NASHVILLE AREA
Metropolitan Planning Organization

Technical Coordinating Committee Meeting

Wednesday, July 11, 2012 | 10:30 AM
Howard Office Building, First Floor Conference Room
700 2nd Avenue South | Nashville, Tennessee

1. **Approve June 6, 2012 Regular Meeting Minutes (attachment)**

   Requested Action: Approve minutes, or amend as necessary.

2. **Public Comment**

3. **TCC Chair's Report**
   - Recognition of service by Tom Brashear, immediate past TCC Chairman
   - Other comments

4. **Endorse Fiscal Year 2013 Unified Planning Work Program (attachment)**
   MPO staff has prepared the draft FY 2013 Unified Planning Work Program (UPWP) describing planning studies and research efforts scheduled for the period between October 1, 2012 and September 30, 2013. Staff will provide an overview of the federal requirements for a UPWP, estimated 2013 MPO dues, and anticipated planning activities for the upcoming year. The UPWP requires a minimum of a 7-day public review and comment period prior to adoption.

   A list of the current year activities is attached. More information about the UPWP is available on the MPO's website at: http://www.nashvillempo.org/plans_programs/upwp/

   Requested Action: Endorse draft UPWP for public review and comment.

   Schedule:
   - **7/11 - TCC endorsement**
   - 7/18 - XB endorsement
   - 7/23 to 8/13 - Public review and comment period
   - 8/1 - First public hearing (TCC)
   - 8/15 - Second public hearing / adoption (XB)

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5. Endorse Proposed Changes to the MPO's Major Roadway Network (attachment)

Staff has been working with TDOT and local governments to review the MPO's major roadway network in advance of efforts to update the regional travel demand model. There are more than 8,000 lane miles of major roadways throughout the MPO planning area, of which more than 6,700 lane miles are eligible for federal funding made available through the MPO. To be eligible, the MPO and TDOT must have the facility functionally classified as at least an urban collector or rural major collector.

Staff will present a list of suggested changes to the MPO's Major Roadway Network to reflect growth in the Nashville region. With TCC and Board endorsement, staff will make a formal request to TDOT to make those changes permanent.

A list of the current network and proposed changes is available on the MPO's website at: http://www.nashvillempo.org/regional_plan/roadways/major_network.aspx

Requested Action: Endorse proposed changes for consideration by the Board.

Schedule:

- **7/11 - TCC endorsement**
- 7/18 - XB endorsement
- 7/20 – Proposed changes submitted to TDOT for review

6. Presentation: Update on MTA East-West Connector BRT Project

Representatives with Nashville MTA will provide an update on the preliminary engineering phase of the Bus Rapid Transit line between East Nashville and Harding Town Center.

More information about the East-West Connector is available at: http://www.eastwestconnector.org/

Requested Action: *For information purposes only.*

7. Tennessee Department of Transportation Report

8. MPO Director's Report

- Welcome to MPO Intern Ben Jelsma, University of British Columbia
- Update on Federal Transportation Legislation
- Update on Household Travel Survey
- Reminder about upcoming TIP Amendment Cycle
- Other comments

9. Other Business

10. Adjourn until August 1, 2012

Agenda Item 1. **June 6** TCC Meeting Minutes

MINUTES

TECHNICAL COORDINATING COMMITTEE
Of the

Nashville Area Metropolitan Planning Organization

June 6, 2012

Attendees: Ms. Lora Baulsir, Mr. Kirk Bednar, Mr. Michael Briggs, Mr. Jonathan Cleghon, Mr. Marc Corrigan, Mr. Billy Davis, Mr. Corbin Davis, Mr. Doug Demosi, Mr. Butch Gelband, Ms. Tanisha Hall, Mr. Joe Horne, Mr. Jonathan Langley, Mr. Jim McAteer, Mr. Addam McCormick, Mr. John Pewitt, Mr. Rob Raney, Mr. Dana Richardson, Mr. Kevin Rigsby, Mr. Fred Rogers, Mr. Jim Svoboda, Ms. Diane Thorne

Approve May 2, 2012 Regular Meeting Minutes

Mr. Jim McAteer, Vice-Chair, opened the meeting at 10:35 a.m. Mr. John Pewitt moved to approve the May 2nd meeting minutes with Butch Gelband seconding. The motion passed unanimously.

Public Comment

There was no public comment.

TCC Chair's Report

a) Recap of May 23rd Annual Convening the Region Summit (CRT/MPO) – *Capitalizing on Regional Collaboration for Economic Development*
Mr. McAteer said that the Summit was excellent. Mr. Michael Skipper, MPO director, thanked Dr. Bridget Jones and her staff at Cumberland Region Tomorrow for another successful event.

Proposed Amendments to the FYs 2011-2015 TIP

Mr. Félix Castrodad, MPO staff, said that the following amendments to the Transportation Improvement Program (TIP) for Amendment Cycle FY12-C are currently completing a 21-day public review and comment period. To date, no comments have been received.

More information about the TIP, including proposed amendments, is available on the MPO's website at: http://www.nashvillempo.org/plans_programs/tip/

TIP #	RTP #	Project Name	Sponsor	Action
2006-014	1052-176	New Shackle Island Rd (SR-258) Phase 1	Hendersonville	Shift funds; program CONST
2011-79-162	Consistent	Hartmann Dr Lighting	Lebanon	Shift funds; Add Local funds
2010-79-005	1072-284	Lebanon 3R Improvements Grouping	Lebanon	Add funds; combine funds
2011-85-147	1085-504	Job Access and Reverse Commute Grouping	MPO	Add funds
2008-85-093	1085-505	New Freedom Funds Grouping	MPO	Add funds
2006-304	1046-295	Jefferson Springs Greenway Extension	Smyrna	Delete funds
2012-56-190	Consistent	Smyrna Greenway Phase 1	Smyrna	Add to TIP
2012-59-191	Consistent	Civil War Historic Preservation Project	Sumner County	Add to TIP
2009-84-033	1014-238	I-40	TDOT	Add funds
2012-87-192	Consistent	I-24E Smartway Expansion	TDOT	Add to TIP
2012-87-193	Consistent	I-65 ITS	TDOT	Add to TIP
2012-42-194	1042-168	SR-266 Widening	TDOT	Add to TIP
2006-416	1053-240	I-65/ SR-109/ SR-41	TDOT	Add funds
2012-56-195	1085-501	Hwy 31W/ SR-41 Bike/ Pedestrian Project	White House	Add to TIP
2011-54-156	1054-255	Tyree Springs (SR-258)/ S. Palmers Chapel Int. Improvements	White House	Shift funds; shift FY
2004-022	1036-274	SR-76 Sidewalks	White House	Add funds; shift FY
2011-16-092	1016-190; 1086-602	Harding Place Sidewalk Enhancement	Metro Nashville	Add funds; adjust funding
2012-15-196	1085-501	Ticket Vending Machines & Smartcard Programming	MTA	Add project to TIP
2012-15-197	1085-501	Real Time Arrival Mobile App Development	MTA	Add project to TIP
2012-35-198	1085-501	Springfield Park-n-Ride Directional and Identification Signage	MTA	Add project to TIP
2012-55-199	1085-501	Greensboro North Park-n-Ride in Gallatin	RTA	Add project to TIP
2012-85-200	1085-501	Intelligent Real-time Ad Hoc Ridesharing	Williamson Co./ TMA Group	Add project to TIP
2006-013	1085-325	Bus Seat Guarantee	RTA	Add funds
2008-85-091	1085-320	Commuter Rail Capitalization & Preventative Maintenance	RTA	Shift funds
2011-15-137	1015-309	Local Bus Service Preventative Maintenance and Capitalization	MTA	Add funds
2008-15-048	1015-311	Service and Support Vehicles Equipment	MTA	Add funds
2008-17-021	1015-312	Computer Aided Dispatch, Automatic Vehicle Location & Intelligent Transportation System	MTA	Add funds

Mr. McAteer opened the public hearing. There was no public comment. Mr. McAteer closed the public hearing.

Mr. Fred Rogers moved to endorse the TIP amendments for consideration by the Executive Board. Ms. Lora Baulsir seconded and the motion passed unanimously.

The schedule for adoption is:

- *5/2 – TCC endorsement*
- *5/16 – XB endorsement*
- **5/21-6/18 – Public review and comment period**
- **6/6 - First public hearing (TCC)**
- 6/20 - Second public hearing / adoption (XB)

Presentation: Regional Vanpool and Ridesharing Program Development

Ms. Diane Thorne from The TMA Group presented information about the recent rebranding and enhancement of the regional vanpool program and a preview of upcoming expansion and modernization of the regional ridesharing program.

She said that The TMA Group's TDM programs include regional transportation demand management strategies and vanpool vehicle acquisition and start-up. The Group is also administers the Clean Air Partnership of Middle Tennessee and the Franklin Transit Authority.

She said that vanpooling is a "bottom-up" approach to transit in that the customers drive the process, determine the routes/times/pick-up/drop-off points, and cover 100% of the operational expenses. The benefits of vanpooling are that it is the least costly to implement, most flexible, designed for longer distance commute trips servicing the entire region, and fastest to implement of any transit choice.

She said that market research shows that vanpools are a good fit for Middle Tennessee. The research first identified the market audience and then a new brand and message was developed. The TMA has also developed, in partnership with Avego, a web-based state-of-the-art vanpool matching and distribution system for Middle Tennessee. This site's address is www.vanstar.com

The TMA Group is also trying to reach the 98% of residents who don't vanpool. They are doing this with pilot projects 1) by communicating alternative transportation options at employer worksites using strategic message boards and 2) setting up intelligent real-time, ad hoc ridesharing using smart phone technology. She said that the larger employers will be the first to receive these. She said that the timeline for message boards will be between 6-9 months after the notice to proceed.

Mr. Rogers asked if the customer pays for maintenance. Ms. Thorne said that the fleet management system sends out notices when it is time for maintenance. She said that the cost is broken down to the nth degree including insurance, fuel, replacement, and maintenance. She said that the drivers are trained.

Mr. Skipper and the TCC thanked Ms. Thorne and The TMA Group staff for their time and efforts.

More information about The TMA Group is available at:
http://www.tmagroup.org/

Presentation: *Moving Tennessee Forward* Publication

Mr. Ron Yearwood and Gary Gaston from the Nashville Civic Design Center (NCDC) presented highlights from the recently published book entitled, "Moving Tennessee Forward." The publication was developed through a partnership among the NCDC, Nashville Area MPO, and TDOT and funded by public and private funds. The book represents significant elements of the MPO's *2035 Regional Transportation Plan* from the perspective of an urban designer. Each TCC member received a copy of the book.

Mr. Gaston gave a quick overview of what the NCDC is and does. It is an independent nonprofit organization that has worked since 2000 to improve the quality of life for Nashvillians through creative thinking, partnerships that encourage high quality design and encouraging public dialogue on key issues that impact how we live, work, and play.

He said that NCDC provides leadership in the areas of 1) education on urban design, 2) research on topics/case studies, 3) facilitation of public meetings, 4) consultation with city and developers, 5) visualization of concepts and big ideas, and 6) promotion of the *Plan of Nashville*'s "Ten Principles".

Mr. Yearwood provided an overview of the *Moving Tennessee Forward* book. He said that the TDOT/MPO grant-funded publication spanned the following topics 1) downtown Nashville circulator and neighborhood connectors, 2) transit oriented development (TOD) along the Music City Star / Northeast corridor, 3) "healing the historic pikes" in Nashville, and 4) envisioning new design considerations for TDOT bridges. Each of these is explored in a separate chapter in the book *Moving Tennessee Forward*.

Mr. Gaston said that the NCDC has started work on its newest initiative, *Shaping Healthy Communities: Nashville*. The products from this effort will include 1) an action plan, 2) designing action international competition, 3) living the Plan of Nashville 2012, annual luncheon featuring keynote speaker Dr. Richard Jackson, 4) faces of Nashville, exhibition at the downtown library, 5) corresponding lectures and events, 6) Nashville HEALS, Healthy Eating Active Living summit 2013, topic health and the built environment, 7) *Shaping Healthy Cities: Nashville*, a narrative book published by Vanderbilt University Press in 2013, 8) video shorts, 8) information for the Nashville General Plan, and 9) information for the 2040 Regional Transportation Plan.

Mr. Gaston said he looked forward to continued partnership with the MPO.

Mr. Skipper and the TCC thanked Mr. Gaston and Mr. Yearwood for their time and efforts.

