCIES TOTAL				\$ -	\$ -	\$ -	\$ 7,600,000	\$ -	\$ 7,600,000				\$ 4,000,000
LaVergne Total				\$ -	\$ -	\$ -	\$ 7,600,000	\$ -	\$ 7,600,000				\$ 4,000,000
2011-42-031	Road Widening	Chaney Boulevard Widening	\$ 11,200,000	\$ -	\$ -	\$ -	\$ 3,600,000	\$ -	\$ 3,600,000	1042-121	39	N	\$ -
2011-42-032	Road Widening	Jefferson Pike Widening	\$ 3,000,000	\$ -	\$ -	\$ -	\$ 4,000,000	\$ -	\$ 4,000,000	1042-122	54	Y	\$ 4,000,000
SUMNER COUNTY AGENCIES TOTAL				\$ 37,887,121	\$ 1,207,024	\$ 2,735,600	\$ 36,682,122	\$ 28,112,803	\$ 8,569,319				\$ 39,417,722
Gallatin Total				\$ 17,470,001	\$ 698,600	\$ -	\$ 23,762,000	\$ 16,771,401	\$ 6,990,599				\$ 23,762,000
2008-51-032	New Roadway	East-West Corridor (Albert Gallatin Avenue (SR-174) / Hatten Track Road Extension)	\$ 22,000,000	\$ 17,210,001	\$ 648,600		\$ 23,452,000	\$ 16,561,401	\$ 6,890,599	1052-120	62	Y	\$ 23,452,000
2008-54-033	Intersection	Various intersection improvements	\$ 365,050	\$ 233,000	\$ 50,000		\$ 183,000	\$ 183,000	\$ -	1054-275	82	C	\$ 183,000
2009-56-027	Greenway	Town Creek Greenway	\$ 5,370,766	\$ 27,000	\$ -		\$ 27,000	\$ 27,000	\$ -	1056-300	C/O	C	\$ 27,000
2012-56-183	Streetscape	Downtown Streetscape	\$ -	\$ -	\$ -		\$ 100,000	\$ -	\$ 100,000	1056-300	C/O	Y	\$ 100,000
Hendersonville Total				\$ 18,935,520	\$ 444,424	\$ 2,735,600	\$ 11,400,000	\$ 10,360,000	\$ 1,040,000				\$ 14,135,600
2002-028	New Roadway	Rockland Road/Imperial Boulevard	\$ 12,624,690	\$ 9,511,668	\$ -		\$ 5,160,000	\$ 5,160,000	\$ -	1052-177	72	C	\$ 5,160,000
2002-029	Intersection	Walton Ferry Road at West Main Street Re-Alignment - Phase 1	\$ 12,565,325	\$ 5,123,828	\$ -		\$ 4,080,000	\$ 4,080,000	\$ -	1052-180	50	C	\$ 4,080,000
2006-014	Road Widening	New Shackle Island Road (SR-258) - Phase 1	\$ 4,964,644	\$ 3,180,024	\$ 444,424	\$ 2,735,600	\$ -	\$ -	\$ -	1052-176	59	C	\$ 2,735,600
99-New-28	Road Widening	Drakes Creek / Indian Lake Blvd Widening	\$ 1,400,000	\$ 1,120,000	\$ -		\$ 2,160,000	\$ 1,120,000	\$ 1,040,000	1052-174	63	Y	\$ 2,160,000
Millersville Total				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				\$ -
White House Total				\$ 360,000	\$ 64,000	\$ -	\$ 296,000	\$ 296,000	\$ -				\$ 296,000
2012-56-195	Bike/Ped	Hwy 31W/ SR-41 Bike/Pedestrian Project	\$ 450,000	\$ 360,000	\$ 64,000	\$ -	\$ 296,000	\$ 296,000	\$ -	1086-601	ATP	C	\$ 296,000
Sumner County Government Total				\$ 1,121,600	\$ -	\$ -	\$ 1,224,122	\$ 685,402	\$ 538,720				\$ 1,224,122
2008-56-082	Greenway	Lower Station Camp Creek Greenway Phase 1	\$ 2,700,000	\$ 560,800	\$ -		\$ 699,520	\$ 560,800	\$ 138,720	1056-299	C/O	Y	\$ 699,520
2008-56-082B	Greenway	Lower Station Camp Creek Greenway Phase 3	\$ 2,700,000	\$ 560,800	\$ -		\$ 124,602	\$ 124,602	\$ -	1056-299	C/O	C	\$ 124,602
2013-020	Intersection	SR-258 at Drakes Creek Rd and SR-258 at Stop 30 Rd Intersection Improvements	\$ 500,000				\$ 400,000	\$ -	\$ 400,000	Consistent	N/A	Y	\$ 400,000
WILLIAMSON COUNTY AGENCIES TOTAL				\$ 8,206,193	\$ 993,800	\$ 3,481,158	\$ 43,454,835	\$ 3,731,235	\$ 39,723,600				\$ 25,120,393
Brentwood Total				\$ 4,706,000	\$ 800,000	\$ 2,600,000	\$ 1,546,000	\$ 1,306,000	\$ 240,000				\$ 4,146,000
2006-013	Road Widening	Concord Road (SR-253)	\$ 4,920,000	\$ 3,400,000	\$ 800,000	\$ 2,600,000	\$ 240,000	\$ -	\$ 240,000	1062-159	61	Y	\$ 2,840,000
2006-408	Road Widening	SR-6/ US-31/Franklin Road Widening	\$ 29,500,000	\$ 1,000,000	\$ -		\$ 1,000,000	\$ 1,000,000	\$ -	1062-160	57	C	\$ 1,000,000
2013-87-217	ITS	Traffic Mngt Study & Signal Optimization	\$ 382,500	\$ 306,000	\$ -	\$ -	\$ 306,000	\$ 306,000	\$ -	1087-701	ITS	C	\$ 306,000
Fairview Total				\$ 178,035	\$ 2,800	\$ -	\$ 1,350,835	\$ 175,235	\$ 1,175,600				\$ 175,235
2012-66-182	Sidewalks	Fairview Multimodal Connector - Phase 1	\$ 1,693,184	\$ 178,035	\$ 2,800		\$ 1,350,835	\$ 175,235	\$ 1,175,600	1086-601	ATP	C	\$ 175,235
Franklin Total				\$ 2,630,000	\$ 160,000	\$ 240,000	\$ 39,670,000	\$ 2,230,000	\$ 37,440,000				\$ 19,270,000

**Nashville Area MPO FYs 2014-2017 Transportation Improvement Program
MPO Surface Transportation Program Requests and Award Recommendations
Endorsed by the MPO Executive Board on November 20, 2013**

