Appendix A. 2035 RTP Project List

This appendix provides a list projects included in the fiscally constrained 2035 Regional Transportation Plan including:

- List of Committed Projects
- List of Cost-Feasible Projects (2011-2035)
- List of Transit Projects (also included in the Cost-Feasible Projects)

Committed Projects Underway from Previous Plan and Transportation Improvement Program

COUNTY	LEAD AGENCY	FY 08-11 TIP ID	TYPE OF WORK	PROJECT/ ROADWAY NAME	TERMINI/ INTERSECTING ROAD	DESCRIPTION
Davidson	TDOT	2003-004	Road Widening	I-40/I-24	Fesslers Lane to Green Street	Construct Auxiliary lane
Davidson	TDOT	2006-412	Interchange	I-40	Briley Parkway/Robertson Avenue (Phase 2 CNST)	Construct directional ramps from EB I-40 to NB Briley Pkwy and from SB Briley Pkwy to WB I-40 including noise walls & replace Robertson Ave. bridge over I-40
Sumner	TDOT	2002-018	Road Widening	SR-109	South of SR-76 to SR-52	Widen from 2-LN to 5LN
Sumner	TDOT	2009-52-010	Road Widening	SR-109	South of Hollis Chapel Road to South of SR-76	Widen SR-109 from 2 lanes to 4 lanes
Williamson	Brentwood	2004-058b	Road Widening	SR-253	Edmonson Pike to to Sunset Road	Widen from 2 lane to 3 lane on 5 lane Right-of-Way
Williamson	Franklin	2006-103	New Roadway	McEwen Drive	Cool Springs Boulevard easterly to Wilson Pike (SR-252)	Construct 4 lane divided median roadway.
Williamson	Franklin	2006-104	New Roadway	McEwen Drive Extension (Phase 1)	McEwen Drive from Cool Springs Blvd at the present locations of McEwen Dr easterly to Mallory Ln	Construct new roadway, including 5' bike lanes, sidewalks, and street lighting.
Williamson	Franklin	2006-111	New Roadway	Carothers Parkway Extension (Phase 1)	Existing Carothers Pkwy Terminus to existing McEwen Drive	Construct new 4 lane median divided roadway with bike lanes, curb and gutter, and sidewalks
Williamson	TDOT	407	New Roadway	SR-840 South	West of Bending Chestnut Road to east of Thompson Station Road	Stage Construction of new 4 lane roadway
Williamson	TDOT	407c	New Roadway	SR-840 South	East of Pinewood Road (SR-46) to west of Leipers Creek Road	Stage Construction of new 4 lane roadway
Williamson	TDOT	426	New Roadway	SR-840 South	Southeast of SR-100 to west of Bending Chestnut Rd	Stage Construction of new 4 lane roadway
Williamson	Franklin	2006-108 (06-08 TIP)	New Roadway	South Carothers Parkway Extension (Pha	Harpeth River to Long Lane	Construct New 4 Lane Roadway
Williamson	Franklin	2006-109 (06-08 TIP)	New Roadway	South Carothers Parkway Extension (Pha	Long Lane to Goose Creek Bypass Extension	Construct New 4 Lane Roadway
Williamson	Franklin	2006-111 (06-08 TIP)	New Roadway	Carothers Parkway Extension (Phase 1)	Existing Carothers Pkwy Terminus to existing McEwen Drive	Construct New 4 Lane Roadway
Wilson	TDOT	2002-023	Road Widening	SR-109	Division Street (north of I-40) to south of SR-24 (US-70)	Widen from 2 to 5 lanes
Wilson	TDOT	2004-068a	Road Widening	SR-171 / Mt. Juliet Road	Division Street to SR-24 (Lebanon Road)	Widen from 2/3 to 5 lanes; includes 2 travel lanes in each direction and a continuous center turn lane
Wilson	TDOT	2006-121	Road Widening	SR-141	0.2 miles south of Spring Creek to north of Lovers Lane	Widen from 2 to 5 lanes
Wilson	TDOT	2008-78-064	Bridge	Linwood Road (Route 1067)	I-40	Replace 2 LN bridge with 3 LN bridge

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2011-2035 Cost-Feasible Projects

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2035ID	Old ID	FY 11-15 TIP ID	COUNTY	LEAD AGENCY	TYPE OF WORK	PROJECT/ ROADWAY NAME	FROM	TO	DESCRIPTION	TOTAL COST	FEDERAL	GRANT
FY 2011 to FY 2015 PROJECTS										**$ 1,466,576,333**	**$ 551,194,525**	
1011-182	1029	2006-124	Davidson	Metro Nashville	New Road	Gateway Blvd (Korean Veterans Blvd)	4th Ave South	8th Ave South/Lafayette St	Construct 6 lane urban boulevard	$ 39,757,725	$ 31,806,180	U-STP
1011-230	1085	2008-11-027	Davidson	Metro Nashville	New Road	Harding Place Extension	Ezell Pike	Couchville Pike	Construct new roadway as 4/6 lanes Location and ES, PE, ROW underway	$ 11,370,000	$ 9,096,000	U-STP
1012-108	8004	2008-14-083	Davidson	Goodlettsville	Road Widening	Rivergate Parkway	Moss Trail	Old Two Mile Pk	Improve access to and from Rivergate Pkwy Construct WB left turn lane at Moss Trail; install traffic signal at Old Two Mile Pike; median modification at Old Two Mile Pike and at Gate West/Two Mile Professional Plaza	$ 370,000	$ 266,400	STP-S
1012-157	1122	2008-12-095	Davidson	Metro Nashville	Road Widening	McCrory Lane	SR-100	I-40	Widen from 2 to 5 lanes	$ 3,000,000		Non-Federal
1012-229	1039	2004-066	Davidson	TDOT	Road Widening	I-65 N	Trinity Lane	Briley Parkway (SR-155)	Widen from 6 to 10 lanes with 2 being HOV Project in 3-year work program Design build turn in date 1/2/12 PE underway	$ 33,000,000	$ 29,700,000	IM
1012-239		2011-12-109	Davidson	TDOT	Road Widening	I-440 Eastbound Lane	I-65	I-24	Add eastbound lane only Development underway Survey and design almost complete Scheduled to let 12/10	$ 9,400,000	$ 8,460,000	IM
1014-238		2009-84-033	Davidson	TDOT	Interchange	I-40 @ I-440 Ramp Modification	I-440 South Ramp		Extend I-40 EB to I-440 system ramp decelaration lane 2100 feet Project in 3-year work program, PE scheduled for 2010	$ 1,228,603	$ 153,000	IM
1014-259	1030	2011-14-042	Davidson	Metro Nashville, Oak Hill	Intersection	Harding Place/Battery Lane	Franklin Pk, Lealand Ln, Granny White Pk		Turn lane construction at 3 intersections along Harding Place - Battery Lane: at Franklin Pike, Lealand Lane, and Granny White Pike	$ 1,810,000	$ 1,448,000	U-STP
1014-260	70	2004-005	Davidson	Metro Nashville	Intersection	Jefferson Street	Rosa L Parks Blvd, 10th Ave N, 12th Ave N, Dr D B Todd Jr Blvd, 21st Ave N, 28th Ave N/Ed Temple		Intersection improvements at 6 intersections along Jefferson Street: Rosa L Parks Blvd, 10th Ave N, 12th Ave N, Dr D B Todd Jr Blvd, 21st Ave N, and 28th/Ed Temple Project includes turn lanes, stamped crosswalks, signal upgrades, and streetscape impro	$ 1,401,010	$ 920,808	U-STP
1014-265	8006	2008-14-059	Davidson	Metro Nashville	Intersection	3rd Avenue	Union Street		Street improvements, streetscape features, signals and signage along 3rd Avenue and Union Street	$ 6,957,707	$ 5,566,166	HPP
1014-266	8004	2008-14-030	Davidson	Metro Nashville	Intersection	Various Intersections	Various		Safety and multi-modal improvements at high crash locations	$ 7,312,500	$ 5,850,000	U-STP
1015-306		2011-15-135	Davidson	MTA	Transit Capital	Farebox Purchase and Replacement	Davidson County		Onboard vehicle farebox purchase and replacement	$ 400,000	$ 320,000	5307
1015-307		2011-15-133	Davidson	MTA	Transit Capital	Bus Stop Improvements and Passenger Amenities	Davidson County		Various bus/transit stop improvements including fare vending machines, shelters, benches, signage, and other passenger amenities	$ 1,000,000	$ 800,000	5307
1015-308		2011-15-148	Davidson	MTA	Transit Capital	New Satellite Maintenance and Office Facility (Peterbilt)	Davidson County		Establish a new satellite maintenance and office facility within Davidson County	$ 1,250,000	$ 1,000,000	5307
1015-309		2011-15-137	Davidson	MTA	Transit Capital	Local Bus Service Preventative Mainatenance and Capitalization - MTA	Davidson County		Local Bus Service Preventative Mainatenance and Capitalization for the Nashville MTA service area	$ 30,343,750	$ 24,275,000	5307
1015-310		2008-15-046	Davidson	MTA	Transit	Project Administration for Grant Programs	130 Nestor Street - Administration Building		Cover costs associated with Project Administration such as administrative software and the cost for the management of grants and any grant-related project	$ 500,000	$ 400,000	5307
1015-311		2008-15-048	Davidson	MTA	Transit Capital	Service and Support Vehicles and Equipment	Davidson County		Purchase of service and support vehicles	$ 1,875,000	$ 1,500,000	5307
1015-312		2008-17-021	Davidson	MTA	Transit Capital	Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL) & Intelligent Transportation System (ITS)	Davidson County		Equipment will be installed at MTA HQ operations centers in downtown Nashville including Music City central as well as be installed on all of our buses which travel throughout Davidson County as well as into other counties through contracts with RTA	$ 2,400,000	$ 1,920,000	5307
1015-313		2008-15-049	Davidson	MTA	Transit Capital	MTA - Administration Building Rehabilitation (Nestor)			Rehab/renovate administration and maintenance facilities, replace roof, expand Customer Service, additional office space	$ 3,687,500	$ 1,750,000	5307
1015-314		2011-15-139	Davidson	MTA	Transit Capital	Transit Signal Prioritization	Several Corridors in Davidson County		Implementation of Signal Prioritization for transit vehicles along various corridors including Murfreesboro Pike and Nolensville Pike	$ 1,000,000	$ 800,000	CMAQ
1015-315		2011-15-117	Davidson	MTA	Transit Capital	Enhanced Transit Service along West End Corridor - Capital	Along West End Avenue and 21st Street		Introduce enhanced bus service on the West End Corridor to include frequent service, limited stops, BRT shelters and amenities, real-time bus arrival information and bike racks to build ridership in advance of upcoming Alternative Analysis study	$ 5,500,000	$ 4,400,000	CMAQ
1015-316		2008-15-052	Davidson	MTA	Transit Capital	ACCESSRIDE Buses	Davidson County		Replace and expand fleet for ACCESSRIDE paratransit buses	$ 6,800,000		Non-Federal
1015-317		2008-15-054	Davidson	MTA	Transit Capital	Bus Purchase and Replacement	Davidson County		Purchase transit buses	$ 43,200,000		Non-Federal
1015-318		2009-19-004	Davidson	TDOT	Bus Diesel Retrofit	Pilot School Bus Diesel Retrofit - Metro Nashville Public Schools	Countywide		Retrofit 19 MNPS buses with diesel particulate filters and crankcase filter systems to reduce mobile source diesel emissions	$ 250,000	$ 200,000	S-CMAQ
1016-187		2008-19-062	Davidson	Metro Nashville	Enhancements	21st Avenue Roadscaping in Hillsboro Village	Bernard Ave	Wedgewood/Blakemore Ave	Create an entry corridor along 21st Avenue South from Bernard Avenue to Blakemore/Wedgewood Avenue Improvements are focused on three main areas: St Bernard Park entrance, 21st/Fairfax/Magnolia intersection, and Hillsboro Village	$ 153,546	$ 122,837	ENH
1016-188	1002	2002-038	Davidson	Metro Nashville	Bike/Ped	21st Avenue Area Sidewalks	Wedgewood/Blakemore Ave	vicinity to the south	Construct sidewalks in the 21st Avenue area	$ 280,734	$ 208,734	ENH
1016-189		2011-16-104	Davidson	Metro Nashville	Enhancements	I-40 and Jefferson Street Transportation Enhancement	Jefferson St	28th Avenue North	Phase 1 of a plan to enhance the appearance of the "Gateway" into the Jefferson Street community from I-40 and 28th Avenue North Phase 1 consists of trees, plant beds, new seed and sod, an irrigation system, and gateway and directional signage	$ 792,000	$ 633,600	ENH
1016-190		2011-16-092	Davidson	Metro Nashville	Bike/Ped	Harding Place (SR-255)	Timberhill Dr.	Danby Dr	Sidewalk	$ 1,561,216	$ 880,449	ENH
1016-291		2009-16-029	Davidson	Metro Nashville	Bike/Ped	Cumberland River	Metro Center Levee at Clarksville Highway	Clifton Avenue	Pave trail extending 22-mile greenway system to connect to Tennessee State University and surrounding neighborhoods	$ 500,000	$ 400,000	U-STP
1016-349		2011-16-157	Davidson	City of Oak Hill	Bike/Ped	Oak Hill Greenway	Southern Davidson County	Southern Davidson County	Construct greenway in southern Davidson County	$ 291,044	$ 232,835	HPP
1017-191	1070	2011-17-064	Davidson	Metro Nashville	ITS	ATIS - Phase 1	Countywide	Countywide	Signalized Intersection Improvements	$ 1,640,000	$ 1,640,000	CMAQ
1017-192	8005	2004-001	Davidson	Metro Nashville	ITS	Arterial CCTV	Countywide	Countywide	Install fiber optic lines and CCTV along arterial roadways	$ 1,378,125	$ 1,102,500	U-STP
1017-193	1069	2004-004	Davidson	Metro Nashville	Wayfinding	Increased Guidance for Improved Mobility	Countywide	Countywide	Provide street name signs, guidance signs, pedestrian signalization to improve wayfinding for motorists and pedestrians	$ 551,250	$ 441,000	U-STP
1017-194	1067	2004-007	Davidson	Metro Nashville	ITS	Traffic Management Center	Countywide	Countywide	Data Sharing Enhancement - Increased communication capabilities necessary for information distribution- additional hardware, software, and facilities	$ 683,550	$ 546,840	U-STP
1017-195	1067	2004-008, 2011-17-062	Davidson	Metro Nashville	ITS	Traffic Signal Communication Provision and Upgrage	Countywide	Countywide	Provide fiber optic lines to areas without communications abilities, enhance existing communications with fiber optics	$ 2,172,063	$ 1,457,650	CMAQ

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1017-196	1069	2004-009	Davidson	Metro Nashville	ITS	Wayfinding Sign Program	Countywide	Countywide	ITS, sign, and guidance system; variable message signs at entry points and throughout downtown	$ 678,556	$ 542,845	U-STP
1017-197	1069	2008-17-020 (FY08-11), 2008-17-026	Davidson	Metro Nashville	ITS	Nashville ITS	Countywide	Countywide	Expanded system for ITS communications, DMS, and CCTV deployment on arterial corridors compliant with ITS Communication and Implementation Plans	$ 4,000,000	$ 3,200,000	U-STP
1017-198	8005	2008-17-031	Davidson	Metro Nashville	ITS	Countywide Wayfinding and Traffic Guidance Program	Countywide	Countywide	Arterial corridors compliant with ITS Communications and Implementation Plans	$ 1,500,000	$ 1,200,000	U-STP
1017-199	1070	2008-17-056	Davidson	Metro Nashville	ITS	ATIS - Phase 2	Countywide	Countywide	ATIS - Phase 2; Design and construct Metro Traffic Operations Center, design communications needed for surface street monitoring/control	$ 2,812,800	$ 2,250,440	HPP
1017-200	1070	2008-17-057	Davidson	Metro Nashville	ITS	ATIS Traveler Information System, ITS Communication & CCTV	Countywide	Countywide	ATIS Traveler Information System, ITS communication & CCTV design and construct Traffic Operations Center, ITS communications and CCTV	$ 2,363,842	$ 1,891,074	ITS
1017-267		2011-57-024	Davidson	Goodlettsville	ITS	SR-174 (Long Hollow Pk)	Main Street, Cartwright Street, North and South Bound I-65, Conference Drive, Loretta Drive,		Install a coordinated (fiber optic) traffic signal system for the Long Hollow Pike intersections with Main Street, Cartwright Street, the north and south bound Interstate 65 ramps, Conference Drive/East Cedar Street, Caldwell Drive and Loretta Drive as we	$ 300,000	$ 300,000	CMAQ
1019-282		2008-19-001	Davidson	TDOT	Barrier Walls	I-65	Near SR-45 (Old Hickory Blvd)	North of SR-386 (Vietnam Vets Blvd)	Construct Noise Barrier Walls	$ 1,530,000	$ 1,224,000	NHS
1021-172			Maury	Spring Hill	New Road	Reserves Boulevard	US-31/SR-6	Port Royal Road	Extend Reserves Boulevard as a new 3-lane road	$ 8,400,000		Non-Federal
1022-169	2001		Maury, Williamson	Spring Hill	Road Widening	Port Royal Road	Saturn Parkway (SR 396)	Duplex Road	Widen Port Royal Road from 2 to 3 lanes and correct horizontal and vertical alignment issues (Proposed length is 169 miles)	$ 12,100,000		Non-Federal
1032-109	3004	2010-32-004	Robertson	TDOT	Road Widening	US-431/SR-65 (Tom Austin Hwy)	W.A. Batson Pkwy (City Limits)	US-41/SR-11	Widening from 3 to 5 lanes; curb and gutter; sidewalks through a highly congested commercial developed area	$ 20,427,371	$ 1,720,000	STP
1036-274	8006	2004-022	Robertson	White House	Bike/Ped	SR-76	Raymond Hirsch Parkway	Hwy 31W/SR-41	Sidewalk Improvements	$ 765,811	$ 612,649	U-STP
1036-278		2004-010	Robertson	City of Springfield	Bike/Ped	Central Business District Sidewalks	Memorial Blvd/Locust	Willow/Springfield Middle School	Construct sidewalks in the Central Business District	$ 151,975	$ 121,580	U-STP
1041-125	4028		Rutherford	Murfreesboro	New Road	Joe B. Jackson Blvd.	US-231 (Church St.)	I-24	Build new 3/5 lane roadway	$ 8,700,000		Non-Federal
1041-129	4035	2011-41-144	Rutherford	Murfreesboro	New Road	Cherry Lane	US-41/70 (NW Broad)	Cavalier Dr.	Extend Cherry Ln from Cavalier Dr to Broad St with Interchange at SR-840	$ 35,673,887	$ 4,652,000	U-STP
1041-130	9005		Rutherford	Murfreesboro	New Road	Veterans Pkwy (formally SW Loop Rd)	St. Andrews / Armstrong Valley	Lone Oak / Barfield Crescent	Construct new 5-lane road and widen/ reconstruct existing substandard 2-lane road	$ 9,000,000		Non-Federal
1042-121		2011-42-031	Rutherford	La Vergne	Road Widening	Chaney Blvd.	Sam Ridley Pkwy (SR-266)	Old Nashville Hwy.	This project will widen Chaney Blvd to three lanes in order to accommodate existing and potential development	$ 6,661,099	$ 200,000	U-STP
1042-122		2011-42-032	Rutherford	La Vergne	Road Widening	Jefferson Pike	Old Nashville Highway	Murfreesboro Rd (US-41/SR-1)	This project will widen Jefferson Pike to three lanes In addition, the project should address grade issues and replace a substandard rail overpass	$ 7,401,221	$ 600,000	U-STP
1042-127	4030	2011-42-142	Rutherford	Murfreesboro	Road Widening	SR-266 (Thompson Lane)	Broad (US-41)	US-231/SR-10 (Memorial)	Widen from 2 to 5 lanes	$ 39,245,717	$ 6,560,000	U-STP
1042-131		2011-42-143	Rutherford	Murfreesboro	Road Widening	Bradyville Pk	US-41 (Broad St)	Rutherford Blvd	Widen from 2 to 3 lanes	$ 12,087,083	$ 1,467,520	U-STP
1042-167	4006	2011-42-061	Rutherford	Smyrna	Road Widening	Weakley Lane	Sam Ridley Parkway (SR 266)	Lakeside Drive	Widen Weakley Lane from 2 lanes to 5 lanes	$ 5,800,000	$ 2,800,000	U-STP
1042-271	4013	2006-401	Rutherford	City of La Vergne	Road Widening	Waldron Rd.\Parthenon Pkwy.	I-24	Murfreesboro Road	Widen Waldron Rd and Parthenon Pkwy from Industrial Blvd to Murfreesboro Rd (SR-1) to five lanes with shoulders to match cross sections on other portions of Waldron Rd Sidewalks will be constructed on both sides of the roadway	$ 10,303,600	$ 2,000,000	U-STP
1042-285		2011-410-149	Rutherford	City of Murfreesboro	Reconstruction	Manson, Gresham, Fortress	I-24	Puckett Creek Crossing	Realign Manson pike/Fortress Blvd and Gresham Lane; build as five lane roadways with bike lanes, curb & gutter and sidewalks	$ 7,052,000		Non-Federal
1042-286		2011-410-151	Rutherford	City of Murfreesboro	Reconstruction	Brinkley Road	Hwy-96	Manson Pike	Rebuild Brinkley Road from Hwy 96 to Manson pike from a 2-lane ditch section street to a 3-lane curb & gutter street complete with sidewalks	$ 7,847,500		Non-Federal
1042-287		2011-410-152	Rutherford	City of Murfreesboro	Reconstruction	Rucker Lane	SR-96	Veterans Pkwy	Rebuild Rucker Lane from SR-96 to the new SW Loop Rpoad to a 3-lane roadways with curb & gutter and sidewalk	$ 5,125,355		Non-Federal
1042-288		2011-410-153	Rutherford	City of Murfreesboro	Reconstruction	Pitts Lane	Northfield Blvd	Wenlon Drive	Rebuild two lane roadway inclusive of bike lanes amd sidewalks from Northfield Blvd to Wenlon Drive	$ 1,298,493		Non-Federal
1042-289		2011-42-150	Rutherford	City of Murfreesboro	Road Widening	Fortress Blvd	Blaze Drive	Puckett Creek Crossing	Widen Fortress Boulevard from Blaze Drive to approximatley Puckett Creek Crossing from 3-lanes to 5-lanes roadway with bike lanes, curb & gutter and sidewalks	$ 2,395,224		Non-Federal
1043-261	4003	2011-44-058	Rutherford	Smyrna, TDOT	Interchange	Interstate 24/Rocky Fork Road	Rocky Fork Road		Construct a new interchange at Interstate 24 and Rocky Fork Road	$ 18,624,547	$ 1,600,000	STP
1044-272	8004	99-New-14	Rutherford	City of La Vergne	Intersection	Old Nashville Highway / Stones River Road	n/a		Install traffic signal and turn lanes at intersection of Old Nashville Highway and Stones River Road	$ 405,000	$ 344,000	U-STP
1045-332		2005-006	Rutherford	Murfreesboro Public Transit	Transit Operating	5307 Urban Operating for Rover Public Transit - Relax & Ride Service	City of Murfreesboro		Operation of Relax & Ride service in the Murfreesboro Urban Area	$ 1,943,689	$ 971,846	5307
1045-333		2005-007	Rutherford	Murfreesboro Public Transit	Transit Operating	5307 Urban Operating for Rover Public Transit - MCHRA Contract	Murfreesboro Urban Area		Operation of para-transit and demand response service for the Murfreesboro urbanized area that exceeds the limits of the fixed route service operated by Rover (MCHRA)	$ 647,766	$ 323,883	5307
1045-334		2008-45-089	Rutherford	Murfreesboro Public Transit	Transit Operating	5307 Urban Operating for Rover Public Transit - Service Operations	City of Murfreesboro		Operation of transit services in the urbanized area of Murfreesboro	$ 6,416,414	$ 3,208,207	5307
1045-335		2008-45-090	Rutherford	Murfreesboro Public Transit	Transit Capital	5307 Urban Capital for Rover Public Transit - Equipment	City of Murfreesboro		FTA 5307 Urban capital Funding for Rover Public Transit to include passenger amenities, bus stop signs, benches, information kiosks, bike racks, maintenance equipment, miscellaneous bus equipment, office equipment, office furniture	$ 3,808,471	$ 3,046,777	5307
1045-336		2011-45-112	Rutherford	Murfreesboro Public Transit	Transit Capital	5307 Urban Capital for Rover Public Transit - Bus Replacement	City of Murfreesboro		Acquire equipment and services to enhance the fixed route Rover public transit system	$ 951,078	$ 760,863	5307
1045-337		2011-45-113	Rutherford	Murfreesboro Public Transit	Transit Capital	5309 Earmark for Rover Public Transit - Bus & Bus Facilities	City of Murfreesboro		Purchase miscellaneous support equipment for the fixed route transit system operated by the City of Murfreesboro	$ 86,766	$ 69,413	5309

