



## MPO Technical Coordinating Committee

Wednesday, June 3, 2015 @ 10:30 AM

**Third Floor** of the Nashville Bridge Building

2 Victory Avenue in Nashville, Tennessee 37216

### 1. **ACTION ITEM:** Approve May 6, 2015 Meeting Minutes ([attachment](#))

### 2. Public Comment

### 3. TCC Chair's Report

- Save the Date – Power of Ten Regional Summit – 1 PM on June 18 @ TPAC Polk Theatre

### 4. **ACTION ITEM:** Proposed Amendments to the FYs 2014-2017 TIP ([attachment](#))

The MPO has proposed the following amendments to the *Transportation Improvement Program* (TIP). A 21-day public review and comment period and two public hearings are required prior to adoption by the Board.

More information is available at [NashvilleMPO.org/plans\\_programs/tip/](http://NashvilleMPO.org/plans_programs/tip/).

#### PROPOSED AMENDMENTS:

Amend#	TIP #	Project Name	Sponsor	Action
2015-028	2008-15-049	MTA-Administration Building Rehabilitation (Nestor)	MTA	Add funds
2015-029	2014-15-056	Renovate MTA Headquarters (Myatt Drive Facility)	MTA	Add funds
2015-030	2008-17-021	Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL), & Intelligent Transportation System (ITS)	MTA	Shift funds
2015-031	2013-85-211	Installation of Wi-Fi on Music City Star Train	RTA	New project
2015-032	2013-85-208	Music City Star Rail Replacement/Track Rehab	RTA	New project
2015-033	2013-85-210	Stationary Fare Collection Equipment	RTA	New project
2015-034	2011-85-127	Media Fare Purchase	RTA	New project
2015-035	2013-85-207	Music City Star Passing Siding	RTA	New project
2015-036	2013-85-209	Shore Power for Music City Star Riverfront Station	RTA	New project
2015-037	2013-85-213	Rehab/Renovate Stations	RTA	New project
2015-038	2014-85-055	RTA Operations	RTA	Add funds

#### SCHEDULE:

- 5/6 – TCC Endorsement
- 5/20 –XB Endorsement
- 5/22-6/17 – Public Review and Comment Period
- 6/3 – First Public Hearing (TCC)
- 6/17 – Second Public Hearing / Adoption (XB)

**RECOMMENDATION:** Endorse proposed amendments for consideration the board.

**5. PRESENTATION: Update on the Regional Freight & Goods Movement Study**

Mary Connelly, MPO Senior Planner, will introduce consultant partners to present an update on the regional freight and goods movement study. The study is nearing completion and will be used to inform recommendations for the 2040 Regional Transportation Plan.

*More information about the MPO's freight planning efforts available at:*

<http://Freight.NashvilleMPO.org>

**6. ACTION ITEM: Election of Officers, July 2015 to June 2016**

A nominating committee will offer a slate of candidates to serve as chair and vice-chair of the TCC for the upcoming year. The MPO director serves as secretary. Nominations from the floor also will be accepted.

**RECOMMENDATION: Nominate and elect TCC chair and vice chair for upcoming year.**

**7. MPO Director's Report**

- Update on the 2040 Regional Transportation Plan Development ([attachment](#))
- Other Comments

**8. Other Business**

- Freight Advisory Committee meeting immediately following TCC, or approximately 11:45 a.m.

**9. Adjourn until July 1, 2015**

**Agenda Item % A Um\* `&\$% 'H77 `A ]bi hYg**

## MINUTES

### TECHNICAL COORDINATING COMMITTEE Of the

#### Nashville Area Metropolitan Planning Organization

May 6, 2015

**Attendees:** Ms. Kim Ark, Mr. Andy Barlow, Mr. Tom Brashear, Mr. Michael Briggs, Mr. Felix Castrodad, Mr. Jonathon Cleghon, Mr. Paul Corder, Mr. Marc Corrigan, Mr. Billy Davis, Mr. Corbin Davis, Mr. Doug Demosi, Ms. Margot Fosnes, Mr. Rick Gregory, Mr. Will Hager, Mr. Glenn Harper, Mr. Mike Harris, Ms. Billy Higgins, Mr. Reed Hillen, Mr. Joe Horne, Mr. Thomas King, Mr. Addam McCormick, Mr. Bill McCord, Mr. Larry McGoogin, Mr. Ken McLawhon, Mr. Dana Richardson, Mr. Kevin Rigsby, Mr. Tim Roach, Ms. Diane Thorne, Ms. Christine Vitt.

#### **Approve April 1, 2015 Meeting Minutes**

Mr. Doug Demosi, Chair, opened the meeting at 10:35 a.m. Mr. Michael Briggs moved to approve the April 1, 2015 minutes with Mr. Mike Harris seconding. The motion passed unanimously.

#### **Public Comment**

There was no public comment.

#### **TCC Chair's Report**

- Mr. Demosi reminded the members to save June 18<sup>th</sup> for the Power of 10 Summit in the Polk Theater at TPAC from 1 to 4:30 pm with check-In beginning at Noon. There will be a Networking Reception: 4:30 to 6 pm.

*For more information go to: <http://www.10power.org/>*

- Mr. Demosi named Mr. Dana Richardson, Mr. Joe Horne, and Mr. Fred Rogers to the nominating committee for TCC officers from July 2015 to June 2016. They will present the slate at the June meeting.

## **Proposed Amendments to the FYs 2014-2017 TIP**

Ms. Anna Emerson, MPO staff, said that the following amendments to the *Transportation Improvement Program* (TIP) have been proposed. A 21-day public review and comment period and two public hearings are required prior to adoption by the Board. Ms. Emerson briefly went over each project. A few clarifying questions were asked and answered.

Mr. Bill McCord moved to endorse the proposed amendments for public review and comment. Mr. Ken McLawhon seconded and the motion passed unanimously.

Mr. Skipper said that the below website is about to be updated. He said that one of the upgrades will allow access the obligated amounts on the projects.

*More information is available at [NashvilleMPO.org/plans\\_programs/tip/](http://NashvilleMPO.org/plans_programs/tip/)*

### **PROPOSED AMENDMENTS:**

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### **SCHEDULE:**

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## **Report from Nashville Next: Metro Nashville's General Plan Update**

Mr. Michael Briggs presented the update to Metro Nashville's General Plan. The update has been in the works for 3 years and endeavored to educate, engage, and empower the public. The purpose of the plan is to be 1) responsive, 2) reasonable, 3) realistic, 4) far-sighted, 5) broad, and 6) comprehensive (includes the updated Community Plans for each area of Davidson County).