TIP/RQEST ID	TYPE	PROJECT	TOTAL COST	11-15 USTP	OBL TO DATE	OBL FY 2013	14-17 USTP	CARRYOVER	ADDITIONAL	RTP ID	RTP SCORE	AWARD	FUNDING
2006-024	Greenway	Franklin Greenway Bicentennial Connection	\$ 1,147,500	\$ 630,000	\$ -		\$ 630,000	\$ 630,000	\$ -	1066-302	C/O	C	\$ 630,000
2009-67-026	ITS	Franklin ITS Infrastructure	\$ 7,225,000	\$ 2,000,000	\$ 160,000	\$ 240,000	\$ 1,600,000	\$ 1,600,000	\$ -	1067-145	23	C	\$ 1,840,000
2011-62-007	Road Widening	Lewisburg Pike (SR-106/US-431) Widening - Phase 1	\$ 23,800,000				\$ 17,840,000	\$ -	\$ 17,840,000	1062-138	64	N	\$ -
2011-62-008	Road Widening	Lewisburg Pike (SR-106/US-431) Widening - Phase 2	\$ 1,000,000				\$ 800,000	\$ -	\$ 800,000	1062-138	64	N	\$ -
2013-001	Road Widening	Columbia Avenue (SR-6/ US-31) South Widening	\$ 21,000,000				\$ 16,800,000	\$ -	\$ 16,800,000	1062-135	90	Y	\$ 16,800,000
2013-002	Road Widening	Mack Hatcher Memorial Pkwy (SR-397) SE Quadrant	\$ 29,500,000				\$ 2,000,000	\$ -	\$ 2,000,000	1062-140	58	N	\$ -
Nolensville Total				\$ 496,000	\$ 27,000	\$ 469,000	\$ -	\$ -	\$ -				\$ 469,000
2012-66-187	Bike/Ped	Small Town Connections	\$ 620,000	\$ 496,000	\$ 27,000	\$ 469,000	\$ -	\$ -	\$ -	1086-601	ATP	C	\$ 469,000
Spring Hill Total				\$ 56,158	\$ 4,000	\$ 52,158	\$ -	\$ -	\$ -				\$ 52,158
2012-26-188	Greenway	Spring Station Drive Multi-use Trail	\$ 70,197	\$ 56,158	\$ 4,000	\$ 52,158	\$ -	\$ -	\$ -	1086-601	ATP	C	\$ 52,158
Williamson County Government Total				\$ 140,000	\$ -	\$ 120,000	\$ 888,000	\$ 20,000	\$ 868,000				\$ 1,008,000
2008-64-037	Intersection	SR-106 (Hillsboro Rd)	\$ 650,000	\$ 120,000	\$ -	\$ 120,000	\$ 868,000	\$ -	\$ 868,000	1064-252	54	Y	\$ 988,000
2013-67-219	ITS	North Berry's Chapel @ Lynwood Way Connector	\$ 25,000	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -	1087-701	ITS	C	\$ 20,000
WILSON COUNTY AGENCIES TOTAL				\$ 15,132,000	\$ 5,360,000	\$ -	\$ 16,617,904	\$ 9,772,000	\$ 6,845,904				\$ 16,617,904
Mt. Juliet Total				\$ 15,132,000	\$ 5,360,000	\$ -	\$ 16,267,904	\$ 9,772,000	\$ 6,495,904				\$ 16,267,904
2008-71-038	New Roadway	Beckwith Road/Eastern Connector	\$ 18,330,000	\$ 14,664,000	\$ 5,360,000		\$ 15,000,000	\$ 9,304,000	\$ 5,696,000	1072-132	52	Y	\$ 15,000,000
2013-021	Greenway	Town Center Trail Phase 3	\$ 899,880				\$ 659,904	\$ -	\$ 659,904	1076-303	N/A	Y	\$ 659,904
2013-022	Safety	Interchange Lighting I-40 @ Mt. Juliet Rd	\$ 1,000,000				\$ 140,000	\$ -	\$ 140,000	Consistent	N/A	Y	\$ 140,000
2013-77-218	ITS	SR-171 (Mt. Juliet Rd) Adaptive Signal Control System & Corridor Optimization	\$ 653,000	\$ 468,000	\$ -	\$ -	\$ 468,000	\$ 468,000	\$ -	1087-701	ITS	C	\$ 468,000
Wilson County Government Total				\$ -	\$ -	\$ -	\$ 350,000	\$ -	\$ 350,000				\$ 350,000
2013-019	Signage/Wayfinding	Stewarts Ferry Pike/State Route 840 Interchange lighting and signage project	\$ 350,000				\$ 350,000	\$ -	\$ 350,000	Consistent	N/A	Y	\$ 350,000
MURFREESBORO URBAN STP TOTAL				\$ 16,873,258	\$ 3,689,600	\$ 400,000	\$ 13,980,227	\$ 12,695,658	\$ 1,284,569				\$ 14,380,227
REGIONAL AGENCIES TOTAL				\$ -	\$ -	\$ -	\$ 1,000,489	\$ -	\$ 1,000,489				\$ 1,000,489
MPO Total				\$ -	\$ -	\$ -	\$ 1,000,489	\$ -	\$ 1,000,489				\$ 1,000,489
2014-85-5555	Transit	Mass Transit Program	\$ 416,870	\$ -	\$ -	\$ -	\$ 333,496	\$ -	\$ 333,496	1085-501	POLICY	Y	\$ 333,496
2014-86-6666	Active	Active Transportation Program	\$ 625,306	\$ -	\$ -	\$ -	\$ 500,244	\$ -	\$ 500,244	1086-601	POLICY	Y	\$ 500,244
2014-89-9999	ITS	Regional ITS & System Mngt Program	\$ 208,435	\$ -	\$ -	\$ -	\$ 166,748	\$ -	\$ 166,748	1087-701	POLICY	Y	\$ 166,748
RUTHERFORD COUNTY AGENCIES TOTAL				\$ 16,873,258	\$ 3,689,600	\$ 400,000	\$ 12,979,738	\$ 12,695,658	\$ 284,080				\$ 13,379,738
LaVergne Total				\$ 707,849	\$ -	\$ -	\$ 707,849	\$ 707,849	\$ -				\$ 707,849
2011-42-031	Road Widening	Chaney Boulevard Widening	\$ 11,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1042-121	39	C	\$ -
2011-42-032	Road Widening	Jefferson Pike Widening	\$ 3,000,000	\$ 707,849	\$ -	\$ -	\$ 707,849	\$ 707,849	\$ -	1042-122	54	C	\$ 707,849
Murfreesboro Total				\$ 14,645,409	\$ 3,657,600	\$ 400,000	\$ 10,871,889	\$ 10,587,809	\$ 284,080				\$ 11,271,889
203	ITS	Middle Tennessee Boulevard	\$ 1,381,875	\$ 1,965,889	\$ -	\$ -	\$ 2,135,889	\$ 1,965,889	\$ 170,000	1047-290	n/a	Y	\$ 2,135,889
2011-41-144	New Roadway	Cherry Lane Extension with SR-840 Interchange	\$ 600,000	\$ 4,412,000	\$ 1,353,600	\$ -	\$ 3,160,000	\$ 3,058,400	\$ 101,600	1041-129	31	Y	\$ 3,160,000
2011-42-142	Road Widening	Thompson Lane (SR-268) Widening	\$ 1,402,010	\$ 6,800,000	\$ 1,600,000	\$ 400,000	\$ 4,800,000	\$ 4,800,000	\$ -	1042-127	84	C	\$ 5,200,000