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1045-338		2011-45-114	Rutherford	Murfreesboro Public Transit	Transit Capital	5307 Urban capital Funding for Rover Public - Station/Operations/Admin/Training Facility	City of Murfreesboro		Construct new or renovate and rehabilitate existing facility for Multipurpose Transit Facility	$ 1,697,095	$ 1,357,676	5307
1046-269	8006	2008-46-075	Rutherford	City of La Vergne	Bike/Ped	Chaney Blvd	Town of Smyrna-City of La Vergne line	Old Nashville Highway	Construct 5,600 linear feet of sidewalk Project will likely include drainage improvements	$ 154,000	$ 123,200	ENH
1046-270	4015	223	Rutherford	City of La Vergne	Bike/Ped	Fergus Road	Murfreesboro Road	Heritage Valley Circle	Project will extend sidewalks from Murfreesboro Road to Heritage Circle	$ 154,000	$ 123,200	ENH
1046-292		2011-46-056	Rutherford	Town of Smyrna	Bike/Ped	Threet Industrial Boulevard	Sam Ridley Parkway	Town limits (near airport)	Construct greenway along Threet Industrial Boulevard from Sam Ridley Parkway to the Town limits	$ 700,000	$ 560,000	HPP-TN100
1046-293		2011-46-057	Rutherford	Town of Smyrna	Bike/Ped	Smyrna Greenway (Stewart's Creek)	Old Nashville Hwy	S. Lowry St.	Construct greenway along Stewart's Creek from Old Nashville Highway to north of S Lowry St	$ 756,000	$ 604,800	ENH
1046-294		AM-006	Rutherford	City of La Vergne	Bike/Ped	Hurricane Creek Greenway	City Hall to Corps Property		Greenway/ bike trail connecting City Hall with residential areas	$ 147,000	$ 112,000	ENH
1046-295		2006-304	Rutherford	Town of Smyrna	Bike/Ped	Jefferson Springs Greenway	Sharp Springs Park/Percy Priest Lake	Jefferson Springs Recreation Area	Construct 12' pedestrian and bikeway from Sharp Springs Natural Area to Jefferson Springs Recreation Area to make connection toward Murfreesboro	$ 2,988,084	$ 2,390,467	ENH, HPP
1046-296		2006-202	Rutherford	City of Murfreesboro	Bike/Ped	Stones River Battlefield - Natl Park Service Interior	Stones River Battlefield		Plan and design a self-guided interpretive tour route and facility for Stones River Battlefield	$ 4,023,107	$ 4,023,107	PLHD
1046-297		2006-203	Rutherford	City of Murfreesboro	Bike/Ped	Downtown Eagleville	Downtown Eagleville	Downtown Eagleville	Plan and construct a bicycle and pedestrian trail, including enhancments	$ 200,000	$ 160,000	HPP
1046-298		226, 2006-201	Rutherford	City of Murfreesboro	Bike/Ped	Stones River Greenway	Barfield-Crescent Road	Leanna Swamp	Middle Tennessee alternative transportation system along Stones River Portions have been completed	$ 12,102,264	$ 9,681,811	HPP-TN146, ENH,
1047-279		2004-014	Rutherford	City of Murfreesboro	ITS	CCTV and Traffic Signal Connect	SR-96W, US-231N (SR-10), SR-99S		Install fiber optic interconnect cable and associated CCTV & traffic signal support, operations & communications equipment at the traffic operations center and various locations along SR1/2, SR10, SR96, Middle TN Blvd, Fortres Blvd and Medical Center Pkwy	$ 241,000	$ 192,800	M-STP
1047-290		203	Rutherford	City of Murfreesboro	Road Widening, ITS	Middle Tennessee Blvd	Greenland Drive	Main Street	Closed Loop Signal Coordination System and related road widening (widen from 4 to 5 lanes), including bike lanes and reconstruction of sidewalks	$ 7,872,001	$ 6,297,601	HPP, DEMO, M-ST
1051-222	5019, 5020	2011-51-108	Sumner	TDOT	New Road	SR-109 Bypass	New SR-109 South of Portland	Kirby Drive	Construction of new Portland bypass, from new alignment of SR-109 south of Portland to SR-109/ Kirby Drive north of Portland	$ 123,806,957	$ 2,400,000	NHS
1051-233	5043	AM-019	Sumner	TDOT	New Road	SR-109	Hollis Chapel Rd	SR-76	2 to 4 lanes Let 9/18/09 Estimated completion 11/15/11	$ 2,000,000	$ 1,600,000	STP
1051-268		2004-019	Sumner	Millersville	New Road	Cartwright Parkway	SR-41	US-31W	Extend Cartwright Parkway	$ 202,650	$ 162,120	U-STP
1052-120	5004	2008-51-032	Sumner	Gallatin, TDOT	Road Widening	Albert Gallatin Avenue / Hatten Track Road Extension	SR-109	N Water Avenue (SR-174)	Widen existing roadway to five lanes with curb and gutter between Blythe Avenue and North Water Avenue Construct new (2-lane, divided median with turn lanes or 3-lane cross section) roadway connection between Blythe Avenue and SR-109 Acquire right of w	$ 21,512,501	$ 17,210,001	U-STP
1052-174	18	99-New-28	Sumner	Hendersonville	Road Widening	Drakes Creek Road/Indian Lake Blvd.	SR-386 (Vietnam Veterans)	SR-174 (Long Hollow Pike)	Widen from 2-lane rural to 4-lane urban with median from SR 386 to SR-174 Construct new 4-lane street with median from Anderson Rd to SR 174	$ 1,400,000	$ 1,120,000	U-STP
1052-176	5009	2006-014	Sumner	Hendersonville	Road Widening	New Shackle Island Road	SR 6 (W. Main)	SR 386 (Vietnam Veterans)	Widen from 2/3 lanes to 5	$ 3,975,030	$ 3,180,024	U-STP
1052-177	31	2002-028	Sumner	Hendersonville	Road Widening	Rockland Rd	Center Point Rd	Imperial Blvd	Widen/construct 3- lanes Extend New Shackle Island Road across CSX to Rockland Road	$ 11,903,960	$ 9,511,668	U-STP
1052-180	36	2002-029	Sumner	Hendersonville	Road Widening	Walton Ferry Rd	Imperial Blvd/Gail	SR 6 (W. Main)	Widen from 2 to 5 lanes, including intersection re-alignment at SR 6	$ 6,404,785	$ 5,123,828	U-STP
1052-223	32	AM-018	Sumner	TDOT	Road Widening	SR-109	Cumberland River	SR-109 Bypass (S of Gallatin)	Widen from 2 to 5 including center turn lane PE completed 9/19/08 ROW underway	$ 10,646,317	$ 1,686,184	NHS
1052-273		2011-510-017	Sumner	Gallatin	Realignment	Airport Road	Steam Plant Road	Gregory Drive	Relocate of a portion of Airport Road and all associated costs to allow for runway and hangar expansion at the Sumner County Regional Airport to meet FAA safety regulations and to attract business and industry to Gallatin and Sumner County	$ 1,500,000	$ 1,500,000	HPP
1052-276	58	99-New-23	Sumner	Gallatin	Realignment	E Broadway Ave (SR-6)	N Water Ave	College Street	E Broadway Avenue (SR-6) - Realignment of N Water Avenue and signalization, roadway and streetscape improvements on SR-6 from W Eastland Avenue to College Street	$ 768,000	$ 742,800	U-STP
1053-240	5017	2006-416	Robertson, Sumner	TDOT	Interchange	I-65 @ SR-109 Interchange	SR-109		New interchange at I-65 and the relocated SR-109 PE scheduled 3rd qtr 2010 EA completed 1/6/10	$ 42,074,464	$ 60,800	NHS
1054-255	5032	2011-54-156	Sumner	White House	Intersection	Tyree Springs (SR-258)	South Palmers Chapel Rd		Center turn lane construction on Tyree Springs onto South Palmers Chapel Roadway and center left turn lane and right turn lane improvements and widending on South Palmers Chapel Road adjacent to Intersection	$ 350,000	$ 187,916	U-STP, Safety
1054-263	18	2008-52-034	Sumner	Hendersonville	Interchange	Indian Lake Blvd	SR 386		Widen Indian Lake Blvd bridge over SR 386 from 2 to 6 lanes; widen approaches; improve ramps; install signal	$ 5,775,000	$ 4,620,000	U-STP
1054-275	8004	2008-54-033	Sumner	Gallatin, TDOT	Intersection	SR-6 (Various Intersection Improvements)	SR-25	Locust St	Improve and upgrade existing signalization infrastructure at the intersection of SR-6/SR-25 and SR-6/Locust Street Add turn lane on SR-25	$ 341,000	$ 333,000	U-STP
1054-280		2004-020	Sumner	City of Portland	Intersection	SR-109	Kirby Drive		Install traffic signal and turn lanes from SR-109 onto Kirby and from Kirby onto SR-109	$ 665,845	$ 665,845	L-STP, U-STP
1056-299		2008-56-082	Sumner	Sumner County	Bike/Ped	Lower Station Camp Greenway	Parallel Lower Station Camp Creek Rd		Convert a portion of the roadway to non-motorized transportation use The project will be a combination of new alignment and existing roadway It begins at Big Station camp Blvd and extends to Lower Station Camp Creek Road	$ 554,810	$ 443,848	HPP-TN239, CMAQ
1056-300		2009-56-027	Sumner	City of Gallatin	Bike/Ped	Town Creek Greenway	Generally along US 31E/SR-6		Pedestrian and bike trail into downtown Gallatin along Town Creek from Triple Creek Park to Smith Street Project includes multiple segments with access to Municipal Park and residential neighborhoods as well as a connection to the Gallatin Civic Center	$ 33,750	$ 27,000	U-STP

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1057-178	5016	99-New-29	Sumner	Hendersonville	ITS	Hendersonville Signal System Upgrade	Various	Various	Synchronize/Upgrade Traffic Signals on Main Street, New Shackle Island Road and other streets	$ 966,614	$ 966,614	U-STP
1057-247		2011-57-026	Sumner	Goodlettsville	ITS	Madison Creek Rd	Long Hollow Pike		Add Traffic signalization to Madison Creek Rd/Long Hollow Pk intersection Intersection is approx 1400' from Madison Creek Elem School	$ 120,000	$ 120,000	CMAQ
1057-248		2011-17-019	Sumner	Goodlettsville	ITS	Caldwell Drive	Indian Hills Mound		Add Pedestrian signalization to intersection	$ 70,000	$ 70,000	CMAQ
1061-171			Williamson	Spring Hill	New Road	Buckner Road	Buckner Lane	Lewisburg Pike (US 431)	Extend Buckner Road as a 3-lane road from Buckner Lane to Lewisburg Pike (Proposed length is 201 miles)	$ 12,000,000		Non-Federal
1061-201		2011-61-012	Williamson	Franklin	New Road	McEwen Drive	SR-252 (Wilson Pike)	Clovercroft Rd	4 lane divided roadway ailigned with McEwen Drive	$ 12,500,000		Non-Federal
1061-225	39	407b	Williamson	TDOT	New Road	SR-840	Bending Chestnut	Thompson Station	Construct new 4-lane roadway ROW acqauired 11/13/09 Let 2/5/09 Estimated completion 10/31/12	$ 10,800,000		Non-Federal
1061-226	40	2008-61-094	Williamson	TDOT	New Road	SR-840	Thompson Station	SR-6	Construct new 4-lane roadway Let 2/16/04 Construction underway	$ 10,400,000		Non-Federal
1062-113	6018	2006-417, 2010-65-001, 2011-64-111, 2011-62-110	Williamson	TDOT, Franklin, Williamson Co.	Road Widening	I-65	SR-840	SR-96	Widen from 4 to 8 lanes with HOV & Goose Creek (SR-248)	$ 109,047,654	$ 97,830,623	IM, HPP
1062-135	6027	2011-62-004	Williamson	Franklin	Road Widening	Columbia Avenue	Mack Hatcher Memorial Pkwy (SR-397)	Downs Blvd	Project would provide congestion relief to one of Franklin's heaviest corridors Columbia Ave (SR 6/US 31) provides connectivity between Columbia, Spring Hill and Thompson's Station with Franklin and Nashville This is the Primary Freight Route for east/	$ 17,500,000	$ 10,000,000	U-STP
1062-136	6034	2011-62-005	Williamson	Franklin	Road Widening	Goose Creek Bypass	Lewisburg Pike (US 431)	Peytonsville Rd	4,500 lf of 4 lane median divided roadway with additional turn lanes as required This cross section will include curb and gutter, sidewalks, bike lanes and other appurtenances as indicated	$ 9,550,000		Non-Federal
1062-137	6030	2006-117, 2006-118	Williamson	Franklin	Road Widening	Hillsboro Rd.	New Hwy SR-96 W/Bridge St	Mack Hatcher Memorial Pkwy (SR 397)	5,000 LF of 3 lane with continuous center turn lane, bike lanes, sidewalks and street lighting from Del Rio to Mack Hatcher (SR 397) 2,500 LF of 4 lane with bike lanes, sidewalks and street lighting from New Hwy 96 W/Bridge St to Del Rio	$ 25,130,000		Non-Federal
1062-138	6032	2011-62-007, 2011-62-008, 2011-62-009	Williamson	Franklin	Road Widening	Lewisburg Pike	Goose Creek Bypass (SR-248)	Mack Hatcher Memorial Pkwy (SR-397)	4 lane median divided with multiuse path and curb and gutter	$ 11,810,000		Non-Federal
1062-141	9020	2011-62-010	Williamson	Franklin	Road Widening	McEwen Drive	Carothers Parkway	East Cool Springs Blvd	Widen and improve McEwen Drive to four lanes from Carothers Parkway to East Cool Springs Blvd	$ 15,000,000		Non-Federal
1062-142	9020	2011-62-011	Williamson	Franklin	Road Widening	McEwen Drive	East Cool Springs Blvd	Wilson Pike (SR 252)	Widen and improve McEwen Drive to four lanes from East Cool Springs to SR 252 (Wilson Pike)	$ 17,500,000		Non-Federal
1062-159	6009	2006-013	Williamson	Brentwood, TDOT	Road Widening	Concord Road (S.R. 253)	SR-252	Arrowhead Drive	Widen from 2 to 3 lanes, includes 2 travel lanes and a continuous center turn lane, elimination of hazardous curves, bikway/walkway separated by 4' green strip on south side of road with sidewalk under consideration on north side	$ 4,640,000	$ 3,400,000	U-STP
1062-160	6007	2006-408	Williamson	Brentwood, TDOT	Road Widening	Franklin Road	Moores Lane (SR-441)	Concord Road (SR-253)	Widening of Franklin Rd (SR-31) from two to five lanes including a continuous center turn lane, with a curb and gutter section Project would also include a 10 ft wide bikeway/walkway on west side placed a minimum of 4 ft behind the curb	$ 3,600,000	$ 1,000,000	U-STP
1062-162	9009		Williamson	Brentwood	Road Widening	Split Log Road	Ragsdale Road	Pleasant Hill Rd	Widening to provide 12 foot travel lanes and elimination of sight distance problems Includes center turn lanes for certain segments, especially for subdivision entrances with strategically placed medians to provide traffic calming features Also features	$ 4,800,000		Non-Federal
1062-170	6002	2004-051	Williamson	Spring Hill	Road Widening	Duplex Road (SR 247)	SR 6 (US 31)	I-65	Widen Duplex Road from 2 to 3 lanes with shoulders and sidewalks, and remove vertical curves with sight distance issues (Proposed length is 333 miles)	$ 24,986,586	$ 1,135,966	U-STP
1062-346	6005	2004-058	Williamson, Davidson	Brentwood, TDOT	Road Widening	Concord Road (S.R. 253)	Edmonson Pike	Nolensville Road (US-31A-41A)	Widen to 3 lanes with 10' multi-use path along the south side of the road	$ 24,572,055	$ 3,120,000	STP
1064-252		2008-64-037	Williamson	Williamson County	Intersection	SR-106 (Hillsboro Rd)	SR-46 (Old Hillsboro Rd)		Realign existing intersection	$ 1,850,305	$ 120,000	U-STP
1065-340		2011-65-016	Williamson	Franklin Transit Authority	Transit Capital	Local Bus Service Preventative Maintenance and Capitalization - Franklin	City of Franklin		Local Bus Service Preventative Mainatenance and Capitalization for the Franklin Transit Authority service area	$ 2,096,250	$ 1,677,000	5307
1065-341		2009-69-005	Williamson	TDOT	Bus Diesel Retrofit	Pilot School Bus Retrofit - Franklin Special School District	City of Franklin		Retrofit 21 FSSD buses with diesel particulate filters and crankcase filter systems to reduce mobile source diesel emissions	$ 212,002	$ 169,602	S-CMAQ
1065-342		2009-69-006	Williamson	TDOT	Bus Diesel Retrofit	Pilot School Bus Diesel Retrofit - Williamson County Schools	Countywide		Retrofit 34 WCS buses with diesel particulate filters and crankcase filter systems to reduce mobile source diesel emissions	$ 249,000	$ 199,200	S-CMAQ
1065-343		2009-65-007	Williamson	Franklin Transit Authority	Transit Operating	New Freedom Funds - Franklin Transit Authority	City of Franklin		Provide support to Transit on Demand service beyond the 3/4 mile radius of the route system to locations up to 25 miles around the route system within the City of Franklin	$ 167,764	$ 83,880	5317
1066-301		2011-69-145, 2011-69-146	Williamson	Williamson County	Bike/Ped	Natchez Trace Parkway	Located 1/2 mile SW of SR 96/NTP Bridge		800 linear feet, 5' wide, crushed gravel, compactedand meeting ADA standards Rustic Trail to blend with Park	$ 345,805	$ 276,644	NSBP
1066-302		2006-024	Williamson	City of Franklin	Bike/Ped	Harpeth River	Between Hillsboro Road/5th Ave N and N Margin		Construct a Multi-Use Path System along the Harpeth River, from Hillsboro Road/5th Ave N to North Margin Street	$ 1,147,500	$ 630,000	U-STP
1067-144		2002-032	Williamson	Franklin	ITS	Murfreesboro Rd. (SR 96 E); South Royal Oaks, West Main (SR 6/US 31); New Hwy 96 W	n/a		ITS Software and Infrastructure Upgrades and Installation	$ 330,000	$ 264,000	U-STP
1067-145		2009-67-026	Williamson	Franklin	ITS	Hillsboro Rd. (SR-106); Mallory Station Rd.	n/a		Installation of communications infrastructure, video monitoring systems and traffic signal coordination plans to mitigate congestion, reduce emissions, reduce travel time and delay and to improve the safety of the roadway network	$ 2,500,000	$ 2,000,000	U-STP
1067-161	6012	2008-67-035	Williamson	Brentwood, TDOT	ITS	Concord Road (S.R. 253)	Wilson Pike	Sunset Road	Expand ITS fiber network to incorporate 4 additional traffic signals into the City's ITS system	$ 265,000	$ 265,000	U-STP

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1072-111	7007	2011-72-033	Wilson	Lebanon	Road Widening	SR-26 (Baddour Pkwy)	SR-24 (Main Street)	Fairview Road	Widen existing roadway	$ 55,947,374	$ 656,000	U-STP
1072-112	7004	2008-72-042	Wilson	Lebanon	Road Widening	Hartmann Drive	SR-26 (Baddour Pkwy)	Coles Ferry Pike	Widen existing roadway, connecting previously widened sections	$ 6,000,000		Non-Federal
1072-132	7019	2008-71-038	Wilson	Mt. Juliet	Road Widening	Beckwith Rd / Golden Bear Gateway	I-40	US-70/SR-24	Link Beckwith interchange on I-40 to US70 via a new/widened 3 lane roadway	$ 18,330,000	$ 14,664,000	U-STP
1072-214	7027	2011-72-107	Wilson	TDOT	Road Widening	I-40 E	Mt Juliet Road (SR-171)	SR-840	Widen from 4 to 8 lanes with 2 being HOV	$ 143,248,995	$ 2,700,000	IM
1072-237	7023	2010-710-006, 2011-72-012	Wilson	TDOT	Road Widening	Hartsville Pike (SR-141)	Hartman Drive Extension	Trousdale County Line	Reconstruct SR-141 (2 lanes) and reserve ROW for future 5 lane roadway Development underway S of Spring Creek to Tomlinson Road Let 6/20/08 Est completion 10/31/10 ROW underway, Tomlinson Rd to county line scheduled to let 10/10	$ 21,600,000	$ 17,280,000	STP
1072-284		2010-79-005	Wilson	City of Lebanon	Resurfacing	3R Improvements Bucket	Various	Various	Resurfacing, restoration and rehabilitation improvements of various roads in the City of Lebanon	$ 814,170	$ 619,336	L-STP
1072-348	7028	2009-72-035	Wilson	Wilson County, TDOT	Road Widening	HWY 109	US-70 (SR-24)	Cumberland River	This is one of two segments between Portland and I-40 that will need to be widened to match or transition into incoming traffic flows and currently constructing cross sections approaching from the North and South	$ 116,643,250	$ 960,000	NHS
1074-277	75	503	Wilson	Lebanon	Intersection	SR-26 (Maddox-Simpson Pkwy)	US70/SR-26 (Sparta Pk)		Intersection realignment of Maddox-Simpson Pkwy at US-70/SR-26 (Sparta Pk) Install turn lane at SR-26 and install traffic signal at new intersection	$ 5,300,000	$ 4,770,000	U-STP
1074-347		2008-74-061	Wilson	City of Lebanon	Lighting Improvements	I-40/SR-109 Interchange Lighting	SR-109		Install Interchange lighting	$ 164,063	$ 131,250	L-STP
1076-303		2008-76-024	Wilson	City of Mt. Juliet	Bike/Ped	W. Division Street Greenway, Phase II and III	North Greenhill Road (West)	Music City Star station (East)	Construct a multi-use path that will provide for pedestrian/bike travel between Greenhill Road and the Music City Star terminal	$ 646,551	$ 517,241	CMAQ
1076-304		2009-76-001	Wilson	City of Lebanon	Bike/Ped	Greenwood, West Main Street	Jimmy Floyd Family Life Center	Music City Star station and Public Square	Construct bicycle and pedestrian multi-use paved trail in the City of Lebanon	$ 445,866	$ 356,693	ENH, L-STP
1076-305		2011-76-035	Wilson	City of Lebanon	Bike/Ped	Bartons Creek	Don Fox Park	Leeville Pike	Multi-use paved trail extension of existing trail system from Don Fox Park along Bartons Creek to the south connecting with existing & proposed schools as well as a proposed trail head at Leeville Pike	$ 830,898	$ 664,718	ENH, L-STP
1077-101	7010	2011-77-036, 2011-77-037	Wilson	Lebanon	ITS	Lebanon Closed Loop Signal System	n/a		Perform study of traffic signals on specific road segments and implement subsequent recommendations to improve traffic flow	$ 181,500	$ 181,500	CMAQ
1082-241		2008-32-018	Sumner, Robertson	TDOT	Road Widening	SR-41	SR-109	Kentucky State Line	TDOT is purchasing ROW (scheduled for 2011) for transition of existing 2-lane road to 5 lanes for 04 miles to KY state line KY will finance and let the project to construction Project is in 3-year work program ROW scheduled for 2011	$ 1,900,000	$ 1,520,000	STP, Non-Federal (
1085-319		2009-85-018	Regionwide	RTA	Transit Operating	SE Corridor Express Bus Service Expansion	Davidson County and Rutherford County		Operations and capitalize service contracts for operation of express bus service frequency in the area's Southeast Corridor for RTA's Express Route 96: Nashville/Murfreesboro Relax & Ride	$ 1,397,840	$ 710,920	5307
1085-320		2008-85-091	Regionwide	RTA	Transit Capital	Commuter Rail Capitalization and Preventative Maintenance	Downtown Nashville to Downtown Lebanon		Operation of and preventative maintenance for Music City Star Commuter Line East Corridor between downtown Nashville and the City of Lebanon	$ 18,000,000	$ 14,400,000	5307, U-STP
1085-321		2009-85-010	Regionwide	RTA	Transit Capital	Martha Station Construction	Music City Star Line @ Martha		Construction of Permanent Station at Martha station for the Music City Star Commuter Rail	$ 875,000	$ 700,000	U-STP
1085-322		2009-85-012	Regionwide	RTA	Transit Operating	Express Bus Service from Williamson County	Williamson County & Davidson County		Express bus service from Spring Hill, Franklin, and Brentwood to Nashville and return (two-year pilot program)	$ 900,000	$ 720,000	CMAQ
1085-323		2011-85-125	Regionwide	RTA	Transit Operating	Expansion of Regional Bus Services				$ 1,000,000	$ 800,000	CMAQ
1085-325		2006-113	Regionwide	RTA	Transit Operating	Bus Seat Guarantee	Regionwide	Regionwide	Bus Seat Guarantee for providing new regional express bus services and expanding regional bus services Service will be added to the SE corridor based on the study recommendations This increases funds to implement this service	$ 750,000	$ 600,000	CMAQ
1085-326		2011-85-154	Regionwide	MPO	Transit Capital	Regional Vanpool Start-Up Program (New Vehicles & Seat Guarantee)	Regionwide	Regionwide	Purchase new vehicles and provide funding for seat gurantees for vanpools	$ 1,999,500	$ 1,999,500	CMAQ
1085-327		2008-15-051	Regionwide	MPO	Transit Capital	ADA Service Capitalization	Regionwide	Regionwide	ADA service capitalization Complementary paratransit services within the Nashville-Davidson UZA using 10% of annual formula apportionment as allowed by FTA	$ 6,110,085	$ 4,888,068	5307
1085-328		2011-85-127	Regionwide	RTA	Transit Capital	Media Fare Purchase	Regionwide	Regionwide	Purchase of fare vending machines	$ 250,000	$ 200,000	5307
1085-329		2011-85-132	Regionwide	MPO	Transit Capital	Regional Park and Ride Lots	Regionwide	Regionwide	Improvments to the safety, security, comfort, and convenience of the regional Park and Rides system to be implemented by Local and Regional Transit partners like RTA, Nashville MTA and Franklin Transit Authority within the Nashville-Davidson UZA	$ 1,000,000	$ 800,000	5307
1085-330		2011-85-155	Regionwide	MPO	Transit Capital	Regional Vanpool Program - Vehicle Replacement	Regionwide	Regionwide	Vehicle replacement	$ 2,812,500	$ 2,250,000	5307
1085-331		2008-85-036	Regionwide	MPO	Transit	Regional Ridesharing & TDM Strategies - Program Administration	Regionwide	Regionwide	Administer, implement, and promote TDM-related programs including vanpools, employer/ commuter outreach, ridesharing, etc	$ 3,783,700	$ 3,783,700	CMAQ, U-STP
1085-501		2011-85-5555	Regionwide	MPO	Transit	MPO Mass Transit Program	Regionwide	Regionwide	Various transit projects as directed by the MPO's Urban STP Investment Strategy and including planning studies, bus stop improvements, service improvements, transit ITS, and other capital expenditures	$ 2,062,500	$ 1,650,000	U-STP
1085-502			Regionwide	MPO	Transit	Urban Transit	Regionwide	Regionwide	FTA 5307 funding For Urban Transit including Preventative Maintenance, Service Expansion, Facilities and Equipment for the urbanized areas	$ 29,704,066	$ 23,763,253	FTA
1085-504		2011-85-147, 2009-65-008	Regionwide	MPO	Transit	Job Access and Reverse Commute (JARC) Bucket	Regionwide	Regionwide	Expand the availability of public transportation and develop transportation services to sites such as employment and career centers throughout the region	$ 3,611,938	$ 2,889,550	5316
1085-505		2008-85-093	Regionwide	MTA	Transit	New Freedom (NF) Funds Bucket	Regionwide	Regionwide	Funds capital and operating expenses to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the American with Disabilities Act (ADA)	$ 2,328,600	$ 1,862,880	5317