More information about NCDC is available at: http://www.civicdesigncenter.org/

Election of Technical Coordinating Committee Officers for 2012/2013

The nominating committee appointed by Mr. Tom Brashear and comprised of Mr. Joe Horne, Mr. Dana Richardson, and Mr. Fred Rogers presented the slate to serve as chair and vice-chair of the Technical Coordinating Committee (TCC) for the period beginning July 2012 through June 2013. The slate is Mr. Jim McAteer as Chair and Mr. Doug Demosi as Vice-Chair. Mr. Rogers moved to accept the slate as presented with Mr. Joe Horne seconding. The slate was unanimously accepted.

Tennessee Department of Transportation Report

Ms. Tanisha Hall, director of the TDOT Long Range Planning Division, said that Mr. Scott Black is now the COO for TDOT. Lindsey Botts is the chief of staff. Paul Degges is now deputy commissioner.

She said that TDOT is in the process of converting the management of local projects to the local jurisdictions unless the locals aren't able to do it. Mr. McAteer said that TDOT needs to engage with the locals during this process.

MPO Director's Report

a) Welcome to MPO Intern Sonia Sequeira from Washington University in St. Louis: Ms. Leslie Meehan, MPO staff, introduced the new intern. She will be assisting in a school siting project. She is interested in learning how the built environment impacts health and sustainability.

b) Update on Federal Transportation Legislation: Mr. Skipper said that the transportation legislation is in conference committee working with the MAP-21 language. It is not sure if a long-term solution will be passed before the election. There are two issues, the keystone pipeline and environmental streamlining of regulation around coal ash, that are sticking points and once these are worked out, it might not take long to pass the bill.

c) Recent Transportation & Health Initiatives: Ms. Meehan gave an overview of the Weight of the Nation conference sponsored by the Center for Disease Control. She was on a steering committee for transportation. She spoke on the pre-evaluation of health related transportation issues. There is an HBO 4-part series on the Weight of the Nation. It is free and can be found on their website www.HBO.com. Hopefully, there will be several screenings in Nashville in the next four months. She said that Nashville and Mayor Karl Dean were highlighted in this series.

   Ms. Meehan said that there is a report from the Institute of Medicine on obesity. This was co-chaired by former Mayor Bill Purcell. They looked at strategies and how they impacted obesity. They came up with recommendations on how obesity can be reduced. The first is to be more physically active.

   She said that the Tennessee Obesity Taskforce held a meeting last week which looked at better engaging the private sector in the fight. Transportation for America was the sponsor. Video footage will be on website soon.

   She said that she also participated in and presented to the FTA workshop in Washington, D.C. on health and transportation a few weeks ago.

   She handed out a card "Same Roads, Same Rules" which gives the rules for both drivers and bicyclists.

d) Recent Staff Presentations/ Upcoming Conferences
   - Ms. Mary Beth Ikard, MPO staff, presented a paper at the TRB conference on performance measures for TIP processes and procedures. She presented on public involvement strategies and getting public buy-in for policy changes in the adoption of the RTP.

   - Mr. Max Baker, MPO staff, said that he, Mr. Skipper, and Mr. Chin-Cheng Chen will present a paper at the TRB conference for medium and small MPOs on the applicability of showing different ways of showing density and how it can be translated to a small community using GIS.

Mr. McAteer reminded the members that the July TCC will be one week later than usual, June 10th, since the first Wednesday is July 4th.

With no further business, the meeting was adjourned at 12:04 p.m.

Date: _____

_____
Tom Brashear, Chair
Technical Coordinating Committee

_____
Michael Skipper, AICP, Executive Director
Secretary, Technical Coordinating Committee

Agenda Item 4. Draft FY 2013 Unified Planning Work Program

NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION

FISCAL YEAR 2013
UNIFIED PLANNING WORK PROGRAM (UPWP)

October 1, 2012 through September 30, 2013

DRAFT JULY 2012

NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION
800 Second Avenue South
P.O. Box 196300
Nashville, Tennessee 37219
Phone: (615) 862-7204 Fax: (615) 862-7209
www.nashvillempo.org

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TABLE OF CONTENTS

I. Introduction **1**

MPO Overview 1

UPWP Overview 3

II. Issues and Requirements **5**

Planning Factors & Federal Initiatives 5

Public Participation 6

Local and Regional Planning Activities 6

Funding Sources for Planning Activities 7

III. Work Program Tasks **9**

Task 1.0 Program Administration 10

Task 2.0 Long-Range Plan & Regional Model 12

Task 3.0 Transportation Improvement Program 13

Task 4.0 Congestion Mitigation/ Air Quality Planning 14

Task 5.0 Multi-Modal Planning 15

Task 6.0 Land Use Integration 17

Task 7.0 Data Collection and Analysis 19

Task 8.0 Public Participation 21

IV. Multi-Year Planning **23**

V. Funding Tables **25**

Table 1. FY 2013 UPWP Budget 26

Table 2. FY 2013 MPO Operating Costs by Task 27

Table 3. FY 2013 MPO Other Direct Costs by Task 27

Appendix A. Transportation Planning Report Requests **A-1**

Appendix B. List of Acronyms & Definitions **B-1**

I. INTRODUCTION

MPO Overview

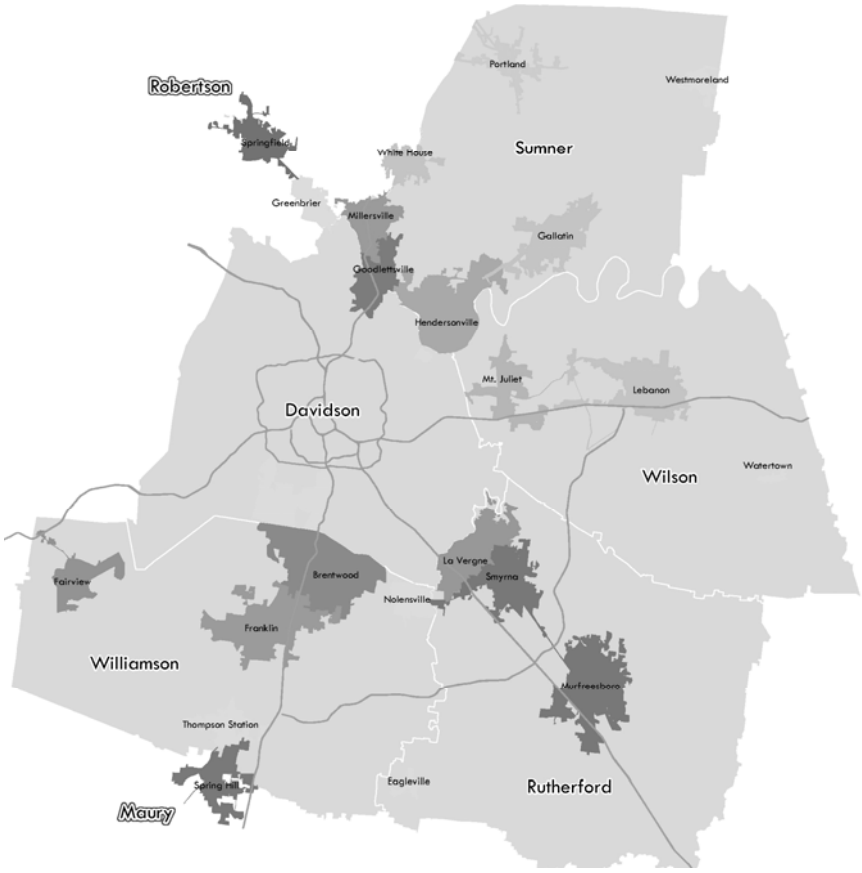
Established through federal legislation, MPOs exist throughout the United States in all urbanized areas of more than 50,000 people and have the authority to prioritize, plan, and program transportation projects in urban / metropolitan areas for federal funding.

The Nashville Area MPO is the federally-designated transportation planning agency for Davidson, Rutherford, Sumner, Williamson, Wilson and parts of Maury and Robertson counties. Serving as a regional partnership among the U.S. DOT, Tennessee DOT, 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.

MPO planning activities are funded by grants from the United States Department of Transportation, the Tennessee Department of Transportation, and by local governments through regional dues. In general, 80 percent of MPO expenses are covered by federal grants. The MPO's Unified Planning Work Program is adopted annually in cooperation with public transit agencies, local governments, the Tennessee Department of Transportation, and serves as the organization's annual budget and work program. The efforts of the MPO ensure that local and regional agencies maintain eligibility for federal transportation funding.

Planning Area

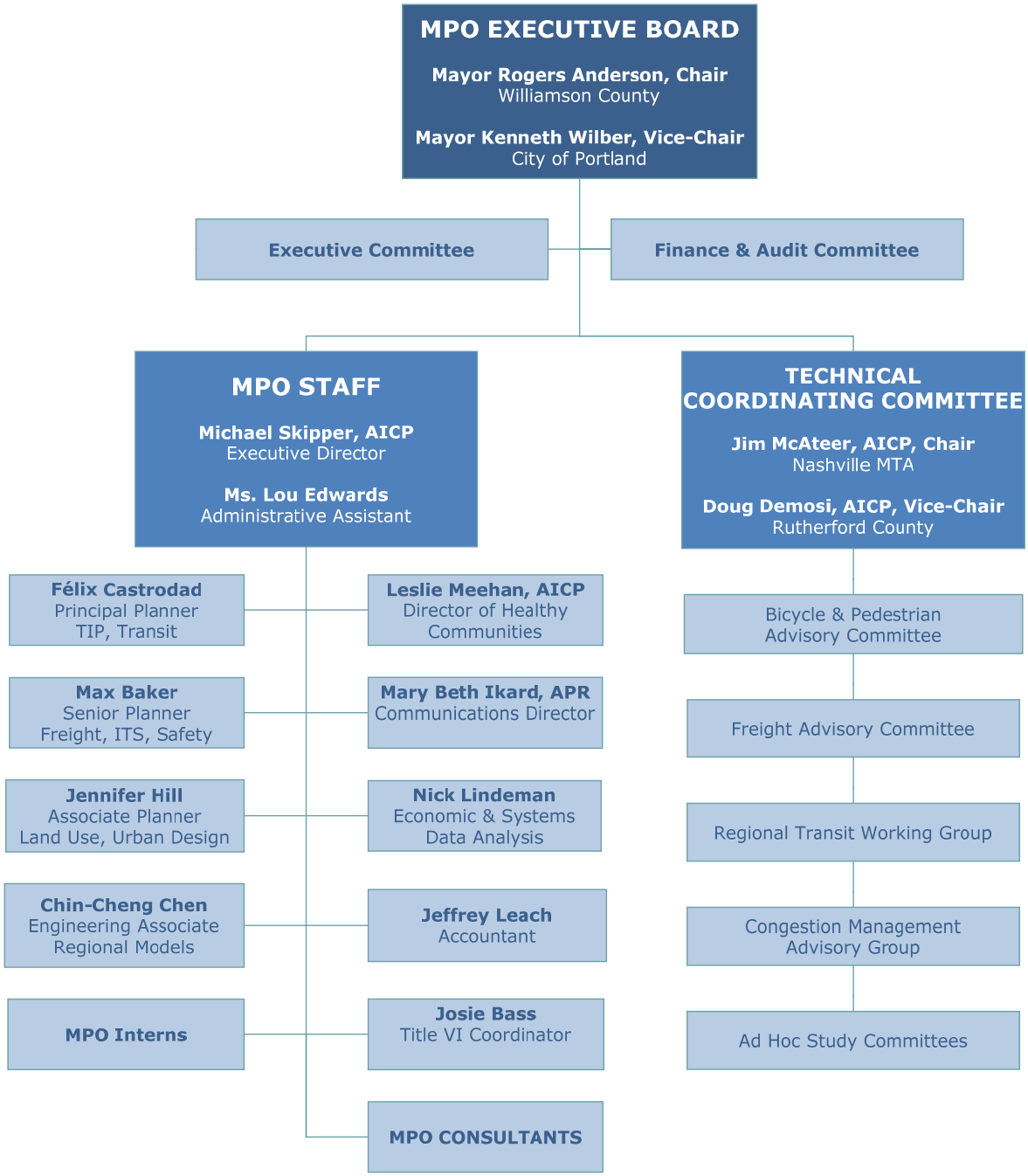
The MPO serves over 2800 square miles and more than 1.4 million people throughout Davidson, Rutherford, Sumner, Williamson, Wilson and parts of Maury and Robertson counties.



Organizational Structure

The MPO functions under a committee structure comprised of an Executive Board, a Technical Coordinating Committee (TCC), and agency staff.

MPO Organizational Chart - FY 2013



The **Executive Board** consists of the chief elected official of each county within the planning area and each city with a population of at least 5,000 people according to the latest decennial U.S. Census. Due to the nature of metropolitan government, Davidson County has two representatives on the Board. In addition, the Governor of the State of Tennessee and an elected official representing the Greater Nashville Regional Council serve on the Executive Board. Representatives from the U.S. Department of Transportation Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) serve as non-voting members.