The Plan elements are 1) land use, transportation & infrastructure; 2) arts, culture & creativity; 3) economic & workforce development; 4) education & youth; 5) health, livability, & the built environment; 6) housing; and 7) natural resources & hazard adaption

He said that part of the Plan, "Access Nashville 2040" is a comprehensive framework for the city's multi-modal transportation network to support Nashville' quality of life and manage growth, development, and preservation through the year 2040 and beyond. The eight accessibility principles are 1) create a place with efficient community form and transportation choices; 2) offer meaningful transportation choices; 3) sustain and enhance the economy; 4) increase safety and resiliency; 5) improve human health and the environment; 6) ensure financial responsibility; 7) make decisions equitably; and 8) address transportation from a regional perspective.

*The draft plan is available for review at <http://www.NashvilleNext.net> including a twenty-page overview called the Guidebook at: <http://www.nashville.gov/Portals/0/SiteContent/Planning/docs/NashvilleNext/DraftPlan/next-guidebook-3.pdf>*

There were a few clarifying questions and comments.

### **MPO Director's Report**

- Update on the 2040 Regional Transportation Plan Development  
Mr. Skipper said that there will be an informal workshop in Wednesday, May 14<sup>th</sup> at 10:30 a.m. at the MCC meeting room at 400 Charlotte Avenue to go over the project evaluation process.

### **Other Business**

- Mr. Felix Castrodad said that the MTA/RTA has been engaged in community involvement around two ongoing efforts including the development of the MTA Strategic Master Plan and the RTA Northwest Corridor Transit Study. More info is available at [www.nmotion2015.com](http://www.nmotion2015.com) and [www.nwcorridorstudy.com](http://www.nwcorridorstudy.com).
- Ms. Diane Thorne said that The TMA Group and the Franklin Transit Authority is conducting a multi-modal study for the Cool Springs area.

- Ms. Margot Fosnes briefly discussed the Chamber’s trip to Salt Lake City, Utah to learn about their transit system. She said that the system’s progress was due to in large part to their success with regional cooperation.

With no further business, the meeting was adjourned at 11:43 a.m.

Date: \_\_\_\_\_

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Doug Demosi, Chair  
Technical Coordinating Committee

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Michael Skipper, AICP  
Executive Director and Secretary

**Agenda Item 4. Proposed Amendments to FYs 2014-17 TIP**





NASHVILLE AREA

## Metropolitan Planning Organization

### FYs 2014-2017 Transportation Improvement Program

#### **FY 2015 Amendment Cycle A** (November/ December)

Application Deadline – October 31  
 TCC/XB Endorsement – November 12  
 1<sup>st</sup> Public Hearing – December 3  
 2<sup>nd</sup> Public Hearing – December 10

#### **FY 2015 Amendment Cycle B** (February/ March)

Application Deadline – January 23  
 TCC Endorsement – February  
 XB Endorsement – February 18  
 1<sup>st</sup> Public Hearing – March 4  
 2<sup>nd</sup> Public Hearing – March 18

#### **FY 2015 Amendment Cycle C** (May/ June)

Application Deadline – April 24  
 TCC Endorsement – May 6  
 XB Endorsement – May 20  
 1<sup>st</sup> Public Hearing – June 3  
 2<sup>nd</sup> Public Hearing – June 17

#### **FY 2015 Amendment Cycle D** (August/ September)

Application Deadline – July 24  
 TCC Endorsement – August 5  
 XB Endorsement – August 19  
 1<sup>st</sup> Public Hearing – September 2  
 2<sup>nd</sup> Public Hearing – September 16

**For more information: Anna Emerson, TIP Coordinator | [emerson@nashvillempo.org](mailto:emerson@nashvillempo.org)**

Notes:

Any project sponsor requesting an amendment not deemed to be an emergency must wait for the next amendment cycle or reimburse the MPO for the direct costs incurred to pay for the required public noticing.



NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2014-2017 TIP Amendment – June 2015

**TIP Amendment # 2015-028**

**TIP #:** 2008-15-049  
**2035 RTP ID:** 1015-313  
**Project:** MTA - Administration Building Rehabilitation (Nestor)  
**Requested By:** MTA  
**Phase:** CONSTRUCTION  
**Fiscal Year(s):** 2014, 2015  
**Proposed Changes:** Add funds  
**Total Project Cost:** \$4,620,000

**FROM: \$2,812,500**

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2014	CONSTRUCTION	FTA 5307	625,000	500,000	62,500	62,500
2017	IMPLEMENTATION	FTA 5307	2,187,500	1,750,000	218,750	218,750
<b>Total</b>			<b>2,812,500</b>	<b>2,250,000</b>	<b>281,250</b>	<b>281,250</b>

**TO: \$4,620,000**

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2014	CONSTRUCTION	FTA 5307	625,000	500,000	62,500	62,500
<b>2015</b>	<b>CONSTRUCTION</b>	<b>FTA 5307</b>	<b>3,995,000</b>	<b>3,196,000</b>	<b>399,500</b>	<b>399,500</b>
<b>2017</b>	<b>IMPLEMENTATION</b>	<b>FTA 5307</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total</b>			<b>4,620,000</b>	<b>3,696,000</b>	<b>462,000</b>	<b>462,000</b>

**Description:**

Phase III of rehabilitation/renovation of administration and maintenance facilities and additional office space at Nestor.

**Background:**

MTA is proposing to advance the project schedule and add \$3,196,000 (federal) in FYs 2014 and 2015 FTA 5307 funds shifted to the project from TIP #2008-17-021. Projected FY 2017 funding amounts will drop from the project.



NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2014-2017 TIP Amendment – June 2015

### TIP Amendment # 2015-029

**TIP #:** 2014-15-056  
**2035 RTP ID:** Consistent  
**Project:** Renovate MTA Headquarters (Myatt Drive Facility)  
**Requested By:** MTA  
**Phase:** CONSTRUCTION  
**Fiscal Year(s):** 2014, 2015  
**Proposed Changes:** Add funds  
**Total Project Cost:** \$4,100,000

### FROM: \$1,015,797

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2014	IMPLEMENTATION	FTA 5307	1,015,797	812,637	101,580	101,580
<b>Total</b>			<b>1,015,797</b>	<b>812,637</b>	<b>101,580</b>	<b>101,580</b>

### TO: \$4,100,000

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2014	IMPLEMENTATION	FTA 5307	1,015,797	812,637	101,580	101,580
2015	IMPLEMENTATION	FTA 5307	3,084,203	2,467,362	308,420	308,420
<b>Total</b>			<b>4,100,000</b>	<b>3,279,999</b>	<b>410,000</b>	<b>410,000</b>

### Description:

Rehab/renovate the existing MTA Headquarters at Myatt Drive to complete the section of the building previously occupied by the Metro Police Department.