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1086-107		2011-16-119	Davidson, Sumner	Goodlettsville	Bike/Ped	City of Goodlettsville Bicycle & Pedestrian Plan	Various	Various	Construct/expand/widen various existing streets to accommodate bicycle/pedestrian improvements and connect to and expand various elements of the Goodlettsville Greenways Plan	$ 3,000,000	$ 3,000,000	CMAQ
1086-601		2011-86-6666	Regionwide	MPO	Bike/Ped	MPO Active Transportation Program	Regionwide	Regionwide	Various bicycle and pestrian related projects as directed by the MPO's Urban STP Investment Strategy to improve the walkability of local communities	$ 3,125,000	$ 2,500,000	U-STP
1086-602		2008-89-087	Regionwide	TDOT	Enhancements	Transportation Enhancement Projects Bucket	Regionwide	Regionwide	Surface Transportation, including roadscape awards	$ 10,000,000	$ 8,000,000	ENH
1086-603		2008-86-086	Regionwide	TDOT, MPO	Bike/Ped	Safe Routes to School Bucket	Regionwide	Regionwide	Funds the planning, development and implementation of infrastucture projects as well as education and outreach activities for projects that are focused on increasing levels of walking and bicycling to school among elementary and middle school students	$ 3,400,000	$ 3,400,000	SRTS
1087-281		206-411, 2006-411b, 2006-411c	Davidson/Sumner	Metro Nashville	ITS	ITS-Various	Countywide	Countywide	Operations & utilities/power/communication, maintenance, construction, etc	$ 7,500,000	$ 6,750,000	IM
1087-701		2011-89-9999	Regionwide	MPO	ITS	MPO ITS and M&O Program	Regionwide	Regionwide	Various ITS and related projects as directed by the MPO's Urban STP Investment Strategy to improve the operations of the regional roadway network	$ 1,031,250	$ 825,000	U-STP
1088-801		2008-89-004, 2008-89-003, 2008-88-011, 2008-88-002, 2009-88-032	Regionwide	TDOT, MPO	Bridge Replacement	Bridge Replacement Bucket	Regionwide	Regionwide	Bridge replacement, rehabilitation, systematic repair and preservation funds to cover cost overruns on project phases which were included previous STIPs (Local)	$ 48,540,000	$ 14,592,000	BRR
1089-345		2011-69-122, 2011-69-123, 2011-69-124	Regionwide	Clean Air Partnership/ Williamson	Education & Outreach	Clean Air Schools Anti-Idling Campaign and School Pooling Program	Regionwide	Regionwide	Campaign to address transportation-related issues negatively impacting the air quality in Middle Tennessee	$ 1,021,125	$ 1,021,125	CMAQ
1089-902		2008-84-012, 2008-89-091, 2008-84-013	Regionwide	TDOT	Safety	Safety Improvement Bucket	Regionwide	Regionwide	Safety (Highway hazard elimination: alignment, spot, intersection improvements, signalization, guardrail, lighting, marking & RR crossings such as install pads, bells, lights, pavement markings, etc)	$ 19,490,588	$ 16,392,470	STP
1089-903		2008-89-015	Regionwide	TDOT	State Route Improvements	State Route 3R Improvements	Regionwide	Regionwide	State Route 3R Improvements (Resurfacing, slide repair, guardrail, signing, marking and other preventive maintenance, etc)	$ 200,000	$ 160,000	STP
1089-904		2008-89-014	Regionwide	TDOT	Interstate Improvements	Interstate 3R improvements	Regionwide	Regionwide	Interstate 3R improvements such as resurfacing, slide repair, guardrail, signing, signalization, marking & other preventive maintenance, etc	$ 200,000	$ 180,000	IM
Consistent		2008-89-009, 2008-89-010	Regionwide	TDOT	Bucket	Various	Regionwide	Regionwide	Cost overrun bucket for Interstate Maintenance projects	$ 1,600,000	$ 1,440,000	IM
Consistent		2008-89-007, 2008-89-008	Regionwide	TDOT	Bucket	Various	Regionwide	Regionwide	Cost overrun bucket for NHS Projects	$ 4,000,000	$ 3,200,000	NHS
Consistent		2008-89-005, 2008-89-006	Regionwide	TDOT	Bucket	Various	Regionwide	Regionwide	Cost overrun bucket for STP projects	$ 4,000,000	$ 3,200,000	STP
FY 2016 to FY 2025 PROJECTS										**$ 2,704,991,811**	**$ 2,152,151,493**	
1012-102	1062		Davidson	Metro, Goodlettsville	Road Widening	Rivergate Parkway	Gallatin Pk	Dickerson Pk	Widen Rivergate Pkwy from 4 to 6 lanes	$ 23,634,942	$ 18,907,954	U-STP
1012-203			Davidson	Goodlettsville	Reconstruction	Main Street (US Hwy 41)/Long Hollow Pike (TN Hwy. 174)/Rivergate Parkway	Rivergate Parkway	New Brick Church Pk	Lane and intersection realignment, pedestrian access and safety features, congestion mitigation, economic development, and redevelopment	$ 14,920,862	$ 11,936,690	U-STP
1012-205	1099		Davidson	TDOT	Road Widening	I-65 South	Harding Pl (SR-255)	I-40	Widen from 6 lanes to 8, with 2 being HOV lanes	$ 60,279,717	$ 48,223,774	IM
1012-207	1093	2009-84-033, 2006-412	Davidson	TDOT	Road Widening	I-40	US 70 S (SR-1) Memphis-Bristol Highway	I-440	Widen from 6 lanes to 8, with 2 being HOV lanes Currently 8 lanes after White Bridge Road/ Briley Pkwy	$ 121,833,846	$ 97,467,077	IM
1012-208	1094		Davidson	TDOT	Road Widening	I-40 W	I-440	I-65	Widen from 6 lanes to 10 lanes, with 2 being HOV	$ 31,599,100	$ 25,279,280	IM
1012-217	1072		Davidson	TDOT	Road Widening	SR-12	SR-155 (Briley Parkway)	US-41A/SR-112 (Clarksville Pike)	Widen from 2 to 4 lanes with center turn lane	$ 51,045,164	$ 40,836,131	NHS
1012-218	1023		Davidson	TDOT	Road Widening	SR-6 (Ellington Parkway)	North 1st Street	Boardmoor Drive	Widen from 4 to 6 lanes PE and ROW completed in 2003	$ 64,043,725	$ 51,234,980	NHS
1012-219	1045		Davidson	TDOT	Road Widening	SR-1 Murfreesboro Road	Donelson Pike	Smith Springs Rd	Widen from 4 to 6 lanes including bike lanes	$ 21,314,319	$ 17,051,455	STP
1012-220	1043		Davidson	TDOT	Road Widening	Lebanon Pike (SR-24/ US 70)	Fairfield Avenue	Fesslers Lane	Upgrade from 2/5 lanes to 4/5 lanes including bike lanes	$ 19,398,914	$ 15,519,131	STP
1012-228	1015		Davidson	TDOT	Road Widening	Clarksville Highway (SR-112)	Hydes Ferry Pike (SR-12)	Briley Parkway (SR-155)	Widen from 2 to 5 lanes including center turn lane PE is underway	$ 54,573,631	$ 43,658,905	STP
1012-244	1079		Davidson	TDOT	Road Widening	Charlotte Pike (SR-24)	Old Hickory Blvd (SR-251)	Briley Pkwy (SR-155)	Widen from 2 to 5 lanes including center turn lane	$ 104,207,408	$ 83,365,926	STP
1012-245	1089		Davidson	TDOT/ Metro Nashville	Road Widening	I-24 W	I-65	Old Hickory Blvd (SR-45)	Widen 4 to 6 lanes	$ 61,297,699	$ 49,038,159	NHS
1013-243	1036		Davidson	TDOT	Interchange	I-24 E	Harding Place		Construct urban diamond interchange, phase I	$ 5,920,977	$ 4,736,782	NHS
1014-106			Davidson	Goodlettsville	Interchange	Conference Drive	NB Vietnam Veterans Off Ramp	Conference Drive	Add extension to NB off Ramp at Conference Drive	$ 532,888	$ 426,310	U-STP
1014-206	1100		Davidson	TDOT	Interchange	I-65 S	11th Avenue	12th Avenue	Add HOV ramps to and from CBD	$ 8,464,881	$ 6,771,904	IM
1014-209	1095		Davidson	TDOT	Interchange	I-40 W	12th Avenue	Charlotte Avenue	Construct HOV ramps to and from CBD	$ 8,881,466	$ 7,105,173	IM
1014-210	1096		Davidson	TDOT	Interchange	I-24	Shelby Avenue		Construct HOV ramps to and from CBD	$ 8,881,466	$ 7,105,173	IM
1014-211	1098		Davidson	TDOT	Interchange	I-65 N	N 1st Street		Construct HOV ramps to and from CBD	$ 8,881,466	$ 7,105,173	IM
1014-221	9021	2008-14-092	Davidson	TDOT/ Metro Nashville	Interchange	I-40	McCrory Lane		Reconfigure Interchange	$ 14,802,443	$ -	Non-Federal
1014-238			Davidson	TDOT	Interchange	I-40	I-440 South Ramp		Extend I-40 EB to I-440 system ramp decelaration lane 2100 feet Project in 3-year work program, PE scheduled for 2010	$ 1,228,603	$ 982,882	IM
1014-249			Davidson	Goodlettsville	Interchange	SR-386 (Vietnam Veterans Pkwy)	Conference Dr. (Exit #1)		Installation of High Mast Lighting System at Exit #1	$ 466,277	$ 373,022	U-STP
1016-103			Davidson	Goodlettsville	Enhancement	Conference Drive	Gallatin Rd	Long Hollow Pike	This is a project that would allow for the enhancement of Conference Dr through streetscape, hardscape and lighting improvements	$ 932,554	$ 746,043	U-STP
1032-109	3004		Robertson	TDOT	Road Widening	US-431/SR-65 (Tom Austin Hwy)	W.A. Batson Pkwy (City Limits)	US-41/SR-11	Widening from 3 to 5 lanes; curb and gutter; sidewalks through a highly congested commercial developed area	$ 20,427,371	$ 16,341,897	STP

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2011-2035 Cost-Feasible Projects

Adopted December 15, 2010

2035ID	Old ID	FY 11-15 TIP ID	COUNTY	LEAD AGENCY	TYPE OF WORK	PROJECT/ ROADWAY NAME	FROM	TO	DESCRIPTION	TOTAL COST	FEDERAL	GRANT
1041-129	4035		Rutherford	Murfreesboro	New Road	Cherry Lane	US-41/70 (NW Broad)	Cavalier Dr.	Extend Cherry Ln from Cavalier Dr to Broad St with Interchange at SR-840	$ 35,673,887	$ 28,539,110	U-STP
1042-121			Rutherford	La Vergne	Road Widening	Chaney Blvd.	Sam Ridley Pkwy (SR-266)	Old Nashville Hwy.	This project will widen Chaney Blvd to three lanes in order to accommodate existing and potential development	$ 6,661,099	$ 5,328,879	U-STP
1042-122			Rutherford	La Vergne	Road Widening	Jefferson Pike	Old Nashville Highway	Murfreesboro Road (US-41/SR-1)	This project will widen Jefferson Pike to three lanes In addition, the project should address grade issues and replace a substandard rail overpass	$ 7,401,221	$ 5,920,977	U-STP
1042-127	4030		Rutherford	Murfreesboro	Road Widening	SR-266 (Thompson Lane)	Broad (US-41)	US-231/SR-10 (Memorial)	Widen from 2 to 5 lanes	$ 39,245,717	$ 31,396,573	U-STP
1042-131			Rutherford	Murfreesboro	Road Widening	Bradyville Pk	US-41 (Broad St)	Rutherford Blvd	Widen from 2 to 3 lanes	$ 12,087,083	$ 9,669,666	U-STP
1042-231	4049		Rutherford	TDOT	Road Widening	SR-96	SR-840	Overall Creek	Reconstruct from 2 to 5 lanes with curb and gutter Development underway, PE completed 7/15/98	$ 165,837,975	$ 132,670,380	NHS
1042-232	4051		Rutherford	TDOT	Road Widening	SR-99	SR-16 in Eagleville	Swamp Road (W of Concord)	Construct new alignment from SR-16 to Swamp Rd as a 2 lane with continuous center turn lane; from Swamp Road, improve existing alignment to 2 lane Reconstruction from US41A (SR-16) to SR-269 Let 12/14/07 Estimated completion 8/31/10	$ 15,855,648	$ 12,684,519	STP
1051-222	5019, 5020		Sumner	TDOT	New Road	SR-109 Bypass	New SR-109 South of Portland	Kirby Drive	Construction of new Portland bypass, from new alignment of SR-109 south of Portland to SR-109/ Kirby Drive north of Portland	$ 123,806,957	$ 99,045,566	NHS
1052-115	59	2009-54-024	Sumner	Gallatin	Road Widening	Big Station Camp Boulevard	SR-386 (Vietnam Vets Blvd)	SR-174 (Long Hollow Pike)	Widen from SR-386 to SR-174 to a minimum of 3-lanes with additional turn lanes provided in certain locations, including pedestrian and bicycle facilities	$ 9,251,527	$ 7,401,221	U-STP
1052-212	5021		Sumner	TDOT	Road Widening	I-65 North	Two Mile Pkwy/ Rivergate Pkwy	US 31W (SR-41)	Widen from 4 to 8 lanes with 2 being HOV Currently 6 lanes from Rivergate Pkwy to SR-174 (Long Hollow Pike), 4 lanes from SR-174 to US 31W (SR-41)	$ 54,879,243	$ 43,903,394	IM
1052-223	32	AM-018	Sumner	TDOT	Road Widening	SR-109	Cumberland River	SR-109 Bypass (S of Gallatin)	Widen from 2 to 5 including center turn lane PE completed 9/19/08 ROW underway	$ 10,646,317	$ 8,517,053	NHS
1052-224	33	2002-018	Sumner	TDOT	Road Widening	SR-109	SR-76 (Fountain Head)	SR-52	Widen from 2 to 5 lanes including center turn lane Let to contract 6/20/08 Estimated completion 10/31/10	$ 25,756,251	$ 20,605,000	NHS
1053-240	5017		Robertson, Sumner	TDOT	Interchange	I-65	SR-109		New interchange at I-65 and the relocated SR-109 PE scheduled 3rd qtr 2010 EA completed 1/6/10	$ 42,074,464	$ 33,659,571	NHS
1056-104			Sumner	Goodlettsville	Lighting Improvements	Highway 41 / Highway 31-W	Old Springfield Hwy	Conference Dr	Installation of a street lighting system along Hwy 41 and 31-W of the Sumner County Portion of the City of Goodlettsville	$ 93,255	$ 74,604	U-STP
1062-143	6043		Williamson	Franklin	Road Widening	Murfreesboro Rd	S Margin St	North Royal Oaks Blvd.	3 lane cross section with shared lanes and continuous two way left turn lane, 5 foot parkway strips and 5 foot sidewalks from Third Ave (Harpeth River Bridge) to Mack Hatcher Memorial Parkway 7 lane cross section with bike lanes and continuous two way	$ 32,812,500	$ 26,250,000	U-STP
1062-170	6002	2004-051	Williamson	Spring Hill	Road Widening	Duplex Road (SR 247)	SR 6 (US 31)	I-65	Widen Duplex Road from 2 to 3 lanes with shoulders and sidewalks, and remove vertical curves with sight distance issues (Proposed length is 333 miles)	$ 24,986,586	$ 19,989,269	U-STP
1062-215	6051		Williamson	TDOT	Road Widening	SR-96	Mack Hatcher Pkwy (SR 397)	Hillsboro Road/ SR-106	Widen from 2 to 4 lanes with curb and gutter	$ 54,305,465	$ 43,444,372	STP
1062-234	6050		Williamson	Williamson Co., TDOT	Road Widening	SR-96	Arno Road	Wilson Pike (SR-252)	Widen from 2 to 4 lanes with curb and gutter ROW underway 10/28/02	$ 119,513,162	$ 95,610,530	NHS
1062-346	6005	2004-058a, 2004-058b	Williamson, Davidson	Brentwood, TDOT	Road Widening	Concord Road (S.R. 253)	Edmonson Pike	Nolensville Road (US-31A-41A)	Widen to 3 lanes with 10' multi-use path along the south side of the road	$ 24,572,055	$ 19,657,644	STP
1064-252			Williamson	Williamson County	Intersection	SR-106 (Hillsboro Rd)	SR-46 (Old Hillsboro Rd)		Realign existing intersection	$ 1,850,305	$ 1,480,244	U-STP
1072-111	7007		Wilson	Lebanon	Road Widening	SR-26 (Baddour Pkwy)	SR-24 (Main Street)	Fairview Road	Widen existing roadway	$ 55,947,374	$ 44,757,899	U-STP
1072-213	7012		Wilson	TDOT	Road Widening	I-40 E	SR-840	US 70	Widen from 4 to 6 lanes with 2 being HOV	$ 67,603,442	$ 54,082,753	IM
1072-214	7027		Wilson	TDOT	Road Widening	I-40 E	Mt Juliet Road (SR-171)	SR-840	Widen from 4 to 8 lanes with 2 being HOV	$ 143,248,995	$ 114,599,196	IM
1072-235	7009		Wilson	TDOT	Road Widening	Hartsville Pike (SR-141)	SR-26	Lealand Lane	Relocate SR-141 and add traffic signals	$ 22,215,872	$ 17,772,697	STP
1072-236	7017	2004-068a	Wilson	TDOT	Road Widening	SR-171	Division Street	SR-24/US-70	Widen SR-171 in Mt Juliet from 2 to 5 lanes (415 miles) Section 2 of APR SR-171 (Mt Juliet Rd) from Pleasant Grove Rd to SR-24	$ 25,164,153	$ 20,131,322	STP
1072-242			Wilson	TDOT	Reconstruction	Hartsville Pike (SR-141)	Lealand Ln	Hartman Drive Ext	Construct 4/5 lane PE underway Scheduled to be let 2011	$ 19,053,725	$ 15,242,980	STP
1072-246	7025		Wilson	Wilson County, TDOT	Road Widening	SR-25/ US-70	E of Cedar Creek	SR-109	Widen from 2 to 4 lanes including bike lanes (42 miles)	$ 89,686,297	$ 71,749,038	STP
1072-348	7028	2009-72-035	Wilson	Wilson County, TDOT	Road Widening	HWY 109	US-70 (SR-26)	Cumberland River	This is one of two segments between Portland and I-40 that will need to be widened to match or transition into incoming traffic flows and currently constructing cross sections approaching from the North and South	$ 116,643,250	$ 93,314,600	NHS
1085-501			Regionwide	MPO	Transit	MPO Mass Transit Program	Regionwide	Regionwide	Various transit projects as directed by the MPO's Urban STP Investment Strategy and including planning studies, bus stop improvements, service improvements, transit ITS, and other capital expenditures	$ 38,098,831	$ 30,479,065	U-STP
1085-502			Regionwide	MPO	Transit	Urban Transit	Regionwide	Regionwide	FTA 5307 funding For Urban Transit including Preventative Maintenance, Service Expansion, Facilities and Equipment for the urbanized areas	$ 317,665,266	$ 254,132,213	FTA
1085-503			Regionwide	MPO	Transit	Bus and Rail Facilities	Regionwide	Regionwide	FTA 5309 funding for bus and rail facilities including new and replacement vehicles	$ 117,849,634	$ 94,279,707	FTA
1085-504			Regionwide	MPO	Transit	Job Access Reverse Commute Program	Regionwide	Regionwide	FTA JARC funding for projects that provide increased access to jobs	$ 7,905,093	$ 6,324,074	FTA
1085-505			Regionwide	MPO	Transit	New Freedom Program	Regionwide	Regionwide	FTA New Freedom funding for projects that provide increased mobility for the elderly or disabled	$ 4,830,890	$ 3,864,712	FTA
1085-601			Regionwide	MPO	Bike/Ped	MPO Active Transportation Program	Regionwide	Regionwide	Various bicycle and pestrian related projects as directed by the MPO's Urban STP Investment Strategy to improve the walkability of local communities	$ 57,148,246	$ 45,718,597	U-STP
1085-602			Regionwide	MPO	ITS	MPO ITS and M&O Program	Regionwide	Regionwide	Various ITS and related projects as directed by the MPO's Urban STP Investment Strategy to improve the operations of the regional roadway network	$ 19,049,415	$ 15,239,532	U-STP

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2011-2035 Cost-Feasible Projects