The **Technical Coordinating Committee** consists of the administrative and technical leadership of functional agencies, authorities, commissions, departments, divisions and bureaus of the entities comprising the Executive Board. Organizations not represented on the Executive Board may serve on the TCC (e.g., the Transportation Management Association Group and the Regional Transportation Authority). Representatives from FHWA and FTA serve as non-voting members of the TCC.

The **MPO Staff** provides professional transportation planning services and ongoing administration of the region's long range plan and transportation improvement program.

UPWP Overview

This Unified Planning Work Program (UPWP) for the Nashville Area Metropolitan Planning Organization (MPO) documents the transportation planning activities and related tasks to be accomplished during federal fiscal year (FY) 2013 (October 1, 2012 through September 30, 2013). The goal of the MPO is to ensure a continuing, cooperative, and comprehensive ("3-C") approach for transportation planning for the metropolitan area, both short and long-range, with proper coordination among:

- Local and regional MPO member governments and agencies,
- Tennessee Department of Transportation (TDOT),
- Federal Highway Administration (FHWA), and
- Federal Transit Administration (FTA).

This document outlines metropolitan planning requirements and issues; then presents a work program of planning activities to address them during fiscal year 2013. The MPO's FY 2013 UPWP is highlighted by the following projects.

- **Regional Freight & Goods Movement Study (Phase III)** – The MPO will begin the third phase of the regional freight & goods movement study. The phase will focus on the local impacts of freight movement and the development of strategies to align economic development, land use decisions, and urban design considerations with freight and local delivery needs while minimizing conflicts with quality of life principles. Prior phases have profiled the region's freight characteristics, provided tools for forecasting freight movement, and developed methods for integrating freight needs into the regional transportation planning and programming process.
- **Regional Bicycle & Pedestrian Study** – The MPO will refresh the 2009 Regional Bicycle and Pedestrian Study findings with an updated inventory of facilities, measures of bicycle and pedestrian levels of service, latent demand analysis, and provide new measures of walkability within communities throughout the region. The work will include the documentation and evaluation of local, regional, and statewide policies, programs, and regulations that are intended to support the advancement of active transportation throughout the region.
- **Regional Transit Master Planning** – The MPO will work with area transit partners to update local and regional master plans to further integrate the 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 capital budgets.
- **State Route 109 Access Management Study** – The MPO will begin an effort with TDOT and local partners to provide specific recommendations for the continued development of the regional corridor stretching from I-65 in Sumner County to just south of I-40 in Wilson County. The effort is a follow-up to the Tri-County Transportation & Land Use Study which established a preferred growth strategy for the three-county area as well as recommendations for improvements to the area's transportation system including the SR 109 corridor, and serves as an early step in the implementation of a proposed corridor management agreement among affected stakeholders.

- **Update to Coordinated Human Services Transportation Plan** – The MPO will continue work with the area's transit providers and human service agencies to update the region's plan to ensure the proper coordination among organizations in the delivery of transportation services to seniors, the low-income, and persons with a disability.
- **Continuation of Southeast Area Transportation & Land Use Study** – The MPO will continue its work to provide regional analysis of transportation needs across communities in Rutherford County and adjacent areas in neighboring counties. The study will evaluate growth and development scenarios, identify transportation deficiencies, and will result in an array of multimodal transportation solutions. The findings of the study will serve as a key input into the MPO's long range planning efforts and local comprehensive plans.
- **Continuation of Regional Visioning for the 2040 Regional Transportation Plan** – The MPO will continue working with area partners to establish a regional vision for growth and development for Middle Tennessee. The effort will be carried out with public and private sector partners as proposed by the MPO's recent application for funding under the HUD Sustainable Communities Regional Planning Grant program. Proposed FY 2013 tasks include the development of baseline data, the construction of a web-based clearinghouse for information related to plans for growth, and the administration of values research with key stakeholders and the general public.
- **Continuation of Data Collection and Regional Modeling** – The MPO will continue its work on updating the regional land use and travel demand models for the 2040 Regional Transportation Plan. As part of that effort, the MPO will continue its work with TDOT and the Clarksville Urbanized Area MPO to administer a 10-county household travel survey. The HTS is the primary source of data for assumptions about household and personal travel behaviors in Middle Tennessee and is used to predict future travel demand. A new survey is needed as the MPO begins to prepare its 2040 travel demand model and as the region pursues major transit corridor studies and alternatives analyses. The study includes research on the relationship between transportation, physical activity, and personal heath of citizens across the region.
- **Continuation of Congestion Management Data Collection** – The MPO will continue data collection and analysis to monitor regional congestion in accordance with federal planning requirements for a congestion management process. Work includes the collection of regional travel time data – either from technology vendors like INRIX and ATRI or from the administration of a regional travel time survey, or some combination of both approaches.
- **Continuation of Transit Circulation Studies** – The MPO will continue studies to assess local transit needs in the region's emerging markets along regional transit corridors.
- **Air Quality Planning & Outreach** – The MPO will continue its support for the Clean Air Partnerships in Middle Tennessee including planning/ outreach for ridesharing programs and other techniques to minimize driving on ozone action days.
- **Transportation, Urban Design, and Land Use Integration** – The MPO will continue its support for the integration of transportation planning, urban design, and land use planning through additional work with regional partners to explore transit-oriented development (TOD) and other quality growth toolbox concepts. The MPO is prepared to compete for additional grant funding made available at the federal and state levels to advance livable community initiatives.

II. Issues and Requirements

Planning Factors & Federal Initiatives

The *Safe Accountable Flexible Efficient Transportation Equity Act – a Legacy for Users* (SAFETEA-LU), federal transportation legislation passed by U.S. Congress and signed by the President in 2005, defines specific planning factors to be considered when developing transportation plans and programs in a metropolitan area. Current legislation calls for MPOs to conduct planning that:

- Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increases the safety of the transportation system for motorized and non-motorized users.
- Increases the security of the transportation system for motorized and non-motorized users
- Increases the accessibility and mobility options available to people and for freight.
- Protects and enhance the environment, promotes energy conservation, and improves quality of life, and promotes consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhances the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promotes efficient system management and operation.
- Emphasizes the preservation of the existing transportation system.

Each of these factors is addressed through various work program tasks selected for fiscal year 2013, as shown below:

Planning Factor/Task	Economic Vitality	System Safety	System Security	Accessibility	Protect Environment	Integration of System	Efficiency	System Preservation
Program Administration	X	X	X	X	X	X	X	X
Long-Range Plan/ Model	X	X	X	X	X	X	X	X
Transportation Improvement Program	X	X		X	X	X	X	X
Congestion Mitigation/ Air Quality Planning	X				X	X	X	X
Multi-Modal Planning	X	X	X	X	X	X	X	X
Land-Use & Transportation Integration	X	X	X	X	X	X	X	X
Data Collection & Analysis							X	X
Public Involvement	X	X	X	X	X	X	X	X

In addition to the planning factors required by SAFETEA-LU, the MPO considered other federal initiatives relevant the metropolitan planning process in the development of this UPWP. Tasks 2, 4, 5, 6, and 7 propose activities specific to addressing the following federal initiatives:

- **Climate Change** – The MPO has increased its focus on the importance of sound transportation planning to developing national strategies to reduce greenhouse gas emissions. The UPWP includes activities aimed reducing those emissions through improved coordination between transportation and land use and in the appropriate expansion of multi-modal transportation options.
- **Livability Initiatives** – The MPO served as the lead applicant for the Middle Tennessee region in response to the FY 2010 and FY 2011 Housing and Urban Developments Sustainable Communities Regional Planning grant programs and continues align the efforts identified in the UPWP with that and other federal livability initiatives.

- **Planning for Operations** – The MPO has begun to develop a new "planning for operations" committee to provide increase coordination on ITS, incident management, and other traffic/transit operations issues. The emphasis placed on efficient operation of the transportation network is increasing significantly as capital funding for capacity improvements becomes more limited and as communities turn to alternative solutions to help protect quality-of-life.

Public Participation

Federal legislation requires MPOs to include provisions in the planning process to ensure the involvement of the public in the development of transportation plans and programs including a Long-Range Transportation Plan that includes at least a 20-year horizon, a short-term Transportation Improvement Program, and an annual Unified Planning Work Program. The Nashville Area MPO's Public Participation Plan (PPP) requires that members of the public are given at least seven (7) days to review and comment on the draft work program prior to adoption, as well as for any subsequent amendments to the adopted Program. Following that review period, two Public Hearings will be held prior to the adoption of the work program. The MPO will use local and regional newspapers to notify the public of the seven day review period and date, times, and locations of the two public hearings. Copies of the draft UPWP will be posted at the MPO's website and in public libraries across the region.

More information about the public involvement process is provided by the MPO's PPP available on the MPO's website at http://www.nashvillempo.org/docs/PPP/PPP_Adopted_071807.pdf and at MPO offices. The PPP serves to inform local residents, businesses, and officials of the MPO's regional planning efforts and obtain meaningful input into the transportation planning process. It includes the following components:

- Publication of meeting and workshop notices in general circulation newspapers in each county.
- Particular efforts to provide information to the media and organizations serving the low-income, minority, and non-English speaking populations in the region, including continuing participation with agencies such as the Hispanic Chamber of Commerce of Tennessee to make presentations regarding the role of the MPO and obtaining information on how to proactively communicate.
- Notice of the availability of draft reports and plans.
- Distribution of interim and draft planning reports to public libraries in each county, along with comment sheets, to make information available during the planning process.
- Presentations to community and civic groups, and government agencies on various transportation topics of local and regional interest.
- Special feature stories related to transportation planning in newspapers and on local TV and radio programs.
- Public meetings and hearings prior to the adoption of the Long Range Plan, TIP, and other major planning documents.

Local and Regional Planning Activities

The UPWP primarily describes planning activities to be undertaken in the metropolitan planning region utilizing federal funding including FHWA Section 112 (PL), FHWA Statewide Planning and Research (SPR), and FTA Section 5303 grants. Additional activities and projects also are sometimes undertaken by MPO member jurisdictions and other agencies through other funding sources. Brief descriptions of those activities are described below. Every effort will be made to coordinate these planning activities and to incorporate their findings into the metropolitan planning process as appropriate.

Regional Transportation Authority (RTA)

- Promotion and coordination of regional ridesharing program (funded through the TIP).
- Development and operation of a regional rapid transit system.
- Operation of the Music City Star Commuter Rail line.

Metropolitan Transit Authority (MTA)

- Promotion and coordination of local bus service in Nashville-Davidson County.

The TMA Group / Franklin Transit Authority (FTA)

- Promotion and coordination of the Franklin Transportation Authority rideshare/vanpool, park & ride facilities, and transportation safety issues (funded through the TIP).

City of Murfreesboro Public Transportation Department (MPT)

- Promotion and coordination of local bus service ("Rover") in Murfreesboro.

Greater Nashville Regional Council (GNRC)

- Identification of regional infrastructure needs.
- Coordination of land use planning within the larger region, particularly in rural areas.

Clean Air Partnerships (CAP)

- Public outreach and education for the general public and major employers about how to reduce their contributions to air pollution, particularly on days forecast to have high levels of ozone and/or fine particulates (funded through the TIP).

Funding Sources for Planning Activities

All work, including MPO staff time and consultant studies, listed in the UPWP are funded by one or more of the following funding sources.

FHWA Section 112 grant funds (also known as "PL," or metropolitan planning funds)

Federal planning funds can be used for up to 80% of a project, with a required 20% match typically provided by local governments.

FHWA State Planning and Research (SPR) grant funds

SPR funds are federal dollars from the State Planning & Research Program administered by the Tennessee Department of Transportation. Some SPR funds may be allocated to the MPO to help plan for the non-urbanized portion of the MPO. A 20% match is required that can be provided by either TDOT or local jurisdictions, depending on the project.

FTA Section 5303 grant funds

Section 5303 funds are federal funds designated for transit planning and research activities. Up to 80% federal funds can be used for a project. The remaining 20% match is typically divided between state and local government, with each contributing 10%.

Other federal or state funding

In addition, other federal or state funding that is not specifically designed for planning activities can be allocated for planning purposes. In those cases, those funds need to be shown in the tables, such as FTA Section 5307 funds.

Local matching funds

All federal grant funds require at least a 20% non-federal match. The MPO receives funding from member jurisdictions one of three ways. In-kind contributions are provided by the MPO sponsor (Metro Nashville) to leverage federal planning funds to pay for MPO staff salaries, benefits, and operating expenses. Match amounts for regional studies conducted by consultants is provided by each MPO member jurisdictions on a proportionate fair-share basis using population distribution as published by the most recent decennial census. Additional contributions are provided by MPO members to cover special efforts that affect only a subset of regional partner agencies or jurisdictions.