**Nashville Area MPO FYs 2014-2017 Transportation Improvement Program
MPO Surface Transportation Program Requests and Award Recommendations
Endorsed by the MPO Executive Board on November 20, 2013**

TIP/RQEST ID	TYPE	PROJECT	TOTAL COST	11-15 USTP	OBL TO DATE	OBL FY 2013	14-17 USTP	CARRYOVER	ADDITIONAL	RTP ID	RTP SCORE	AWARD	FUNDING
2011-42-143	Road Widening	Bradyville Pike (SR-99) Widening	\$ 1,725,250	\$ 1,467,520	\$ 704,000	\$ -	\$ 776,000	\$ 763,520	\$ 12,480	1042-131	69	Y	\$ 776,000
Smyrna Total				\$ 1,520,000	\$ 32,000	\$ -	\$ 1,400,000	\$ 1,400,000	\$ -				\$ 1,400,000
2011-42-061	Intersection	Weakley Lane	\$ 13,500,000	\$ 400,000	\$ -	\$ -	\$ 400,000	\$ 400,000	\$ -	1042-167	76	C	\$ 400,000
2012-44-172	Intersection	Sam Ridley Pkwy & Stonecrest Pkwy	\$ 70,000	\$ 320,000	\$ 32,000	\$ -	\$ 280,000	\$ 280,000	\$ -	1144-003	N/A	C	\$ 280,000
2012-47-173	ITS	Smyrna Signal System	\$ 70,000	\$ 800,000	\$ -	\$ -	\$ 720,000	\$ 720,000	\$ -	1147-004	N/A	C	\$ 720,000

**Nashville Area Metropolitan Planning Organization
 FYs 2014-2017 Transportation Improvement Program
 MPO Urban Surface Transportation (STP) Grant Program Revenue and Expenditures
 Endorsed November 20, 2013**

URBAN STP PROGRAMS	Nashville-Davidson STP		Murfreesboro STP*	
Unobligated Balance > FY 13	\$ 77,455,561	Cumulative Balance	\$ 12,884,876	Cumulative Balance
Unobligated Programs > FY 13	\$ -	\$ 77,455,561	\$ -	\$ 12,884,876
FY 2014 Allocation	\$ 16,774,871	\$ 94,230,432	\$ 1,626,493	\$ 14,511,369
FY 2014 Carryover Projects	\$ (28,079,600)	\$ 66,150,832	\$ (5,019,738)	\$ 9,491,631
FY 2014 New Projects	\$ (24,588,790)	\$ 41,562,042	\$ (1,000,489)	\$ 8,491,142
FY 2015 Allocation	\$ 16,942,620	\$ 58,504,662	\$ 1,642,758	\$ 10,133,900
FY 2015 Carryover Projects	\$ (31,596,000)	\$ 26,908,662	\$ (8,360,000)	\$ 1,773,900
FY 2015 New Projects	\$ (18,070,240)	\$ 8,838,422	\$ -	\$ 1,773,900
FY 2016 Allocation	\$ 17,112,046	\$ 25,950,468	\$ 1,659,186	\$ 3,433,086
FY 2016 Carryover Projects	\$ (16,148,000)	\$ 9,802,468	\$ -	\$ 3,433,086
FY 2016 New Projects	\$ (7,800,000)	\$ 2,002,468	\$ -	\$ 3,433,086
FY 2017 Allocation	\$ 17,283,166	\$ 19,285,634	\$ 1,675,777	\$ 5,108,863
FY 2017 Carryover Projects	\$ (4,200,000)	\$ 15,085,634	\$ -	\$ 5,108,863
FY 2017 New Projects	\$ (14,800,000)	\$ 285,634	\$ -	\$ 5,108,863
Carryover Revenue (FYs 11-15)		\$ 111,173,052		\$ 16,154,127
New Revenue (FYs 16-17)	100%	\$ 34,395,212	100%	\$ 3,334,963
Multi-Modal Roadway Program	70%	\$ 24,076,649	70%	\$ 2,334,474.01
Active Transportation Program	15%	\$ 5,159,282	15%	\$ 500,244.43
Mass Transit Program	10%	\$ 3,439,521	10%	\$ 333,496.29
ITS/Ops Program	5%	\$ 1,719,761	5%	\$ 166,748.14
Balance (FY 2013-FY 2017)	REVENUE:	\$ 145,568,264	\$	19,489,090
	PROGRAMS:	\$ 145,282,630	\$	14,380,227
	UNPROGRAMMED BALANCE:	\$ 285,634	\$	5,108,863

LOCAL STP PROGRAMS

Local STP Program Suballocatoin > FY 2014

Fairview	\$ 91,697
Lebanon	\$ 311,082
Portland	\$ 136,358
Spring Hill	\$ 344,887
White House**	\$ -
Springfield***	\$ 195,273

Notes:

*Smyrna, LaVergne merge into Nashville-Davidson UZA with FY 13 Allocations

**White House merges with the Nashville-Davidson UZA with FY 13 Allocations

***Springfield is eligible for L-STP with FY 13 Allocations

**Nashville Area MPO FYs 2014-2017 Transportation Improvement Program
MPO Urban Transit (5307) Program Award Recommendations
Endorsed by the MPO Executive Board on November 20, 2013**