### Background:

MTA is proposing to add a total of \$2,467,362 (federal) to the project in FY 2015: \$2,330,152 (federal) in previously unobligated FY 2013 FTA 5307 funds and \$137,210 (federal) in FY 2015 FTA 5307 funds shifted from TIP # 2008-17-021. Older funds have been confirmed to be available.



NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2014-2017 TIP Amendment – June 2015

**TIP Amendment # 2015-030**

**TIP #:** 2008-17-021  
**2035 RTP ID:** 1015-312  
**Project:** Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL) & Intelligent Transportation System (ITS)  
**Requested By:** MTA  
**Phase:** IMPLEMENTATION  
**Fiscal Year(s):** 2014, 2015  
**Proposed Changes:** Shift funds  
**Total Project Cost:** \$152,362

**FROM: \$4,318,876**

<i><b>FY</b></i>	<i><b>Type of Work</b></i>	<i><b>Funding</b></i>	<i><b>Total</b></i>	<i><b>Federal</b></i>	<i><b>State</b></i>	<i><b>Local</b></i>
2014	IMPLEMENTATION	FTA 5307	2,318,876	1,855,100	231,888	231,888
2015	IMPLEMENTATION	FTA 5307	2,000,000	1,600,000	200,000	200,000
<b>Total</b>			<b>4,318,876</b>	<b>3,455,100</b>	<b>431,888</b>	<b>431,888</b>

**TO: \$152,362**

<i><b>FY</b></i>	<i><b>Type of Work</b></i>	<i><b>Funding</b></i>	<i><b>Total</b></i>	<i><b>Federal</b></i>	<i><b>State</b></i>	<i><b>Local</b></i>
2014	IMPLEMENTATION	FTA 5307	0	0	0	0
2015	IMPLEMENTATION	FTA 5307	152,362	121,890	15,236	15,236
<b>Total</b>			<b>152,362</b>	<b>121,890</b>	<b>15,236</b>	<b>15,236</b>

**Description:**

Intelligent transportation equipment is being installed at MTA HQ operations centers and downtown Nashville’s Music City Central, and on all fleet vehicles which travel throughout Davidson County and surrounding areas to track bus location.

**Background:**

MTA is proposing to shift \$3,196,000 (federal) in FYs 2014 and 2015 FTA 5307 funds to TIP #2008-15-49 and \$137,210 (federal) in FY 2015 FTA 5307 funds to TIP #2014-15-056. This project will be implemented using other funding sources.

**FY 2014-2017 TIP Amendment – June 2015****TIP Amendment # 2015-031**

**TIP #:** 2013-85-211  
**2035 RTP ID:** Consistent  
**Project:** Installation of Wi-Fi on Music City Star train  
**Requested By:** RTA  
**Phase:** IMPLEMENTATION  
**Fiscal Year(s):** 2015  
**Proposed Changes:** New project  
**Total Project Cost:** \$3,000

**TO: \$3,000**

<i><b>FY</b></i>	<i><b>Type of Work</b></i>	<i><b>Funding</b></i>	<i><b>Total</b></i>	<i><b>Federal</b></i>	<i><b>State</b></i>	<i><b>Local</b></i>
<b>2015</b>	<b>IMPLEMENTATION</b>	<b>FTA 5307</b>	<b>3,000</b>	<b>2,400</b>	<b>300</b>	<b>300</b>
<b>Total</b>			<b>3,000</b>	<b>2,400</b>	<b>300</b>	<b>300</b>

**Description:**

This project is for installation of Wi-Fi on the rail cars for passenger convenience.

**Background:**

This is a new project for inclusion in the FY 2014-2017 TIP. It was in the FY 2011-15 TIP, but was not carried forward. RTA is proposing to add \$2,400 (federal) in previously unobligated FY13 FTA 5307 funds. Older funds have been confirmed to be available.



NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2014-2017 TIP Amendment – June 2015

### TIP Amendment # 2015-032

**TIP #:** 2013-85-208  
**2035 RTP ID:** Consistent  
**Project:** Music City Star Rail Replacement/Track Rehab  
**Requested By:** RTA  
**Phase:** IMPLEMENTATION  
**Fiscal Year(s):** 2015  
**Proposed Changes:** New project  
**Total Project Cost:** \$3,600,000

**TO: \$3,600,000**

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2015	IMPLEMENTATION	FTA 5307	3,600,000	2,880,000	360,000	360,000
<b>Total</b>			<b>3,600,000</b>	<b>2,880,000</b>	<b>360,000</b>	<b>360,000</b>

### **Description:**

This is for phase II of track rehabilitation. Details of the project include adding additional ties, spikes, ballasts, culverts and welding of rail needed to improve safety, ride comfort, and increase speed allowances on Music City Star rail line.

### **Background:**

This is a new project for inclusion in the FY 2014-2017 TIP. The project was in FY 2011-2015 TIP, but was not carried forward. RTA is proposing to add \$2,880,000 (federal) of previously unobligated FY13 FTA 5307 funds to the project. Older funds have been confirmed to be available.



NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2014-2017 TIP Amendment – June 2015

**TIP Amendment # 2015-033**

**TIP #:** 2013-85-210  
**2035 RTP ID:** Consistent  
**Project:** Stationary Fare Collection Equipment  
**Requested By:** RTA  
**Phase:** IMPLEMENTATION  
**Fiscal Year(s):** 2015  
**Proposed Changes:** New project  
**Total Project Cost:** \$1,300,000

**TO: \$1,300,000**

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2015	IMPLEMENTATION	FTA 5307	1,300,000	1,040,000	130,000	130,000
<b>Total</b>			<b>1,300,000</b>	<b>1,040,000</b>	<b>130,000</b>	<b>130,000</b>

### **Description:**

Details of this project include the purchase and installation of Ticket Vending Machines (TVMs) at Music City Star train stations to sell tickets and passes for Music City Star operation.

### **Background:**

This is a new project for inclusion in the FY 2014-2017 TIP. It was in FY 2011-2015 TIP, but not carried forward. RTA is proposing to add \$1,040,000 (federal) in previously unobligated FY13 FTA 5307 funds. Older funds have been confirmed to be available.



NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2014-2017 TIP Amendment – June 2015

**TIP Amendment # 2015-034**

**TIP #:** 2011-85-127  
**2035 RTP ID:** 1085-328  
**Project:** Media Fare Purchase  
**Requested By:** RTA  
**Phase:** IMPLEMENTATION  
**Fiscal Year(s):** 2015  
**Proposed Changes:** New project  
**Total Project Cost:** \$320,500

**TO: \$320,500**

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2015	IMPLEMENTATION	FTA 5307	302,500	242,000	32,050	32,050
<b>Total</b>			<b>302,500</b>	<b>242,000</b>	<b>32,050</b>	<b>32,050</b>

### **Description:**

Details of this project include the purchase of mobile fare collection and validation equipment for RTA.