III. Work Program Tasks

MPO planning activities are developed to ensure the region maintains a certified transportation planning process. As such, each planning activity identified in the UPWP is integrated into the region's Long Range Transportation Plan, subsequently leading to implementation by way of the Transportation Improvement Program. This section provides detailed information, outlined by general tasks, for each work element that the MPO will undertake in FY 2013.

Each general task includes a table which shows the type and amount of funding proposed. The columns in the table reflect the types of federal funding described above. To the right of each federal-funded program is a column showing the amount of state and/or local match that is being provided for those federal funds. Each row of the table indicates the amount of funding that is programmed for use by each individual partner in the MPO transportation planning process:

- MPO – Nashville Area Metropolitan Planning Organization (staff),
- TDOT – Tennessee Department of Transportation,
- RTA – Regional Transportation Authority,
- GNRC – Greater Nashville Regional Council,
- MTA – Nashville Metropolitan Transit Authority,
- FTA – Franklin Transit Authority,
- MPT – City of Murfreesboro Public Transportation Department,
- CAP – Clean Air Partnership of Middle Tennessee,
- Consultant – MPO Consultants.

EXAMPLE FUNDING TABLE – AGENCY BY FUNDING TYPE

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	Local	Federal	State	Local	
MPO	$134,745	$33,686	$0	$0	$0	$0	$0	$0	$0	$168,431
TDOT	$0	$0	$45,440	$11,360	$0	$0	$0	$0	$0	$56,800
RTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
GNRC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
FTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CAP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Consultant	$160,000	$40,000	$0	$0	$0	$0	$0	$0	$0	$200,000
Total	$294,745	$73,686	$45,440	$11,360	$0	$0	$0	$0	$0	$425,231

Task 1.0 Program Administration

Purpose

Administer the MPO and its work program in a manner that:

- Maintains the region's eligibility to receive federal transportation capital and operating assistance, and
- Provides a continuous, cooperative, and comprehensive transportation planning process throughout the multi-county region.

FY 2012 Accomplishments

This is a continuing work activity.

FY 2013 Activities (Responsible Agency)

- Manage the implementation of tasks within the FY 2013 UPWP. (MPO)
- Prepare and review requests for proposals, contracts, quarterly progress reports and invoices, maintain membership lists, prepare meeting agendas, and record meeting minutes. (MPO)
- Monitor best practices for transportation planning through industry associations such as TRB, AMPO, APTA, AASHTO, etc. (MPO)
- Participate in meetings, workshops and conferences in order to stay current on innovative planning techniques. (MPO, TDOT)
- Host or co-host/ sponsor symposiums or summits on current regional issues for outreach and/or education purposes. (MPO)
- Assist member jurisdictions with MPO related activities, including orientation sessions. (MPO)
- Work with TDOT and MPO members to revise the metropolitan planning area boundary, Federal-Aid Urban Boundary, federal functional classification system, and organizational structure as a result of the new Urban Area designations resulting from the 2010 U.S. Census. (MPO)
- Work with TDOT and MPO members to make any necessary changes in the planning process as a result of federal transportation legislation passed or enacted during the fiscal year. (MPO)
- Work with the Rural Planning Organizations (RPOs) to coordinate transportation opportunities. The RPOs have assigned a person to coordinate their activities with any MPO which borders the RPO. In addition, each MPO has been requested to assign a staff liaison to coordinate information, agendas, plans, and other factors. This is an evolving process since many of the RPOs only meet quarterly or semi-annually. (MPO)
- Prepare annual Title VI Report for submission to TDOT. (MPO)
- Prepare the Fiscal Year 2014 Unified Planning Work Program. (MPO)
- Work with the MPO area to establish the administrative and technical procedures required, prepare contractual agreements as required, attend all study meetings, distribute special and annual reports and study documents, review and analyze individual transportation planning projects and studies and undertake general administrative activities. (TDOT)
- Coordinate FTA Section 5303, 5307, 5309, and 5310 programs in Tennessee and assist the MPO with matters pertaining to river transportation, urban public transit, rail service, ridesharing, and transportation systems management. (TDOT)

End Products (Schedule)

- An ongoing transportation planning program through the execution of the tasks outlined in the work program. (ongoing)
- Purchase technology equipment to assist in program administration. (as needed)
- Regular Technical Coordinating Committee meetings and Executive Board meetings. (monthly)
- Regional symposiums/ summits on transportation-related issues. (as needed)
- Quarterly invoices and progress reports. (November, February, May, August)
- Current MPO membership list and directory. (December / January)
- Annual Title VI Report. (May)
- FY 2014 Unified Planning Work Program. (Draft – April / Adoption - August)

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	Local	Federal	State	Local	
MPO	$197,500	$49,375	$0	$0	$0	$0	$6,003	$858	$858	$254,593
TDOT	$0	$0	$19,219	$4,805	$0	$0	$0	$0	$0	$24,024
RTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
GNRC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
FTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CAP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Consultant	$30,000	$7,500	$0	$0	$0	$0	$0	$0	$0	$37,500
Total	$227,500	$56,875	$19,219	$4,805	$0	$0	$6,003	$858	$858	$316,116

Matching Funds

- $50,233 provided by Metro Nashville through in-kind contributions and incurred indirect costs.
- $858 provided by TDOT for MPO activities, and $4,805 for TDOT activities.
- $7,500 provided by MPO member dues.

Technology Purchases

- $5,000 for hardware including computer equipment and related software for MPO staff activities.

Other Activities

- $37,500 for expenses related to conferences and regional symposiums/ summits.

Task 2.0 Long-Range Plan & Regional Model

Purpose

Maintain a long range plan for the region's transportation needs that is: 1) technically based on the latest available data on land use, demographics, and travel patterns; 2) philosophically based on regional goals and values, and 3) financially based on predictable, reliable funding sources.

FY 2012 Accomplishments

- Maintained the 2035 Regional Transportation Plan.
- Continued work on regional models for the next regional transportation plan (2040), including the design and conduct of a regional household travel survey.
- Continued regional visioning efforts to guide the development of the 2040 Regional Transportation Plan.

FY 2013 Activities (Responsible Agency)

- Continue work on regional models for the 2040 Regional Transportation Plan. (MPO)
- Continue regional visioning efforts to guide the development of the 2040 Plan. (MPO)

End Products (Schedule)

- Regional planning models/ tools for use in preparing the 2040 Regional Transportation Plan. (Ongoing)

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	State/Loc	Federal	State	Local	
MPO	$123,900	$30,975	$0	$0	$0	$0	$9,678	$1,383	$1,383	$167,318
TDOT	$0	$0	$52,184	$13,046	$0	$0	$0	$0	$0	$65,230
RTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
GNRC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
FTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CAP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Consultant	$555,420	$138,855	$0	$0	$50,000	$12,500	$50,000	$6,250	$6,250	$819,275
Total	$679,320	$169,830	$52,184	$13,046	$50,000	$12,500	$59,678	$7,633	$7,633	$1,051,823

Matching Funds

- $32,358 provided by Metro Nashville through in-kind contributions and incurred indirect costs.
- $7,633 provided by TDOT for MPO activities, and $13,046 for TDOT activities.
- $157,605 provided by MPO member dues and regional partners.

Consultant Activities

- $709,275 for general planning and modeling.
- $110,000 for regional visioning activities including public outreach, social and attitudinal research, civic and urban design services.

Task 3.0 Transportation Improvement Program

Purpose

Maintain a regional program that prioritizes and schedules transportation projects consistent with adopted short- and long-range plans.

FY 2012 Accomplishments

- Managed the FYs 2011-2015 TIP through formal amendments and administrative adjustments.
- Published Annual Listing of Federally Obligated Projects for FY 2011.
- Improved/ maintained web-based tracking system for TIP amendments and adjustments.

FY 2013 Activities (Responsible Agency)

- Maintain a financially feasible TIP for FYs 2011-2015. TIP projects and programs will be consistent with the MPO's SAFETEA-LU compliant 2035 Regional Transportation Plan and integrated Congestion Management Process. (MPO)
- Report on the status of TIP projects on a regular basis to TDOT and MPO membership and coordinate with TDOT and project sponsors regarding project schedules and funding expenditures. (MPO, TDOT)
- Maintain/ improve web-based TIP tracking system. (MPO)
- Develop draft FYs 2014-2018 TIP. (MPO)

End Products (Schedule)

- Maintenance of the Transportation Improvement Program for FYs 2011-2015. (Ongoing)
- Annual Listing of Federally Obligated Projects FY 2012. (December)
- FYs 2014-2018 TIP. (August/September)

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	Local	Federal	State	Local	
MPO	$67,900	$16,975	$0	$0	$0	$0	$29,155	$4,165	$4,165	$122,360
TDOT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
RTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
GNRC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
FTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CAP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Consultant	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	$67,900	$16,975	$0	$0	$0	$0	$29,155	$4,165	$4,165	$122,360

Matching Funds

- $21,140 provided by Metro Nashville through in-kind contributions and incurred indirect costs.
- $4,165 provided by TDOT for MPO activities.

Task 4.0 Congestion Mitigation/ Air Quality Planning

Purpose

Monitor regional congestion and air pollution problems, and address them through improved management and operation of the region's transportation systems.

FY 2012 Accomplishments

- Documented progress towards meeting annual emission reduction goals, including an annual CMAQ report. Helped local jurisdictions prepare estimates of emissions reductions for CMAQ proposals.
- Increased public awareness of air quality issues, specifically how current travel behaviors and future transportation plans will affect the region's ability to maintain conformity with EPA air quality standards.
- Analyzed data to measure levels of congestion throughout the region in accordance with the region's Congestion Management Process.

FY 2013 Activities (Responsible Agency)

- Analyze data to measure levels of congestion throughout the region in accordance with the region's Congestion Management Process. (MPO)
- Increase public awareness of air quality issues, specifically how current travel behaviors and future transportation plans will affect the region's ability to maintain conformity with EPA air quality standards. (MPO, Clean Air Partnership of Middle Tennessee)

End Products (Schedule)

- Technical support to Clean Air Partnership of Middle Tennessee. (Ongoing)
- Management of the regional Congestion Management Process. (Ongoing)

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	Local	Federal	State	Local	
MPO	$30,100	$7,525	$0	$0	$0	$0	$4,165	$595	$595	$42,980
TDOT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
RTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
GNRC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
FTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CAP	$0	$0	$0	$0	$40,000	$10,000	$0	$0	$0	$50,000
Consultant	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	$30,100	$7,525	$0	$0	$40,000	$10,000	$4,165	$595	$595	$92,980

Matching Funds

- $8,120 provided by Metro Nashville through in-kind contributions and incurred indirect costs.
- $595 provided by TDOT for MPO activities.
- $10,000 provided by MPO member dues and regional partners.

Task 5.0 Multi-Modal Planning

Purpose

Provide increased emphasis on issues related to alternate modes and regional inter-modal connectivity including:

- Local bus, express bus, and regional transit services,
- Pedestrian and bicyclist facilities/network,
- Commercial freight movers (truck, rail, air, and barge), and
- Connections between modes of travel/transport.

FY 2012 Accomplishments

- Maintained the region's ITS Architecture.
- Published the Northeast Corridor Mobility Study to identify mobility solutions between Nashville, Goodlettsville, Hendersonville, and Gallatin;
- Completed work on the Lower Broadway/ West End Transit Alternatives Analysis.
- Began work on Transit Circulation Studies to evaluate the feasibility of transit options in various MPO communities.
- Administered a Call-for-Projects to award Urban STP funds through the MPO's Active Transportation Program, Mass Transit Program, and ITS/ Operations Program.
- Began update to the Coordinated Human Services Transportation Plan.
- Began an audit and evaluation of signage along major controlled-access routes to identify possible safety improvements at approaching junctions and interchanges.
- Continued work on improving crash data to identify safety hot spots.