TIP/RQUEST ID	TYPE	PROJECT	14-17 AWARDS
NASHVILLE-DAVIDSON URBAN TRANSIT (5307) TOTAL			\$ 82,296,927
REGIONAL AGENCIES TOTAL			\$ 32,982,400
MPO Total			\$ 10,360,000
2008-15-051	Transit Capital	ADA Service Capitalization	\$ 7,160,000
2011-85-147	Transit Capital	Job Access Reverse Commute Program	\$ 3,200,000
RTA Total			\$ 18,350,000
2008-85-091	Transit Capital	Commuter Rail Capitalization and Preventative Maintenance	\$ 7,230,000
2013-013	Transit Capital	Purchase and/or rehab Locomotive and rail cars	\$ 1,660,000
2013-014	Transit Capital	Storage and Maintenance Yard for Music City Star Railcars	\$ 100,000
2013-026	Transit Capital	Positive Train Control	\$ 8,800,000
2013-027	Transit Capital	Music City Star Miscellaneous Support Equipment & Passenger Amenities	\$ 80,000
2013-029	Transit Capital	Spare parts for stock	\$ 480,000
Williamson/TMA Group Total			\$ 4,272,400
2013-015	Transit Capital	Regional Park & Ride	\$ 2,200,000
2013-017	Transit Capital	Vanpool Vehicle Replacements	\$ 2,072,400
DAVIDSON COUNTY AGENCIES TOTAL			\$ 43,628,916
Nashville MTA Total			\$ 43,628,916
2008-15-046	Transit Capital	Program Admnsitration for Grant Programs	\$ 160,000
2008-15-048	Transit Capital	Support vehicles, service vehicles, misc. support equipment, misc. shop equipment, operational software	\$ 1,568,000
2008-15-049	Transit Capital	MTA - Administration Building Rehabilitation (Nestor)	\$ 2,250,000
2008-17-021	Transit Capital	Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL) & Intelligent Transportation System (ITS)	\$ 4,000,000
2011-15-133	Transit Capital	Bus Stop Improvements and Passenger Amenities	\$ 1,590,916
2011-15-135	Transit Capital	Fare collection equipment purchase and replacement, smartphone reader:	\$ 880,000
2011-15-137	Transit Capital	Local Bus Service Preventative Maintenance and Capitalization - MTA	\$ 27,200,000
2011-15-160	Transit Capital	Transit Asset Management	\$ 800,000
2013-005	Transit Capital	MTA Vehicle Charging Stations	\$ 24,000
2013-006	Transit Capital	Expansion of BRT-Lite	\$ 1,200,000
2013-007	Transit Capital	WiFi on MTA Buses	\$ 200,000
2013-008	Transit Capital	MTA New Operating Garage	\$ 200,000
2013-009	Transit Capital	MTA New Emergency Operations Center/ Myatt Improvements	\$ 2,000,000
2013-010	Transit Capital	Reseal Music City Central 4th and 5th ave. Horseshoes	\$ 400,000
2013-011	Transit Capital	MTA New Software and software upgrades	\$ 996,000
2013-012	Transit Capital	MTA Website Design	\$ 160,000
WILLIAMSON COUNTY AGENCIES TOTAL			\$ 5,685,611
Franklin Transit Authority Total			\$ 5,685,611
2011-65-016	Transit Capital	Local Bus Service Preventative Maintenance and Capitalization - Franklin	\$ 5,685,611
MURFREESBORO URBAN TRANSIT (5307) TOTAL			\$ 7,650,000
RUTHERFORD COUNTY AGENCIES TOTAL			\$ 7,650,000
Murfreesboro Rover Total			\$ 7,650,000
2005-006	Transit Operations	Operating funds for Rover Public Transit - Relax & Ride Service	\$ 470,000
2005-007	Transit Operations	Operating funds for Rover Public Transit - MCHRA Contract	\$ 260,000
2008-45-089	Transit Operations	Operating funds for Rover Public Transit	\$ 2,020,000
2008-45-090	Transit Capital	Capital funding for Rover Public Transit - Equipment	\$ 80,000
2011-45-114	Transit Capital	Capital funding for Rover Public - Passenger Waiting/Admin/Training Facility	\$ 4,400,000
2013-023	Transit Capital	Capital funding for Rover Public - Capital for Preventive Maintenance Activities	\$ 340,000
2013-024	Transit Capital	Capital funding for Rover Public Transit- Additional PE for New Transit Facility	\$ 80,000

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TDOT Multimodal Access Fund
Applications submitted to the Nashville Area MPO
Reviewed by the MPO BPAC on December 2, 2013

The first two projects are recommended for submission to TDOT.

Project	Sponsor	Description	Cost Estimate	Status	BPAC Comments
Mini MTA Hub on Clarksville Pike	MTA	MTA proposes applications for a mini transit hub that will include enclosed climate-controlled shelters, lights, seating, ticket machines, bicycle racks and potential pedestrian improvements.	\$715,110	Identified in MTA master plan. Architectural and Engineering Plans Complete.	Proposed project provides a hub for three lines with high ridership. Project will improve safety, multimodal connections and economic development.
Nolensville Small Town Connections Multi-Use Path	Nolensville	Construct approximately ¾ mile of multi-use trail, connecting to existing trails as well as civic and commercial uses; also connecting with Nolensville Pike.	\$517,000	Preliminary Engineering is complete and Environmental is underway.	Project has high economic development and safety benefits. Project connects to a system of bicycle and pedestrian infrastructure.
Multiuse path on Hurt Road connecting to Duplex Road	Spring Hill	Construct a 1,000 foot path on Hurt Road near Allendale School and several subdivisions.	\$702,000	Cross sections drawings are complete.	Project has potential to increase safety but does not connect all the way to school. No indication of connections with other multimodal facilities.
Rosa Parks Bicycle Lanes	Metro Nashville	Approximately 1 mile of bicycle lanes and on-street parking on Rosa Parks from Jefferson to Buchanan.	\$632,900	TDOT has completed conceptual design. No ROW required.	Project has high safety potential. Application needed more information on demonstrating need for project and project benefits.
Ocana Park and Ride Facility	Sumner County	Construct 24 parking spaces for a transit park and ride.	\$92,400	Existing gravel base and drawings for the layout of park and ride.	Project was proactive in preparing for future transit service, but TDOT has demonstrated a greater need for connecting with existing transit, walk and bike facilities.

Agenda Item 6. Revision to MPO Planning Area to include Robertson & Maury Counties

- *Local resolutions passed in support of MPO membership**
- *Frequently Asked Questions about MPOs and MPO membership**
- *Background Information**

**A JOINT RESOLUTION
CITY OF COLUMBIA RESOLUTION NO. 13-49
MAURY COUNTY RESOLUTION NO. 10-13-26**

**A JOINT RESOLUTION OF THE CITY OF COLUMBIA AND MAURY COUNTY,
TENNESSEE REQUESTING MEMBERSHIP IN THE NASHVILLE AREA
METROPOLITAN PLANNING ORGANIZATION.**

BE IT RESOLVED BY THE CITY OF COLUMBIA, TENNESSEE:

WHEREAS, the City of Columbia is a municipality located in Maury County, Tennessee, whose legislative body is the City Council; and

WHEREAS, Maury County is a county located in south central, middle Tennessee, whose legislative body is the Board of Commissioners; and

WHEREAS, the Columbia City Council and Maury County Board of Commission formally request membership with the Nashville Area Metropolitan Planning Organization (MPO); and

WHEREAS, the City of Columbia and Maury County desire membership in the Nashville Area MPO, which 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

WHEREAS, the City of Columbia and Maury County desire membership in the Nashville Area MPO, which is responsible for ensuring the region is in compliance with federal planning requirements and national ambient air quality standards; and

WHEREAS, membership in the Nashville Area MPO will benefit the City of Columbia and Maury County by providing opportunities for regional coordination and collaboration in the planning, funding, and development of a regional multi-modal transportation system; and

WHEREAS, membership in the Nashville Area MPO will allow the City of Columbia and Maury County to more fully participate in the development of the region's long-range transportation plan and short-range Transportation Improvement Program; and

WHEREAS, membership in the Nashville Area MPO will allow the City of Columbia and Maury County to contribute to ongoing conversations about issues such as land use, economic development, climate change and the environment, safety and security, and health.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of Columbia, Tennessee and the Board of Commissioners of Maury County, Tennessee hereby supports and formally requests membership in the Nashville Area Metropolitan Planning Organization.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF COLUMBIA, TENNESSEE, this the 12th day of September, 2013.