### **Background:**

This is a new project for inclusion in the FY 2014-2017 TIP. It was in the FY 2011-2015 TIP, but was not carried forward. RTA is proposing to add \$242,000 (federal) in previously unobligated FY13 FTA 5307 funds to this project. Older funds have been confirmed to be available.





NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2014-2017 TIP Amendment – June 2015

### TIP Amendment # 2015-035

**TIP #:** 2013-85-207  
**2035 RTP ID:** Consistent  
**Project:** Music City Star Passing Siding  
**Requested By:** RTA  
**Phase:** CONSTRUCTION  
**Fiscal Year(s):** 2015, 2016  
**Proposed Changes:** New project  
**Total Project Cost:** \$1,055,000

**TO: \$1,055,000**

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2015	IMPLEMENTATION	FTA 5307	750,000	600,000	75,000	75,000
2016	IMPLEMENTATION	FTA 5307	305,000	244,000	30,500	30,500
<b>Total</b>			<b>1,055,000</b>	<b>844,000</b>	<b>105,500</b>	<b>105,500</b>

### **Description:**

Project details include matching track with the curve length thus allowing the switches to be placed on the tangent at each end of the curve. This allows the siding to be situated closer to the station, which is lengthening the amount of track and placing the switches as needed. Passing siding will improve operational efficiency.

### **Background:**

This is a new project for inclusion in the FY 2014-2017 TIP. It was in the FY 2011-2015 TIP, but was not carried forward. RTA is proposing to add \$844,000 (federal) in previously unobligated FY13 FTA 5307 funds. Older funds have been confirmed to be available.



NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2014-2017 TIP Amendment – June 2015

**TIP Amendment # 2015-036**

**TIP #:** 2013-85-209  
**2035 RTP ID:** Consistent  
**Project:** Shore Power for Music City Star Riverfront Station  
**Requested By:** RTA  
**Phase:** IMPLEMENTATION  
**Fiscal Year(s):** 2015  
**Proposed Changes:** New Project  
**Total Project Cost:** \$50,000

**TO: \$50,000**

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2015	IMPLEMENTATION	FTA 5307	50,000	40,000	5,000	5,000
<b>Total</b>			<b>50,000</b>	<b>40,000</b>	<b>5,000</b>	<b>5,000</b>

### **Description:**

Details of the project include installation of 480v electrical power at Riverfront Station in downtown Nashville.

### **Background:**

This is a new project for inclusion in the FY 2014-2017 TIP. It was in FY 2011-2015 TIP, but was not carried forward. RTA is proposing to add \$40,000 (federal) in previously unobligated FY13 FTA 5307 funds for the project. Older funds have been confirmed to be available.



NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2014-2017 TIP Amendment – June 2015

**TIP Amendment # 2015-037**

**TIP #:** 2013-85-213  
**2035 RTP ID:** Consistent  
**Project:** Rehab/Renovate Stations  
**Requested By:** RTA  
**Phase:** IMPLEMENTATION  
**Fiscal Year(s):** 2015  
**Proposed Changes:** New project  
**Total Project Cost:** \$610,000

**TO: \$610,000**

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2015	IMPLEMENTATION	FTA 5307	610,000	488,000	61,000	61,000
<b>Total</b>			<b>610,000</b>	<b>488,000</b>	<b>61,000</b>	<b>61,000</b>

### **Description:**

Details on this project include rehabilitation at the Music City Star rail stations, including upgraded security features.

### **Background:**

This is a new project for inclusion in the FY 2014-2017 TIP. It was in FY 2011-2015 TIP, but was not carried forward. RTA is proposing to add \$488,000 (federal) in previously unobligated FY13 FTA 5307 funds to this project. Older funds have been confirmed to be available.



NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2014-2017 TIP Amendment – June 2015

**TIP Amendment # 2015-038**

**TIP #:** 2014-85-055  
**2035 RTP ID:** Consistent  
**Project:** RTA Operations  
**Requested By:** RTA  
**Phase:** OPERATIONS  
**Fiscal Year(s):** 2015, 2016  
**Proposed Changes:** Add funds  
**Total Project Cost:** \$2,179,600

**FROM: \$681,125**

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2014	OPERATIONS	FTA 5307	681,125	544,900	68,112	68,112
<b>Total</b>			<b>681,125</b>	<b>544,900</b>	<b>68,112</b>	<b>68,112</b>

**TO: \$2,179,600**

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2015	OPERATIONS	FTA 5307	1,089,800	544,900	272,450	272,450
2016	OPERATIONS	FTA 5307	1,089,800	544,900	272,450	272,450
<b>Total</b>			<b>2,179,600</b>	<b>1,089,800</b>	<b>544,900</b>	<b>544,900</b>

**Description:**

Operation of regional express bus services.

**Background:**

RTA is proposing to add \$544,900 (federal) in previously unobligated FY13 FTA 5307 funds for the project for FY16 and correct the required match amount to 50% (25% State/25% Local) of the total project amount. Older funds have been confirmed to be available.

**Agenda Item 7. Regional Plan - Project Prioritization**



NASHVILLE AREA

# Metropolitan Planning Organization

## 2040 Regional Transportation Plan Policy Framework

Endorsed by the MPO Executive Board on November 12, 2014

### Mission

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

### Core Values

Inclusive, Transparent, Accountable, Innovative

### Guiding Principles

#### Livability

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

#### Sustainability

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

#### Prosperity

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

#### Diversity

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

### Regional Goals & Objectives

#### Maintain a Safe and Reliable Transportation System for People and Goods

- Integrate a "fix-it-first" mentality to keep existing infrastructure in a state of good repair.
- Reduce the number and severity of crashes by designing roadways to accommodate all users.
- Incorporate information technologies to improve traffic operations and help optimize traveler decisions.
- Manage the negative impact of traffic congestion by providing alternatives to driving.

- Designate and implement a regional freight network to efficiently move goods and minimize negative impacts to local communities.

### Help Local Communities Grow in a Healthy and Sustainable Way

- Align transportation decisions with economic development initiatives, land use planning, and open space conservation efforts.
- Integrate healthy community design strategies and promote active transportation to improve the public health outcomes of the built environment.
- Encourage the deployment of context-sensitive solutions to ensure that community values are not sacrificed for a mobility improvement.
- Incorporate the arts and creative placemaking into planning and public works projects to foster innovative solutions and to enhance the sense of place and belonging.
- Pursue solutions that promote social equity and contain costs for transportation and housing.
- Minimize the vulnerability of transportation assets to extreme weather events.