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2035ID	Old ID	FY 11-15 TIP ID	COUNTY	LEAD AGENCY	TYPE OF WORK	PROJECT/ ROADWAY NAME	FROM	TO	DESCRIPTION	TOTAL COST	FEDERAL	GRANT
1086-105			Davidson, Sumner	Goodlettsville	Lighting Improvements	SR-174 (Long Hollow Pike)	Main Street	City Limits	Installation of comprehensive street lighting system along SR-174 within the corporate city limits of Goodlettsville	$ 166,527	$ 133,222	U-STP
1088-801			Regionwide	TDOT/MPO	Bridge	Bridge Repair and Replacement Program	Regionwide	Regionwide	Bridge repair and replacement program funds	$ 87,834,366	$ 70,267,493	BRR
FY 2026 to FY 2035 PROJECTS										**$ 2,758,763,201**	**$ 2,379,226,501**	
1012-147	1006		Davidson	Metro Nashville	Road Widening	Bell Road	Murfreesboro Pk (US-41/SR-1)	Stewarts Ferry Pk	Widen existing 2-lane roadway to provide a center turn lane, bike lanes	$ 43,822,463	$ 35,057,970	U-STP
1012-148	1021		Davidson	Metro Nashville	Road Widening	Edmondson Pike	Davidson Co. Line (Holt Rd)	Old Hickory Blvd (SR-254)	Widen from 2 to 5 lanes	$ 71,242,605	$ 56,994,084	U-STP
1012-150	1135		Davidson	Metro, TDOT	Road Widening	Gallatin Pike	Rivergate Parkway	Conference Drive	Widen from 5 to 7 lanes	$ 16,516,938	$ 13,213,551	STP
1012-151	1031		Davidson	Metro, TDOT	Road Widening	Harding Place (SR-155)	I-24	CSX Railroad	Widen from 5 to 7 lanes	$ 15,760,935	$ 12,608,748	NHS
1012-152	1040		Davidson	Metro, TDOT	Road Widening	I-24/65	I-24 junction (S of Fern Avenue)	Trinity Lane	Replace underpass to accommodate 6 lanes in each direction	$ 150,000,000	$ 120,000,000	IM
1012-154	1091		Davidson	Metro, TDOT	Road Widening	I-40/65	I-65 junction (E of Demonbreun)	I-40 junction (W of Charlotte)	Widen to 8 lanes, 2 being HOV lanes	$ 42,633,589	$ 34,106,871	IM
1012-156	1018		Davidson	Metro Nashville, TDOT	Road Widening	Demonbreun Street	12th Avenue South	1st Avenue South	Widen from 2 to 3 lanes	$ 25,450,257	$ 20,360,205	NHS
1012-158	1033		Davidson	TDOT	Reconstruction	Donelson Pike	Hangar Lane	Interstate 40	Realignment of Donelson Pike to allow airport expansion and modification of Donelson Pike/I-40 Interchange to improve level-of-service and safety	$ 70,115,941	$ 56,092,752	IM
1012-181	1103		Davidson	Metro Nashville	Road Widening	McGavock Pike	Lebanon Pike (SR24)	Briley Pkwy (SR-155)	Widen from 2 to 3 lanes add bicycle lanes and sidewalks	$ 17,528,985	$ 14,023,188	U-STP
1012-183	1078	057, 057b	Davidson	Metro Nashville	Road Widening	Central Pike	I-40 connector	Chandler Rd	Widen from 2 to 5 lanes including sidewalks and bicycle lane	$ 69,312,500	$ 55,450,000	U-STP
1012-184	1051		Davidson	Metro Nashville	Road Widening	Old Hickory Boulevard	Bell Road	I-40	Widen from 2 to 3 lanes	$ 13,146,739	$ 10,517,391	U-STP
1012-185	1049		Davidson	Metro Nashville/ TDOT	Road Widening	Nolensville Pike (SR-11)	Burkitt Road	Old Hickory Blvd (SR-254)	Widen from 2 to 5 lanes	$ 98,200,000	$ 78,560,000	STP
1012-186	1136		Davidson	Metro Nashville	Road Widening	Myatt Drive	Old Hickory Blvd (SR-45)	Gallatin Pk (US-31E)	Widen from 4 to 5 lanes from SR-45 to Anderson Lane; improve existing substandard 5-lane section between railroad and Gallatin Pike; construct bike lanes over entire length	$ 32,866,847	$ 26,293,478	U-STP
1014-153	1041		Davidson	TDOT, Metro, Goodlettsville	Interchange	I-65 North	SR-386 (Vietnam Veterans Blvd)		Construct ramps from SB I-65 to EB Vietnam Veterans Boulevard and from WB Vietnam Veterals Boulevard to NB I-65	$ 10,955,616	$ 8,764,493	IM
1014-155	1120		Davidson	Metro, TDOT	Interchange	I-40/65	I-65 junction (W of 2nd/4th Av)	I-24 junction (E of 2nd/4th Av)	Realign and segregate traffic for safety purposes at interchange	$ 31,875,000	$ 25,500,000	IM
1014-216	1118		Davidson	TDOT	Interchange	I-24 E	Hickory Hollow Pkwy	SR-254 (Bell Rd) Exit	Modify interchange to allow access to/from Cane Ridge Road	$ 6,573,369	$ 5,258,696	IM
1014-258	1024		Davidson	Metro Nashville	Intersection	Gallatin Road	Due West Avenue		Turn lane construction at intersection in accordance with recommendations from 1995 Congested Intersection Study	$ 6,573,369	$ 5,258,696	U-STP
1018-202			Davidson	Goodlettsville, TDOT	Bridge	Dickerson Pike (US 41/31W)	CSX Railroad Overpass	CSX Railroad Overpass	Widen Dickerson Pike (US 41/31W) from 3 to 5 lanes and improve alignment under the railroad bridge	$ 9,860,054	$ 7,888,043	STP
1033-254			Robertson	White House	Interchange	I-65	Webster Road, Union Road		Contstruction of new I-65 interchange including overpass bridge between exits 104 and 108 and connections to existing and future roadway networks	$ 39,440,217	$ 31,552,173	IM
1042-124	4026	2004-056, 2008-42-017	Rutherford	Murfreesboro	Road Widening	SR-99 (New Salem Rd)	Cason Ln	Old Fort (SR-96)	Widen from 2 to 5 lanes	$ 41,250,000	$ 33,000,000	U-STP
1042-126	4029		Rutherford	Murfreesboro	Road Widening	Broad Street	Middle Tennessee Blvd	Maney	Widen from 4 to 5 lanes	$ 27,507,768	$ 22,006,214	NHS
1042-128	4034		Rutherford	Murfreesboro	Road Widening	SR-96 (Old Fort Parkway)	I-24	Broad (US-41)	Widen from 4 to 6 lanes	$ 46,453,137	$ 37,162,510	NHS
1042-168	4005	2006-415	Rutherford	Smyrna, TDOT	Road Widening	Jefferson Pike (SR 266)	Nissan Drive (SR 102)	SR 840	Widen Jefferson Pike from 2 to 5 lanes and improve geometry	$ 129,878,449	$ 103,902,759	STP
1042-204			Rutherford	Rutherford County, TDOT	Road Widening	Epps Mill Road	Auldridge Drive / Epps Mill Rd	US-41 (Manchester Highway)	Widen Epps Mill Road from a 2-Lane to a 3-Lane Cross Section and redesign/improve Exit 89 to better accommodate truck traffic	$ 25,290,447	$ 20,232,358	STP
1043-261	4003		Rutherford	Smyrna, TDOT	Interchange	Interstate 24/Rocky Fork Road	Rocky Fork Road		Construct a new interchange at Interstate 24 and Rocky Fork Road	$ 18,624,547	$ 14,899,637	STP
1052-116	5001, 5002, 5003		Sumner	Gallatin, TDOT	Road Widening	SR-174 (Long Hollow Pk)/SR-25 (Red River Rd)	SR-109	US-31E(SR-6)	Widen SR-174 to 3 lanes; construct new roadway over RR; improve SR-25; intersection improvements	$ 43,822,463	$ 35,057,970	STP
1052-119	5022		Sumner	Gallatin, TDOT	Road Widening	E Broadway Avenue - US-31E (SR-6)	N Water Avenue	Deshea Creek Rd / Brights Ln	Widen roadway from 2 to 4 lanes	$ 61,351,448	$ 49,081,158	NHS
1052-173	5022		Sumner	Sumner County, TDOT	Road Widening	Nashville Pike (US 31E/SR 6)	SR-52E	Pleasant Grove Rd	Widen from 2 to 4 lanes including intersection improvements at SR 52 and Austin Peay Hwy and include 2 marked bicycle lanes Construct sidewalks on both sides of road	$ 58,462,075	$ 46,769,660	NHS
1052-179			Sumner	Hendersonville	Road Widening	SR-386	I-65	Saundersville Road	Widen from 4 lanes to 6	$ 151,170,893	$ 120,936,714	NHS
1053-264	5006		Sumner	Hendersonville, TDOT	Interchange	SR-386	Forest Retreat Road		Construct Interchange	$ 10,955,616	$ 8,764,493	STP
1054-262	5040		Sumner	TDOT	Intersection	Long Hollow Pike (SR 174)	Center Point Rd, Happy Hollow Rd		Realign and improve intersection for safety reasons Include multi-modal needs identified along corridor such as a shared-use trail on the south side and sidewalks to connect to nearby schools campus	$ 4,382,246	$ 3,505,797	STP
1056-117			Sumner	Gallatin	Streetscape Improvements	US-31E (SR-6) - Nashville Pike/W. Main St/W. Broadway Ave	SR-109	N Water Avenue	Congestion management and streetscape improvements on US-31E (SR-6), install medians, sidewalks, intersection improvements Begin project in downtown Gallatin and continue improvements to SR-109	$ 10,955,616	$ 8,764,493	U-STP
1056-118			Sumner	Gallatin	Bike/Ped	US 31E (SR-6)	Greensboro Drive	Gap Blvd	Construct multi-modal ped and bicycle facilities at Volunteer State Community College to include the construction of sidewalks along US-31E/SR-6 and a tunnel under US-31E/SR-6 to the residential, commercial, mixed use neighborhood in Greensboro Village	$ 2,191,123	$ 1,752,899	NHS
1056-175	5034		Sumner	Hendersonville	Enhancement	Main Street	Center Point Rd.	Bonita Parkway	Construct medians, curb and gutter, islands, sidewalks, bike lanes, access control, streetscape improvements and intersection improvements	$ 43,822,463	$ 35,057,970	U-STP
1062-134	6029		Williamson	Franklin	Road Widening	Columbia Avenue	Downs Blvd	Fowlkes Street	Project would complete link between current Franklin Corridor and Connector Streets Economic Development Project phases north of the project terminus and the Columbia Ave South widening project between Mack Hatcher (SR 397) and Downs Blvd	$ 18,776,186	$ 15,020,948	U-STP
1062-139	38	AM-020b	Williamson	Franklin, TDOT	Road Widening	Mack Hatcher Memorial Parkway	Murfreesboro Rd. (SR 96E)	Franklin Rd. (SR 6/US 31)	Widen to 4 lane divided with multiuse pathway	$ 34,619,746	$ 27,695,797	STP
1062-140	6048		Williamson	Franklin, TDOT	Road Widening	Mack Hatcher Memorial Parkway	Columbia Pike (SR-6/US-31)	Murfreesboro Rd (SR-96E)	Widen to 4 lane divided with a multiuse pathway	$ 97,132,303	$ 77,705,842	STP

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2035ID	Old ID	FY 11-15 TIP ID	COUNTY	LEAD AGENCY	TYPE OF WORK	PROJECT/ ROADWAY NAME	FROM	TO	DESCRIPTION	TOTAL COST	FEDERAL	GRANT
1062-163	6008		Williamson	Brentwood, TDOT	Road Widening	Wilson Pike (SR-252)	Concord Road (S.R. 253)	Church Street	Widen Wilson Pike (SR 252) to provide for improved safety and improved traffic flow Four alternate cross-sections have been proposed, all of which provide for two twelve (12) foot travel lanes and 2-6 foot shoulders Different alternates include either	$ 39,440,217	$ 31,552,173	STP
1063-166	6004		Williamson	Brentwood, TDOT	Interchange	I-65	n/a		New interchange on I-65 between Old Hickory Blvd and Concord Road (SR 253)	$ 43,822,463	$ 35,057,970	IM
1064-164	6013		Williamson	Brentwood, TDOT	Interchange	I-65 Interchange with Moores Lane (S.R. 441)	n/a		Modify southbound I-65 exit ramp to eastbound Moores Lane to eliminate dual lane conflict between traffic merging on to eastbound Moores Lane and traffic exiting eastbound Moores Lane to enter the I-65 north bound entrance ramp May include other modifica	$ 5,477,808	$ 4,382,246	IM
1064-165	6010		Williamson	Brentwood, TDOT	Interchange	I-65 Interchange with Concord Road (S.R. 253)	n/a		Modify southbound I-65 exit ramp and the exit ramp alarm signals	$ 2,629,348	$ 2,103,478	NHS
1064-253	6040		Dickson, Williamson	Fairview, Williamson County	Interchange	I-40	SR-96		Reconstruct Substandard cloverleaf design	$ 20,377,445	$ 16,301,956	IM
1072-110	7015		Wilson	Lebanon, TDOT	Road Widening	US-231 North	Forrest Ave	Old Hunters Point	Widen existing roadway	$ 78,344,909	$ 62,675,927	NHS
1072-123	7031		Wilson	Wilson County, TDOT	Road Widening	Central Pike SR 265	SR-171 (Mt. Juliet Rd)	SR-840/SR-109	Widening and re-alignment for safety and congestion mitigation	$ 155,700,000	$ 124,560,000	STP
1072-133	7018	2004-068b	Wilson	Mt. Juliet	Road Widening	SR-171 (S. Mt. Julliet Rd)	Central Pk (SR-265)	Providence Pkwy	General road widening from 2 to 5 lanes	$ 25,418,571	$ 20,334,857	U-STP
1073-256	7020	2004-059	Wilson	Mt. Juliet	Interchange	Central Pk	Central Pike		New interchange at I-40 and Central Pike	$ 39,001,992	$ 31,201,594	IM
1074-251	7013		Wilson	Lebanon, TDOT	Intersection	SR-24/US-70 (Main St.)	Castle Heights Ave			$ 1,095,562	$ 876,449	STP
1084-250			Davidson, Sumner	Goodlettsville	Interchange	I-65	RiverGate Pkwy (Exit #96), Long Hollow Pk (Exit #97), Highway 31W (Exit #98)		Installation of High Mast Lighting Systems at I-65 interchanges 96, 97, 98	$ 1,479,008	$ 1,183,206	IM
1085-501			Regionwide	MPO	Transit	MPO Mass Transit Program	Regionwide		Various transit projects as directed by the MPO's Urban STP Investment Strategy and including planning studies, bus stop improvements, service improvements, transit ITS, and other capital expenditures	$ 56,395,576	$ 45,116,461	U-STP
1085-502			Regionwide	MPO	Transit	Urban Transit	Regionwide		FTA 5307 funding For Urban Transit including Preventative Maintenance, Service Expansion, Facilities and Equipment for the urbanized areas	$ 317,665,266	$ 376,177,756	FTA
1085-503			Regionwide	MPO	Transit	Bus and Rail Facilities	Regionwide		FTA 5309 funding for bus and rail facilities including new and replacement vehicles	$ 117,849,634	$ 139,556,997	FTA
1085-504			Regionwide	MPO	Transit	Job Access Reverse Commute Program	Regionwide		FTA JARC funding for projects that provide increased access to jobs	$ 7,905,093	$ 9,361,175	FTA
1085-505			Regionwide	MPO	Transit	New Freedom Program	Regionwide		FTA New Freedom funding for projects that provide increased mobility for the elderly or disabled	$ 4,830,890	$ 5,720,718	FTA
1085-601			Regionwide	MPO	Bike/Ped	MPO Active Transportation Program	Regionwide	Regionwide	Various bicycle and pestrian related projects as directed by the MPO's Urban STP Investment Strategy to improve the walkability of local communities	$ 84,593,365	$ 67,674,692	U-STP
1085-602			Regionwide	MPO	ITS	MPO ITS and M&O Program	Regionwide	Regionwide	Various ITS and related projects as directed by the MPO's Urban STP Investment Strategy to improve the operations of the regional roadway network	$ 28,197,789	$ 22,558,231	U-STP
1088-801			Regionwide	TDOT/MPO	Bridge	Bridge Repair and Replacement Program	Regionwide		Bridge repair and replacement program funds	$ 130,016,318	$ 104,013,054	BRR

2011-2035 Transit Projects

COUNTY	LEAD AGENCY	TYPE OF WORK	PROJECT NAME	DESCRIPTION	TOTAL COST	FEDERAL	GRANT
Davidson	MTA	Transit Capital	Farebox Purchase and Replacement	Onboard vehicle farebox purchase and replacement	$ 400,000	$ 320,000	5307
Davidson	MTA	Transit Capital	Bus Stop Improvements and Passenger Amenities	Various bus/transit stop improvements including fare vending machines, shelters, benches, signage, and other passenger amenities	$ 1,000,000	$ 800,000	5307
Davidson	MTA	Transit Capital	New Satellite Maintenance and Office Facility (Peterbilt)	Establish a new satellite maintenance and office facility within Davidson County	$ 1,250,000	$ 1,000,000	5307
Davidson	MTA	Transit Capital	Local Bus Service Preventative Mainatenance and Capitalization - MTA	Local Bus Service Preventative Mainatenance and Capitalization for the Nashville MTA service area	$ 30,343,750	$ 24,275,000	5307
Davidson	MTA	Transit	Project Administration for Grant Programs	Cover costs associated with Project Administration such as administrative software and the cost for the management of grants and any grant-related project	$ 500,000	$ 400,000	5307
Davidson	MTA	Transit Capital	Service and Support Vehicles and Equipment		$ 1,875,000	$ 1,500,000	5307
Davidson	MTA	Transit Capital	Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL) & Intelligent Transportation System (ITS)	Equipment will be installed at MTA HQ operations centers in downtown Nashville including Music City central as well as be installed on all of our buses which travel throughout Davidson County as well as into other counties through contracts with RTA	$ 2,400,000	$ 1,920,000	5307
Davidson	MTA	Transit Capital	MTA - Administration Building Rehabilitation (Nestor)	Rehab/renovate administration and maintenance facilities, replace roof, expand Customer Service, additional office space	$ 3,687,500	$ 1,750,000	5307
Davidson	MTA	Transit Capital	Transit Signal Prioritization	Implementation of Signal Prioritization for transit vehicles along various corridors including Murfreesboro Pike and Nolensville Pike	$ 1,000,000	$ 800,000	CMAQ
Davidson	MTA	Transit Capital	Enhanced Transit Service along West End Corridor - Capital	Introduce enhanced bus service on the West End Corridor to include frequent service, limited stops, BRT shelters and amenities, real-time bus arrival information and bike racks to build ridership in advance of upcoming Alternative Analysis study	$ 5,500,000	$ 4,400,000	CMAQ
Davidson	MTA	Transit Capital	ACCESSRIDE Buses	Replace and expand fleet for ACCESSRIDE paratransit buses	$ 6,800,000		Non-Federal
Davidson	MTA	Transit Capital	Bus Purchase and Replacement	Purchase transit buses	$ 43,200,000		Non-Federal
Rutherford	Murfreesboro Public Transit	Transit Operating	5307 Urban Operating for Rover Public Transit - Relax & Ride Service	Operation of Relax & Ride service in the Murfreesboro Urban Area	$ 1,943,689	$ 971,846	5307
Rutherford	Murfreesboro Public Transit	Transit Operating	5307 Urban Operating for Rover Public Transit - MCHRA Contract	Operation of para-transit and demand response service for the Murfreesboro urbanized area that exceeds the limits of the fixed route service operated by Rover (MCHRA)	$ 647,766	$ 323,883	5307
Rutherford	Murfreesboro Public Transit	Transit Operating	5307 Urban Operating for Rover Public Transit - Service Operations	Operation of transit services in the urbanized area of Murfreesboro	$ 6,416,414	$ 3,208,207	5307
Rutherford	Murfreesboro Public Transit	Transit Capital	5307 Urban Capital for Rover Public Transit - Equipment	FTA 5307 Urban capital Funding for Rover Public Transit to include passenger amenities, bus stop signs, benches, information kiosks, bike racks, maintenance equipment, miscellaneous bus equipment, office equipment, office furniture	$ 3,808,471	$ 3,046,777	5307
Rutherford	Murfreesboro Public Transit	Transit Capital	5307 Urban Capital for Rover Public Transit - Bus Replacement	Acquire equipment and services to enhance the fixed route Rover public transit system	$ 951,078	$ 760,863	5307
Rutherford	Murfreesboro Public Transit	Transit Capital	5309 Earmark for Rover Public Transit - Bus & Bus Facilities	Purchase miscellaneous support equipment for the fixed route transit system operated by the City of Murfreesboro	$ 86,766	$ 69,413	5309
Rutherford	Murfreesboro Public Transit	Transit Capital	5307 Urban capital Funding for Rover Public - Station/Operations/Admin/Training Facility	Construct new or renovate and rehabilitate existing facility for Multipurpose Transit Facility	$ 1,697,095	$ 1,357,676	5307

2011-2035 Transit Projects

COUNTY	LEAD AGENCY	TYPE OF WORK	PROJECT NAME	DESCRIPTION	TOTAL COST	FEDERAL	GRANT
Williamson	Franklin Transit Authority	Transit Capital	Local Bus Service Preventative Maintenance and Capitalization - Franklin	Local Bus Service Preventative Mainatenance and Capitalization for the Franklin Transit Authority service area	$ 2,096,250	$ 1,677,000	5307
Williamson	Franklin Transit Authority	Transit Operating	New Freedom Funds - Franklin Transit Authority	Provide support to Transit on Demand service beyond the 3/4 mile radius of the route system to locations up to 25 miles around the route system within the City of Franklin	$ 167,764	$ 83,880	5317
Regionwide	RTA	Transit Operating	SE Corridor Express Bus Service Expansion	Operations and capitalize service contracts for operation of express bus service frequency in the area's Southeast Corridor for RTA's Express Route 96: Nashville/Murfreesboro Relax & Ride	$ 1,397,840	$ 710,920	5307
Regionwide	RTA	Transit Capital	Commuter Rail Capitalization and Preventative Maintenance	Operation of and preventative maintenance for Music City Star Commuter Line East Corridor between downtown Nashville and the City of Lebanon	$ 18,000,000	$ 14,400,000	5307, U-STP
Regionwide	RTA	Transit Capital	Martha Station Construction	Construction of Permanent Station at Martha station for the Music City Star Commuter Rail	$ 875,000	$ 700,000	U-STP
Regionwide	RTA	Transit Operating	Express Bus Service from Williamson County	Express bus service from Spring Hill, Franklin, and Brentwood to Nashville and return (two-year pilot program)	$ 900,000	$ 720,000	CMAQ
Regionwide	RTA	Transit Operating	Expansion of Regional Bus Services		$ 1,000,000	$ 800,000	CMAQ
Regionwide	RTA	Transit Operating	Bus Seat Guarantee	Bus Seat Guarantee for providing new regional express bus services and expanding regional bus services Service will be added to the SE corridor based on the study recommendations This increases funds to implement this service	$ 750,000	$ 600,000	CMAQ
Regionwide	MPO	Transit Capital	Regional Vanpool Start-Up Program (New Vehicles & Seat Guarantee)	Purchase new vehicles and provide funding for seat gurantees for vanpools	$ 1,999,500	$ 1,999,500	CMAQ
Regionwide	MPO	Transit Capital	ADA Service Capitalization	ADA service capitalization Complementary paratransit services within the Nashville-Davidson UZA using 10% of annual formula apportionment as allowed by FTA	$ 6,110,085	$ 4,888,068	5307
Regionwide	RTA	Transit Capital	Media Fare Purchase	Purchase of fare vending machines	$ 250,000	$ 200,000	5307
Regionwide	MPO	Transit Capital	Regional Park and Ride Lots	Improvments to the safety, security, comfort, and convenience of the regional Park and Rides system to be implemented by Local and Regional Transit partners like RTA, Nashville MTA and Franklin Transit Authority within the Nashville-Davidson UZA	$ 1,000,000	$ 800,000	5307
Regionwide	MPO	Transit Capital	Regional Vanpool Program - Vehicle Replacement	Vehicle replacement	$ 2,812,500	$ 2,250,000	5307
Regionwide	MPO	Transit	Regional Ridesharing & TDM Strategies - Program Administration	Administer, implement, and promote TDM-related programs including vanpools, employer/ commuter outreach, ridesharing, etc	$ 3,783,700	$ 3,783,700	CMAQ, U-STP
Regionwide	MPO	Transit	MPO Mass Transit Program	Various transit projects as directed by the MPO's Urban STP Investment Strategy and including planning studies, bus stop improvements, service improvements, transit ITS, and other capital expenditures	$ 2,062,500	$ 1,650,000	U-STP
Regionwide	MPO	Transit	Urban Transit	FTA 5307 funding For Urban Transit including Preventative Maintenance, Service Expansion, Facilities and Equipment for the urbanized areas	$ 29,704,066	$ 23,763,253	FTA
Regionwide	MPO	Transit	Job Access and Reverse Commute (JARC) Bucket	Expand the availability of public transportation and develop transportation services to sites such as employment and career centers throughout the region	$ 3,611,938	$ 2,889,550	5316
Regionwide	MTA	Transit	New Freedom (NF) Funds Bucket	Funds capital and operating expenses to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the American with Disabilities Act (ADA)	$ 2,328,600	$ 1,862,880	5317

2011-2035 Transit Projects

COUNTY	LEAD AGENCY	TYPE OF WORK	PROJECT NAME	DESCRIPTION	TOTAL COST	FEDERAL	GRANT
Regionwide	MPO	Transit	MPO Mass Transit Program	Various transit projects as directed by the MPO's Urban STP Investment Strategy and including planning studies, bus stop improvements, service improvements, transit ITS, and other capital expenditures	$ 38,098,831	$ 30,479,065	U-STP
Regionwide	MPO	Transit	Urban Transit	FTA 5307 funding For Urban Transit including Preventative Maintenance, Service Expansion, Facilities and Equipment for the urbanized areas	$ 317,665,266	$ 254,132,213	FTA
Regionwide	MPO	Transit	Bus and Rail Facilities	FTA 5309 funding for bus and rail facilities including new and replacement vehicles	$ 117,849,634	$ 94,279,707	FTA
Regionwide	MPO	Transit	Job Access Reverse Commute Program	FTA JARC funding for projects that provide increased access to jobs	$ 7,905,093	$ 6,324,074	FTA
Regionwide	MPO	Transit	New Freedom Program	FTA New Freedom funding for projects that provide increased mobility for the elderly or disabled	$ 4,830,890	$ 3,864,712	FTA
Regionwide	MPO	Transit	MPO Mass Transit Program	Various transit projects as directed by the MPO's Urban STP Investment Strategy and including planning studies, bus stop improvements, service improvements, transit ITS, and other capital expenditures	$ 56,395,576	$ 45,116,461	U-STP
Regionwide	MPO	Transit	Urban Transit	FTA 5307 funding For Urban Transit including Preventative Maintenance, Service Expansion, Facilities and Equipment for the urbanized areas	$ 317,665,266	$ 376,177,756	FTA
Regionwide	MPO	Transit	Bus and Rail Facilities	FTA 5309 funding for bus and rail facilities including new and replacement vehicles	$ 117,849,634	$ 139,556,997	FTA
Regionwide	MPO	Transit	Job Access Reverse Commute Program	FTA JARC funding for projects that provide increased access to jobs	$ 7,905,093	$ 9,361,175	FTA
Regionwide	MPO	Transit	New Freedom Program	FTA New Freedom funding for projects that provide increased mobility for the elderly or disabled	$ 4,830,890	$ 5,720,718	FTA

Appendix B. MPO Project Evaluation & Scoring Documentation

This appendix provides a documentation of the MPO's project evaluation and scoring documentation including:

- Project Application Form
- Project Evaluation Factors
- Project Scoring Criteria

2035 NASHVILLE AREA Regional Transportation Plan

Received by: _____

Date: _____

CANDIDATE PROJECT APPLICATION FORM — ROADWAYS

PROJECT NAME		
LEAD AGENCY		
2030 LRTP ID# (If Available)		
COUNTIES		
ROADWAY NAME		
TERMINI	FROM:	TO:
GENERAL DESCRIPTION		

SCOPE OF WORK

Proposed Improvements:

- ☐ New Road/ Roadway extension
- ☐ Roadway Widening
- ☐ Realignment
- ☐ Wayfinding/ Signage
- ☐ ITS Improvements
- ☐ Curb & Drainage
- ☐ Streetscaping
- ☐ Other _____

Proposed Cross-Section:

- ☐ No Median or Center Turn Lane
- ☐ Continuous Center Turn Lane
- ☐ Center Median with Turn Lanes
- ☐ Limited/ Controlled Access
- ☐ Other _____

EXISTING # LANES: _____

PROPOSED # LANES: _____

Proposed Features:

- ☐ Sidewalks
- ☐ Marked Crosswalks
- ☐ Bicycle Lane
- ☐ Shared-Lane
- ☐ HOV Lane

Transit Accommodations:

- ☐ Mixed-Traffic Transit Route
- ☐ Transit-Only Lanes
- ☐ Signal Prioritization
- ☐ Transit Pullouts
- ☐ Transit Shelters

PURPOSE & NEED

Primary Objective (SELECT ONE):

- ☐ Mitigate Current Congestion
- ☐ Mitigate Future Congestion
- ☐ Support Economic Development
- ☐ Improve Safety
- ☐ Increase Access to Multi-Modal Options
- ☐ Increase Network Connectivity
- ☐ System Preservation (Maintenance)
- ☐ Improve System Efficiency (Operations)
- ☐ Other _____

Other Objectives (SELECT ALL THAT APPLY):

- ☐ Mitigate Current Congestion
- ☐ Mitigate Future Congestion
- ☐ Support Economic Development
- ☐ Improve Safety
- ☐ Increase Access to Multi-Modal Options
- ☐ Increase Network Connectivity
- ☐ System Preservation (Maintenance)
- ☐ Improve System Efficiency (Operations)
- ☐ Other _____

CANDIDATE PROJECT APPLICATION FORM FOR _____

Purpose & Need Statement:

PROJECT COSTS, FUNDING, & TIMING

PROJECT COST ESTIMATE IN 2010 DOLLARS: _____

Source of Cost Estimate:

- ☐ No Estimate Available
- ☐ Rough Planning Estimate
- ☐ Detailed Planning Report
- ☐ Preliminary Design & Engineering
- ☐ TDOT Estimate
- ☐ Other _____

Federal Funding Requested:

- ☐ YES, 100% of Cost
- ☐ YES, 80% of Cost
- ☐ YES, Some % of Cost
- ☐ NO
- ☐ NOT SURE

By when should this project be completed:

- ☐ 2015
- ☐ 2025
- ☐ 2035
- ☐ NOT SURE

Are Matching Funds Available:

- ☐ YES, Funds are locally programmed
- ☐ YES, Funds will be locally programmed
- ☐ NO
- ☐ NOT SURE

ABOUT YOU

Name _____ E-mail _____

Title _____ Phone _____

Department _____

Agency/ Organization _____

INSTRUCTIONS

Please submit this application along with any additional supporting documentation to the Nashville Area MPO.