DEAN DICKEY, MAYOR

ATTEST:



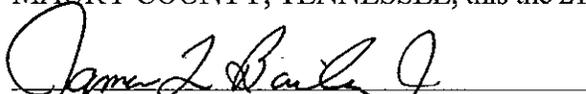
BETTY R. MODRALL, CITY RECORDER

LEGAL FORM APPROVED:



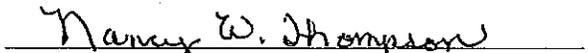
C. TIM TISHER, CITY ATTORNEY

PASSED AND ADOPTED BY THE BOARD OF COMMISSIONERS OF MAURY COUNTY, TENNESSEE, this the 21st day of October, 2013.



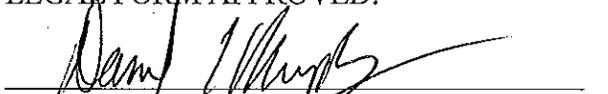
JAMES L. BAILEY, JR., MAYOR

ATTEST:



NANCY W. THOMPSON, COUNTY CLERK

LEGAL FORM APPROVED:



DANIEL L. MURPHY, COUNTY ATTORNEY

**A JOINT RESOLUTION
CITY OF GREENBRIER RESOLUTION NO. 13-04
ROBERTSON COUNTY RESOLUTION NO. 102113080**

**A JOINT RESOLUTION OF THE CITY OF GREENBRIER AND ROBERTSON
COUNTY, TENNESSEE REQUESTING MEMBERSHIP IN THE NASHVILLE AREA
METROPOLITAN PLANNING ORGANIZATION**

BE IT RESOLVED BY THE CITY OF GREENBRIER, TENNESSEE:

WHEREAS, the City of Greenbrier is a municipality located in the Robertson County, Tennessee, whose legislative body is the Board of Mayor and Aldermen; and

WHEREAS, Robertson County is a county located in northern, middle Tennessee, whose legislative body is the Board of Commissioners and;

WHEREAS, the Greenbrier City Council and Robertson County Board of Commission formally request membership with the Nashville Area Metropolitan Planning Organization (MPO); and

WHEREAS, the City of Greenbrier and Robertson County desire membership in the Nashville Area MPO, which 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

WHEREAS, the City of Greenbrier and Robertson County desire membership in the Nashville Area MPO, which is responsible for ensuring the region is in compliance with federal planning requirements and national ambient air quality standards; and

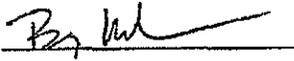
WHEREAS, membership in the Nashville Area MPO will benefit the City of Greenbrier and Robertson County by providing opportunities for regional coordination and collaboration in the planning, funding, and development of regional multi-modal transportation system; and

WHEREAS, membership in the Nashville Area MPO will allow the City of Greenbrier and Robertson County to more fully participate in the development of the region's long-range transportation plan and short-range Transportation Improvement Program; and

WHEREAS, membership in the Nashville Area MPO will allow the City of Greenbrier and Robertson County to contribute the ongoing conversations about issues such as land use economic development, climate change and the environment, safety and security, and the health

NOW, THEREFORE, BE IT RESOLVED, that the Board of Mayor and Aldermen of the City of Greenbrier, Tennessee and the Board of Commissioners of Robertson County, Tennessee hereby supports and formally requests the membership in the Nashville Area Metropolitan Planning Organization.

PASSED AND ADOPTED by the Board and Mayor and Aldermen of the City of Greenbrier, Tennessee, this the 9 day of September, 2013.

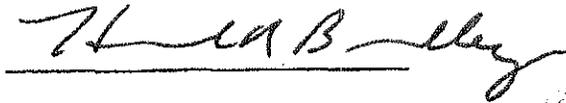


Mayor Billy Wilson

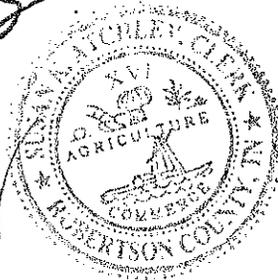
Attest: Rachel Slussif

City Recorder

PASSED AND ADOPTED by the Board of Commissioners of Robertson County, Tennessee, this the 21st day of October, 2013.



Attest: Donnan H. Abbley



RESOLUTION 13-21

A RESOLUTION IN SUPPORT OF ROBERTSON COUNTY'S REQUEST TO BECOME A MEMBER OF THE NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION

Whereas, the City of Springfield, Tennessee an urbanized area located within Robertson County, Tennessee and the county seat of Robertson County has been a member of the Nashville Area Metropolitan Planning Organization with full voting rights on the Board of Directors for more than a decade; and

Whereas, Robertson County is adjacent to Davidson County and approximately fifty-four percent (54%) of Robertson County workers commute to other counties to work, including other counties located within the Nashville Area Metropolitan Planning Organization; and

Whereas, Robertson County is currently a member of the Greater Nashville/Middle Tennessee Rural Planning Organization (RPO) with other counties, most of which Robertson County shares little in common with regarding economic activity or regional planning; and

Whereas, throughout the period of the City of Springfield's membership in the Nashville Area Metropolitan Planning Organization, the City of Springfield's representative on the MPO Board of Directors has consistently voted in the affirmative to support transportation projects in all other MPO member counties, even though the Springfield representative has had few opportunities to vote for projects benefiting Springfield or most of Robertson County.

Whereas, the Robertson County Commission has formally requested membership in the Nashville Area Metropolitan Planning Organization (MPO); and

Whereas, Robertson County desires membership in the Nashville Area MPO, which 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

Whereas, Robertson County desires membership in the Nashville Area MPO, which is responsible for ensuring the region is in compliance with federal planning requirements and national ambient air quality standards; and

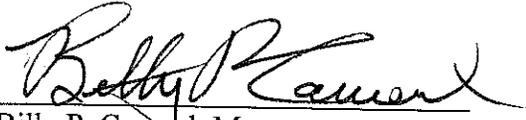
Whereas, membership in the Nashville Area MPO will benefit Robertson County by providing opportunities for regional coordination and collaboration in the planning, funding, and development of a regional multi-modal transportation system; and

Whereas, membership in the Nashville Area MPO will allow Robertson County to more fully participate in the development of the region's long-range transportation plan and short-range Transportation Improvement Program; and

Whereas, membership in the Nashville Area MPO will allow Robertson County to contribute to the ongoing conversations about issues such as land use, economic development, climate change and the environment, safety and security, and health.