### Enhance Economic Competitiveness to Attract Private Investment

- Recognize major shifts in demographics and market preferences for transportation and housing and respond with solutions that keep Middle Tennessee an attractive place to live and do business.
- Improve the connectivity between workforce and jobs by offering a range of options to manage commuting distances and travel times.
- Improve mobility within and between centers of commerce across the region by providing a diversified transportation system, rather than relying solely on roadway capacity.
- Keep the region connected to national and global markets by improving travel times on US Interstates, upgrading intermodal connections to water, air, and rail freight systems, and by ensuring Middle Tennessee is included in plans for national high speed passenger rail.

### Spend Public Funds Wisely by Ensuring a Return on Investment

- Increase public ownership in the planning process to help identify the most significant problems.
- Foster regional interdisciplinary collaboration to prioritize the most effective solutions.
- Evaluate the full costs and benefits of public investment in infrastructure.
- Strive for quality over quantity by implementing all elements of priority projects to maximize value.
- Consider public-private partnerships to encourage innovative approaches to project design and delivery.
- Accelerate project delivery schedules by involving the public early and often, minimizing bureaucratic delay, and ensuring that funding is available to implement projects once designed.
- Monitor and track the performance of public investments to demonstrate accountability.
- Find ways to bridge the gap between revenue shortfalls and the growing cost of transportation needs.

## Major Strategies to Achieve Goals

**Fund and Implement the Regional Vision for Mass Transit:** Expand and modernize the region's mass transit system in preparation for an increasingly competitive global economy, and to proactively address growing concerns about traffic congestion, increasing energy costs, public health outcomes, and encroachment upon the area's rural countryside.

**Develop Active Transportation Options for Walkable Communities:** Improve connectivity between people and places to improve the health of Middle Tennesseans, and to serve as the backbone of investments in mass transit.

**Reinvest in Strategic Roadway Corridors:** Repair aging roadways and bridges to ensure the safety of the traveling public and freight carriers, improve operations through the integration of new technologies, and implement complete streets to provide a balanced system that works for all users.

## General Project Evaluation Criteria

### System Preservation & Enhancement

How well does the project make use of limited financial resources to ensure the continued productivity of the existing transportation system? How can the project be scoped to include features that make the facility more efficient (e.g., ITS, design, materials, etc.)

### Quality Growth, Sustainable Land Development, & Economic Prosperity

How well does the project encourage infill/ redevelopment? Do area plans call for mixed-used, higher density development? If so, how does the project complement these plans? Is the project encouraging growth in areas where growth is planned or desired? Conversely, is the project encouraging growth in areas where additional growth is not planned or desired? Does the project enhance or contribute to the form, function, and quality of the surrounding place?

How well does the project support or stimulate the local/ regional economy? How well does the project support freight movements? To what degree does the implementation of the project create jobs? How well does the facility connect people with opportunities to engage in economic activity? To what degree does the project aid in the region's economic competitiveness with other metro areas of the nation? Is the project supported by business leaders?

### Expansion of Multi-Modal Options

How well does the project introduce, support, or reinforce multiple transportation choices for people to access homes, jobs, schools, fresh food, retail, etc? How can the project be scoped to incorporate facilities for and/or connections to non-motorized modes and transit?

### Roadway Congestion Management

What are the root causes of congestion in the vicinity of the project location (e.g., traffic volume, physical design, crashes, regulations, behavioral, freight, etc.)? Given the land uses, urban design and community goals for the project vicinity, what level of congestion is appropriate for the project and vicinity (i.e. some commercial centers/Downtowns need greater congestion for visibility/economic development)? How well does the project address those causes? How could the project be scoped to include congestion management solutions to optimize its benefit?

### Safety and Security

How well does the project address safety concerns for all users? Is the project on a high-crash corridor? How can the project be scoped to increase safety of all users? How well does the project address security concerns? Does the project aid/ harm important evacuation routes? How can the project be scoped to features that help secure citizens and regional resources?

### Freight & Goods Movement

How well does the project support or harm the movement of freight and goods through the region? How can the project be scoped to incorporate facilities that aid in the safe and efficient movement of



freight? How can the project be scoped to balance the movement of freight and goods with other community goals?

### Health & Environment

Does the project aid/ harm in the preservation of the region's natural or socio-cultural resources (e.g., open space, animal habitat, historic structures, places of worship, community centers, etc.)? How can the project be scoped to mitigate the negative impacts to valuable resources? How well does the project support efforts to reduce dependency on fossil fuels, particularly foreign oil? How well does the project support efforts to improve air and water quality? Does the project include facilities that provide opportunities for active transportation/ physical activity? Does the project aid/ harm the advancement of social justice and equal opportunity to destinations throughout the region? How can the project be scoped to mitigate any negative impacts to predominately low-income or minority communities or persons with a disability?

### Project Support & History

Is the project consistent with local, state, or other regional plans for growth and preservation (economic development, land use, natural features preservation, etc.)? Has the project been endorsed locally through the adoption of official instruments such as, but not limited to, a local major thoroughfare plan, transportation element of a comprehensive plan, or by resolution of the local governing body? If on a state-route, is the project endorsed or supported by TDOT?

## Project Scoring Factors

### System Preservation & Enhancement

- Project improves an existing route
- Project upgrades route to context sensitive or prescribed designed standards
- Project address major maintenance needs (e.g., bridge repair)
- Project integrates Intelligent Transportation Systems (ITS) technology
- Project includes sustainable operations & maintenance plan

### Quality Growth, Sustainable Land Development, & Economic Prosperity

- Project improves accessibility and or connectivity to existing development
- Project located in a locally or regionally defined “preferred” or “planned” growth area
- Project supports infill or redevelopment opportunities
- Project incorporates streetscaping or other quality of place enhancements
- Project located near mixed-use, high density areas
- Project corrects poor storm water drainage
- Project improves utility placement or minimizes utility disruption
- Project contributes to transportation grid development or connectivity
- Project located near existing job centers
- Project located near high job growth areas
- Project improves multi-modal access between jobs, housing, and retail
- Project endorsed by local chamber of commerce or economic and community development

### Expansion of Multi-Modal Options

- Project improves existing or proposed transit route
- Project improves existing or proposed pedestrian route
- Project improves existing or proposed bicycling route
- Project provides pedestrian or bicycle facility in BPAC high priority area

- Project reduces multi-modal conflict (e.g., traffic control, grade separation, dedicated lanes)
- Project includes transit accommodations or customer amenities
- Project includes pedestrian or cyclist accommodations or amenities