FY 2013 Activities (Responsible Agency)

- Conduct phase III of the Regional Freight & Goods Movement Study. (MPO)
- Update the Regional Bicycle & Pedestrian Plan. (MPO)
- Update the Regional Transit Master Plan. (MPO, Transit Partners)
- Continue data collection and analysis of *regional safety and security* issues to identify high-crash locations and needed improvements, and the ability of the region to respond to security threats.
- Continue work with RTA, MTA, Franklin Transit, and Murfreesboro Transit, Mid-Cumberland Human Resource Agency and other interested agencies to implement the *Coordinated Human Services Transportation Plan*. (MPO, RTA, MCHRA)
- Continue the development of a *commuter assistance program* to help employees at major employment sites throughout the region identify alternative ways of traveling to work. The effort will begin with employees / worksites in the downtown Nashville area. (MPO, TMA Group, GNRC, RTA).
- Collect and *analyze data to improve efficiency* of existing routes and future route expansion. (MPO, MTA)
- Work with RTA to assess performance of regional transit corridors. (MPO, RTA)
- Continue maintenance of recently updated ITS Architecture. (MPO)
- Continue support for regional freight planning activities through the Freight Advisory Committee. (MPO)

- Continue *subregional transit studies* to explore short and mid-range opportunities to expand transit services in the *urban core*, *east* and *southeast corridors* of the MPO planning area. (MPO, RTA)
- Continue *an audit and evaluation of signage along major controlled-access routes* to identify possible safety improvements at approaching junctions and interchanges. (MPO, TDOT)
- Continue work to develop and implement a new MPO Planning for Operations committee to provide increase coordination on ITS, incident management, and other traffic/transit operations issues. (MPO)

End Products

- Regional safety / security study findings. (Ongoing)
- Subregional transit studies assessment findings. (May, ongoing)
- Regional employer/ employee research findings and implementation strategies for commuter assistance programs. (Ongoing)
- Recommendations for improved signage/ way finding on controlled-access routes. (November)
- Updated route schedules and operations studies. (Ongoing)
- Coordinated Human Services Transportation Planning. (Ongoing)
- Regional Freight Study Final Report. (September)
- Regional Bicycle & Pedestrian Plan Update. (September)
- Regional Transit Master Plan Update. (September)

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	Local	Federal	State	Local	
MPO	$110,600	$27,650	$0	$0	$0	$0	$37,485	$5,355	$5,355	$186,445
TDOT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
RTA	$75,000	$18,750	$0	$0	$0	$0	$0	$0	$0	$93,750
GNRC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MTA	$0	$0	$0	$0	$0	$0	$127,736	$15,967	$15,967	$159,670
FTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPT	$0	$0	$0	$0	$0	$0	$46,280	$5,785	$5,785	$57,850
CAP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Consultant	$505,000	$126,250	$0	$0	$125,000	$31,250	$54,000	$6,750	$6,750	$855,000
Total	$690,600	$172,650	$0	$0	$125,000	$31,250	$265,501	$33,857	$33,857	$1,352,715

Matching Funds

- $33,005 provided by Metro Nashville through in-kind contributions and incurred indirect costs.
- $33,857 provided by TDOT for MPO activities.
- $204,752 provided by MPO member dues and regional partners.

Consultant Studies

- $125,000 for transit circulation studies (continuing from FY 2012).
- $250,000 for phase III of the Regional Freight & Goods Movement Study.
- $150,000 for an update to the Regional Bicycle & Pedestrian Plan.
- $330,000 for an update to the Regional Transit Master Plan.

Task 6.0 Land Use Integration

Purpose

To undertake various regional, corridor, and sub-area planning studies within the region in consultation with the state, local governments, and transit operators in an effort to integrate land use planning with MPO's transportation planning process to ensure the successful implementation of the MPO's Long Range Transportation Plan.

FY 2012 Accomplishments

- Maintained the region's CommunityViz based regional land-use model.
- Completed work on the Tri-County Transportation and Land Use Study.
- Completed work on the Southwest Area Study.
- Began the Southeast Area Transportation & Land Use Study.

FY 2013 Activities (Responsible Agency)

- Continue improvements to the regional land use model. (MPO)
- Continue support for the integration of transportation, urban design, and land use planning through work with regional partners to explore TOD and other quality growth toolbox concepts. (MPO, GNRC)
- Continue the *Southeast Area Transportation & Land Use Study* to provide regional analysis of transportation issues across communities in Rutherford County and adjacent areas in neighboring counties. The study will evaluate growth and development scenarios, identify transportation deficiencies, and will result in an array of multimodal transportation solutions. The findings of the study will serve as a key input into the MPO's long range planning efforts and local comprehensive plans. (MPO)
- Conduct the *SR 109 Access Management Study* to provide specific recommendations for the continued development of the regional corridor from I-65 in Sumner County to just south of I-40 in Wilson County. The effort is a follow-up to the Tri-County Transportation & Land Use Study which established a preferred growth strategy for the three-county area as well as recommendations for improvements to the area's transportation system including the SR 109 corridor. (MPO)

End Products (Schedule)

- Findings from the Southeast Area Transportation & Land Use Study. (September)
- Findings from the SR 109 Access Management Study. (September)

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	Local	Federal	State	Local	
MPO	$36,400	$9,100	$0	$0	$0	$0	$0	$0	$0	$45,500
TDOT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
RTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
GNRC	$40,000	$10,000	$0	$0	$0	$0	$0	$0	$0	$50,000
MTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
FTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CAP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Consultant	$105,000	$26,250	$0	$0	$458,878	$114,719	$45,000	$5,625	$5,625	$761,097
Total	$181,400	$45,350	$0	$0	$458,878	$114,719	$45,000	$5,625	$5,625	$856,597

Matching Funds

- $9,100 provided by Metro Nashville through in-kind contributions and incurred indirect costs.
- $5,625 provided by TDOT for MPO activities.
- $156,594 provided by MPO member dues and regional partners.

Consultant Studies

- $500,000 for the Southeast Area Transportation & Land Use Study (continuing from FY 2012).
- $261,097 for the SR 109 Access Management Study (continuing from FY 2012).

Task 7.0 Data Collection and Analysis

Purpose

Maintain a current inventory of data to support transportation planning and facility/system design. Monitor congestion and changes in travel patterns in the region.

FY 2012 Accomplishments

- Conducted annual traffic counts at four permanent and 365 annual cycle stations plus 283 additional counts on interstate ramps. Collected special count data for design projects as required.
- Coded and filed accident data from the Tennessee Department of Safety. Complied high hazard accident data for safety studies as needed.
- Maintained socioeconomic data and geographic data for regional planning models.
- Continued work on regional household travel survey to collect data for the region travel demand model.
- Collected travel speed data for use in the MPO's congestion management process.

FY 2013 Activities (Responsible Agency)

- Continue to work with local city/county staff to refine data for local/regional use, and to post traffic counts and other travel related data to the MPO website. (MPO, TDOT)
- Continue to collect annual traffic count data, special traffic counts as needed for planning and design projects. (TDOT)
- Continue maintenance on accident files and other safety data as required. (TDOT, MPO)
- Continue to collect socioeconomic data and geographic data for regional planning models. (MPO)
- Continue work on regional travel survey to collect data for the region travel demand model. (MPO)
- Continue the collection of travel speed data for use in the MPO's congestion management process. (MPO)

End Products (Schedule)

- Data on Average Daily Traffic, peak hour volume, vehicle classification, directional distribution, will be made available for planning and design studies. In addition, on the functionally classified system, vehicle miles of travel will be monitored. Safety information available from TDOT will be added to the web-site as received. (Ongoing)
- Updated data from TDOT TRIMS file. (Ongoing)
- Updated traffic counts and other travel data available on web-site. (April-September)
- Data for the MPO's regional models and congestion management process. (Ongoing)

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	Local	Federal	State	Local	
MPO	$98,700	$24,675	$0	$0	$0	$0	$29,400	$4,200	$4,200	$161,175
TDOT	$0	$0	$26,727	$6,682	$0	$0	$0	$0	$0	$33,409
RTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
GNRC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
FTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CAP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Consultant	$374,000	$93,500	$0	$0	$0	$0	$48,000	$6,000	$6,000	$527,500
Total	$472,700	$118,175	$26,727	$6,682	$0	$0	$77,400	$10,200	$10,200	$722,084

Matching Funds

- $28,875 provided by Metro Nashville through in-kind contributions and incurred indirect costs.
- $10,200 provided by TDOT for MPO activities, and $6,682 for TDOT activities.
- $99,500 provided by MPO member dues and regional partners.

Consultant Studies

- $527,500 for the Household Transportation & Health Study (continuing from FY 2012).

Task 8.0 Public Participation

Purpose

Provide opportunities for meaningful public input on transportation planning by following the guidelines of the adopted Public Participation Plan and continuing to seek new methods of outreach.

FY 2012 Accomplishments

This is an ongoing work activity.

- Public review and a series of public hearings for amendments to the FY 2011-2015 TIP and the 2035 Regional Transportation Plan.
- Maintained MPO website and communication tools.
- Provided presentations to various public, private, and civic organizations to promote broader inclusion in the MPO's regional planning process.
- Completed update to the MPO's Public Participation Plan.

FY 2013 Activities (Responsible Agency)

- Continue to maintain mailing list of citizens and advocate groups who ask to be notified about plans, programs, and projects. The list will include citizens who contact the MPO to express interest in particular topics or general involvement, who are contacted through the MPO's outreach efforts such as speaking engagements to civic clubs and interest groups, or whose names are obtained through organizations active in community planning issues. (MPO, GNRC)
- Manage a list of historically under-represented populations (Hispanic, African-American, and the poor) by proactively contacting agencies serving these populations. This will include the Tennessee and Nashville Hispanic Chambers of Commerce, Mid-Cumberland Human Resource Agency and the 100 Black Men of Middle Tennessee, as a start. (MPO, GNRC)
- Maintain a "one-stop" website for public hearings and meetings about MPO sponsored projects, and links to all transportation agencies in the area. (MPO)
- Continue to place ads and public notices with media in the region, including media that serve minority citizens and other transportation-disadvantaged groups, to publicize the development and adoption of MPO products. (MPO)
- Continue the evaluation and improvement of the MPO's public involvement techniques. (MPO, GNRC)

End Products (Schedule)

- Maintain Comprehensive website on regional transportation planning activities. (Ongoing)
- Input for MPO sponsored projects. (Ongoing)
- Staff support for air quality public outreach. (Ongoing)
- Public review and a series of public hearings for the adoption of the FY 2013 UPWP and FYs 2014-2018 TIP. (July-September)

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	Local	Federal	State	Local	
MPO	$168,700	$42,175	$0	$0	$0	$0	$4,165	$595	$595	$216,230
TDOT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
RTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
GNRC	$30,000	$7,500	$0	$0	$0	$0	$0	$0	$0	$37,500
MTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
FTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CAP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Consultant	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	$198,700	$49,675	$0	$0	$0	$0	$4,165	$595	$595	$253,730

Matching Funds

- $42,770 provided by Metro Nashville through in-kind contributions and incurred indirect costs.
- $595 provided by TDOT for MPO activities.
- $7,500 provided by MPO member dues and regional partners.

IV. Multi-Year Planning

Since many of the activities performed by the MPO cannot be completed within a single federal fiscal year, this section serves to provide a general overview of the planned activities that span more than one program year.

Current activities continuing into FY 2013

- **Continuation of Southeast Area Transportation & Land Use Study** – The MPO will continue its work to provide regional analysis of transportation needs across communities in Rutherford County and adjacent areas in neighboring counties. The study will evaluate growth and development scenarios, identify transportation deficiencies, and will result in an array of multimodal transportation solutions. The findings of the study will serve as a key input into the MPO's long range planning efforts and local comprehensive plans.
- **Continuation of Regional Visioning for the 2040 Regional Transportation Plan** – The MPO will continue working with area partners to establish a regional vision for growth and development for Middle Tennessee. The effort will be carried out with public and private sector partners as proposed by the MPO's recent application for funding under the HUD Sustainable Communities Regional Planning Grant program. Proposed FY 2013 tasks include the development of baseline data, the construction of a web-based clearinghouse for information related to plans for growth, and the administration of values research with key stakeholders and the general public.
- **Continuation of Data Collection and Regional Modeling** – The MPO will continue its work on updating the regional land use and travel demand models for the 2040 Regional Transportation Plan. As part of that effort, the MPO will continue its work with TDOT and the Clarksville Urbanized Area MPO to administer a 10-county household travel survey. The HTS is the primary source of data for assumptions about household and personal travel behaviors in Middle Tennessee and is used to predict future travel demand. A new survey is needed as the MPO begins to prepare its 2040 travel demand model and as the region pursues major transit corridor studies and alternatives analyses. The study includes research on the relationship between transportation, physical activity, and personal heath of citizens across the region.
- **Continuation of Congestion Management Data Collection** – The MPO will continue data collection and analysis to monitor regional congestion in accordance with federal planning requirements for a congestion management process. Work includes the collection of regional travel time data – either from technology vendors like INRIX and ATRI or from the administration of a regional travel time survey, or some combination of both approaches.
- **Continuation of Transit Circulation Studies** – The MPO will continue studies to assess local transit needs in the region's emerging markets along regional transit corridors.
- **Air Quality Planning & Outreach** – The MPO will continue its support for the Clean Air Partnerships in Middle Tennessee including planning/ outreach for ridesharing programs and other techniques to minimize driving on ozone action days.
- **Transportation, Urban Design, and Land Use Integration** – The MPO will continue its support for the integration of transportation planning, urban design, and land use planning through additional work with regional partners to explore transit-oriented development (TOD) and other quality growth toolbox concepts. The MPO is prepared to compete for additional grant funding made available at the federal and state levels to advance livable community initiatives.