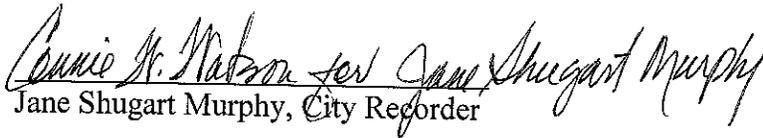
NOW, THEREFORE, BE IT RESOLVED by the Board of Mayor and Aldermen of Springfield, Tennessee that the City of Springfield hereby supports and formally requests membership for Robertson County in the Nashville Area Metropolitan Planning Organization.

Approved this 15th day of October 2013



Billy P. Carneal, Mayor

Attest:



Jane Shugart Murphy, City Recorder

RESOLUTION 13-18

A RESOLUTION IN SUPPORT OF ROBERTSON COUNTY'S REQUEST TO BECOME A MEMBER OF THE NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION

Whereas, the City of White House, Tennessee an urbanized area located within Robertson and Sumner Counties, Tennessee has been a member of the Nashville Area Metropolitan Planning Organization with full voting rights on the Board of Directors for many years; and

Whereas, Robertson County is adjacent to Davidson County and approximately fifty-four percent (54%) of Robertson County workers commute to other counties to work, including other counties located within the Nashville Area Metropolitan Planning Organization; and

Whereas, Robertson County is currently a member of the Greater Nashville/Middle Tennessee Rural Planning Organization (RPO) with other counties, most of which Robertson County shares little in common with regarding economic activity or regional planning; and

Whereas, the Robertson County Commission has formally requested membership in the Nashville Area Metropolitan Planning Organization (MPO); and

Whereas, Robertson County desires membership in the Nashville Area MPO, which has the authority to plan, prioritize, and select transportation projects for federal funding appropriated by the United States Congress through the United States Congress through the United States Department of Transportation Federal Highway Administration and Federal Transit Administration; and

Whereas, Robertson County desires membership in the Nashville Area MPO, which is responsible for ensuring the region is in compliance with federal planning requirements and national ambient air quality standards; and

Whereas, membership in the Nashville area MPO will benefit Robertson County by providing opportunities for regional coordination and collaboration in the planning, funding, and development of a regional multi-modal transportation system; and

Whereas, membership in the Nashville Area MPO will allow Robertson County to more fully participate in the development of the region's long-range transportation plan and short-range Transportation Improvement Program; and

Whereas, membership in the Nashville Area MPO will allow Robertson County to contribute to the ongoing conversations about issues such as land use, economic development, climate change and the environment, safety and security, and health.

NOW THEREFORE, BE IT RESOLVED by the Board of Mayor and Alderman of White House, Tennessee that the City of White House hereby supports and formally requests membership for Robertson County in the Nashville Area Metropolitan Planning Organization.

Approved this 21st day of November 2013.



Michael Arnold, Mayor

ATTEST:


Kerry Harville, City Recorder

Nashville Area Metropolitan Planning Organization
Questions & Answers Regarding MPO Membership
December 9, 2013

What is a Metropolitan Planning Organization (MPO)?

- ✦ An MPO is a regional organization that represents the collective interests of stakeholders within a large urban area that has authority delegated by the U.S. Congress to decide how and where federal transportation dollars for roads, transit, and non-motorized modes are spent within the region.

Are Transportation Issues the MPO's Sole Focus?

- ✦ No. While MPOs have an explicit responsibility to develop a regional transportation plan and to administer the regional transportation improvement program, MPOs are encouraged, if not required, to work in subject areas that transcend transportation. MPOs routinely deal with issues related to growth and development, land use, the environment (particularly air quality), economic development, and equity/ social justice and are increasingly involved in issues related to health, housing, and energy.
- ✦ In many metropolitan regions of the nation, the MPO (or the COG with an MPO function) is the only regional body that has established authority to make decisions about public policy and investments. Many successful MPOs leverage their federal transportation dollars and political capital to enact or reinforce regional policy initiatives related to growth and development, open space preservation, etc.

How is an MPO defined, geographically?

- ✦ At a minimum, Federal law requires that cities or counties located within Census-defined urbanized areas (UZAs) of more than 50,000 people to be members of a Metropolitan Planning Organization (MPO) in order to qualify for federal transportation funding. The MPO boundary may include adjacent rural areas that are expected to urbanize within the next 20 years.
- ✦ The MPO boundary also may be expanded for the purposes of fulfilling required air quality planning/ conformity obligations as defined by federal and/or state regulations or to mirror the Metropolitan Statistical Area or the geography of regional economic development efforts.
- ✦ Ultimately, the planning area is defined by local stakeholders through action taken by the Executive Board, with the concurrence of the Governor. The MPO boundary may be changed at any time, so long as that area meets the minimum requirements, but is automatically reviewed following each decennial U.S. Census.

Who Serves on the MPO Executive Board?

- ✦ At a minimum, local government officials and the appropriate state agencies (e.g., DOT), must be represented on the Board. MAP-21, the most recent federal transportation Act, now requires representation by public transportation operators. Other agencies and members of the general public also may serve on the board at the discretion of individual MPOs.
- ✦ For the Nashville Area MPO, the principal elected official of each city of more than 5,000 people (as of the 2000 Census) and each county within the planning area, the Governor/ Transportation Commissioner, and a representative from the Greater Nashville Regional Council have a voting seat on the Executive Board. The Federal Highway Administration and Federal Transit Administration each hold a non-voting seat on the Board.
- ✦ Specific Board membership is defined by the organization's bylaws.

What are the benefits of MPO Membership?

- ✦ MPO members have direct access to peers throughout the region on a regular basis in a forum that promotes regional cooperation and collaboration on a variety of issues, but specifically transportation. The MPO coordinates the Middle Tennessee Mayors Caucus and works closely with other regional organizations.
- ✦ While members are not guaranteed to receive federal transportation funds (highway or transit) by virtue of membership, local governments and transportation/ transit operators within urbanized areas are afforded access to federal transportation funds only through the MPO, regardless of grant source (including earmarks).
- ✦ Members have access to a professional staff of public policy experts, planners, and engineers that are able to provide assistance on a variety of tasks that help to improve the function of the region.
- ✦ Members have access to important data that can be used in local planning, economic development, or preservation/conservation efforts.
- ✦ Members benefit from the political leverage that a unified body of local leadership can use to encourage action by the state legislature or the U.S. Congressional delegation in advancing important local initiatives.

Will additional members dilute funding availability to existing MPO members?