ATTN: Matt Meservy, PE
By e-mail: meservy@nashvillempo.org
By mail: 800 Second Avenue South | PO Box 196300 | Nashville, TN 37219
By fax: 615.880.2450

This form can be completed online at: **http://www.surveymonkey.com/s/2035Projects**
More information available at: **http://www.nashvillempo.org/plans_programs/rtp/2035_call.aspx**

Deadline: February 19, 2010

Nashville Area MPO
2035 Regional Plan - Project Evaluation Factors
ENDORSED BY EXECUTIVE BOARD, MARCH 17, 2010

Factors in Evaluating Projects for the 2035 Regional Transportation Plan

1. **Congestion Management**
    a. 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.)?
    b. 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)?
    c. How well does the project address those causes?
    d. How could the project be scoped to include congestion management solutions to optimize its benefit?
2. **Multi-Modal Choices**
    a. How well does the project introduce, support, or reinforce multiple transportation choices for people to access residences, jobs, schools, food, entertainment, etc?
    b. How can the project be scoped to incorporate facilities for and/or connections to non-motorized modes and transit?
3. **Freight & Goods Movement**
    a. How well does the project support or harm the movement of freight and goods through the region?
    b. How can the project be scoped to incorporate facilities that aid in the safe and efficient movement of freight?
    c. How can the project be scoped to balance the movement of freight and goods with other community goals?
4. **Safety & Security**
    a. How well does the project address safety concerns for all users?
    b. Is the project in a high-crash corridor?
    c. How can the project be scoped to increase safety of all users?
    d. How well does the project address security concerns?
    e. Does the project aid/ harm important evacuation routes?
    f. How can the project be scoped to features that help secure citizens and regional resources?
5. **System Preservation**
    a. How well does the project make use of limited financial resources to ensure the continued productivity of the existing transportation system?
    b. How can the project be scoped to include features the make the facility more efficient (e.g., ITS, design, materials, etc.)

6. **Quality Growth/ Sustainable Land Development**
    a. How well does the project encourage infill/ redevelopment?
    b. Do area plans call for mixed-used, higher density development? If so, how does the project complement these plans?
    c. Is the project encouraging growth in areas where growth is planned or desired?
    d. Conversely, is the project encouraging growth in areas where additional growth is not planned or desired?
    e. Does the project enhance or contribute to the form and function quality of the surrounding community?
7. **Economic Prosperity**
    a. How well does the project support or stimulate the local/ regional economy?
    b. How well does the project support freight movements?
    c. To what degree does the implementation of the project create jobs?
    d. How well does the facility connect people with opportunities to engage in economic activity?
    e. To what degree does the project aid in the region's economic competitiveness with other metro areas of the nation?
    f. Is the project supported by business leaders?
8. **Health & Environment**
    a. 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.)?
    b. How can the project be scoped to mitigate the negative impacts to valuable resources?
    c. How well does the project support efforts to reduce dependency on fossil fuels, particularly foreign oil?
    d. How well does the project support efforts to improve air and water quality?
    e. Does the project include facilities that provide opportunities for active transportation/ physical activity?
    f. Does the project aid/ harm the advancement of social justice and equal opportunity to destinations throughout the region?
    g. How can the project be scoped to mitigate any negative impacts to predominately low-income or minority communities or persons with a disability?
9. **Local Support/ Consistency with Plans**
    a. Is the project consistent with local, state, or other regional plans for growth and preservation (economic development, land use, natural features preservation, etc.)?
    b. 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?
    c. If on a state-route, is the project endorsed or supported by TDOT?

Nashville Area Metropolitan Planning Organization

2035 Regional Transportation Plan | Project Scoring Key

Draft Implementation of Project Evaluation Criteria Endorsed by MPO Executive Board on March 17, 2010

EVALUATION CRITERIA	POINTS
TOTAL POSSIBLE POINTS	**100**
SYSTEM PRESERVATION & ENHANCEMENT	**15**
Project Improves Existing Route	Up to 15*
Project Improves an Intersection	3
2008 AADT Index to Average per Functional Class	Value
Project Upgrades Route to Context Sensitive/ Prescribed Design Standards	*# Strategies X 3 for Existing Route
Project Addresses Major Maintenance (e.g., bridge repair, general aging, etc.)	
Project Integrates ITS Technology, Signalization, Wayfinding	
Project Integrates Multi-Modal Upgrades	
QUALITY GROWTH, SUSTAINABLE DEVELOPMENT, & ECONOMIC PROSPERITY	**15**
Project Improves Accessibility and/or Connectivity to Existing Residential Population	Density/100
Project Improves Accessibility and/or Connectivity to Existing Jobs	Density/1000
Project Located ENTIRELY within Urban Growth Boundary	2
Project Located PARTIALLY within Urban Growth Boundary	1
Project Located ENTIRELY within Existing or Planned Mixed-Use or Employment Centers	2
Project Located PARTIALLY within Existing or Planned Mixed-Use or Employment Centers	1
Project Incorporates Streetscaping/ Enhancements	2
Project Corrects Poor Storm water Flow/ Drainage (Curb and Gutter)	2
Project Contributes to Grid Development/ Roadway Network Connectivity	1
Project Located In High Growth Areas	RES+EMP/10
MULTI-MODAL OPTIONS	**15**
Route Includes Existing Transit Service	3
Project Includes Transit Capacity (e.g., dedicated lanes, signal priority, HOV)	Up to 6
Project Includes Sidewalk Improvements (up to 7 depending on BPAC priority)	Up to 7
Project Includes Bicycle Facility Improvements (up to 7 depending on BPAC priority)	Up to 7
Project Includes Multi-Modal Treatments (e.g., x-walks, pullouts, shelters, etc)	Up to 4
CONGESTION MANAGEMENT	**10**
Project Addresses Corridor Congestion	
MPO Base Year Congestion (2008)	5
MPO Short-Term Congestion (2015)	4
MPO Mid-Term Congestion (2025)	3
MPO Long-Term Congestion (2035)	2
Congestion as Identified by Other Study or Observation	3
Project Incorporates Congestion Management Strategies (MULTIPLIER:)	2
Geometrical Improvement	ANY X2
Improvements to Access Management	
ITS/ Signalization Improvement	
Improvements to Turning Movements	
Improves Parallel Facility/ Contributes to Alternative Routing	
Provides Additional Non-Motorized Mode Capacity	
Transit Capacity	
Signage/ Wayfinding	
SAFETY & SECURITY	**10**
Project Addresses Location with High Level of Crashes	Crashes/10th Mile/20
Project has Fatal Crashes	2
Project Improves Modal Conflict (e.g., traffic signals, grade separation, dedicated lanes)	3
Local High Crash Corridor Designation	1
State High Crash Corridor Designation	1
Project Located on Known Evacuation Route	1
Project Located on the Strategic Highway Network (STRANET)	1
Project Located on the National Highway System (NHS)	1
Primary Purpose of Project to Improve Safety	7

EVALUATION CRITERIA	POINTS
Secondary Purpose of Project to Improve Safety	5
FREIGHT & GOODS MOVEMENT	**10**
Project Improves a Designated Truck Route	4
Project Improves High Volume Heavy Truck Route	Index
Project Improves High Volume Commercial Truck Route	Index
Project Design Accomodates Freight Flows	1
Route Serves Major Shipping/ Distribution Center	1
Route Serves Intermodal Center (e.g., rail yard, port, etc.)	1
Project Addresses Existing Freight/ Passenger Conflict	1
Project Provides Separation in Freight/ Passenger Movements (e.g., grade separation)	1
Project Impedes Efficient Delivery of Goods	-2
HEALTH & ENVIRONMENT	**10**
Project Located in Health Impact Area	2
Project Provides Alt Transportation Choices for Traditionally Underserved Groups	#Options X #Groups
Project Provide Multi-Modal Options Near Schools	#Options X #Schools
Project Overlaps Environmental Conflict Areas	-2
Project Overlaps Environmental Challenge Areas	-2
PROJECT HISTORY	**15**
Project Located within the Federal Aid Urban Boundary	1
Project Located on a Federal Aid Route	1
TDOT Support	2
TOP Local Priority	3
Programmed in Current LRTP	5
Programmed in Current TIP	10

Appendix C. Public & Stakeholder Participation Documentation

The following is documentation of the MPO's public and stakeholder participation process used during the development of the 2035 Regional Transportation Plan including:

- Plan Update/ Kickoff Press Releases
- Public Notice for Adoption Hearings
- List of Area Libraries where Plan was Made Available
- Public Workshop Announcements
- Stakeholder Coordination Letter
- Summary of Public Comments
- Plan Adoption Press Release

PLAN KICKOFF PRESS RELEASES

NASHVILLE AREA
Metropolitan Planning Organization

MEDIA RELEASE

Middle Tennessee Mayors, Nashville Area MPO Kick Off Major Update to Region's Long-Range Transportation Plan

FOR IMMEDIATE RELEASE
February 4, 2010

Media Contact: Mary Beth Ikard, APR
615.880.2452 | ikard@NashvilleMPO.org

NASHVILLE, **Tenn**.—At a joint meeting of the Middle Tennessee Mayors Caucus and the newly-formed Transit Alliance of Middle Tennessee today, Nashville Mayor Karl Dean announced details on a critical period in 2010 for public and municipal involvement in multi-billion dollar transportation investments for a growing Cumberland region.

Today marks the official public launch of the MPO's "Call for Projects" – meaning, ideas for regional transportation solutions that are likely to be selected by the MPO for inclusion in its 2035 update to the **Regional Transportation Plan**. As the MPO may require local grant recipients to abide by certain policies in order to receive federal transportation dollars, this year's plan update will mark a *significant* policy shift from previous years in how projects are evaluated, over the course of the next 25 years. Transportation investments will be scored based, in part, on new, forward-thinking criteria that factor in their potential to support livability, economic development, environmental conservation, and other socio-cultural considerations.

"Establishing a long-term vision for transportation in the region is the next critical step in making regional mass transit a reality for Middle Tennessee," said Nashville Mayor Karl Dean and chair of the MPO. "We need everyone's involvement. This shouldn't just be a business plan or a government plan. It should be a true regional collaboration that represents what everyone in our communities want for transportation. This is a plan that will impact our region for decades to come. I encourage citizens across Middle Tennessee to contact the Nashville Area MPO or your local mayor and get involved in this process."

To help facilitate involvement in the 2035 plan update –gathering comments and other data about people's perceptions, good or bad, of transportation options on the table for investment– the Nashville Area MPO is offering members of the public the opportunity to complete a **comprehensive survey** that focuses on quality-of-life, transit, and other growth issues, online at NashvilleMPO.org.

The Nashville Area MPO is currently in the midst of a major update to its multi-billion dollar regional transportation plan that would include a vast scope of federally-funded transportation projects in the metropolitan area. The MPO may set aside money for projects that support significant policy initiatives such as transit – including what would be new options for Middle Tennessee like passenger rail or Bus Rapid Transit– as well as communities that are friendlier to bicycle and pedestrian mobility. The plan can depict an innovative vision for transportation in the region, but ultimately must establish a path to realistic financial feasibility.

"Middle Tennessee is expected to grow by close to another million people within the next couple of decades. That growth will present significant challenges to communities across our region," said Michael Skipper, director of the Nashville Area MPO. "We must be thinking now about how those people will commute or use our transportation system to carry out their daily activities."

The Middle Tennessee region could soon be much better positioned to pay for transportation projects that support a higher quality-of-life, due to a dramatic change in federal policy announced in mid-January by U.S. Transportation Secretary Ray LaHood. The Obama administration just proposed new funding guidelines for major transit projects, with a focus on **livability** issues such as economic development and environmental benefits – in addition to cost/time savings, which were the primary criteria under the Bush administration.

For Middle Tennessee, this means that the Nashville Area MPO would have the ability to more boldly advance a progressive, strategic vision: to recommend projects for federal funding that emphasize environmental, community, and economic benefits – not just cost-effectiveness tests that are limited to how much transportation projects shorten commute times, thereby potentially escalating suburban sprawl and traffic congestion in urban areas of medium density, like that of greater Nashville. The MPO's study of the Northeast Corridor –a 30-mile segment between downtown Nashville and Gallatin– represents its chief first step toward a realistic evaluation of pioneering regional transportation opportunities – including passenger rail and bus rapid transit.

Locally, Mayor Karl Dean formed the Nashville Livability Project last fall after receiving a report on the impact that retiring Baby Boomers and other aging Nashvillians will have on the city over the next two decades. In Davidson County alone, 31,000 people over age 65 will live here by the year 2018, and more than 13,000 will be over 75 years old. Meaning, in the coming years, many people living in the greater-Nashville region will be either unable or unwilling to drive, so that mobility choices will need to include convenient, safe alternatives to the automobile.

In 2009, the Tennessee General Assembly passed critical legislation favoring regional transportation solutions to help local communities deal with mounting challenges created by congestion and urban sprawl, fueled onward by economic development. The legislation allows for the creation or expansion of regional transportation authorities in Tennessee's large urban areas, as well as the opportunity for those entities to select a **dedicated regional revenue source** from a menu of funding options, subject to voter approval or approval by local governing bodies, in order to expand transit services, and to support existing and future state and federal Investments.

"This recent shift in U.S. DOT policy enables us to get serious about facilitating the identification of an appropriate local source for dedicated funding," said Transit Alliance of Middle Tennessee Chairman Charles Bone of Sumner County. "There's an increasing sense that the political will exists to set us on a course for some pretty major changes to business-as-usual in the transportation scene. If we want to remain competitive for jobs to come here, as opposed to other U.S. cities that compete with us for business relocation and expansion, these investments need to be a top priority." Initially formed by the Mayors Caucus and comprised of public and private sector volunteers, the mission of the Transit Alliance is to develop a plan for funding public transit in Middle Tennessee.

About the Nashville Area MPO:
The Nashville Area MPO is the federally-designated transportation planning agency for over 2800 sq. mi. and more than 1.5 million people throughout 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, and contributes to ongoing conversations about issues such as land use, economic development, climate change and the environment, safety and security, and health. To learn more, visit NashvilleMPO.org.

About the Middle Tennessee Mayors Caucus
The Middle Tennessee Mayors Caucus was formed in July of 2009 in order to provide leadership on important issues facing a growing region. Gallatin Mayor Jo Ann Graves is the inaugural chair of the Caucus – an organization that serves as an opportunity for city and county mayors to build important working relationships with one another. Several Caucus mayors serve on the MPO Board, which has the authority to select projects for federal funding.

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NASHVILLE AREA
Metropolitan Planning Organization

MEDIA RELEASE

DRAFT 2035 Regional Transportation Plan Up for Public & Stakeholder Review

Short, mid, & long-range multi-modal investments to help foster livability, prosperity, sustainability & diversity

FOR IMMEDIATE RELEASE
May 26, 2010

Media Contact: Mary Beth Ikard, APR
615.880.2452 | ikard@NashvilleMPO.org

NASHVILLE, Tenn. – The Nashville Area MPO today unveiled the first major iteration of its 2035 Regional Transportation Plan, kicking off the next phase of a rigorous program for public involvement over the coming months. The MPO offered a direction for multi-modal transportation policy improvements –including a bold new vision for regional mass transit– to an audience of approximately 500 public and private sector leaders at the second annual *Power of 10: Convening the Region* summit, a collaborative forum to establish regional consensus on a sustainable future for Middle Tennessee.

"Today's unveiling of the MPO's draft plan initiatives represents another critical step in our regional efforts to plan long-term for transportation needs," said Nashville Mayor Karl Dean, who also serves as MPO chairman. "The development of the plan has been bolstered by new partnerships among public and private sector organizations including the Mayors Caucus, the Transit Alliance of Middle Tennessee, area chambers of commerce, Cumberland Region Tomorrow, the Greater Nashville Regional Council, Transit Now and others. The mayors that serve on the MPO board are now looking to the input of Middle Tennesseans as we prepare to adopt an updated regional transportation plan in October. There are important decisions to be made, and everyone has a voice and a role to play."

Through the year 2035, MPO plans and programs will draw on four broad **principles**, or strategies for future growth:

- **Livability –** Enhance quality-of-life by supporting increased opportunities for affordable housing, education, jobs, recreation, and civic involvement without increasing the burden on citizens to enjoy their community.
- **Prosperity –** Contribute to regional economic well-being through transportation solutions that reduce the cost of living and doing business, increase access to education, jobs and amenities, and attract new investment.
- **Sustainability –** Support growth and prosperity without sacrificing public health, natural and socio-cultural resources, or the financial stability of this or future generations.
- **Diversity –** Recognize the multitude of needs and variety of perspectives and backgrounds of Middle Tennessee's citizenry by promoting a range of transportation choices designed with sensitivity to the desired context.

The draft plan primarily rests on a "fix it first" mentality, with priority given to preservation and maintenance of existing infrastructure to protect prior investments and improve upon their safety, security, and reliability. Strategies for **system expansion**, or policy direction for **new investments**, are currently up for consideration and discussion: whether to continue the business-as-usual, traditional approach to adding system capacity – primarily through road widening and expansion. Or, to take a different course than that of previous decades, broadening support for multi-modal enhancements in and around residential and employment centers, giving Middle Tennesseans more mobility choices by improving walking, biking and transit facilities, while reducing the overall burden on roadway infrastructure.

The ten-county region is projected to grow by just under one million new residents by 2035. This growth has significant implications for congestion and commute times, as well as other quality-of-life factors such as access to parks and green space, preservation of agricultural and historic properties, air quality, affordable housing, and health.

"A modern, efficient transportation system that supports mobility in *all* modes –from highways to public transportation to bike lanes– is critical for fostering economic expansion and competitiveness, without forfeiting our natural beauty, cultural and historical heritage, and other revered qualities unique to Middle Tennessee," said Michael Skipper, executive director of the Nashville Area MPO. "The plan's guiding principles of livability, prosperity, sustainability, and diversity can provide a collective vision for the way our region will live, work, and play over the coming decades."

The federal government mandates that MPOs plan 20+ years into the future, and account for all regionally-significant road, transit, freight, ITS, walking and biking projects in that plan, regardless of how they're funded. The 2035 plan includes new, more holistic **scoring factors** (ADDENDUM), used by the MPO's multi-modal planners to evaluate all incoming transportation project ideas. These criteria proffer "big picture" consideration for –not only the overriding concern of congestion management– but *more* mobility options for citizens (including transit, walking and biking), freight and goods movement, safety and security, system preservation, sustainable land use practices, health and the environment, and support for and consistency with local plans.

This update to the long-range plan arrives at an ideal moment in Middle Tennessee's history, as the region is now much better positioned to pay for transportation projects that support a higher quality-of-life, due to dramatic changes in federal transportation policies under the Obama administration. To qualify for federal funds, major transit projects must include a focus on **livability** issues – in addition to just cost/time savings, which were the primary criteria under the Bush administration. The federal government seeks to stimulate **comprehensive regional and community planning** efforts that integrate transportation, housing, and other critical investments, helping communities nationwide to make better, coordinated, higher-performing infrastructure investments.

The Nashville Area MPO's draft 2035 plan emphasizes thoughtful, transparent **financial stewardship** by ensuring that transportation improvements meet these regional goals, while encouraging cooperation and coordinated decision-making among Middle Tennessee counties and municipalities. Working with mayors and other regional community, business and civic leaders, the MPO will soon post a schedule for **public and stakeholder meetings** on the plan's content, so that the vision and project list ultimately submitted to the federal government this fall will adequately and accurately reflect the desires of the people who live, work, and play in Middle Tennessee.

"This plan serves as a challenge to Middle Tennessee's leaders, decision-makers, and citizens to reach consensus on new, innovative and self-sufficient means to fund critical infrastructure investments," said Ed Cole, executive director of the Transit Alliance of Middle Tennessee. "The vision for mass transit expansion unveiled in the draft plan today offers us a blueprint for our transportation network that will not only improve our standard of living and protect the environment, but also allow us to viably compete with other urbanized regions for jobs and economic growth."

Developed with input and guidance from the public, the plan aims to connect people in cities, suburbs and rural areas of the ten-county region, coordinate planning efforts at the national, state, regional and local levels, and offer some means of cohesive consideration for land use, transportation, the economy, and the environment.

Regional goals for transportation investments over the next 25 years include: system preservation and maintenance; managing congestion to keep people and goods moving; encouraging quality growth and sustainable land development practices; protecting public health and the environment; offering meaningful transportation choices for a diverse population, including the aging; and ongoing support for regional economic competitiveness.

Documents, maps, schedules for public meetings, and other relevant information can be found online at a website dedicated exclusively to tracking the 2035 plan's progress: www.nashvillempo.org/plans_programs/rtp.

About the Nashville Area MPO:
The Nashville Area MPO is the federally-designated transportation planning agency for over 2800 sq. mi. and more than 1.5 million people throughout 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, and contributes to ongoing conversations about issues such as land use, economic development, climate change and the environment, safety and security, and health.

PUBLIC NOTICE – PLAN REVIEW AND ADOPTION HEARINGS

PUBLIC NOTICE

The Nashville Area Metropolitan Planning Organization (MPO) is seeking public comments on the proposed 2035 Regional Transportation Plan and the proposed FY 2011-2015 Transportation Improvement Program.

The MPO is the public agency responsible for long-range transportation planning and short-range transportation programming for Davidson, Rutherford, Sumner, Williamson, Wilson and parts of Maury and Robertson Counties. The **2035 Regional Transportation Plan (RTP)** is a federally-required document that contains proposed policies, programs, and transportation improvement projects for the next 25-years.

The **Transportation Improvement Program (TIP)** is a federally-required document that serves as the short-range component of the regional plan, and identifies specific grant funding for transportation projects proposed for fiscal years 2011 through 2015. The proposed TIP also serves as the Program of Projects (POP) for proposed federally funded projects for the Regional Transportation Authority (RTA), Nashville Metropolitan Transit Authority (MTA), the Franklin Transit Authority, and the Murfreesboro Rover as well as any proposed state and local funded projects. The development of the TIP satisfies the federal public participation requirements for the POP.

Both draft documents are available for public review and comment at all public libraries in the 5-county area, as well as Spring Hill and Springfield and on the MPO website www.nashvillempo.org. Comments received for either document by December 13, 2010 will be considered by the MPO Executive Board prior to final approval. The first public hearing will be on **Wednesday, December 1, 2010 at 10:30 a.m.** at 1417 Murfreesboro Rd. (Genesco Park), Nashville in the Green Hills Conference Room**.** The final hearing will be held **Wednesday, December 15, 2010 at 9:00 a.m.** at the Music City Central, 400 Charlotte Ave., Nashville in the Public Meeting Room

For more information, call 862-7204 or visit our website at **www.nashvillempo.org**

The Planning Department does not discriminate on the basis of race, color, national origin, gender, gender identity, sexual orientation, age, religion, creed or disability in admission to, access to, or operations of its programs, services, or activities, or in its hiring or employment practices. For ADA inquiries, contact Josie Bass, ADA Compliance Coordinator, at 862-7150 or e-mail her at **josie.bass@nashville.gov.** For Title VI inquiries, contact Shirley Sims-Saldana or Denise Hopgood of Human Relations at 880-3370. For all employment-related inquiries, contact Ron Deardoff at 862-6640.