New activities starting in FY 2013

- **Regional Freight & Goods Movement Study (Phase III)** – The MPO will begin the third phase of the regional freight & goods movement study. The phase will focus on the local impacts of freight movement and the development of strategies to align economic development, land use decisions, and urban design

considerations with freight and local delivery needs while minimizing conflicts with quality of life principles. Prior phases have profiled the region's freight characteristics, provided tools for forecasting freight movement, and developed methods for integrating freight needs into the regional transportation planning and programming process.

- **Regional Bicycle & Pedestrian Study** – The MPO will refresh the 2009 Regional Bicycle and Pedestrian Study findings with an updated inventory of facilities, measures of bicycle and pedestrian levels of service, latent demand analysis, and provide new measures of walkability within communities throughout the region. The work will include the documentation and evaluation of local, regional, and statewide policies, programs, and regulations that are intended to support the advancement of active transportation throughout the region.
- **Regional Transit Master Planning** – The MPO will work with area transit partners to update local and regional master plans to further integrate the 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 capital budgets.
- **State Route 109 Access Management Study** – The MPO will begin an effort with TDOT and local partners to provide specific recommendations for the continued development of the regional corridor stretching from I-65 in Sumner County to just south of I-40 in Wilson County. The effort is a follow-up to the Tri-County Transportation & Land Use Study which established a preferred growth strategy for the three-county area as well as recommendations for improvements to the area's transportation system including the SR 109 corridor, and serves as an early step in the implementation of a proposed corridor management agreement among affected stakeholders.

Activities Anticipated to begin in FY 2014 or beyond

- **Major Transit Study for South Corridor** – The study will evaluate major transit investment options between downtown Nashville and communities along the US-31 and I-65 corridors south through Williamson County. The effort will explore possible growth scenarios and strategies to link economic development, urban design, land use and transportation strategies and will include extensive public and stakeholder outreach, ridership projections, and financial modeling for select transit alternatives.
- **Major Transit Study for Northwest Corridor** – The study will evaluate major transit investment options between downtown Nashville and Clarksville including the commuter rail alternatives identified in the recently completed initial feasibility study (2009).

V. Funding Tables

Table 1. FY 2013 UPWP Budget

	FHWA PL	FTA 5303	FHWA SPR	STATE MATCH	REGIONAL DUES	IN-KIND MATCH	OTHER LOCAL	TOTAL
TOTAL MPO PROGRAM EXPENSES	**$ 2,548,220**	**$ 491,066**	**$ 673,877**	**$ 63,527**	**$ 355,450**	**$ 225,600**	**$ 304,847**	**$ 4,662,587**
NEW PROGRAM EXPENSES	***$ 1,649,220***	***$ 368,066***	***$ 335,000***	***$ 48,152***	***$ 168,450***	***$ 225,600***	***$ 167,002***	***$ 2,961,490***
FY 2012 MPO OPERATING	**$ 833,800**	**$ 120,050**	**$ -**	**$ 17,150**	**$ 16,845**	**$ 225,600**	**$ -**	**$ 1,213,445**
MPO Staff Salaries & Benefits	$ 758,800	$ 120,050	$ -	$ 17,150	$ -	$ -	$ -	$ 896,000
MPO Other Direct Expenses	$ 75,000	$ -	$ -	$ -	$ -	$ 225,600	$ -	$ 300,600
MPO Contingency/ Federal Non-Reimbursables	$ -	$ -	$ -	$ -	$ 16,845	$ -	$ -	$ 16,845
FY 2012 REGIONAL PARTNERS	**$ 145,000**	**$ 174,016**	**$ -**	**$ 21,752**	**$ -**	**$ -**	**$ 58,002**	**$ 398,770**
Greater Nashville Regional Council	$ 70,000	$ -	$ -	$ -	$ -	$ -	$ 17,500	$ 87,500
Regional Transportation Authority	$ 75,000	$ -	$ -	$ -	$ -	$ -	$ 18,750	$ 93,750
Metropolitan Transit Authority	$ -	$ 127,736	$ -	$ 15,967	$ -	$ -	$ 15,967	$ 159,670
Murfreesboro Public Transportation	$ -	$ 46,280	$ -	$ 5,785	$ -	$ -	$ 5,785	$ 57,850
FY 2012 REGIONAL STUDIES	**$ 670,420**	**$ 74,000**	**$ 215,000**	**$ 9,250**	**$ 151,605**	**$ -**	**$ 79,000**	**$ 1,199,275**
General Planning/ Regional Models	$ 117,420	$ 50,000	$ 50,000	$ 6,250	$ 48,105	$ -	$ -	$ 271,775
Regional Visioning/ Urban Design Program	$ 88,000	$ -	$ -	$ -	$ 11,000	$ -	$ 11,000	$ 110,000
Regional Freight Study (Phase III)	$ 75,000	$ -	$ 125,000	$ -	$ 50,000	$ -	$ -	$ 250,000
Regional Active Transportation Planning Studies	$ 120,000	$ -	$ -	$ -	$ 30,000	$ -	$ -	$ 150,000
Regional Transit Master Plan Update	$ 240,000	$ 24,000	$ -	$ 3,000	$ -	$ -	$ 63,000	$ 330,000
Regional Symposiums/ Summits	$ 30,000	$ -	$ -	$ -	$ 7,500	$ -	$ -	$ 37,500
Air Quality Outreach Programs	$ -	$ -	$ 40,000	$ -	$ 5,000	$ -	$ 5,000	$ 50,000
FY 2012 SUBREGIONAL STUDIES	**$ -**	**$ -**	**$ 120,000**	**$ -**	**$ -**	**$ -**	**$ 30,000**	**$ 150,000**
SR 109 Corridor Access Mngt Study	$ -	$ -	$ 120,000	$ -	$ -	$ -	$ 30,000	$ 150,000
CONTINUING PROGRAM EXPENSES	***$ 899,000***	***$ 123,000***	***$ 338,877***	***$ 15,375***	***$ 187,000***	***$ -***	***$ 137,845***	***$ 1,701,097***
				$ -				
REGIONAL STUDIES	**$ 724,000**	**$ 48,000**	**$ -**	**$ 6,000**	**$ 187,000**	**$ -**	**$ -**	**$ 965,000**
Regional Household Transportation & Health Study	$ 374,000	$ 48,000	$ -	$ 6,000	$ 99,500	$ -	$ -	$ 527,500
General Planning/Regional Models	$ 350,000	$ -	$ -	$ -	$ 87,500	$ -	$ -	$ 437,500
SUBREGIONAL STUDIES	**$ 175,000**	**$ 75,000**	**$ 338,877**	**$ 9,375**	**$ -**	**$ -**	**$ 137,845**	**$ 736,097**
SR 109 Corridor Access Mngt Study	$ -	$ -	$ 88,877	$ -	$ -	$ -	$ 22,220	$ 111,097
SE Area Transportation & Land Use Study	$ 105,000	$ 45,000	$ 250,000	$ 5,625	$ -	$ -	$ 94,375	$ 500,000
Transit Circulation Studies	$ 70,000	$ 30,000	$ -	$ 3,750	$ -	$ -	$ 21,250	$ 125,000
TOTAL TDOT PARTICIPATION EXPENSES	**$ -**	**$ -**	**$ 98,130**	**$ 24,533**	**$ -**	**$ -**	**$ -**	**$ 122,663**
TOTAL FY 2013 MPO PROGRAM BUDGET	**$ 2,548,220**	**$ 491,066**	**$ 772,007**	**$ 88,060**	**$ 355,450**	**$ 225,600**	**$ 304,847**	**$ 4,785,250**

Table 2. FY 2013 MPO Operating Costs by Task

TASK		Salaries & Benefits	Other Direct Costs	Indirect Costs	Total
1.0	Program Administration	$ 157,360	$ 47,000	$ 50,233	$ 254,593
2.0	Long-Range Plan & Model	$ 134,960	$ -	$ 32,358	$ 167,318
3.0	Transportation Improvement Program	$ 101,220	$ -	$ 21,140	$ 122,360
4.0	Congestion & Air Quality Planning	$ 34,860	$ -	$ 8,120	$ 42,980
5.0	Multi-Modal Planning	$ 153,440	$ -	$ 33,005	$ 186,445
6.0	Land-Use Integration	$ 36,400	$ -	$ 9,100	$ 45,500
7.0	Data Collection / Analysis	$ 132,300	$ -	$ 28,875	$ 161,175
8.0	Public Involvement	$ 145,460	$ 28,000	$ 42,770	$ 216,230
	MPO Contingency Fund	-	-	-	*$ 16,845*
	Total	$ 896,000	$ 75,000	$ 225,600	$ 1,213,445

Table 3. FY 2013 MPO Other Direct Costs by Task

TASK		Travel	Supplies	Ads/ Notices	Technology	Memberships	Total
1.0	Program Administration	$ 12,000	$ 20,000	$ -	$ 5,000	$ 10,000	$ 47,000
2.0	Long-Range Plan & Model	$ -	$ -	$ -	$ -	$ -	$ -
3.0	Transportation Improvement Program	$ -	$ -	$ -	$ -	$ -	$ -
4.0	Congestion & Air Quality Planning	$ -	$ -	$ -	$ -	$ -	$ -
5.0	Multi-Modal Planning	$ -	$ -	$ -	$ -	$ -	$ -
6.0	Land-Use Integration	$ -	$ -	$ -	$ -	$ -	$ -
7.0	Data Collection / Analysis	$ -	$ -	$ -	$ -	$ -	$ -
8.0	Public Involvement	$ 3,000	$ 5,000	$ 20,000	$ -	$ -	$ 28,000
	Total	$ 15,000	$ 25,000	$ 20,000	$ 5,000	$ 10,000	$ 75,000

APPENDIX A. TRANSPORTATION PLANNING REPORT REQUESTS

No TPR requests at this time.

APPENDIX B. LIST OF ACRONYMS & DEFINITIONS

Active Transportation: Transportation which requires physical activity as part of the mode. Typically, active transportation refers to walking, bicycling and to transit, as transit trips begin and end with a walking or bicycling trip.

ADA - Americans with Disabilities Act of 1990: Federal law that requires public facilities (including transportation services) to be accessible to persons with disabilities including those with mental disabilities, temporary disabilities, and the conditions related to substance abuse.

ADT - Average Daily Traffic: The number of vehicles passing a fixed point in a day, averaged over a number of days. The number of count days included in the average varies with the intended use of data.

AVL – Automated Vehicle Locator: A device that makes use of the Global Positioning System (GPS) to enable a business or agency to remotely track the location of its vehicle fleet by using the Internet.

AVO - Average Vehicle Occupancy: The ratio of person trips to vehicle trips; often used as a criteria in judging the success of trip reduction programs.

BRT – Bus Rapid Transit: A high speed bus system operated within an exclusive right-of-way. BRT incorporates exclusive transit ways, modern stations, on-board fare collection, high-tech vehicles and frequent service. BRT systems can be built incrementally and designed for vehicles - rather than people - transfer from local bus routes to the high speed lines.

CAAA - Clean Air Act Amendments: 1990 amendments to the federal Clean Air Act which classify non-attainment areas and provide for rules dealing with air pollution in such areas; specifically brought transportation decisions into the context of air quality control.

CMAQ - Congestion Mitigation and Air Quality Improvement Program: A categorical funding program created under ISTEA, which directs funding to projects that contribute to meeting national air quality standards in non-attainment areas for ozone and carbon monoxide.

CMP - Congestion Management Process (previously known as Congestion Management System): A systematic process required under SAFETEA-LU for all TMAs that shall address congestion management through the metropolitan planning process that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities eligible for funding under title 23 and chapter 53 of title 49 through the use of travel demand reduction and operational management strategies. The CMP is required under 23 CFR 500.109 and shall include methods to monitor and evaluate the performance of the multi-modal transportation system, identify causes of congestion, identify and evaluate alternative actions, provide information supporting the implementation of actions, and evaluate the efficiency and effectiveness of implementation actions. The CMP is periodically reviewed for efficiency and effectiveness of the implemented strategies, the results of this evaluation shall be provided to decision-makers to provide guidance on selection of effective strategies for future implementation purposes.

Complete Streets – Streets that offer transportation choices that are safe and convenient for all ages and ability levels. These choices may include transit, walking, bicycling and automobile travel.

CONST – Construction (phase of a project): The phase of a project after the preliminary environmental and engineering work is completed, where the project is being built and the improvements are prepared for implementation.