- ✦ No, The MPO is comprised of several Urban Areas which receive separate pots of funding. The MPO manages federal funding according to its Transportation Improvement Programming policies. Those policies ensure that funding appropriated for projects within designated Urban Areas remains on projects within those Urban Areas, unless the MPO Board allows the exception. Such exceptions have occurred in recent years, but have been for relatively small amounts of funding targeted at important regional priorities.

What are the costs of MPO Membership?

- ✦ The administration of the MPO's planning function is funded with a combination of federal, state, and local revenues. Local revenues are derived from regional dues that are billed annually. The current rate is 12.5 cents per capita (2010 Census). Staff has proposed lowering the rate for county members to 11 cents per capita.
- ✦ Individual members serving as project sponsors must identify their share of any required local match for federal transportation grant funds programmed in the TIP for project development and implementation.
- ✦ Members must be in compliance with all federal and state regulations in order to be eligible for federal transportation funds.
- ✦ MPO members must abide by all MPO policies in order to have access to federal transportation funds including the regional dues policy.
- ✦ Each member must commit a local elected official to participate on the Executive Board, and key planning and public works staff to participate on the Technical Coordinating Committee.

Will counties joining the MPO be required to implement vehicle emissions testing?

- ✦ No, not as a direct result of MPO membership. It is true that there is a relationship between the MPO's current planning area geography and vehicle emissions testing program, it is not a certainty that additional counties that join the MPO will have to implement the inspection program.
- ✦ The counties of Davidson, Rutherford, Sumner, Williamson, and Wilson have historically been linked together through a designation by the U.S. EPA as a non-attainment area with respect to the National Ambient Air Quality Standards (NAAQS). As a result, the MPO geography was expanded to include all parts of those counties in order to carry-out the federally-required transportation conformity process which ensured that federal funding would not be used to build transportation infrastructure that would lead to pollution from vehicles that would surpass the established air quality budgets. Though that designation was repealed in April 2009, those counties have continued to test emissions to ensure Middle Tennessee continues to improve air quality. Any future

designations of an air quality non-attainment status will be based on air pollution readings at the county level and not on MPO geography.

How many MPOs exist within the 10-County Caucus Area?

- ✦ Two MPOs exist within the area including the Nashville Area MPO and the Clarksville Urbanized Area MPO.
- ✦ The Nashville Area MPO includes the counties of Davidson, Rutherford, Sumner, Williamson, and Wilson and each city with 5,000 or more people within those counties, plus the cities of Springfield in Robertson County and Spring Hill in Maury County. The MPO includes two Census-defined urbanized areas (UZAs), four additional urban areas, and rural areas designated for air quality planning purposes. The Nashville Area MPO is designated as a Transportation Management Agency (TMA) which has the highest level of responsibility and authority afforded to MPOs.
- ✦ The Clarksville Urbanized Area MPO includes Montgomery County, TN and a portion of Christian County, KY.

What is a Rural Planning Organization (RPO)?

- ✦ RPOs were established by TDOT to involve local officials in multi-modal transportation planning through a structured process to ensure quality, competence, and fairness in the transportation decision making process for rural areas of Tennessee.
- ✦ RPOs provide input into the decision-making process, but unlike MPOs, do not have the authority to program federal transportation funds. That authority remains with TDOT outside of MPO areas.
- ✦ TDOT recently announced plans for an increased role for RPOs in statewide planning and programming and will be unveiling additional details at upcoming RPO meetings.

What Rural Planning Organizations exist within the 10-County Caucus Area

- ✦ There are two RPOs that are partially contained within the 10-county area including the Greater Nashville/ Middle Tennessee RPO and the South Central West RPO.
- ✦ The Greater Nashville/ Middle Tennessee RPO is hosted by the Mid-Cumberland Human Resource Agency and includes 7 counties, of which 3 are part of the 10-county Caucus area including Cheatham, Dickson, and Robertson.
- ✦ The South Central West RPO is hosted by the South Central Tennessee Development District and includes 6 counties, of which Maury is included in the 10-county Caucus area.

Which RPO counties are interested in joining an MPO?

- ✦ Robertson County and Maury County have submitted to the MPO a formal request for membership. Cheatham and Trousdale counties have expressed interest over the past few years, but have not formally requested membership since at least 2007.

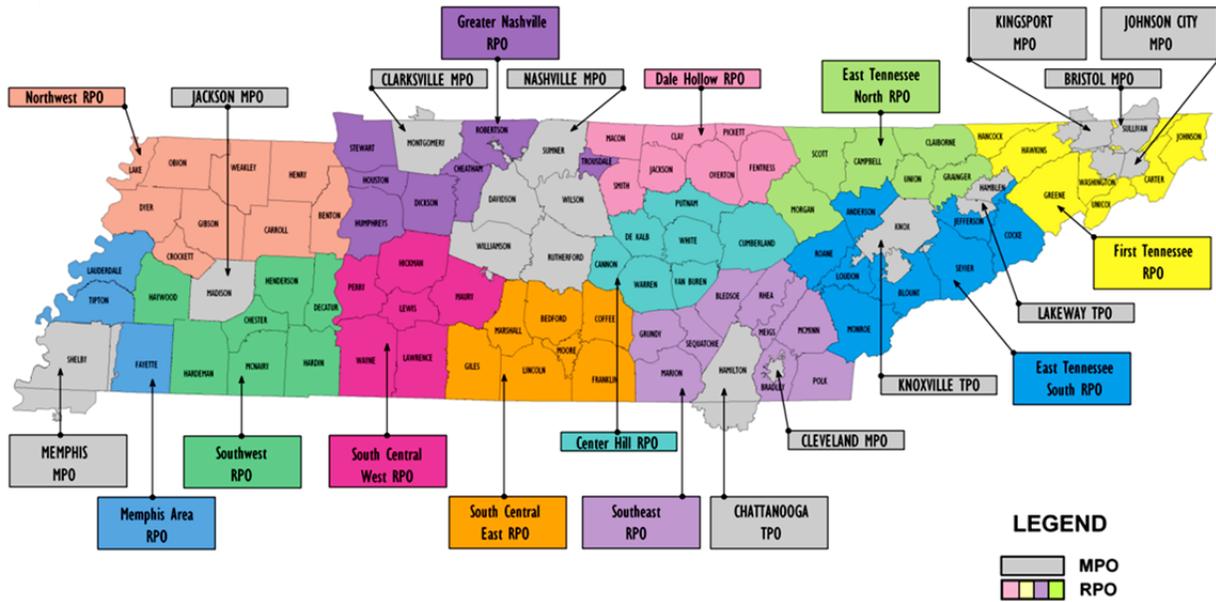
What action has the MPO Board taken to consider MPO expansion?

- ✦ Immediate past Chairman Metro Nashville Mayor Karl Dean appointed a special committee to evaluate the need to modify the MPO planning area boundary and corresponding Board membership.