### Roadway Congestion Management

- Project addresses MPO base year congestion
- Project addresses MPO future year congestion
- Project corrects bottleneck
- Project incorporates ITS/ traffic operations improvements
- Project improves a parallel route to a congested corridor
- Project provides transit capacity
- Project incorporates signage/ wayfinding

### Safety and Security

- Project improves safety in a high crash area
- Project addresses safety-related design standards
- Project enhances safety for pedestrians and bicyclists
- Project enhances safety near a school
- Project improves incident response or emergency management
- Project improves an evacuation route

### Freight & Goods Movement

- Project improves a route to an intermodal facility or major logistical hub
- Project improves capacity for trucks on a designated truck route
- Project addresses a known safety problem related to truck movements
- Project improves general safety on a designated truck route
- Project includes design considerations to accommodate freight movements on truck routes

### Health & Environment

- Project improves accessibility/ mobility for traditionally underserved communities
- Project improves accessibility/mobility in a health priority area
- Project provides improvements for active transportation
- Project reduces or minimizes air pollution from vehicle emissions
- Project corrects a known ADA non-compliance issue
- Project improves general accessibility for persons with disabilities
- Project minimizes impact to socio-cultural resources and assets
- Project minimizes impact to natural resources and environmentally sensitive lands

### Project Support and History

- Project is consistent with local and regional plans
- Project has documented support from TDOT and local community (resolution, plan, etc.)
- Project has prior or current investment through the MPO's TIP
- Project has completed a feasibility study or preliminary engineering phase
- Project has local or state funding in place
- Project sponsor has satisfactory record of implementing federal-aid projects

**Nashville Area MPO**  
**2040 Regional Transportation Plan | Initial 25-Year Revenue Forecast**  
**October 1, 2014 TCC Workshop**

Funding Source	TENNESSEE	MPO SHARE	MPO MATCH	TOTAL MPO	25-YEAR
<b>FEDERAL PROGRAM FUNDS</b>	<b>\$ 804,788,357.00</b>	<b>\$ 227,370,255.60</b>	<b>\$ 56,842,563.90</b>	<b>\$ 284,212,819.50</b>	<b>\$ 7,105,320,487.50</b>
<b>Federal Highway Administration Grants</b>	<b>\$ 779,617,135.00</b>	<b>\$ 196,532,742.25</b>	<b>\$ 49,133,185.56</b>	<b>\$ 245,665,927.81</b>	<b>\$ 6,141,648,195.31</b>
National Highway Performance Program (NHPP)	\$ 435,983,034.00	\$ 108,995,758.50	\$ 27,248,939.63	\$ 136,244,698.13	\$ 3,406,117,453.13
Surface Transportation Program (STP)	\$ 217,091,932.00		\$ -	\$ -	\$ -
UZAs over 200K	\$ 46,566,783.00	\$ 16,584,150.00	\$ 4,146,037.50	\$ 20,730,187.50	\$ 518,254,687.50
UAs 5-200K	\$ 23,725,060.00	\$ 5,931,265.00	\$ 1,482,816.25	\$ 7,414,081.25	\$ 185,352,031.25
Areas < 5K	\$ 38,254,123.00	\$ 9,563,530.75	\$ 2,390,882.69	\$ 11,954,413.44	\$ 298,860,335.94
Any Area	\$ 98,951,866.00	\$ 24,737,966.50	\$ 6,184,491.63	\$ 30,922,458.13	\$ 773,061,453.13
Off-System Bridges	\$ 9,594,100.00	\$ 2,398,525.00	\$ 599,631.25	\$ 2,998,156.25	\$ 74,953,906.25
Highway Safety Improvement Program (HSIP)	\$ 47,353,993.00	\$ 11,838,498.25	\$ 2,959,624.56	\$ 14,798,122.81	\$ 369,953,070.31
Railway-Highway Crossings Program (RHCP)	\$ 4,711,953.00	\$ 1,177,988.25	\$ 294,497.06	\$ 1,472,485.31	\$ 36,812,132.81
Congestion Mitigation Air Quality (CMAQ)	\$ 35,428,639.00	\$ 8,857,159.75	\$ 2,214,289.94	\$ 11,071,449.69	\$ 276,786,242.19
State Transportation Alternatives	\$ 18,369,228.00		\$ -	\$ -	\$ -
Recreational Trails	\$ 1,640,613.00	\$ 410,153.25	\$ 102,538.31	\$ 512,691.56	\$ 12,817,289.06
UZAs over 200K	\$ 3,588,331.00	\$ 1,277,937.00	\$ 319,484.25	\$ 1,597,421.25	\$ 39,935,531.25
UAs 5-200K	\$ 1,828,200.00	\$ 457,050.00	\$ 114,262.50	\$ 571,312.50	\$ 14,282,812.50
Areas < 5K	\$ 2,947,776.00	\$ 736,944.00	\$ 184,236.00	\$ 921,180.00	\$ 23,029,500.00
Any Area	\$ 8,364,308.00	\$ 2,091,077.00	\$ 522,769.25	\$ 2,613,846.25	\$ 65,346,156.25
PL (FHWA Section 112 Metropolitan Planning)	\$ 4,553,673.00	\$ 1,201,502.00	\$ 300,375.50	\$ 1,501,877.50	\$ 37,546,937.50
SPR (FHWA State Planning & Research)	\$ 16,124,683.00	\$ 273,237.00	\$ 68,309.25	\$ 341,546.25	\$ 8,538,656.25
<b>Federal Transit Administration Grants</b>	<b>\$ 25,171,222.00</b>	<b>\$ 30,837,513.35</b>	<b>\$ 7,709,378.34</b>	<b>\$ 38,546,891.69</b>	<b>\$ 963,672,292.19</b>
FTA 5303 Metropolitan Planning	\$ 1,402,506.00	\$ 691,151.00	\$ 172,787.75	\$ 863,938.75	\$ 21,598,468.75
FTA 5307 Urban Transit			\$ -	\$ -	\$ -
UZAs > 1M		\$ -	\$ -	\$ -	\$ -
UZAs 200K-1M		\$ 21,287,264.00	\$ 5,321,816.00	\$ 26,609,080.00	\$ 665,227,000.00
UZAs 50K-200K		\$ 1,815,367.00	\$ 453,841.75	\$ 2,269,208.75	\$ 56,730,218.75
FTA 5309 Fixed Guideway Capital Investment	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5310 Enhanced Mobility for Seniors/ADA			\$ -	\$ -	\$ -
UZAs over 200K		\$ 697,597.00	\$ 174,399.25	\$ 871,996.25	\$ 21,799,906.25
UZAs 50K-200K	\$ 1,255,194.00	\$ 188,279.10	\$ 47,069.78	\$ 235,348.88	\$ 5,883,721.88
Areas < 50K	\$ 1,861,991.00	\$ 279,298.65	\$ 69,824.66	\$ 349,123.31	\$ 8,728,082.81
FTA 5311 Rural Area Transit	\$ 18,458,481.00	\$ 1,845,848.10	\$ 461,462.03	\$ 2,307,310.13	\$ 57,682,753.13
FTA 5337 State of Good Repair		\$ 2,401,787.00	\$ 600,446.75	\$ 3,002,233.75	\$ 75,055,843.75
FTA 5339 Bus and Bus Facilities			\$ -	\$ -	\$ -
UZAs over 200K		\$ 1,301,964.00	\$ 325,491.00	\$ 1,627,455.00	\$ 40,686,375.00
UZAs 50K-200K	\$ 943,050.00	\$ 141,457.50	\$ 35,364.38	\$ 176,821.88	\$ 4,420,546.88
Areas < 50K	\$ 1,250,000.00	\$ 187,500.00	\$ 46,875.00	\$ 234,375.00	\$ 5,859,375.00