NASHVILLE AREA LIBRARY LIST

NASHVILLE-DAVIDSON COUNTY

Bellevue
Ben West (Main)
Bordeaux
Donelson
East
Edgehill
Goodlettsville
Green Hills
Hadley Park
Inglewood
Looby
Madison
North
Old Hickory
Pruitt
Richland Park
Southeast
Thompson Lane
Watkins Park

ROBERTSON COUNTY

Springfield Public Library

RUTHERFORD COUNTY

Eagleville Bicentennial
LaVergne Public Library
Linebaugh (Murfreesboro)
Smyrna Public Library

SUMNER COUNTY

Edward Ward Carmack – Sumner County
The Martin Curtis – Hendersonville
Elmer Hinton Memorial – Portland
Westmoreland Public Library
White House Inn Library

WILLIAMSON COUNTY

Brentwood Library
Williamson County Public Library
Liepers Fork Public Library
Nolensville Public Library
Fairview Public Library
Bethesda Public Library (Thompson Station)
Spring Hill Public Library

WILSON COUNTY

Harvey Freeman (Mt. Juliet)
Lebanon-Wilson County
Watertown Library

PUBLIC WORKSHOPS ANNOUNCEMENTS

NASHVILLE AREA
Metropolitan Planning Organization

MEDIA ADVISORY

Wilson County Mayors to Host *Community Conversation* with Area Citizens on Landmark Regional Transportation Plan

FOR IMMEDIATE RELEASE
Nov. 1, 2010

Media Contact: Mary Beth Ikard, APR
615.880.2452 | ikard@NashvilleMPO.org

LEBANON, Tenn.—Wilson County's political leaders –Mayors Craighead, Elam, and Hutto– in partnership with the Nashville Area Metropolitan Planning Organization, invite their constituents to learn more about major regional transportation planning efforts and important changes to public policy therein, at a "Community Conversation" next week. Members of the public will have the opportunity to hear an in-depth presentation and submit questions and comments on proposed infrastructure investments to support the overall livability, sustainability, prosperity and diversity of the region, as well as that of Wilson County.

WHO: Lebanon Mayor Philip Craighead, Mt. Juliet Mayor Linda Elam, County Mayor Randall Hutto; city & county planners; transportation planning professionals with Nashville Area MPO; Wilson County citizens, business/community leaders; representatives from the Transit Alliance of Middle Tennessee.

WHAT: *Community Conversation* led by local political leaders and planning experts on short, mid, long-term transportation improvements for both Wilson County and the Middle Tennessee region as a whole.

WHEN: Tues., Nov. 9th, 2010; 5:30 – 7:45 p.m.

⇒ 5:30-6:15 p.m. – "Open House" with refreshments served; 2035 Plan visuals on display for public consumption and conversation with MPO planning staff.

⇒ 6:16-7:45 p.m. – Presentation of [draft] 2035 Regional Transportation Plan (major policy initiatives) to Wilson Co. residents, with commentary from Mayors Craighead, Elam and Hutto, then Q&A with audience.

WHERE: Lebanon **Town Meeting Hall**, 200 Castle Heights Ave. N, Lebanon, Tenn. 37087
Those who are unable to attend in-person are invited to join the conversation on the Internet. Various forms of media feeds will be available both during & after the event via the Transit Alliance of Middle Tennessee's media page: ***www.thetransitalliance.org/in-the-media***

WHY: Governed by mayors & county executives from five-plus Middle Tennessee counties, the Nashville Area MPO is currently **finalizing** a major update to its multi-billion dollar regional transportation plan that includes a vast scope of **federally-funded transportation projects**. The MPO sets aside money for projects that support **significant policy initiatives** such as mass transit –including modernized options for Middle Tennessee such as streetcar or Bus Rapid Transit– as well as walkable/bikeable communities, and roadway technologies to keep people & goods moving through the region.

The plan depicts an **innovative vision** for regional transportation, but must also establish a path to realistic financial feasibility. As fuel prices rise, and demand for energy independence scenarios continue, what happens in the transportation sector is critical to everything from regional quality-of-life, to business and job recruitment and retention. This region is also expected to grow by another one million people over the next two decades; the plan presented on Nov. 9th attempts to address how those people might commute or use our transportation system to carry out their daily activities.

NASHVILLE AREA
Metropolitan Planning Organization

MEDIA ADVISORY

Rutherford County Mayors to Host *Community Conversation* with Area Citizens on Landmark Regional Transportation Plan

FOR IMMEDIATE RELEASE
Nov. 8, 2010

Media Contact: Mary Beth Ikard, APR
615.880.2452 | ikard@NashvilleMPO.org

MURFREESBORO, Tenn.—Rutherford County's political leaders –Mayors Bragg, Burgess, Dover, Erwin, & Tune– in partnership with the Nashville Area Metropolitan Planning Organization, invite their constituents to learn more about major regional transportation planning efforts and important changes to public policy therein, at a "Community Conversation" next week. Members of the public will have the opportunity to hear an in-depth presentation and submit questions and comments on proposed infrastructure investments to support the overall livability, sustainability, prosperity and diversity of the region, as well as that of Rutherford County.

WHO: Murfreesboro Mayor Tommy Bragg, Rutherford County Mayor Ernest Burgess, Smyrna Mayor Tony Dover, LaVergne Mayor Ronnie Erwin, Eagleville Mayor Sam Tune; city & county planners; transportation planning professionals with the Nashville Area MPO; Rutherford County citizens, business & community leaders; representative from the Transit Alliance of Middle Tennessee.

WHAT: *Community Conversation* led by local political leaders and planning experts on short, mid, long-term transportation improvements for both Rutherford County & the Middle Tennessee region as a whole.

WHEN: Tues., Nov. 16th, 2010; 5:00 – 7:00 p.m.

- ⇒ 5:00-5:30 p.m. – "Open House" with refreshments served; 2035 Plan visuals on display for public consumption and conversation with MPO planning staff.
- ⇒ 5:30-7:00 p.m. – Presentation of 2035 Regional Transportation Plan (major policy initiatives) to Rutherford Co. residents, with commentary from Mayors Bragg, Burgess, Dover, Erwin and Tune, followed by Q&A.

WHERE: Smyrna City Hall, **Council Chambers**, 315 S. Lowry Street; Smyrna, Tenn. 37167

WHY: Governed by mayors & county executives from five-plus Middle Tennessee counties, the Nashville Area MPO is currently **finalizing** a major update to its multi-billion dollar regional transportation plan that includes a vast scope of **federally-funded transportation projects**. The MPO sets aside money for projects that support **significant policy initiatives** such as mass transit –including modernized options for Middle Tennessee such as streetcar or Bus Rapid Transit– as well as walkable/bikeable communities, and roadway technologies to keep people & goods moving through the region.

The plan depicts an **innovative vision** for regional transportation, but must also establish a path to realistic financial feasibility. As fuel prices rise, and demand for energy independence scenarios continue, what happens in the transportation sector is critical to everything from regional quality-of-life, to business and job recruitment and retention. This region is also expected to grow by another one million people over the next two decades; the plan presented on Nov. 9th attempts to address how those people might commute or use our transportation system to carry out their daily activities.

NASHVILLE AREA
Metropolitan Planning Organization

MEDIA ADVISORY

Nashville Mayor Karl Dean to Host *Community Conversation* with Area Citizens on Landmark Regional Transportation Plan

FOR IMMEDIATE RELEASE
Nov. 23, 2010

Media Contact: Mary Beth Ikard, APR
615.880.2452 | ikard@NashvilleMPO.org

NASHVILLE, Tenn. — Mayor Karl Dean, in partnership with the Nashville Area Metropolitan Planning Organization, invites Davidson County residents to learn more about major regional transportation planning efforts and important changes to public policy therein, at a "Community Conversation" on Nov. 29. Members of the public will have the opportunity to hear an in-depth presentation and submit questions and comments on proposed infrastructure investments to support the overall livability, sustainability, prosperity and diversity of the region, as well as that of Metro-Davidson County.

WHO: Metropolitan Government of Nashville Mayor Karl Dean; city and county planners; transportation planning professionals with Nashville Area MPO; Nashville-area citizens, business and community leaders; representatives from the Transit Alliance of Middle Tennessee.

WHAT: *Community Conversation* led by Nashville's mayor and planning experts on short, mid, long-term transportation improvements for both Davidson County and the Middle Tennessee region as a whole.

WHEN: Mon., Nov. 29th, 2010; 5:00 – 7:00 p.m.

- ⇒ 5:00-5:30 p.m. – "Open House" with refreshments served; 2035 Plan visuals on display for public consumption and conversation with MPO planning staff.
- ⇒ 5:30-7:00 p.m. – Presentation of 2035 Regional Transportation Plan (major policy initiatives) to Davidson County residents, with commentary from Mayor Karl Dean, followed by Q&A.

WHERE: **Adventure Science Center** – 800 Fort Negley Boulevard, Nashville 37203
Those who are unable to attend in-person are invited to join the conversation on the Internet. Various forms of media feeds will be available both during & after the event via the Transit Alliance of Middle Tennessee's media page: ***www.thetransitalliance.org/in-the-media***

WHY: Governed by mayors & county executives from five-plus Middle Tennessee counties, the Nashville Area MPO is currently **finalizing** a major update to its multi-billion dollar regional transportation plan that includes a vast scope of **federally-funded transportation projects**. The MPO sets aside money for projects that support **significant policy initiatives** such as mass transit –including modernized options for Middle Tennessee such as streetcar or Bus Rapid Transit– as well as walkable/bikeable communities, and roadway technologies to keep people & goods moving through the region.

The plan depicts an **innovative vision** for regional transportation, but must also establish a path to realistic financial feasibility. As fuel prices rise, and demand for energy independence scenarios continue, what happens in the transportation sector is critical to everything from regional quality-of-life, to business and job recruitment and retention. This region is also expected to grow by another one million people over the next two decades; the plan presented on Nov. 29th attempts to address how those people might commute or use our transportation system to carry out their daily activities.

NASHVILLE AREA
Metropolitan Planning Organization

MEDIA ADVISORY

Williamson County Mayors to Host *Community Conversation* with Area Citizens on Landmark Regional Transportation Plan

FOR IMMEDIATE RELEASE
Nov. 15, 2010

Media Contact: Mary Beth Ikard, APR
615.880.2452 | ikard@NashvilleMPO.org

FRANKLIN, Tenn.—Williamson County's political leaders – Mayors Anderson, Crossley, Dinwiddie, and Schroer– in partnership with the Nashville Area Metropolitan Planning Organization, invite their constituents to learn more about major regional transportation planning efforts and important changes to public policy therein, at a "Community Conversation" next week. Members of the public will have the opportunity to hear an in-depth presentation and submit questions and comments on proposed infrastructure investments to support the overall livability, sustainability, prosperity and diversity of the region, as well as that of Williamson County.

WHO: Williamson County Mayor Rogers Anderson, Brentwood Mayor Betsy Crossley, Spring Hill Mayor Michael Dinwiddie, and Franklin Mayor John Schroer; city & county planners; transportation planning professionals with Nashville Area MPO; Williamson County citizens, business & community leaders; representatives from the Transit Alliance of Middle Tennessee.

WHAT: *Community Conversation* led by local political leaders and planning experts on short, mid, long-term transportation improvements for both Williamson County & the Middle Tennessee region as a whole.

WHEN: Tues., Nov. 30th, 2010; 5:00 – 7:00 p.m.

- ⇒ 5:00-5:30 p.m. – "Open House" with refreshments served; 2035 Plan visuals on display for public consumption and conversation with MPO planning staff.
- ⇒ 5:30-7:00 p.m. – Presentation of 2035 Regional Transportation Plan (major policy initiatives) to Williamson Co. residents, with commentary from Mayors Anderson, Crossley, Dinwiddie, & Schroer, followed by Q&A.

WHERE: **Community Room** – Franklin Police Department, 900 Columbia Ave., Franklin 37064
Those who are unable to attend in-person are invited to join the conversation on the Internet. Various forms of media feeds will be available both during & after the event via the Transit Alliance of Middle Tennessee's media page: ***www.thetransitalliance.org/in-the-media***

WHY: Governed by mayors & county executives from five-plus Middle Tennessee counties, the Nashville Area MPO is currently **finalizing** a major update to its multi-billion dollar regional transportation plan that includes a vast scope of **federally-funded transportation projects**. The MPO sets aside money for projects that support **significant policy initiatives** such as mass transit –including modernized options for Middle Tennessee such as streetcar or Bus Rapid Transit– as well as walkable/bikeable communities, and roadway technologies to keep people & goods moving through the region.

The plan depicts an **innovative vision** for regional transportation, but must also establish a path to realistic financial feasibility. As fuel prices rise, and demand for energy independence scenarios continue, what happens in the transportation sector is critical to everything from regional quality-of-life, to business and job recruitment and retention. This region is also expected to grow by another one million people over the next two decades; the plan presented on Nov. 30th attempts to address how those people might commute or use our transportation system to carry out their daily activities.

NASHVILLE AREA
Metropolitan Planning Organization

MEDIA ADVISORY

Sumner County Mayors to Host *Community Conversation* with Area Citizens on Landmark Regional Transportation Plan

FOR IMMEDIATE RELEASE
Dec. 1, 2010

Media Contact: Mary Beth Ikard, APR
615.880.2452 | ikard@NashvilleMPO.org

GALLATIN, Tenn.— Sumner County's political leaders –Mayors Foster, Graves, Manning, Wilber, and County Executive Holt– in partnership with the Nashville Area Metropolitan Planning Organization, invite their constituents to learn more about major regional transportation planning efforts and important changes to public policy therein, at a "Community Conversation" next week. Members of the public will have the opportunity to hear an in-depth presentation and submit questions and comments on proposed infrastructure investments to support the overall livability, sustainability, prosperity and diversity of the region, as well as that of Sumner County.

WHO: Hendersonville Mayor Scott Foster, Gallatin Mayor (and Middle Tennessee Mayors Caucus chair) Jo Ann Graves, Sumner County Executive Anthony Holt, Goodlettsville Mayor Gary Manning, Portland Mayor Kenneth Wilber; city & county planners; transportation planning professionals with Nashville Area MPO; Sumner County citizens, business & community leaders; Ed Cole with the Transit Alliance of Middle Tennessee. Other Sumner County municipalities represented by: Westmoreland Mayor Cynthia Templeton, Millersville Mayor Dan Toole, and White House Mayor John Decker.

WHAT: *Community Conversation* led by local political leaders and planning experts on short, mid, long-term transportation improvements for both Sumner County & the Middle Tennessee region as a whole.

WHEN: Wed., Dec. 8th, 2010; 5:00 – 7:00 p.m.

- ⇒ 5:00-5:30 p.m. – "Open House" with refreshments served; 2035 Plan visuals on display for public consumption and conversation with MPO planning staff.
- ⇒ 5:30-7:00 p.m. – Presentation of 2035 Regional Transportation Plan (major policy initiatives) to Sumner Co. residents, with commentary from Mayors Foster, Graves, Holt, Manning Wilber & others, followed by Q&A.

WHERE: **Commission Chambers**–County Administration Building, 355 N. Belvedere Dr, Gallatin 37066
Those who are unable to attend in-person are invited to join the conversation on the Internet. Various forms of media feeds will be available both during & after the event via the Transit Alliance of Middle Tennessee's media page: ***www.thetransitalliance.org/in-the-media***

WHY: Governed by mayors & county executives from five-plus Middle Tennessee counties, the Nashville Area MPO is currently **finalizing** a major update to its multi-billion dollar regional transportation plan that includes a vast scope of **federally-funded transportation projects**. The MPO sets aside money for projects that support **significant policy initiatives** such as mass transit –including modernized options for Middle Tennessee such as streetcar or Bus Rapid Transit– as well as walkable/bikeable communities, and roadway technologies to keep people & goods moving through the region.

The plan depicts an **innovative vision** for regional transportation, but must also establish a path to realistic financial feasibility. As fuel prices rise, and demand for energy independence scenarios continue, what happens in the transportation sector is critical to everything from regional quality-of-life, to business and job recruitment and retention. This region is also expected to grow by another one million people over the next two decades; the plan presented on Dec. 8th attempts to address how those people might commute or use our transportation system to carry out their daily activities.

STAKEHOLDER COORDINATION LETTER

NASHVILLE AREA
Metropolitan Planning Organization

November 8, 2010

Re: Draft Nashville Area 2035 Regional Transportation Plan – Request for Review and Comment from Partner Agencies and Regional Stakeholder Organizations.

Dear Agency and/or Stakeholder:

The Nashville Area Metropolitan Planning Organization (MPO), the regional transportation planning agency for greater Nashville region including the counties of Davidson, Rutherford, Sumner, Williamson, and Wilson and portions of Maury and Robertson, has recently prepared the draft **2035 Regional Transportation Plan**. The plan provides a long-term vision for transportation infrastructure and identifies federal funding for a mix of improvements to the region's network of roadways, transit services, and walking and bicycling facilities.

As part of the planning process a special webpage has been established on the MPO's website to allow for your organization's review and comment of these draft documents:

http://www.NasvhilleMPO.org\2035

The MPO is seeking input from various federal, state, and local agencies and organizations having an interest in growth, development, transportation, safety, mobility, economic development, conservation, and/or other aspects related to the MPO's transportation planning process.

The MPO is requesting your organization's comments on the draft documents by close of business on December 12, 2010. Comments received for either document by December 13, 2010 will be considered by the MPO Executive Board prior to final approval. The first public hearing will be on **Wednesday, December 1, 2010 at 10:30 a.m.** at 1417 Murfreesboro Rd., Nashville**.** The final hearing will be held **Wednesday, December 15, 2010 at 9:00 a.m.** at the Music City Central, 400 Charlotte Ave., Nashville, in the Public Meeting Room.

We thank you for your continued support of a more livable and sustainable Middle Tennessee. We look forward to working with you in the future as we continue to develop plans for tomorrow.

Best,

Michael Skipper, AICP
Executive Director

SUMMARY OF PUBLIC COMMENTS

Summary of Public Comments

Draft 2035 Regional Transportation Plan and
FYs 2011-2015 Transportation Improvement Program

The full text of each comment is available by request at contact@nashvillempo.org or (615) 862-7204.

Comment #1: Jamie Melton (Franklin, TN)

Nature of comments: Requested that Old Hillsboro Road, Pinewood Road, Southall Road, and Boyd Mille Pike be designated as bike routes in Williamson County.

Comment #2: Bell Newton (Nashville, TN)

Nature of comments: Expressed opposition to the proposed Bosley Springs Connector road in the Harding Town Center area of Davidson County

Comment #3: Bill C. Duncan (Gallatin, TN)

Nature of comments: Expressed three concerns. The first is with an unfunded project which would connect Hatten Track Road (planned) to Green Lea Blvd. He feels this road is unnecessary. The second is ID# 1052-116, which he feels should be widened to 5 lanes instead of 3). The third is with respect to the amount of funding being spent on transportation over the next 25 years given the economic recession. He expressed a concern that too much taxes for transportation improvements could add to the long-term deficit.

Comment #4: Susan Wilkins and Evelyn Mitchell on behalf of other unnamed users of the Music City Star East Corridor Commuter Rail Service.

Nature of comments: Expressed desire for new shuttle service to connect to St. Thomas, Baptist, Centennial to Riverfront Station and new bus service to connect residents to the Lebanon, Martha, and Mt. Juliet stations. Expressed desire to see increased train service throughout the day, dedicated bus lanes to for downtown service from Riverfront, and increased information to passengers via text alerts/ electronic signs.

Comment #5: Richard Daigle (Gallatin, TN)

Nature of comments: Would like to see increased service along the 92X (Gallatin Express). Expressed interest in having more funding for transit made available.

Comment #6: Gilbert Smith (Nashville, TN)

Nature of comments: Expressed a desire to see solutions that help keep local traffic off the interstates. Pointed out that people drive to Nashville for reasons other than “to work” (e.g., entertainment).

Comment #7: Dave Bordenkircher (Nashville, TN)

Nature of comments: Expressed opposition to the widening of any interstates in the Nashville Area MPO area.

Comment #8: Kenya Stevens (Nashville, TN)

Nature of comments: Expressed a desire to continued improvements to the efficiency and appearance/ cleanliness of the Nashville MTA. Expressed an appreciation for regional planning efforts.

Comment #9: Ben Freeland (Nashville, TN)

Nature of comments: Expressed an interest in seeing Hickory Hollow included in the S.E. Corridor plan.

Comment #10: Christine Coldiron (Nashville, TN)

Nature of comments: Expressed a desire to see a walking and bicycling facility over/ under or through the 37th Avenue South bridge.

Comment #11: Joseph Reed, Jr. (Hermitage, TN)

Nature of comments: Expressed an opinion that a regional transportation system is "badly" needed in middle Tennessee area and that a monorail system would be a convenient way to get around while keeping protecting the environment.

Comment #12: Kathy Webber (Franklin, TN)

Nature of comments: Expressed a concern that bridges be properly improved and maintained due to the potential of a major disaster (e.g., earthquake along the New Madrid fault). Old bridges could collapse and hinder rescue and recovery efforts.

Comment #13: Ed Cole (Nashville, TN) on behalf of the Transit Alliance of Middle Tennessee

Nature of comments: Expressed support for the advancement of mass transit in Middle Tennessee as part of an overall comprehensive transportation plan.

Comment #13: Jay Everett (Wilson County, TN)

Nature of comments: Expressed support for the MPO's recent planning efforts and commended the Board for the inclusion of a bold new vision for mass transit.

PLAN ADOPTION PRESS RELEASE

NASHVILLE AREA
Metropolitan Planning Organization

MEDIA RELEASE

MAYORS ADOPT NEW TRANSPORTATION PLAN FOR MIDDLE TENNESSEE

2035 Plan Emphasizes Community Revitalization, Economic Development, Quality-of-Life, Responsible Land Use, and Modernization of the Region's Transportation System

FOR IMMEDIATE RELEASE
December 15, 2010

Media Contact: Mary Beth Ikard, APR
615.880.2452 | ikard@NashvilleMPO.org

NASHVILLE— Local elected officials made history today when the Executive Board for the Nashville Area Metropolitan Planning Organization adopted a new Regional Transportation Plan—a significant document that will guide the allocation of nearly $6 billion in federal, state, and local funds throughout a seven-county area over the next 25 years.

In preparing this Plan over the past three years, the MPO –which is comprised of political leadership and planning experts from its city and county member jurisdictions across the region– has listened to thousands of citizens and business leaders, looked at what other metropolitan areas throughout the nation are doing to improve their transportation systems, and conducted a detailed trends analysis of where Middle Tennessee is headed in terms of population growth, traffic congestion, and land development patterns.

Through the year 2035, MPO plans and programs will draw on four broad **principles**, or strategies for future growth:

- **Livability**– Enhance quality-of-life by supporting increased opportunities for affordable housing, education, jobs, recreation, and civic involvement without increasing the burden on citizens to enjoy their community;
- **Prosperity**– Contribute to regional economic well-being through transportation solutions that reduce the cost of living and doing business, increase access to education, jobs and amenities, and attract new investment;
- **Sustainability**– Support growth and prosperity without sacrificing public health, natural and socio-cultural resources, or the financial stability of this or future generations;
- **Diversity**– Recognize the multitude of needs and variety of perspectives and backgrounds of Middle Tennessee's citizenry by promoting a range of transportation choices designed with sensitivity to the desired context.

"The MPO mayors, working in partnership with their constituents, the business community, state and local agencies, transit authorities, and planning experts from across the region, have accomplished something remarkable in today's adoption of this Plan," said MPO Director Michael Skipper. "We're now better prepared to absorb the population growth that accompanies continued efforts to grow our local economies –bringing us new jobs and additional prosperity– without sacrificing Middle Tennessee as we know it today. Diversifying our transportation investment strategies –to more *seriously* support alternative modes, such as transit, walking and biking– will help us to conserve open space and fuel, manage congestion, and connect *people* with the *places* they want to go: work, school, shopping, or entertainment."

Resting on these guiding principles, transportation projects selected for inclusion in the 2035 Regional Transportation fall under three major policy initiatives:

1. **A BOLD NEW VISION FOR MASS TRANSIT.** *Under this policy initiative, the Plan provides:*
   - A first-of-its-kind vision for transit services [MAP] across Middle Tennessee's ten counties to communicate the region's intentions for the long-term;
   - Funding for upcoming corridor & circulator studies to layout more specific strategies to implement the vision;
   - A call to re-organize the existing RTA to take advantage of new legislation;

- A call to establish dedicated funding for transit to improve operational capacity of existing agencies, and to help build out the vision;
- $950 million in federal transit funds for the continued maintenance and modest expansion of urban transit, ridesharing, and vanpool services;
- $30 million for continued support for the JARC and New Freedom programs;
- **Ten percent** of future funding for urban roadway projects flexed to support transit projects.