DOT - Department of Transportation: Agency responsible for transportation at the local, state, or federal level. For title 23 U.S.C. federal-aid highway actions, this would mean the Federal Highway Administration and for federal-aid transit actions under title 49 U.S.C, this would mean the Federal Transit Administration.

E+C – Existing plus Committed Transportation Network: Also called a No-Build network, this is a test of how a roadway network, consisting of an existing network plus currently funded future roadway projects, could withstand the demand of projected population and employment growth.

EA – Environmental Assessment: The process of identifying, predicting, evaluating and mitigating the biophysical, social, and other relevant effects of development proposals prior to major decisions being taken and commitments made. The purpose of the assessment is to ensure that decision-makers consider environmental impacts before deciding whether to proceed with new projects

EIS - Environmental Impact Statement: A National Environmental Policy Act (NEPA) document that explains the purpose and need for a project, presents project alternatives, analyzes the likely impact of each, explains the choice of a preferred alternative, and finally details measures to be taken in order to mitigate the impacts of the preferred alternative.

EJ - Environmental Justice: Derived from Title VI of the Civil Rights Act of 1964, and established by Executive Order, EJ requires federally funded plans and programs to assess their impact, either positive or negative, on traditionally underserved (e.g., low-income, minority, etc.) communities or segments of the population. The goal of EJ is to ensure public involvement of low income and minority groups in decision making to prevent disproportionately high and adverse impacts on low income and minority groups, and to ensure that these groups receive equal benefits from transportation improvements.

EPA – U.S. Environmental Protection Agency: is an agency of the federal government of the United States charged with protecting human health and with safeguarding the natural environment: air, water, and land.

Executive Board: A standing committee created for the purpose of serving as spokespersons for the citizens of the metropolitan area and is the designated MPO to prioritize and direct federal transportation funds to local projects. The Board is comprised of elected officials from the cities over 5,000 population and the counties of Nashville-Davidson, Rutherford, Sumner, Williamson and Wilson in the urbanized area. The Executive Board also has representatives from TDOT, representing the Governor. The Board is responsible for creating policies regarding transportation planning issues. The Executive Board meetings are open to the public and where any member of the public can address the MPO on any transportation issue.

FHPP - Federal High Priority Projects: Discretionary projects earmarked by the U.S. Congress as high priorities at the federal level during the Congressional appropriations and re-authorization process. This amounts to roughly 5% of the total transportation budget.

FHWA - Federal Highway Administration: Division of the U.S. Department of Transportation responsible for administrating federal highway transportation programs under title 23 U.S.C.

Fiscal Constraint: A requirement, originally of ISTEA, that all plans be financially – constrained, balanced expenditures to reasonably expected sources of funding over the period of the TIP or Long-Range Transportation Plan.

FTA - Federal Transit Administration: Federal entity responsible for transit planning and programs under title 49 U.S.C.

Functional Classification: Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a highway network.

FY - Fiscal Year: A federal fiscal or budget year; runs from October 1 through September 30 for the MPO and the federal government. State and local governments operate on a fiscal year beginning July 1 and ending June 30.

HIA – Health Impact Assessment: An assessment conducted ideally in the planning phases of a built environment project which estimates any positive or negative impacts that a project may have on environmental or personal health. The assessment makes recommendations for improvements to the project to mitigate negative impacts such as reducing emissions or improving positive impacts such as increasing physical activity.

GIS – Geographic Information System: a system for capturing, storing, analyzing and managing data which is spatially referenced to the earth. GIS is a tool that allows users to create interactive queries (user created searches), analyze the spatial information, edit data, maps, and present the results of all these operations.

HOV - High Occupancy Vehicle: In Tennessee, vehicles carrying two (2) or more people receive this designation and may travel on freeways, expressways and other large volume roads in lanes designated for high occupancy vehicles. Motorcycles are also authorized to use these lanes.

HUD – United States Department of Housing and Urban Development: Federal agency charged with helping to create strong, sustainable, inclusive communities and quality, affordable homes.

HTS (or HHTS) – Household Travel Survey: A major survey effort conducted periodically to collect socio-economic and travel behavior information from a random selection of households across the planning area. Data from the survey are used in travel demand modeling to predict future transportation trends.

IM – Interstate Maintenance: A funding category created by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the IM authorizes funding for activities that include the reconstruction of bridges, interchanges, and over crossings along existing Interstate routes, including the acquisition of right-of-way where necessary, but shall not include the construction of new travel lanes other than high occupancy vehicle lanes or auxiliary lanes.

IMS - Incident Management System: A systematic process required under SAFETEA-LU to provide information on accidents and identify causes and improvements to the Transportation system to increase safety of all users.

ISTEA - Intermodal Surface Transportation Efficiency Act of 1991: Federal law which restructured transportation planning and funding by requiring consideration of multimodal solutions, emphasis on the movement of people and goods as opposed to traditional highway investments, flexibility in the use of transportation funds, a greater role of MPOs, and a greater emphasis on public participation. ISTEA preceded TEA-21 and SAFETEA-LU.

ITE - Institute of Transportation Engineers: An international society of professionals in transportation and traffic engineering; publishes Trip Generation (a manual of trip generation rates by land use type).

ITS - Intelligent Transportation System: Use of computer and communications technology to facilitate the flow of information between travelers and system operators to improve mobility and transportation productivity, enhance safety, maximize the use of existing transportation facilities, conserve energy resources and reduce adverse environmental effects; includes concepts such as “freeway management systems,” “automated fare collection” and “transit information kiosks.”

Intergovernmental Agreement: Legal instrument describing tasks to be accomplished and/or funds to be paid between government agencies.

LOS - Level of Service: A qualitative assessment of a road’s operating condition, generally described using a scale of A (little congestion) to E/F (severe congestion).

LRT – Light Rail Transit: a particular class of urban and suburban passenger railway that utilizes equipment and infrastructure that is typically less massive than that used for rapid transit systems, with modern light rail vehicles usually running along the system.

LRTP – Long-Range Transportation Plan: A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next

20 years. It is fiscally constrained, i.e., a given program or project can reasonably expect to receive funding within the time allotted for its implementation.

MG - Minimum Guarantee: A funding category created in TEA-21 that guarantees a 90% return of contributions on formula funds to every state.

MPO Activities: Are plans, programs and projects related to the MPO process.

MPO - Metropolitan Planning Organization: The forum for cooperative transportation decision-making; required for urbanized areas with populations over 50,000.

MTA – Metropolitan Transit Authority: The public transit agency serving Nashville/Davidson County.

NEPA – National Environmental Policy Act: Passed in 1970, NEPA requires federal agencies to integrate environmental values into their decision making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions.

NHS - National Highway System: Specific major roads to be designated September 30, 1995; the NHS will consist of 155,000 (plus or minus 15%) miles of road and represents one category of roads eligible for federal funds under ISTEA.

NOx – Nitrous Oxide: The third largest greenhouse gas, nitrous oxide also attacks ozone in the stratosphere, aggravating the excess amount of UV light striking the earth's surface.

Obligated Funds: Funds that have been authorized by and committed to legally by a federal agency to pay for the federal share of the project cost.

Officials: Are people who have governmental decision-making, planning or administrative responsibilities that relate to MPO activities.

PE – Preliminary Engineering (phase of project): a process to begin developing the design of the facilities and system, to analyze the function and operation of the system, evaluation cost efficiencies and prepare for the final design of the project.

PMS - Pavement Management System: A systematic process utilized by state agencies and MPOs to analyze and summarize pavement information for use in selecting and implementing cost-effective pavement construction, rehabilitation, and maintenance programs; required for roads in the National Highway System as a part of ISTEA; the extent to which the remaining public roads are included in the process is left to the discretion of state and local officials; criteria found in 23 CFR 500.021-209.

PPP – Public Participation Plan: a federally-required document that describes the MPO's process for involving the public and interested stakeholders in the development and adoption of required plans and programs, and the formal procedures used to adopt or amend the Long-Range Transportation Plan, the Transportation Improvement Program, and Unified Planning Work Program.

Public: Includes citizens, public agencies, advocacy groups and the private sectors that have an interest in or may be affected by MPO activities.

Public Participation: Is an integral part of a planning or major decision-making process. It provides opportunities for the public to be involved with the MPO in an exchange of data and ideas. Public participation offers an open process in which the rights of the community, to be informed to provide comments to the Government and to receive a response from the Government, are met through a full opportunity to be involved and to express needs and goals.

ROW - Right-of-Way: Real property that is used for transportation purposes; defines the extent of the corridor that can be used for the road and associated drainage.

RTA – Regional Transportation Authority: Nine-county regional agency that plans and develops regional transit in the Nashville area.

RTDM - Regional Travel Demand Model: This is a tool for forecasting impacts of urban developments on travel patterns as well as testing various transportation alternative solutions to traffic patterns. The travel patterns are determined from US Census results and in simple terms tell where residents live and where they go to work or school on a regional wide basis.

SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users - legislation enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. SAFETEA-LU was preceded by ISTEA and TEA-21.

School Siting: the process by which a community decides where to locate a new public school. The placement of schools and the zones of populations assigned to attend a school affect transportation patterns in the community as well as the modal types used to make a home to school trip.

SIP – State Implementation Plan (for air quality): the regulations and other materials for meeting clean air standards and associated Clean Air Act requirements.

SR – State Route: a roadway owned, financed and maintained by a state.

SRTS – Safe Routes to School: the name of a national movement and a component of SAFETEA-LU by which communities provide infrastructure and education to enable and encourage children to walk and bicycle to school.

STA – State gas tax fund: Also called motor fuel excise tax, this is a tax charged by the gallon and collected as consumers pay at the pump. The tax goes primarily towards basic operating costs, highway maintenance contracts, resurfacing, bridges, major reconstruction, new construction, consultant contracts, right-of-way purchases, and to match federal funds.

STIP - State Transportation Improvement Program: A priority list of transportation projects developed by the Tennessee Department of Transportation that is to be carried out within the four (4) year period following its adoption; must include documentation of federal and state funding sources for each project. Transportation projects in the state's 11 urban areas are determined through Metropolitan Planning Organization process.

STP – Surface Transportation Program (L-STP or U-STP): A program funded by the National Highway Trust Fund.

L-STP provides funding to areas of 5,000 to 50,000 in population for improvements on routes functionally classified urban collectors or higher. **U-STP** Provides funding to Census designated urbanized areas over 50,000 in population (e.g. MPO areas based on US Census) for improvements on routes functionally classified urban collectors or higher.

TCC - Technical Coordinating Committee: A standing committee of most metropolitan planning organizations (MPOs); function is to provide advice on plans or actions of the MPO from planners, engineers and other staff members (not general citizens).

TDM – Transportation Demand Management: a method of planning for and implementing transportation improvement in a manner that reduces traffic congestion and pollution by influencing changes in travel behavior.

TDEC – Tennessee Department of Environment and Conservation: State agency responsible for protecting and improving the quality of Tennessee's land, air, water and recreation resources.

TDOT – Tennessee Department of Transportation: State agency responsible for the planning and implementation of Tennessee's multimodal transportation system including roads and bridges, aviation, public transit, waterways, and railroads.

TOD - Transit Oriented Development: a mixed-use development that is anchored by a transit station. The transit mode may include bus or rail, and the development may include uses such as housing, office and retail.

Transportation Disadvantaged: People who are unable to transport themselves or to purchase transportation due to disability, income status or age.

Transportation Enhancements: Specific activities which can be funded with Surface Transportation Program (STP) funds; activities include pedestrian/bicycle facilities, acquisition of scenic easements and scenic historic sites, scenic or historic highway

programs, scenic beautification, historic preservation, rehabilitation/operation of historic transportation structures, railway corridor preservation, control/removal of outdoor advertising, archeological planning/research and mitigation of highway runoff water pollution.

TEA-21 - Transportation Equity Act for the 21st Century: Federal Legislation that authorized funds for all modes of transportation and guidelines on the use of those funds. Successor to ISTEA, the landmark legislation clarified the role of the MPOs in the local priority setting process. TEA-21emphasized increased public involvement, simplicity, flexibility, fairness, and higher funding levels for transportation. TEA-21 preceded SAFETEA-LU.

TIP - Transportation Improvement Program: A priority list of transportation projects developed by a metropolitan planning organization that is to be carried out within the four (4) year period following its adoption; must include documentation of federal and state funding sources for each project and be consistent with adopted MPO long range transportation plans and local government comprehensive plans.

TMA - Transportation Management Area: An area designated by the U.S. Department of Transportation given to all urbanized areas with a population over 200,000 (or other area when requested by the Governor and MPO); these areas must comply with special transportation planning requirements regarding congestion management systems, project selection and certification; requirements identified in 23 CFR - 450.300-33.6.