**MPO Share of Statewide Programs:**

- NHPP 25%
- STP 25%
- HSIP 25%
- RHCP 25%
- CMAQ 25%
- TA 25%
- 5310 15%
- 5311 10%
- 5339 15%

**Other Assumptions:**

- (1) Level funding per year based on FY 14 Apportionments
- (2) No assumptions made re: source of matching funds

**Realities:**

- (3) MPO share of statewide funds are based on many factors
- (4) MPO share of national formula programs will vary based on regional characteristics of the UZAs within region relative to others.

Nashville Area Metropolitan Planning Organization  
2040 Regional Transportation Plan  
Indicator Key for Apply.NashvilleMPO.org

Indicator	Definition	Significance	Source	Staff Expert
<b>Congestion Management</b>				
<b>Year Congested</b>	The first year in the MPOs model than a link within the project limits becomes congested. A segment is defined as congested if its modeled speed drops below 70% of free flow or if its volume to capacity ratio is 1.0 or greater during any time period of day.	The earlier the year, the more pressing the problem. Its important to remember that this is a modeled value. Local partners are encouraged to submit other evidence that congestion exists.	Travel demand model (TDM) output for 2010 base year, 2015 E+C, 2020 E+C, 2030 E+C, 2040 E+C	Hary
<b>Speed/Free Flow</b>	Lowest modeled speed along the project length as a percentage of that facilities expected free flow speed.	70% is generally the threshold for identifying congestion. The lower the value, the slower the modeled speed indicating increased traffic congestion.	Travel demand model (TDM) output for 2010 base year, 2015 E+C, 2020 E+C, 2030 E+C, 2040 E+C	Hary
<b>Volume:Capacity</b>	Worst volume to capacity ratio along the project length.	Values of 1.0 mean that the roadway has reached its designed/intended capacity and is likely failing with a LOS of F. Values over 1 mean the roadway is over capacity.	Travel demand model (TDM) output for 2010 base year, 2015 E+C, 2020 E+C, 2030 E+C, 2040 E+C	Hary
<b>High Crash Area</b>	Composite crash score, weighted by severity, per centerline mile for each grid cell.	Crashes contribute to roadway congestion.	MPO Calculation	Mary
<b>Intersections/Mile</b>	Number of intersecting roadways per center line mile (not lane mile)	The higher the number, the more likely there will be delay caused by turning movements.	TDOT TRIMS	Hary
<b>Freight Intensity</b>	The amount of daily commercial truck traffic using this roadway relative to the average amount of truck traffic carried on roadways of the same functional classification.	Values of 1.0 mean that the roadway carries the typical amount of truck traffic for a roadway of its functional class. A value of 1.20 means that the roadway carries 20% more truck traffic compared with roadways of similar class.	MPO Calculation	Hary/Mary
<b>Contributors</b>	Staff summary of the possible contribution factors to congestion including roadway volumes, crashes, intersection density, freight movement, or others identified by the local project sponsor or community.		Staff analysis, project application	Staff/Sponsors
<b>System Preservation</b>				
<b>Functional Classification</b>	Federal functional classification.	Major collectors and higher classes are included on the federal-aid network and eligible for federally-funded capacity improvements.	TDOT TRIMS	Hary
<b>Avg Daily Vehicles</b>	Weighted average of daily volumes of all motorized vehicles		Travel demand model (TDM) output for 2010 base year, 2015 E+C, 2020 E+C, 2030 E+C, 2040 E+C	Hary

**Nashville Area Metropolitan Planning Organization  
2040 Regional Transportation Plan  
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<b>Indicator</b>	<b>Definition</b>	<b>Significance</b>	<b>Source</b>	<b>Staff Expert</b>
<b>Class Index</b>	The amount of daily traffic using this roadway relative to the average amount of traffic carried on roadways of the same functional classification.	Values of 1.0 mean that the roadway carries the typical amount of traffic for a roadway of its functional class. A value of 1.20 means that the roadway carries 20% more traffic compared with roadways of similar class.	MPO Calculation	Hary
<b>Standards/Safety</b>	Not used.		Staff analysis, project application	Sponsor
<b>Age Related Repairs</b>	Not used.		Staff analysis, project application	Sponsor
<b>ITS Integration</b>	Indicates if the project includes an ITS element.		Staff analysis, project application	Sponsor
<b>Multi-Modal Upgrades</b>	Indicates if the project includes multi-modal element.		Staff analysis, project application	Sponsor
<b>Safety + Security</b>				
<b>Crashes / Mile</b>	Annualized crashes per mile (all crashes) based on last 10 years of data.		Tenn. Department of Safety Crash database	Mary
<b>Fatal Crashes</b>	Total number of crashes with fatalities over the last 10 years.		Tenn. Department of Safety Crash database	Mary
<b>Non-Motorized Crashes</b>	Total number of crashes involving a pedestrian or cyclist over the last 10 years.		Tenn. Department of Safety Crash database	Mary
<b>Truck Crashes</b>	Total number of crashes involving a truck over the last 10 years.		Tenn. Department of Safety Crash database	Mary
<b>High Crash Area</b>	Composite crash score, weighted by severity, per centerline mile for each grid cell.		MPO Calculation	Mary
<b>Strategic Highway Network</b>	Project is located on a route designated as part of the national Strategic Highway Network.		TDOT TRIMS	Hary
<b>National Highway System</b>	Project is located on a route designated as part of the National Highway System.		TDOT TRIMS	Hary
<b>Bridges &amp; Overpass</b>	Total number of bridges/overpasses along the project length.		TDOT TRIMS	Hary
<b>Structurally Deficient Bridges</b>	Number of bridges along the project length designated as structurally deficient.		National Bridge Inventory	Hary
<b>Functionally Obsolete Bridges</b>	Number of bridges along the project length designated as functionally obsolete.		National Bridge Inventory	Hary
<b>Freight + Goods Movement</b>				