2. **INCREASED SUPPORT FOR ACTIVE TRANSPORTATION[1] AND WALKABLE COMMUNITIES.**
   Under this policy initiative, the Plan provides:
   - A regional, comprehensive vision for future walking and bicycling facilities–
     - ✓ Infrastructure recommendations include expansion of greenways, regional network of 1100+ miles of on-road bicycle accommodations, and the creation of sidewalks on all major thoroughfares;
   - Guidance for roadway design standards to accommodate non-motorized modes of transportation;
   - Support for ongoing education of local law enforcement & the public to increase safety of walking & cycling;
   - A new emphasis on accommodations for non-motorized modes, with:
     - ✓ 75 percent of proposed roadway projects submitted by MPO member jurisdictions having included a sidewalk, bicycle lane, or shared-use lane (due to new MPO project scoring criteria)
     - ✓ **15 percent** of future funding for urban roadway projects flexed to support active transportation facilities
     - ✓ Guidance for utilizing other available grants such as Safe Routes to School and Transportation Enhancements.

3. **PRESERVATION & ENHANCEMENT OF STRATEGIC ROADWAY CORRIDORS**.
   Under this policy initiative, the Plan provides:
   - A regional, comprehensive approach to long-term transportation programming;
   - Guidance for local implementation of "complete streets" policies;
   - More than $3.2 Billion in Roadway Projects:
     - ✓ $2.7 billion for roadway widening
     - ✓ $291 million for interchanges/ intersections
     - ✓ $100 million for new roadways
     - ✓ $85 million for roadway reconstructions
     - ✓ $24 million for Intelligent Transportation Systems (**ITS**) & other enhancements, with **five percent** of all future urban roadway funds flexed to improve the efficiency of the transportation system through innovative management and operations upgrades (technology etc).
   - **Seventy percent** of the MPO's future allocation of urban roadway funding will be awarded to projects that **expand the <u>multi-modal</u> capacity** of the regional roadway system, in order to manage congestion, accommodate a growing population, and address goals for increased safety and security.

The federal government mandates that the nation's MPOs plan 20+ years into the future, and account for all regionally-significant road, transit, freight, ITS, walking and biking projects in that plan, **regardless of how they're funded**. The 2035 Plan provides a balanced, financially-feasible set of transportation improvements that can be constructed or implemented over the next 25 years with nearly $6 billion in expected federal, state, and local revenues. Proposed improvements are intended to help alleviate traffic congestion, provide more transportation choices, improve system operations, and meet the region's air quality goals over the next quarter century.

The cost of the full set of Middle Tennessee's transportation needs, as well as full funding of the Regional Transit Vision laid out in the Plan, is likely double or triple anticipated revenues. As such, the Plan presents a discussion of illustrative projects, where funding has not yet been identified, as well as other strategies that could be implemented to **reduce the gap** between what the region can *afford*, and what it actually needs.

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[1] '**Active transportation**' refers to any self-propelled form of travel (ex., walking, bicycling, in-line skating, using a wheelchair, riding a skateboard).

The establishment of a vision, however, is a critical step toward the region being awarded competitive federal funds. To qualify for competitive **transit** infrastructure funds, the region must next begin exploration of how to address the present lack of dedicated local or regional funding for mass transit – funding that would ensure stability in the operations of *existing* (and proposed) levels of transit service, and enable the region to compete against other U.S. metro areas for grant dollars to build modern transit infrastructure in the future, when Middle Tennessee is expected to see *significant* population growth and demographic shifts (increased diversity, aging Baby Boomers, more young professionals).

Remaining stagnant in our transportation planning efforts will prove to be enormously costly: the Texas Transportation Institute estimates the cost of congestion to the metro-Nashville area, in lost fuel and productive time, could be as much as $10.6 billion between now and 2035.

The Plan document in its entirety, maps, project lists, and other relevant information can be found online at NashvilleMPO.org/2035.

PHOTO CAPTION: Nashville Mayor Karl Dean and MPO Director Michael Skipper (seated right to left, in front) with the board of directors for the Regional Transit Authority at today's adoption hearing for the 2035 Regional Transportation Plan, Music City Central, downtown Nashville.

About the Nashville Area MPO:

The Nashville Area MPO is the federally-designated transportation planning agency for over 2800 sq. mi. and more than 1.5 million people throughout 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, and contributes to ongoing conversations about issues such as land use, economic development, climate change and the environment, safety and security, and health. For more information, visit our website at NashvilleMPO.org; find us at facebook.com/NashvilleMPO or on Twitter @NashvilleMPO.

Appendix D. Projects with Potential Impacts

This appendix provides a list of projects that are proposed in one of the three realms of concern that warrant further evaluation and/or monitoring during plan implementation:

- Congested Corridors
- Title VI or Environmental Justice Areas
- Areas of Environmental Concern

Cost-Feasible Roadway Projects on Congested Corridors

						PROPOSED IMPROVEMENTS		
2035ID	COUNTY	LEAD AGENCY	PROJECT NAME	PLANNING HORIZON	CONGESTED HORIZON	Sidewalks	Bicycle Lanes	ITS
1011-182	Davidson	Metro Public Works	Gateway Blvd Extension	2015	2008	Y	Y	
1012-229	Davidson	TDOT	I-65 N Widening with HOV Lanes	2015	2008			
1012-239	Davidson	TDOT	I-440 Eastbound Widening	2015	2008			
1014-259	Davidson	Metro Public Works, Oak Hill	Harding Place, Battery Lane intersection improvements	2015	2008	Y		
1014-260	Davidson	Metro Public Works	Jefferson Street Intersections	2015	2015	Y		Y
1014-265	Davidson	Metro Public Works	3rd Avenue and Union Street	2015	2008	Y		
1016-189	Davidson	Metro Public Works	I-40 and Jefferson Street Transportation Enhancement	2015	2015			Y
1016-190	Davidson	Metro Public Works	Harding Place Sidewalk Enhancements	2015	2015			
1017-267	Davidson	Goodlettsville	Long Hollow Pike Coordinated Signal Synchronization System	2015	2008			Y
1022-169	Maury, Williamson	Spring Hill	Port Royal Road	2015	2015	Y	Y	
1041-125	Rutherford	Murfreesboro	Joe B. Jackson Pkwy Ext.	2015	2035	Y		
1042-167	Rutherford	Smyrna	Weakley Lane Widening	2015	2015	Y		
1042-271	Rutherford	City of La Vergne	Waldron Rd.\Parthenon Pkwy. Widening	2015	2008	Y		
1044-272	Rutherford	City of La Vergne	Old Nashville Highway-Stones River Road Intersection Improvement	2015	2015	Y		
1046-270	Rutherford	City of La Vergne	Fergus Road Sidewalks	2015	2015	Y		
1052-177	Sumner	Hendersonville	Rockland Rd Widening and Construction	2015	2025	Y	Y	
1054-263	Sumner	Hendersonville	Indian Lake Blvd @ SR 386 Bridge	2015	2035	Y		
1054-275	Sumner	Gallatin, TDOT	Various Intersection Improvements	2015	2008	Y		
1057-247	Sumner	Goodlettsville	Madison Creek / Long Hollow Pike Traffic Signalization	2015	2015			Y
1062-113	Williamson	Franklin, Williamson County, TDOT	I-65 Widening	2015	2035			
1062-135	Williamson	Franklin	Columbia Ave South (SR 6/US 31)	2015	2008	Y	Y	Y
1062-136	Williamson	Franklin	Goose Creek Bypass (SR 248)	2015	2015	Y		Y
1062-137	Williamson	Franklin	Hillsboro Rd (SR-106/US-431)	2015	2008	Y	Y	Y
1062-138	Williamson	Franklin	Lewisburg Pike (US-431)	2015	2015			Y
1062-141	Williamson	Franklin	McEwen Drive Phase 3	2015	2025	Y	Y	Y
1062-159	Williamson	Brentwood, TDOT	Concord Road (SR-253) Widening	2015	2008	Y		
1062-160	Williamson	Brentwood, TDOT	Franklin Road Widening	2015	2008	Y		
1062-162	Williamson	Brentwood	Split Log Reconstruction (Phase 1)	2015	2035	Y		
1067-161	Williamson	Brentwood, TDOT	Concord Road (SR-253) ITS	2015	2008			Y
1072-112	Wilson	Lebanon	Hartmann Drive (Sec. 2)	2015	2025	Y	Y	
1072-237	Wilson	TDOT	SR-141 Widening	2015	2035		Y	
1074-277	Wilson	Lebanon	Maddox-Simpson Parkway Intersection Improvement	2015	2025			
1082-241	Sumner, Robertson	TDOT	SR-41 Widening	2015	2035			
1012-102	Davidson	Metro, Goodlettsville	Rivergate Parkway	2025	2035	Y		
1012-203	Davidson	Goodlettsville	Main Street/Long Hollow Pike/Rivergate Parkway Streetscape Plan Implementation	2025	2008	Y	Y	Y
1012-205	Davidson	TDOT	I-65 Widening	2025	2025			
1012-207	Davidson	TDOT	I-40 West HOV Lanes	2025	2015			
1012-208	Davidson	TDOT	I-40 W Widening	2025	2015			
1012-217	Davidson	TDOT	SR-12 Road Widening	2025	2035			
1012-218	Davidson	TDOT	SR-6 (Ellington Parkway) Widening	2025	2008			
1012-219	Davidson	TDOT	SR-1 (Murfreesboro Road) Widening	2025	2008		Y	
1012-220	Davidson	TDOT	Lebanon Pike (SR-24/ US 70) Widening	2025	2025	Y	Y	
1012-228	Davidson	TDOT	Clarksville Highway (SR-112) Widening	2025	2015	Y	Y	
1012-244	Davidson	TDOT	Charlotte Pike (SR-24) Widening	2025	2008	Y	Y	
1012-245	Davidson	Metro Nashville-Davidson Co., TDOT	I-24 W Widening	2025	2025			
1013-243	Davidson	TDOT	I-24 E @ Harding Place (Phase I)	2025	2008			
1014-221	Davidson	TDOT, Metro Public Works	I-40/McCrory Lane Interchange	2025	2008			
1014-249	Davidson	Goodlettsville	Vietnam Veterans Pkwy Interchange High Mast Lighting	2025	2025			
1016-103	Davidson	Goodlettsville	Conference Drive Enhancements	2025	2025			
1042-127	Rutherford	Murfreesboro	Thompson Lane Widening	2025	2008	Y	Y	
1042-231	Rutherford	TDOT	SR-96 Widening	2025	2035			
1052-212	Sumner	TDOT	I-65 Widening	2025	2008			
1052-223	Sumner	TDOT	SR-109 Widening	2025	2008			
1053-240	Robertson, Sumner	TDOT	I-65 @ SR-109 Interchange	2025	2035			
1056-104	Sumner	Goodlettsville	Highway 41/ Highway 31-W Lighting Improvements	2025	2008			

Cost-Feasible Roadway Projects on Congested Corridors

						PROPOSED IMPROVEMENTS		
2035ID	COUNTY	LEAD AGENCY	PROJECT NAME	PLANNING HORIZON	CONGESTED HORIZON	Sidewalks	Bicycle Lanes	ITS
1062-143	Williamson	Franklin	Murfreesboro Rd (SR-96 E)	2025	2008	Y	Y	Y
1062-170	Williamson	Spring Hill	Duplex Road	2025	2015	Y		
1062-215	Williamson	TDOT	SR-96 Widening	2025	2008	Y	Y	
1062-234	Williamson	Williamson Co., TDOT	SR-96 Widening	2025	2025			
1062-346	Williamson, Davidson	Brentwood, TDOT	Concord Road (SR-253) Widening	2025	2008			
1064-252	Williamson	Williamson County	SR-106/SR-46 Realignment	2025	2015			
1072-111	Wilson	Lebanon	SR-26 (Baddour Pkwy)	2025	2035	Y	Y	
1072-213	Wilson	TDOT	I-40 E HOV Lanes	2025	2015			
1072-214	Wilson	TDOT	I-40 E HOV Lanes	2025	2025			
1072-236	Wilson	TDOT	SR-171 Widening	2025	2025		Y	
1072-246	Wilson	Wilson County, TDOT	Lebanon Road (SR-24/ US 70) Widening	2025	2008	Y	Y	
1072-348	Wilson	Wilson County, TDOT	HWY 109 North	2025	2008		Y	
1086-105	Davidson, Sumner	Goodlettsville	Long Hollow Pike Lighting Improvements	2025	2008			
1012-147	Davidson	Metro Public Works	Bell Road Widening	2035	2008	Y	Y	
1012-148	Davidson	Metro Public Works	Edmondson Pike widening	2035	2008	Y	Y	
1012-150	Davidson	Metro, TDOT	Gallatin Pike widening in Rivergate area	2035	2008	Y	Y	
1012-151	Davidson	Metro, TDOT	Harding Place (SR-155) widening	2035	2008			
1012-152	Davidson	Metro, TDOT	I-24/65 under Fern Avenue widening	2035	2008			
1012-154	Davidson	Metro, TDOT	I-65 (downtown loop) HOV lanes	2035	2015			
1012-181	Davidson	Metro Public Works	McGavock Pike	2035	2008	Y	Y	
1012-183	Davidson	Metro Public Works	Central Pike Phase 2	2035	2008	Y	Y	
1012-184	Davidson	Metro Public Works	Old Hickory Boulevard (SR-45) widening	2035	2008	Y	Y	
1012-185	Davidson	Metro Public Works, TDOT	Nolensville Pike (SR-11) Widening	2035	2008	Y		
1012-186	Davidson	Metro Public Works	Myatt Drive widening	2035	2008	Y	Y	
1014-155	Davidson	Metro, TDOT	I-40 at 2nd/4th Avenue interchange upgrade	2035	2025			
1014-258	Davidson	Metro Public Works	Gallatin and Due West Intersection Improvement	2035	2015	Y		Y
1018-202	Davidson	Goodlettsville, TDOT	Dickerson Pike/CSX Widening	2035	2015	Y		
1042-124	Rutherford	Murfreesboro	New Salem Widening	2035	2008	Y		
1042-126	Rutherford	Murfreesboro	Broad Street Widening	2035	2025	Y		
1042-128	Rutherford	Murfreesboro	Old Fort Pkwy Widening	2035	2008			
1042-168	Rutherford	Smyrna, TDOT	Jefferson Pike (SR-266) Widening	2035	2025	Y		
1042-204	Rutherford	Rutherford County, TDOT	Epps Mill Road/Exit 89 Improvements	2035	2035	Y	Y	
1052-116	Sumner	Gallatin, TDOT	SR-174/SR-25 Corridor Improvements	2035	2025	Y	Y	
1052-119	Sumner	Gallatin, TDOT	Widen E. Broadway Avenue - US-31E (SR-6)	2035	2025	Y	Y	
1052-179	Sumner	Hendersonville	SR-386 (Vietnam Veterans) Widening	2035	2008			
1053-264	Sumner	Hendersonville, TDOT	SR 386 (Vietnam Veterans)/Forest Retreat Interchange	2035	2025	Y	Y	
1054-262	Sumner	TDOT	Long Hollow Pike (SR 174) & Center Point Rd/Happy Hollow Rd Intersection Improvements	2035	2035	Y		
1056-118	Sumner	Gallatin	Volunteer State Community College Pedestrian and Bicycle Project	2035	2035	Y	Y	
1056-175	Sumner	Hendersonville	SR-6 (Main Street)	2035	2008	Y	Y	
1062-134	Williamson	Franklin	Columbia Ave North (SR 6/US 31)	2035	2008	Y	Y	Y
1062-139	Williamson	Franklin, TDOT	Mack Hatcher NE Quad (SR 397)	2035	2008			Y
1062-140	Williamson	Franklin, TDOT	Mack Hatcher SE Quad (SR 397)	2035	2008			Y
1062-163	Williamson	Brentwood, TDOT	Wilson Pike (S.R. 252) Widening	2035	2008	Y	Y	
1064-164	Williamson	Brentwood, TDOT	Moores Lane (S.R. 441)/I-65 Interchange Improvements	2035	2008			
1064-165	Williamson	Brentwood, TDOT	Concord Road (S.R. 253)/I-65 Interchange Improvements	2035	2025			
1072-110	Wilson	Lebanon, TDOT	US-231 North	2035	2025	Y	Y	
1072-123	Wilson	Wilson County, TDOT	Central Pike (SR-265)	2035	2035		Y	
1072-133	Wilson	Mt. Juliet	South Mt. Juliet Road Widening	2035	2008	Y	Y	
1084-250	Davidson, Sumner	Goodlettsville	I-65 High Mast Lighting	2035	2025			

Cost-Feasible Roadway Projects in Environmental Justice Areas

2035ID	COUNTY	LEAD AGENCY	PROJECT NAME	PLANNING HORIZON	NUMBER OF EJ FACTORS
1011-182	Davidson	Metro Public Works	Gateway Blvd Extension	2015	8
1012-108	Davidson	Goodlettsville	Rivergate Pkwy Safety Improvements	2015	4
1012-229	Davidson	TDOT	I-65 N Widening with HOV Lanes	2015	6
1012-239	Davidson	TDOT	I-440 Eastbound Widening	2015	7
1014-260	Davidson	Metro Public Works	Jefferson Street Intersections	2015	7
1014-265	Davidson	Metro Public Works	3rd Avenue and Union Street	2015	5
1016-187	Davidson	Metro Public Works	21st Avenue Roadscaping in Hillsboro Village	2015	4
1016-189	Davidson	Metro Public Works	I-40 and Jefferson Street Transportation Enhancement	2015	7
1042-167	Rutherford	Smyrna	Weakley Lane Widening	2015	4
1051-233	Sumner	TDOT	SR-109 Widening	2015	4
1051-268	Sumner	Millersville	Cartwright Parkway Extension	2015	4
1052-120	Sumner	Gallatin, TDOT	Albert Gallatin Avenue / Hatten Track Road Extension - Phase 1	2015	8
1052-176	Sumner	Hendersonville	New Shackle Island Road Widening Phases 1 and 2	2015	4
1052-177	Sumner	Hendersonville	Rockland Rd Widening and Construction	2015	4
1052-180	Sumner	Hendersonville	Walton Ferry Rd Widening and Re-Alignment	2015	5
1052-273	Sumner	Gallatin	Airport Road Relocation	2015	8
1052-276	Sumner	Gallatin	E. Broadway (SR-6) Realignment, Signalization and Streetscape	2015	8
1054-275	Sumner	Gallatin, TDOT	Various Intersection Improvements	2015	8
1062-135	Williamson	Franklin	Columbia Ave South (SR 6/US 31)	2015	8
1062-137	Williamson	Franklin	Hillsboro Rd (SR-106/US-431)	2015	8
1072-112	Wilson	Lebanon	Hartmann Drive (Sec. 2)	2015	5
1074-277	Wilson	Lebanon	Maddox-Simpson Parkway Intersection Improvement	2015	6
1012-102	Davidson	Metro, Goodlettsville	Rivergate Parkway	2025	7
1012-203	Davidson	Goodlettsville	Main Street/Long Hollow Pike/Rivergate Parkway Streetscape Plan Implementation	2025	4
1012-205	Davidson	TDOT	I-65 Widening	2025	8
1012-207	Davidson	TDOT	I-40 West HOV Lanes	2025	7
1012-208	Davidson	TDOT	I-40 W Widening	2025	7
1012-217	Davidson	TDOT	SR-12 Road Widening	2025	7
1012-218	Davidson	TDOT	SR-6 (Ellington Parkway) Widening	2025	8
1012-219	Davidson	TDOT	SR-1 (Murfreesboro Road) Widening	2025	4
1012-220	Davidson	TDOT	Lebanon Pike (SR-24/ US 70) Widening	2025	7
1012-228	Davidson	TDOT	Clarksville Highway (SR-112) Widening	2025	7
1012-244	Davidson	TDOT	Charlotte Pike (SR-24) Widening	2025	7
1012-245	Davidson	Metro Nashville-Davidson Co., TDOT	I-24 W Widening	2025	6
1013-243	Davidson	TDOT	I-24 E @ Harding Place (Phase I)	2025	6
1014-106	Davidson	Goodlettsville	Vietnam Veterans Pkwy Merge Lane onto Conference Drive	2025	4
1014-206	Davidson	TDOT	I-65 South HOV CBD Connection	2025	6
1014-209	Davidson	TDOT	I-40 W HOV CBD Connection	2025	6
1014-210	Davidson	TDOT	I-24 HOV CBD Connection	2025	7
1014-211	Davidson	TDOT	I-65 N HOV CBD Connection	2025	7
1014-238	Davidson	TDOT	I-40 @ I-440 Ramp Modification	2025	7
1016-103	Davidson	Goodlettsville	Conference Drive Enhancements	2025	4
1032-109	Robertson	TDOT	US-431/SR-65 Widening	2025	8
1041-129	Rutherford	Murfreesboro	Cherry Lane Extension	2025	4
1042-131	Rutherford	Murfreesboro	Bradyville Pike Widening	2025	8
1042-231	Rutherford	TDOT	SR-96 Widening	2025	4
1051-222	Sumner	TDOT	Portland Bypass	2025	6
1052-212	Sumner	TDOT	I-65 Widening	2025	7
1052-224	Sumner	TDOT	SR-109 Widening	2025	6
1056-104	Sumner	Goodlettsville	Highway 41/ Highway 31-W Lighting Improvements	2025	4

Cost-Feasible Roadway Projects in Environmental Justice Areas

2035ID	COUNTY	LEAD AGENCY	PROJECT NAME	PLANNING HORIZON	NUMBER OF EJ FACTORS
1062-143	Williamson	Franklin	Murfreesboro Rd (SR-96 E)	2025	8
1062-215	Williamson	TDOT	SR-96 Widening	2025	8
1072-111	Wilson	Lebanon	SR-26 (Baddour Pkwy)	2025	7
1072-213	Wilson	TDOT	I-40 E HOV Lanes	2025	6
1072-235	Wilson	TDOT	Hartsville Pike (SR-141) Realignment	2025	7
1072-236	Wilson	TDOT	SR-171 Widening	2025	4
1072-242	Wilson	TDOT	Hartsville Pike (SR-141) Gap	2025	6
1072-246	Wilson	Wilson County, TDOT	Lebanon Road (SR-24/ US 70) Widening	2025	4
1012-147	Davidson	Metro Public Works	Bell Road Widening	2035	6
1012-150	Davidson	Metro, TDOT	Gallatin Pike widening in Rivergate area	2035	7
1012-151	Davidson	Metro, TDOT	Harding Place (SR-155) widening	2035	6
1012-152	Davidson	Metro, TDOT	I-24/65 under Fern Avenue widening	2035	6
1012-154	Davidson	Metro, TDOT	I-65 (downtown loop) HOV lanes	2035	8
1012-156	Davidson	Metro Public Works, TDOT	Demonbreun Street	2035	8
1012-158	Davidson	TDOT	Donelson Pike Realignment & Interchange Modification	2035	4
1012-183	Davidson	Metro Public Works	Central Pike Phase 2	2035	5
1012-184	Davidson	Metro Public Works	Old Hickory Boulevard (SR-45) widening	2035	5
1012-185	Davidson	Metro Public Works, TDOT	Nolensville Pike (SR-11) Widening	2035	8
1012-186	Davidson	Metro Public Works	Myatt Drive widening	2035	7
1014-153	Davidson	Metro-Nashville, Goodlettsville, TDOT	I-65 North / SR-386 Connecting Ramps	2035	4
1014-155	Davidson	Metro, TDOT	I-40 at 2nd/4th Avenue interchange upgrade	2035	8
1014-258	Davidson	Metro Public Works	Gallatin and Due West Intersection Improvement	2035	5
1018-202	Davidson	Goodlettsville, TDOT	Dickerson Pike/CSX Widening	2035	4
1042-124	Rutherford	Murfreesboro	New Salem Widening	2035	6
1042-126	Rutherford	Murfreesboro	Broad Street Widening	2035	8
1042-128	Rutherford	Murfreesboro	Old Fort Pkwy Widening	2035	6
1042-168	Rutherford	Smyrna, TDOT	Jefferson Pike (SR-266) Widening	2035	4
1052-116	Sumner	Gallatin, TDOT	SR-174/SR-25 Corridor Improvements	2035	8
1052-119	Sumner	Gallatin, TDOT	Widen E. Broadway Avenue - US-31E (SR-6)	2035	8
1052-173	Sumner	Sumner County, TDOT	US 31E/SR 6 Widening	2035	5
1052-179	Sumner	Hendersonville	SR-386 (Vietnam Veterans) Widening	2035	7
1056-117	Sumner	Gallatin	Congestion Management/Streetscape Improvements on US-31E(SR-6)	2035	8
1056-175	Sumner	Hendersonville	SR-6 (Main Street)	2035	5
1062-134	Williamson	Franklin	Columbia Ave North (SR 6/US 31)	2035	8
1062-139	Williamson	Franklin, TDOT	Mack Hatcher NE Quad (SR 397)	2035	7
1072-110	Wilson	Lebanon, TDOT	US-231 North	2035	6
1074-251	Wilson	Lebanon, TDOT	SR-24/US-70 (Main St)/Castle Heights Intersection	2035	6
1084-250	Davidson, Sumner	Goodlettsville	I-65 High Mast Lighting	2035	4