The TMA Group: A local non-profit organization headquartered in Williamson County responsible for carrying out certain transit services on behalf of the Regional Transportation Authority and the Franklin Transit Authority, and for the administration of the regional Clean Air Partnership of Middle Tennessee, under contract to Williamson County and the Nashville Area MPO.

TSM - Transportation Systems Management: Strategies to improve the efficiency of the transportation system through operational improvements such as the use of bus priority or reserved lanes, signalization, access management, turn restrictions, etc.

UPWP - Unified Planning Work Program: Developed by Metropolitan Planning Organization (MPOs); identifies all transportation and planning activities anticipated within the next one to two years, including a schedule for the completion of the identified tasks and activities.

V/C Ratio Volume over Capacity Ratio: A roadway performance measure to show how a highway volume compares with a highway's capacity.

VMT - Vehicle Miles Traveled: An output of the travel demand model and is a measure of traffic flow over a highway segment. While 1000 vehicles traveling over a mile road and 1 vehicle traveling over 1000 miles are mathematically.

VOC – Volatile Organic Compounds: Organic chemical compounds that have high enough vapor pressures under normal conditions to significantly vaporize and enter the atmosphere. Included among these compounds are dry-cleaning solvents and some constituents of petroleum fuels.

Agenda Item 5. Proposed Changes to Major Roadway Network

Nashville Area Metropolitan Planning Organization

PROPOSED CHANGES TO THE MAJOR ROADWAY NETWORK

Draft for dicsussion | July 10th TCC Meeting

Requested by	Roadway Name	From	To	Current Classification	Requested Classification	Staff Recommendation	MPO Staff Comments
Franklin	W. McEwen Drive	Cool Spring Blvd	Interstate 65	Urban Local	Arterial	Urban Minor Arterial	The change would result in Federal-Aid eligibility for this segment.
Franklin	E. McEwen Drive	Interstate 65	Cool Springs Blvd	Urban Local	Arterial	Urban Minor Arterial	The change would result in Federal-Aid eligibility for this segment.
Franklin	Cool Springs Blvd	Carronbridge Lane	E. McEwen Drive	Urban Minor Arterial	Collector	Urban Minor Arterial	The change would not change the Federal-Aid eligibility for this segment, as it is already Federal-Aid eligible.
Franklin	Oxford Glen Drive	E. McEwen Drive	Liberty Pike	Urban Local	Collector	Urban Minor Arterial	The change would result in Federal-Aid eligibility for this segment.
Franklin	Liberty Pike	Mallory Lane	Oxford Glen Drive	Urban Collector/Urban Local	Collector	Urban Collector	The portion of this segment, from Mallory Lane to Carothers Blvd, is already an Urban Collector .The change would result in Federal-Aid eligibility for the remaining segment, from Carothers Blvd. to Oxford Glen Drive.
Franklin	Carothers Parkway	Cool Springs Blvd	State Route 96 E	Urban Minor Arterial/Urban Local	Arterial	Urban Minor Arterial	The portion of this segment, from SR-96E to Liberty Pike, is already an Urban Minor Arterial . The change would result in Federal-Aid eligibility for the remaining segment, from Liberty Pike to Cool Springs Blvd.
Murfreesboro	Veterans Parkway	Burnt Knob Road	US 231	N/A	Not specified	Urban Minor Arterial	Veterans Blvd. is not currently coded in TRIMS. The change would result in Federal-Aid eligibility for this segment.
Murfreesboro	Barfield Crescent Road	Webb Road	SR 269	Rural Minor Collector	Rural Minor Collector	Rural Major Collector	Northern terminus should be extended to the FAUB boundary for connectivity. The change would result in Federal-Aid eligibility for this segment.
TDOT	S Windrow Road	Veterans Blvd	Old Salem Road	Urban Collector	Urban Collector	Urban Collector	S Windrow has been realigned and the classification has already been updated in TRIMS. The change resulted in Federal-Aid eligibility for this segment. The old alignment has been scarified.
TDOT	Burnt Knob Road	Blackman Road	Medical Center Parkway	Urban Principal Arterial	Urban Principal Arterial	Urban Principal Arterial	The change would result in Federal-Aid eligibility for this segment. The old section of Manson Pike has been scarified.
TDOT	Fortress Blvd	Grisham Rd	Medical Center Parkway	Urban Collector	Urban Collector	Urban Collector	The change would result in Federal-Aid eligibility for this segment. The old section of Old Fortress Road has been scarified.
Mt. Juliet	Curd Road	Woodridge Place	Golden Bear Gateway	N/A	Not specified	Urban Collector	This portion of Curd Road is not currently coded in TRIMS. The change would result in Federal-Aid eligibility for this segment.
Mt. Juliet	Curd Road	Curd Road	Golden Bear Gateway	N/A	Not specified	Urban Collector	This portion of Curd Road is not currently coded in TRIMS.The change would result in Federal-Aid eligibility for this segment.
Mt. Juliet	Clemmons Road	Curd Road	East Division Street	Urban Local	Not specified	Urban Collector	The change would result in Federal-Aid eligibility for this segment.
Mt. Juliet	Golden Bear Gateway	Curd Road	Lebanon Road	Urban Local	Not specified	Urban Collector	Golden Bear Gateway between Curd Rd and Curd Rd is not currently coded in TRIMS. The change would result in Federal-Aid eligibility for this segment.
Mt. Juliet	Providence Parkway	South Mt. Juliet Road	Providence Trail	Urban Local	Not specified	Urban Collector	The change would result in Federal-Aid eligibility for this segment.
Mt. Juliet	Providence Trail	Belinda Parkway	South Rutland Road	Urban Local	Not specified	Urban Collector	The change would result in Federal-Aid eligibility for this segment.
Mt. Juliet	South Rutland Road	Sunnymeade Drive	Central Pike	Urban Local	Not specified	Urban Collector	The change would result in Federal-Aid eligibility for this segment.
Mt. Juliet	Beckwith Road	South Rutland Road	Central Pike	Rural Minor Collector	Not specified	Rural Minor Collector	The request does not change the classification and does not result in Federal-Aid eligibility for this segment. The segment straddles the FAUB and could be requested as a Urban Collector. Need to check with TDOT.
Spring Hill	Buckner Lane	Thompsons Station Road	Port Royal Road	Urban Local	Not specified	Urban Collector	The change would result in Federal-Aid eligibility for this segment.

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Requested by	Roadway Name	From	To	Current Classification	Requested Classification	Staff Recommendation	MPO Staff Comments
Spring Hill	Buckner Road	US-31	Buckner Lane	Urban Local	Not specified	Urban Minor Arterial	The change would result in Federal-Aid eligibility for this segment.
Spring Hill	Port Royal Road	Kedron Road	Buckner Road	Urban Local	Not specified	Urban Collector	The change would result in Federal-Aid eligibility for this segment.
Spring Hill	Commonwealth Drive	Duplex Road	US-31	Urban Local	Not specified	Urban Collector	The western portion of Commonwealth Drive is not coded in TRIMS. The change would result in Federal-Aid eligibility for the entire segment.
Spring Hill	Thompsons Station Road	US-31 (SR-6)	US-431	Rural Minor Collector	Not specified	Rural Major Collector	The change would result in Federal-Aid eligibility for this segment.
Spring Hill	Miles Johnson Parkway	US-31 (SR-6)	Kedron Road	Urban Local	Not specified	Urban Collector	The change would result in Federal-Aid eligibility for this segment.
Spring Hill	Campbell Station Parkway	US-31 (SR-6)	Port Royal Road	Urban Local	Not specified	Urban Minor Arterial or Urban Collector	The change would result in Federal-Aid eligibility for this segment.
Fairview	Cumberland Drive	SR-100	Fernvale Road	Urban Local	Not specified	Verify	Awaiting Response from TDOT
Fairview	Deer Ridge Road	SR-100	Valley Road	Rural Local	Not specified	Verify	Awaiting Response from TDOT
White House	South Palmers Chapel Road	Tyree Springs	North Palmers Chapel Road	Urban Local	Rural Minor Collector	Urban Collector	The requested change is in the FAUB and cannot be classified rural. It is recommended to change to an Urban Collector, resulting in Federal-Aid eligibility for this segment.
White House	Sage Road	SR-76	Hwy 31W/SR-41	Urban Collector	Urban Collector	Urban Collector	The request does not change the classification and it would remain Federal-Aid eligibile for this segment.
White House	Union Rd	SR-76	Hwy 31W/SR-41	Rural Minor Collector	Rural Minor Collector	Rural Minor Collector	The change would not result in Federal-Aid eligibility for this segment.
White House	New Hall Road	SR-76	Hwy 31W/SR-42	Rural Major Collector	Rural Major Collector	Rural Major Collector	The request does not change the classification and it would remain Federal-Aid eligibile for this segment.
White House	Wilkinson Lane	SR-76	Calista Rd	Urban Collector	Urban Collector	Urban Collector	The request does not change the classification and it would remain Federal-Aid eligibile for this segment.
White House	Bill Moss Road	Pleasant Grove	Calista Rd	Urban Local	Rural Minor Collector	Rural Minor Collector	The change would not result in Federal-Aid eligibility for this segment.
White House	Boyles Road	Cross Plains Road	Pleasant Grove	Urban Local	Rural Minor Collector	Rural Minor Collector	The change would not result in Federal-Aid eligibility for this segment.
White House	Cross Plains Rd	SR-76	Boyles Rd	Rural Minor Collector	Rural Minor Collector	Rural Minor Collector	This segment is already classified as a Rural Minor Collector. The request would not result in Federal-Aid eligibility for this segment, as it is not currently eligible.
White House	Calista Rd	extend	Bill Moss Rd.	Urban Collector	Rural Minor Collector	Urban Collector	The request would change the classification and it would be removed from Federal-Aid eligibility for this segment. The recommendation is to remain an Urban Collector and remain Federal-Aid eligibile for this segment.
Springfield	Batts Boulevard	S. Main Street	Highway 41 (SR 11)	Urban Local	Not specified	Urban Minor Arterial	The change would result in Federal-Aid eligibility for this segment.
Springfield	Josephine Street	5th Avenue E.	Industrial Dr.	Urban Local	Not specified	Urban Collector	The change would result in Federal-Aid eligibility for this segment.
Davidson	28th Ave N / 31st Ave N connector	Charlotte Pike	West End Avenue	N/A	Urban Minor Arterial	Urban Minor Arterial	The 28th Ave N / 31st Ave N Connector is not yet completed. Once completed, the change would result in Federal-Aid eligibility for this segment.
Davidson	Franklin Limestone Rd	Murfreesboro Pike (SR-1)	Antioch Pike	Urban Local	Urban Collector	Urban Collector	The change would result in Federal-Aid eligibility for this segment.
Davidson	Southeast Arterial	Nolensville Road (SR-11)	Old Hickory Blvd (SR-171)	N/A	Urban Principal Arterial	Urban Minor Arterial	The Southeast Arterial has not been built. Once completed, the change would result in Federal-Aid eligibility for this segment.
Davidson	Neely's Bend Extension	Gallatin Pike (US31E)	W. Old Hickory Blvd (SR-45)	Urban Local	Urban Collector	Urban Collector	The Madison Street to W. Old Hickory Blvd portion is currently classified as an Urban Local.The Madison Street to Gallatin Pike (US31E) portion has not been built.The change would result in Federal-Aid eligibility for the entire segment.

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Davidson	Crossing Boulevard and Crossings Boulevard Extension	Mt.View Road	Old Hickory Blvd (SR-171)	Urban Local	Urban Minor Arterial	Urban Collector	The Mt. View Road to Dana Way portion is currently classified as an Urban Local.The Dana Way to Old Hickory Blvd (SR-171) portion has not been built.The change would result in Federal-Aid eligibility for the entire segment.
Davidson	Pinhook Rd	Murfreesboro Pike (SR-1)	LaVergne-Couchville Pike	Urban Local	Urban Collector	Urban Collector	The change would result in Federal-Aid eligibility for this segment.
Davidson	Cane Ridge Road	Old Franklin Road	Old Hickory Blvd	Urban Local	Urban Collector	Urban Collector	The change would result in Federal-Aid eligibility for this segment.
Davidson	LaVergne-Couchville Pike	Old Hickory Blvd (SR-171)	Murfreesboro Pike (SR-1)	Urban Local	Urban Collector	Urban Collector	The change would result in Federal-Aid eligibility for this segment.
Davidson	South Douglas Ave/10th Ave S/Lealand Ln	8th Ave S. (US31)	Tyne Blvd	Urban Local	Urban Minor Arterial	Urban Minor Arterial	The change would result in Federal-Aid eligibility for this segment.