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<b>Indicator</b>	<b>Definition</b>	<b>Significance</b>	<b>Source</b>	<b>Staff Expert</b>
<b>Heavy Trucks or Commercial Veh/Day</b>	Average daily volume of heavy (multi-unit) trucks or commercial vehicles per day along the project route.		Travel demand model (TDM) output for 2010 base year, 2015 E+C, 2020 E+C, 2030 E+C, 2040 E+C	Hary/Mary
<b>Share of Flow</b>	Percent of all daily traffic that is classified as heavy truck/ commercial.		MPO Calculation	Hary/Mary
<b>Class Index</b>	The amount of daily truck or commercial traffic using this roadway relative to the average amount of truck or commercial traffic carried on roadways of the same functional classification.		MPO Calculation	Hary/Mary
<b>Truck Route</b>	Indicates if the project location is designated as part of either the National Freight Route or a local truck route network, or if the route is considered a potential regional freight route pending the outcome of the regional freight study.		FWHA, TDOT, MPO	Mary
<b>Bicycle/ Pedestrian</b>				
<b>LOS</b>	Composite level of service measure of various roadway attributes including presence of facility, traffic volumes, posted speeds, width of outside lane, shoulders (bicycle).	A (best) through F (worst)	RPM Bike/Ped Study	Leslie
<b>Existing Facility</b>	Indicates if there is a sidewalk, bicycle lane, sharo, or multi-use path along the project length.		RPM Bike/Ped Study	Leslie
<b>Latent Demand</b>	Potential for bicycling or walking based on surrounding land uses and associated trip rates		RPM Bike/Ped Study	Leslie
<b>Demand Quartile</b>	Indicates the relative significance of the latent demand in the project location compared with other areas of the region.		MPO Calculation	Leslie
<b>Regional Plan</b>	Indicates if a regional plan calls for bicycle accommodations on the route.		Staff analysis, project application	Leslie
<b>Local Plan</b>	Indicates if a local plan calls for bicycle accommodations on the route.		Staff analysis, project application	Leslie
<b>BPAC Score</b>	Composite score which represents the relative priority for investments in the project area based on BPAC formula which includes demand, LOS, congestion, health, etc.		MPO Calculation	Leslie
<b>BPAC Ranking</b>	BPAC score placed into one of four tiers to indicate the general priority of the project area compared to all other areas.		MPO Calculation	Leslie

Nashville Area Metropolitan Planning Organization  
2040 Regional Transportation Plan  
Indicator Key for Apply.NashvilleMPO.org

Indicator	Definition	Significance	Source	Staff Expert
<b>Public Transit</b>				
<b>Service Area</b>	Indicates with transit agencies serve the project area.		Transit GIS	Mary/Michael
<b>Existing Fixed-Route</b>	Indicates if there is an existing fixed-route service along project route.		Transit GIS	Mary/Michael
<b>Average Frequency</b>	Average headway during peak travel times along the route.		MPO Calculation	Mary/Michael
<b>Ridership Potential</b>	Potential for ridership compared with other areas of the region based on MPO Transit Competitive Index model.		Transit Competitive Index Tool	Mary/Michael
<b>Desired LOS</b>	Not used.		Staff/Sponsors	Mary/Michael
<b>Planned Improvements</b>	Not used.		Staff/Sponsors	Mary/Michael
<b>Planned Development</b>				
<b>Within Municipality</b>	Indicates if the project is located entirely, partially, or not within current municipal boundaries.		State GIS	Sam
<b>Urban Growth Boundary</b>	Indicates if the project is located entirely, partially, or not within official urban growth boundaries.		State GIS	Sam
<b>Households/Sq Mile</b>	Household density within 1/4 mile of the project.		MPO Land Use Model	Sam
<b>Employment/Sq Mile</b>	Employment density within 1/4 mile of the project.		MPO Land Use Model	Sam
<b>2010-40 Growth Rate</b>	Percent increase in households or jobs within 1/4 mile of project between 2010 and 2040.		MPO Calculation	Sam
<b>Urban Density Ratio</b>	Ratio of density (people and jobs) within 1/4 mile of project to the overall density of all urban areas within the region.		MPO Calculation	Sam
<b>Rural Density Ratio</b>	Ratio of density (people and jobs) within 1/4 mile of project to the overall density of all rural areas within the region.		MPO Calculation	Sam
<b>Environment</b>				
<b>Environmental Conflict</b>	Percent of project length that overlaps with environmentally sensitive areas that may be harmed by the proposed improvement.		MPO Calculation	Wes
<b>Environmental Challenge</b>	Percent of project length that overlaps with environmentally features that may make the proposed improvement more difficult to implement.		MPO Calculation	Wes
<b>Environmental Factors</b>	List of specific environmental features that the project overlaps		State GIS	Wes
<b>Degree of Disadvantage</b>	Number of disadvantaged populations present in close proximity to the project (out of 8).		MPO Calculation	Nick

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Indicator	Definition	Significance	Source	Staff Expert
<b>Disadvantaged Populations</b>	List of specific disadvantaged populations within close proximity to the project.		U.S. Census Bureau	Nick
<b>Schools</b>	Number of schools within a 1/4 mile of the project.		InfoUSA/Local GIS	Sam
<b>Religious Centers</b>	Number of religious centers within 1/4 mile of the project.		InfoUSA/Local GIS	Sam
<b>Public Health</b>				
<b>Health Priority Area</b>	Project is located in an area of the region identified as vulnerable for health disparities.		MPO Calculation	Leslie
<b>Health Factors</b>	List of specific populations with anticipated health disparity.		U.S. Census Bureau	Leslie
<b>Active Component</b>	Indicates whether the project includes pedestrian, bicycle, or transit elements.		Staff analysis, project application	Leslie
<b>Safety Improvement</b>	Indicates if improving safety is a primary or secondary objective of the project.		Staff analysis, project application	Mary
<b>Emissions Impact</b>	Indicates if the project will have a negative impact on air quality. Projects adding vehicular capacity are assumed to have a negative impact on air quality.		Staff analysis, project application	Hary/Nick
<b>Health Clinics</b>	Number of health clinics/hospitals within 1/4 of the project.		InfoUSA/Local GIS	Sam