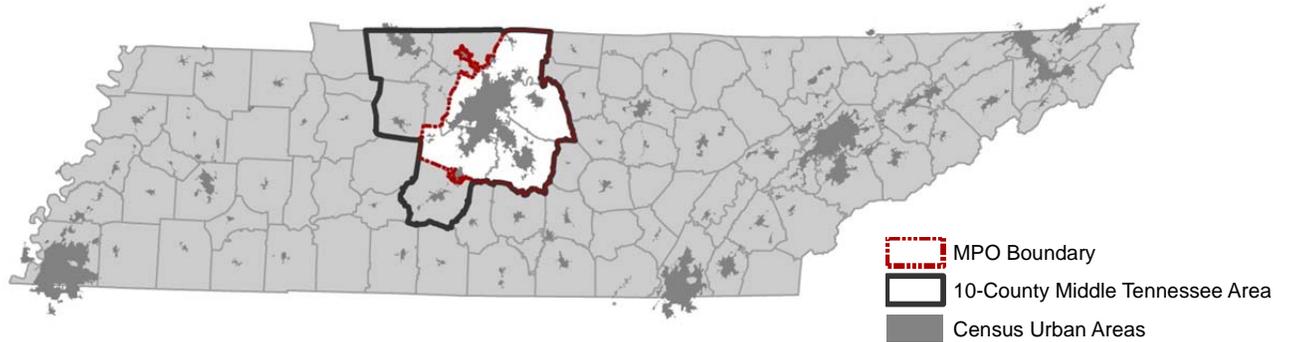
For more information:

Michael Skipper, Nashville Area MPO | skipper@nashvillempo.org | 615-862-7186
NashvilleMPO.org

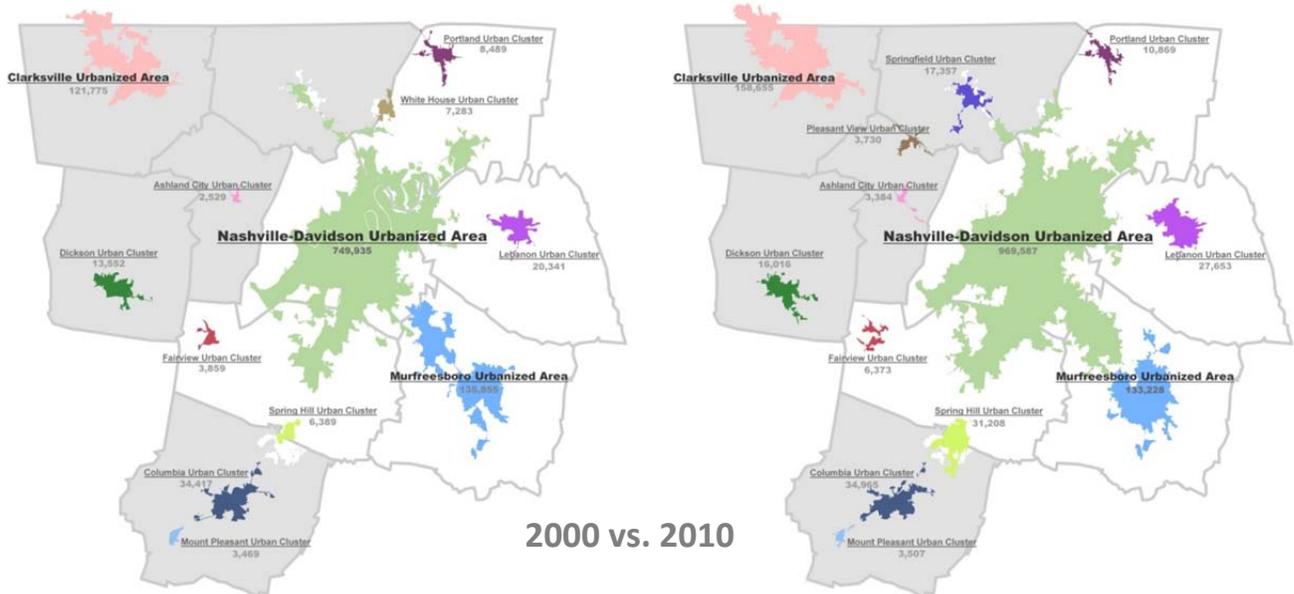
Transportation Planning Areas | Statewide



Census-Designated Urban Areas | Statewide



Census-Designated Urban Areas | Middle Tennessee



**Nashville Area Metropolitan Planning Organization
Planning Area Review Committee | August 7, 2012
*Summary of Key Actions***

- **Committee Actions**

- Evaluate the need to modify the planning area
- Recommend a “target” planning area
- Recommend a process to evaluate requests for membership

- **Prospective Member Actions**

- Formalize membership request through local resolution
- Must document support from the county and each municipality of 5,000 or more people as of the 2010 Census
- Submit payment of dues for MPO privileges
 - Cities with a population of 5,000 or more @ 12.5 cents/capita (2010 Census)
 - Counties pay based on the 2010 population living within the unincorporated county and in municipalities with less than 5,000 people

- **MPO Actions**

- Increase coordination with adjacent RPOs
- Endorse a “target” planning area
- Solicit for and evaluate membership requests
- Adopt a resolution re-defining the MPO planning area
 - Changes to the planning area will require support from members representing at least 75% of the MPO’s population and the support from the largest incorporated city within the existing planning area (Metro Nashville)
 - Must have Governor’s concurrence
- Incorporate language into the MPO Prospectus & Bylaws that defines the process for modifying the planning area or MPO membership

- **State Actions**

- Review of Board’s action and concurrence by the Governor
- Negotiate changes in planning funds for the MPO (TDOT)

**Nashville Area Metropolitan Planning Organization
Planning Area Review Committee | August 7, 2012
*Summary of Recommendations***

- **Factors for Determining the MPO Planning Area**
 - Must include the appropriate Census-designated Urbanized Area(s)
 - Must include areas expected to urbanize over the next 20 years
 - Should consider regional travel patterns/ commuter sheds
 - Should consider the economic market area and regional efforts to coordinate economic development activities

- **MPO Staff Recommendations**
 - Immediately improve coordination with adjacent RPOs, representation at meetings
 - Establish a “target” area that includes the 10-County Nashville/Middle Tennessee market area for consistency with other regional coordination efforts
 - Invite non-MPO cities (5,000 or more people) and counties to request membership in the MPO with full voting rights on the Board
 - Counties must have the support of cities with a population of 5,000+ people
 - Requests must be made through a resolution by the local governing body
 - Counties must be adjacent to the existing or proposed planning area
 - Invite those not interested in full membership to join the Board in a non-voting capacity

- **Organizations Coordinating for a 10-County Middle Tennessee Area**
 - Partnership 2020, Nashville Area Chamber of Commerce
 - Middle Tennessee Mayors Caucus
 - Cumberland Region Tomorrow
 - Leadership Middle Tennessee
 - Transit Alliance of Middle Tennessee
 - Regional Transportation Authority