Cost-Feasible Roadway Projects in Areas of Environmental Concern

2035ID	COUNTY	LEAD AGENCY	PROJECT NAME	PLANNING HORIZON	ENVIRONMENTAL CONFLICT	PROJECT OVERLAP	ENVIRONMENTAL CHALLENGE	PROJECT OVERLAP
1012-157	Davidson	Metro Public Works	McCrory Lane	2015	YES	47%	YES	26%
1012-229	Davidson	TDOT	I-65 N Widening with HOV Lanes	2015			YES	6%
1012-239	Davidson	TDOT	I-440 Eastbound Widening	2015	YES	4%	YES	4%
1014-259	Davidson	Metro Public Works, Oak Hill	Harding Place, Battery Lane intersection improvements	2015	YES	100%		
1016-187	Davidson	Metro Public Works	21st Avenue Roadscaping in Hillsboro Village	2015	YES	100%		
1017-267	Davidson	Goodlettsville	Long Hollow Pike Coordinated Signal Synchronization System	2015			YES	100%
1021-172	Maury	Spring Hill	Reserves Boulevard Extension	2015	YES	7%	YES	12%
1022-169	Maury, Williamson	Spring Hill	Port Royal Road	2015	YES	50%	YES	54%
1041-125	Rutherford	Murfreesboro	Joe B. Jackson Pkwy Ext.	2015	YES	2%	YES	23%
1041-130	Rutherford	Murfreesboro	Veterans Pkwy	2015	YES	1%	YES	9%
1042-167	Rutherford	Smyrna	Weakley Lane Widening	2015			YES	19%
1042-271	Rutherford	City of La Vergne	Waldron Rd.\Parthenon Pkwy. Widening	2015	YES	63%	YES	10%
1044-272	Rutherford	City of La Vergne	Old Nashville Highway-Stones River Road Intersection Improvement	2015	YES	100%		
1046-270	Rutherford	City of La Vergne	Fergus Road Sidewalks	2015	YES	100%	YES	30%
1051-233	Sumner	TDOT	SR-109 Widening	2015	YES	1%	YES	1%
1051-268	Sumner	Millersville	Cartwright Parkway Extension	2015			YES	21%
1052-120	Sumner	Gallatin, TDOT	Albert Gallatin Avenue / Hatten Track Road Extension - Phase 1	2015			YES	3%
1052-174	Sumner	Hendersonville	Drakes Creek Road Widening	2015	YES	2%	YES	12%
1052-176	Sumner	Hendersonville	New Shackle Island Road Widening Phases 1 and 2	2015			YES	9%
1052-177	Sumner	Hendersonville	Rockland Rd Widening and Construction	2015	YES	1%	YES	12%
1052-273	Sumner	Gallatin	Airport Road Relocation	2015			YES	4%
1052-276	Sumner	Gallatin	E. Broadway (SR-6) Realignment, Signalization and Streetscape	2015			YES	100%
1054-275	Sumner	Gallatin, TDOT	Various Intersection Improvements	2015			YES	100%
1057-247	Sumner	Goodlettsville	Madison Creek / Long Hollow Pike Traffic Signalization	2015			YES	100%
1061-171	Williamson	Spring Hill	Buckner Road Extension	2015	YES	1%	YES	1%
1061-225	Williamson	TDOT	SR-840	2015	YES	19%	YES	33%
1061-226	Williamson	TDOT	SR-840	2015	YES	8%	YES	12%
1062-113	Williamson	Franklin, Williamson County, TDOT	I-65 Widening	2015	YES	0%	YES	8%
1062-136	Williamson	Franklin	Goose Creek Bypass (SR 248)	2015			YES	1%
1062-137	Williamson	Franklin	Hillsboro Rd (SR-106/US-431)	2015	YES	3%	YES	49%
1062-138	Williamson	Franklin	Lewisburg Pike (US-431)	2015	YES	14%	YES	6%
1062-141	Williamson	Franklin	McEwen Drive Phase 3	2015			YES	11%
1062-142	Williamson	Franklin	McEwen Drive Phase 4	2015	YES	6%	YES	8%
1062-160	Williamson	Brentwood, TDOT	Franklin Road Widening	2015			YES	3%
1062-162	Williamson	Brentwood	Split Log Reconstruction (Phase 1)	2015	YES	32%		
1067-161	Williamson	Brentwood, TDOT	Concord Road (SR-253) ITS	2015	YES	5%		
1072-112	Wilson	Lebanon	Hartmann Drive (Sec. 2)	2015			YES	30%
1072-132	Wilson	Mt. Juliet	Beckwith Road Eastern Connector	2015			YES	11%
1072-237	Wilson	TDOT	SR-141 Widening	2015	YES	0%	YES	6%
1012-205	Davidson	TDOT	I-65 Widening	2025	YES	24%	YES	0%
1012-207	Davidson	TDOT	I-40 West HOV Lanes	2025	YES	24%	YES	5%
1012-217	Davidson	TDOT	SR-12 Road Widening	2025			YES	7%
1012-219	Davidson	TDOT	SR-1 (Murfreesboro Road) Widening	2025			YES	4%
1012-220	Davidson	TDOT	Lebanon Pike (SR-24/ US 70) Widening	2025			YES	3%
1012-228	Davidson	TDOT	Clarksville Highway (SR-112) Widening	2025			YES	2%
1012-244	Davidson	TDOT	Charlotte Pike (SR-24) Widening	2025	YES	49%	YES	0%
1012-245	Davidson	Metro Nashville-Davidson Co., TDOT	I-24 W Widening	2025	YES	14%	YES	23%
1013-243	Davidson	TDOT	I-24 E @ Harding Place (Phase I)	2025			YES	1%
1014-211	Davidson	TDOT	I-65 N HOV CBD Connection	2025	YES	36%	YES	13%
1014-221	Davidson	TDOT, Metro Public Works	I-40/McCrory Lane Interchange	2025	YES	5%	YES	2%
1016-103	Davidson	Goodlettsville	Conference Drive Enhancements	2025	YES	1%	YES	1%
1032-109	Robertson	TDOT	US-431/SR-65 Widening	2025			YES	3%
1041-129	Rutherford	Murfreesboro	Cherry Lane Extension	2025	YES	46%	YES	23%
1042-121	Rutherford	La Vergne	Chaney Blvd. Widening	2025	YES	4%		
1042-122	Rutherford	La Vergne	Jefferson Pike Widening	2025	YES	32%	YES	5%
1042-127	Rutherford	Murfreesboro	Thompson Lane Widening	2025	YES	26%	YES	25%
1042-131	Rutherford	Murfreesboro	Bradyville Pike Widening	2025			YES	8%
1042-231	Rutherford	TDOT	SR-96 Widening	2025	YES	1%	YES	2%
1042-232	Rutherford	TDOT	SR-99	2025			YES	19%
1051-222	Sumner	TDOT	Portland Bypass	2025	YES	1%	YES	2%
1052-115	Sumner	Gallatin	Big Station Camp Boulevard Improvements	2025	YES	1%	YES	1%

Cost-Feasible Roadway Projects in Areas of Environmental Concern

2035ID	COUNTY	LEAD AGENCY	PROJECT NAME	PLANNING HORIZON	ENVIRONMENTAL CONFLICT	PROJECT OVERLAP	ENVIRONMENTAL CHALLENGE	PROJECT OVERLAP
1052-212	Sumner	TDOT	I-65 Widening	2025			YES	6%
1052-223	Sumner	TDOT	SR-109 Widening	2025	YES	3%	YES	12%
1056-104	Sumner	Goodlettsville	Highway 41/ Highway 31-W Lighting Improvements	2025			YES	0%
1062-143	Williamson	Franklin	Murfreesboro Rd (SR-96 E)	2025	YES	55%	YES	30%
1062-170	Williamson	Spring Hill	Duplex Road	2025	YES	1%	YES	10%
1062-215	Williamson	TDOT	SR-96 Widening	2025			YES	15%
1062-234	Williamson	Williamson Co., TDOT	SR-96 Widening	2025			YES	1%
1062-346	Williamson, Davidson	Brentwood, TDOT	Concord Road (SR-253) Widening	2025	YES	4%	YES	11%
1064-252	Williamson	Williamson County	SR-106/SR-46 Realignment	2025			YES	100%
1072-111	Wilson	Lebanon	SR-26 (Baddour Pkwy)	2025	YES	4%	YES	36%
1072-213	Wilson	TDOT	I-40 E HOV Lanes	2025	YES	39%	YES	4%
1072-214	Wilson	TDOT	I-40 E HOV Lanes	2025	YES	10%	YES	1%
1072-236	Wilson	TDOT	SR-171 Widening	2025	YES	46%	YES	3%
1072-246	Wilson	Wilson County, TDOT	Lebanon Road (SR-24/ US 70) Widening	2025			YES	1%
1072-348	Wilson	Wilson County, TDOT	HWY 109 North	2025	YES	1%	YES	18%
1086-105	Davidson, Sumner	Goodlettsville	Long Hollow Pike Lighting Improvements	2025			YES	14%
1012-147	Davidson	Metro Public Works	Bell Road Widening	2035	YES	92%	YES	10%
1012-151	Davidson	Metro, TDOT	Harding Place (SR-155) widening	2035			YES	1%
1012-152	Davidson	Metro, TDOT	I-24/65 under Fern Avenue widening	2035	YES	100%		
1012-154	Davidson	Metro, TDOT	I-65 (downtown loop) HOV lanes	2035	YES	8%		
1012-158	Davidson	TDOT	Donelson Pike Realignment & Interchange Modification	2035			YES	1%
1012-185	Davidson	Metro Public Works, TDOT	Nolensville Pike (SR-11) Widening	2035	YES	4%	YES	9%
1012-186	Davidson	Metro Public Works	Myatt Drive widening	2035			YES	1%
1014-153	Davidson	Metro-Nashville, Goodlettsville, TDOT	I-65 North / SR-386 Connecting Ramps	2035	YES	29%		
1014-216	Davidson	TDOT	Hickory Hollow Parkway Interchange	2035			YES	4%
1042-124	Rutherford	Murfreesboro	New Salem Widening	2035	YES	17%	YES	22%
1042-128	Rutherford	Murfreesboro	Old Fort Pkwy Widening	2035	YES	47%	YES	15%
1042-168	Rutherford	Smyrna, TDOT	Jefferson Pike (SR-266) Widening	2035	YES	91%	YES	15%
1042-204	Rutherford	Rutherford County, TDOT	Epps Mill Road/Exit 89 Improvements	2035	YES	3%	YES	27%
1052-116	Sumner	Gallatin, TDOT	SR-174/SR-25 Corridor Improvements	2035			YES	2%
1052-119	Sumner	Gallatin, TDOT	Widen E. Broadway Avenue - US-31E (SR-6)	2035			YES	5%
1052-179	Sumner	Hendersonville	SR-386 (Vietnam Veterans) Widening	2035	YES	1%	YES	7%
1056-117	Sumner	Gallatin	Congestion Management/Streetscape Improvements on US-31E(SR-6)	2035			YES	36%
1056-175	Sumner	Hendersonville	SR-6 (Main Street)	2035	YES	1%	YES	3%
1062-139	Williamson	Franklin, TDOT	Mack Hatcher NE Quad (SR 397)	2035	YES	8%	YES	6%
1062-140	Williamson	Franklin, TDOT	Mack Hatcher SE Quad (SR 397)	2035	YES	65%	YES	18%
1062-163	Williamson	Brentwood, TDOT	Wilson Pike (S.R. 252) Widening	2035			YES	15%
1063-166	Williamson	Brentwood, TDOT	I-65 Interchange between Old Hickory and Concord Rd	2035			YES	2%
1072-110	Wilson	Lebanon, TDOT	US-231 North	2035			YES	3%
1072-133	Wilson	Mt. Juliet	South Mt. Juliet Road Widening	2035			YES	3%
1074-251	Wilson	Lebanon, TDOT	SR-24/US-70 (Main St)/Castle Heights Intersection	2035	YES	100%		
1084-250	Davidson, Sumner	Goodlettsville	I-65 High Mast Lighting	2035			YES	100%

Appendix E. Travel Demand Model Technical Documentation

This appendix provides further documentation on the MPO's regional travel demand model.

NASHVILLE AREA MPO
2035 REGIONAL TRANSPORTATION PLAN

TRAVEL DEMAND MODEL DEVELOPMENT NOTES

NASHVILLE AREA
Metropolitan Planning Organization

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1.0 Introduction

This travel demand model update was developed for Nashville Area Metropolitan Planning Organization's 2035 Regional Transportation Plan. In the update, a base year, 2008, and three Horizon years were selected: 2015, 2025, and 2035. This document describes the development and calibration/validation of the passenger component for the base year only.

The model was developed using TransCad 5.0, and the following main data sources:

- Census 2000
- 1997 Nashville MPO's Household Travel Survey
- INFO-USA database for the base year business locations and number employees,
- Woods and Poole database for base year and future year population/ employment control total.
- TDOT Transportation Roadway Inventory Management System (TRIMS) Database
- TDOT ADAM Database
- Aerial Photos and Parcel Files
- Nashville Area Travel Speed Survey

A few major changes were made in this model:

<u>Freight Model</u>

A Freight and Truck Component was added to the model update. The model estimates three classes of trucks: Commercial vehicle, Single-Unit Truck, and Multi-Unit Truck trips. The model also outputs the region's commodity flow. For more details, refer to the Freight Component tech memo.

<u>Study Area and Traffic Analysis Zone (TAZ) structure</u>

In order to perform a more detailed analysis, the TAZ structure and study area boundary were changed significantly. Now all of Robertson County is included in the model. Second, the number of TAZs was increased from 1440 to 2102 because of expanded study area and completed roadway projects. Some TAZs were also split in order to reflect the growth in the area.

<u>External Trips</u>

New External stations were selected based on the new study area boundary. New External to External trips, Internal to External, and External to Internal trip percentages were estimated using The Tennessee State Wide Model (TDOT, 2002) using select link analysis in TransCAD 5.0.

<u>Network</u>

Network updates include alignment updates, attributes updates, etc. More detailed information can be found in Section 2.

<u>Integrated Horizon Year Scenarios</u>

Different attributes for different horizon years in the network include: Direction, FHWA Functional Class, Number of Lanes, Center Turn Lanes Flag, and Pavement width are now coded in the same network file instead of individual files for each horizon years. For more detail network fields, please refer to the appendix.

2.0 Highway Network Update

The network update includes

- Expanded study area
- Vehicle Classification Count data
- Continuous left turn lane and divided roadway designation
- New projects(As of 2030 Travel Demand Model)
- Functional Classification Updates
- 2008 ADT and vehicle class count
- Posted speed
- State route number
- U.S. route number
- External stations
- Truck model related fields (eg: SU, MU, CV)

2.1 Expanded Study Area

Robertson County: The study area was expanded to cover all of Robertson County. It means the network had to be expanded as well. First, all collectors and up roadways were added to the network. Secondly, local roads were added to create more accurate volume distribution during the assignment phase of the model.

Maury County: In order to compile information from the Census data correctly, some TAZ boundaries in Maury County were changed. The network was then updated to reflect the changes made in TAZ boundary.

2.2 Vehicle Classification Count Data

425 Classification count station data were incorporated to the network. It includes vehicle class composition and directional flow information. The count data is also used to develop TOD factor for trucks and EE trips.

2.3 Continuous Left Turn Lane (CLTL) and Divided Roadway

Continuous left-turn lanes are the common access management treatment. Typically, they are used in the center of a four-lane or two-lane roadway. It is being used to provide extra lane for left turning vehicles. The Continuous left turn lane field was reviewed in the update. New construction/widening projects that involved adding CLTL were updated in the network. The divided roadways were also updated.

2.4 New Projects

Projects completed from January 2002 to December 2008 were added to the base year network. The data sources include local inputs and Nashville Area MPO TIP documents.

2.5 Functional Classification

In the previous update, roadways were classified using part of TDOT's classification study conducted in 1989 and some field study results. In this update, the network functional class was updated using the TDOT TRIMS database only.

2.5.1 Facility Type

An automatic process was developed to read the highway link attribute and the associated TRIMS data in order to determine a facility type for each link to be used an input into the highway assignment process. The primary TRIMS data fields used in the facility type process are as follows:

- **Func_CLASS** – This is the normal Highway Planning Network (NHPN) functional classification of the roadway in the network. There are generally classified into rural facilities and urban facilities. They are further classified by Interstates, arterials, collectors, and local access roads. Table below shows the NHPN function classification codes.
- **Lanes** - The number of lanes (bi-directional) coded in the NHPN
- **Pavement_W** – The total width of the roadway for all travel lanes. The lane width can give important information about the operational characteristics or a facility as it can affect capacity and travel speeds. A lane width of 11 feet or greater is considered to be standard width and anything less than that as sub-standard.
- **DIR** – Directional code of the highway link. A code or "0" indicates a two-way road, and non-zero (1 or -1) indicates a one-way link.

Table 2.5.1.1: NHPN Functional Classifications

Code	Classification	Code	Classification
01	Rural Interstate	14	Urban other principal Arterial
02	Rural Principal Arterial	16	Urban Minor Arterial
03	Rural Freeway	17	Urban Collector
06	Rural Minor Arterial	19	Urban local Access
07	Rural Major Collector	20	System-System Ramp
08	Rural Minor Collector	21	On Ramp
09	Rural local Access	22	Off Ramp
10	National Park Service Road	23	Collector-Distributor Road
11	Urban Interstate	99	Centroid Connector
12	Urban Other Freeways/Expressways		

Based on these network fields, a facility type is calculated for use as input into the travel demand model assignment procedure. The facility type classifications are shown in Table. Table describes the relationships used in the model stream to relate the NHPN variables to facility type designations.

As can be seen in Table, the key characteristic in determining the facility type designation for each link in the network is the NHPN Functional Classification Code for the link. The detailed facility type designations for the arterial links are based upon the geometric characteristics of the roadway, i.e., number of travel lanes, two-way or one-way, and lane width. For example, if the two lane roadway (local lanes in both direction) has a NHPN Functional Classification Code of 02 (rural principal arterial) which lane widths of less than 11 feet, it would have facility type code of 12 (major arterial). This same roadway would have a facility type code of 11 (Principal arterial) if it was a one-way facility. These facility type codes along with the area type codes are the parameters used in assigning the capacities and free flow speeds for each link in the network.

Table 2.5.1.2: Federal Highway Functional Class

Code	Facility Type	Code	Facility Type
01	interstate	11	Principal Arterial
02	Freeway	12	Major Arterial
03	Expressway	13	Minor Arterial
04	Collector-Distributor	21	Collector
06	System-System Ramp	31	Local
07	On-Ramp	50	Transit-Only
08	Off-Ramp	99	Centroid Connector

2.6 Capacity and Speed

Normalized Capacity based on area type and facility type was not changed. See table below.

Table2.6.1: Normalized Capacity Based on Area Type and Facility Type

Facility Type		**Area Type[9]**						
Code	**Description**	1	2	3	4	5	6	7
1	**Interstate**	**1790[8]**	1830	1870	1910	**1930[8]**	1870	**1810[8]**
2	**Freeway[2]**	1590	1620	1650	1680	1700	1690	1680
3	**Expressway[1]**	1380	1400	1420	1440	1470	1510	1550
4	**Collector-Distributor[5]**	1590	1620	1650	1680	1700	1690	1680
6	**System-System Ramp[4]**	1790	1830	1870	1910	1930	1870	1810
7	**On-Ramp[6]**	1600	1650	1700	1750	1800	1850	1900
8	**Off-Ramp[3]**	960	970	980	990	1010[8]	1145	1280
11	**Principal Arterial**	**960[8]**	970	980	990	**1010[8]**	1145	**1280[8]**
12	**Minor Arterial**	**780[8]**	790	800	810	**820[8]**	980	**1140[8]**
13	**Minor Arterial**	**710[8]**	730	750	770	**770[8]**	780	**790[8]**
21	**Collector-Distributor**	**440[8]**	470	500	530	**560[8]**	630	**690[8]**
31	**Local[7]**	350	380	410	440	450	500	550

Note:

1. Expressway is interpolated between Interstate and Principal Arterial
2. Freeway is interpolated between Interstate and Expressway
3. Off-Ramp is equal to Principal Arterial
4. System-System ramp is equal to Interstate
5. Collector-Distributor is equal to Freeway
6. On-Ramp - Values based on lowest and highest ramp capacities (HCM, Exhibit 25-3)
7. Local capacities are assumed to be 20% lower than collectors
8. Bold values are determined from HCM procedures and assumptions
9. Value between Area Types are interpolated. Detailed definition can be found in 3.3(Page 20)

Data Source: 2004 Nashville MPO Model Update Document

2.7 Posted Speed and AADT Update

Posted speed was updated using travel time study from year 2005 to 2007, Local government inputs, TDOT TRIMS database, and MPO staff field study. Year 2008 AADT data was updated using TDOT's latest volume count station data.

2.8 External Stations.

New External stations were selected based on the new study area boundary. New external to external trips (E-E), internal to external (I-E), and external to internal (E-I) trips were estimated using Select Link Analysis in the Tennessee State Wide Model (TDOT, 2002).

Table2.8.1: Passenger Car External to External Trip Percentage Table from TN Statewide Model

NAMPO NODE ID	SWM Link ID	NAME	PASS AB_FLOW	PASS BA_FLOW	TOTAL_FLOW	EE_AB	EE_BA	PASS_EE_%
198002	51632	U.S. 31	13629	13629	27259	106	106	0.01
198005	52447	I-65	13915	13919	27834	1775	1777	0.13
198006	53123	U.S. 431	1464	1473	2937	0	0	-
198010	52532	U.S. 431	2753	2753	5506	30	30	0.01
198011	52332	SR 10	4877	4876	9753	184	184	0.04
198017	53222	U.S. 70N	1581	1582	3163	0	0	-
198018	53199		1168	1168	2335	550	550	-
198026	51680	SR 12	8072	8073	16145	71	71	0.01
198032	52310	U.S. 70 S	6500	6497	12996	293	290	0.04
198033	53215	I-40	16083	16079	32162	6141	6133	0.38
198039	53067	U.S. 231	6043	6044	12087	133	133	0.02
198044	51625	I-24	16844	16868	33713	5086	5079	0.3
198046	51944	U.S. 31 A	1427	1412	2839	29	29	0.02
198053	52802	U.S. 41	283	283	565	1	1	0
198054	53074	U.S. 41 A	1927	1927	3854	10	10	0
198055	53613	U.S. 70	7986	7982	15968	214	214	0.03
198056	53214	U.S. 70	3241	3243	6484	706	705	0.22
198058	52254	SR 52	3880	3880	7760	1122	1122	0.29
198059	57657	U.S. 41	851	850	1701	0	0	-
198060	57749	I-24	15792	15801	31593	5612	5618	0.36
198066	49370	U.S. 31W	4569	4569	9138	558	558	0.12
198069	52219	I-65	15756	15748	31504	3306	3297	0.21
198070	52685	SR 100	4194	4193	8388	377	377	0.09
198074	52717	SR 96	3733	3733	7466	313	313	0.08
198075	52524	U.S. 31 E	2717	2718	5436	929	929	0.34
198076	53248	SR 96	1691	1692	3383	626	627	0.37
198078	52442	I-40	11070	11080	22150	7410	7422	0.67

Note: In SWM, passenger trips also include Single Unit and Commercial vehicles. It was assumed that passenger vehicles, commercial vehicles, and single Unit trucks all share the same external to external percentage at all the external stations.

2.9 Miscellaneous Update

- **Alignments:** Some roadway alignments were fixed based on Parcel and Aerial Maps
- **Names:** Name updates include adding SR, US route name, and updating the street names if necessary.
- **External Stations Number:** Traffic count station number field was added for external station traffic count.
- **Turn Penalty:** Turn Penalties were added to network for some interchanges and intersections.
- **Number of Lanes:** This is updated based on TRIMS, aerial photos, local inputs and TIP documents.

3.0 Socio-Economic (SE) Data and Traffic Analysis Zone (TAZ) Updates

The TAZ database update was a significant component of this model. The update includes changing the TAZ alignment, size and allocating the socio-economic (SE) data for each TAZ.

3.1 TAZ

The number of TAZs was increased from 1440 to 2102 for several reasons:

- Census: The TAZ boundaries were revised to fit census block group boundaries.
- Expanded Study Area: The study area now includes all of Robertson County
- Rapid Area Growth: Rutherford County and Williamson County are two of the fastest growing counties in the region. TAZ size was reviewed, and adjusted to reflect the growth.
- New Projects: Some TAZs were divided when new or future regionally significant projects cut through them.
- TAZ size is smaller around Transit routes and stations in order to simulate reasonable walking distance, as well as helping incorporate transit models in the near future.

3.1.1 Alignments

TAZ alignments were also adjusted for:

- Roadway Alignment changes
- Future Major Projects, (e.g. SR-840 South)

3.1.2 Attributes

All SE data is now stored in the TAZ file and the attributes from the previous model's SE data file have been moved to the TAZ file.

The TAZ file also stores information from Census Block Group, Tract, and Parcel data. The SE dictionary table is attached in the Appendix E.

TAZ database structure changes:

- County IDs now are 3-digit numbers, for example, 037 instead of 37
- TAZ numbers are now 3 digits instead of 6.
- TAZ numbers are created based on the CountyID. For example, in County ID 037, there are 100 TAZs. Those TAZs in the county will be numbered from 037001, 037002, 037003… 037100. This procedure is the same for all counties.
- The TAZ ID number is now based on the distance from the Central Business District (CBD) for each county. The smaller the TAZ ID number, the closer it is to the CBD. (E.g.; 037001 is the Nashville CBD TAZ)
- All the external stations' countyID are now 999 instead of a 6 digit number. (E.g.; 999001 is the first external station)

3.2 Socio-Economic Data

Base year population allocation was based on Census 2000 data and the parcel map for each county. Household and Population totals are tied to a control total. This total is based on 2008 ACS (American

Community Survey), and 2009 Woods and Poole data. For Employment, the allocation was based on InfoUSA for business locations and business types, and Woods and Poole Database for the employment control total.

3.2.1 Household and Population Allocation

- Household Size Rates
  The household size rates are based on the 2000 Census and 2008 ACS. The rates were applied to all the TAZs to get the estimated population in each zone.

- Dwelling Units
  The number of Households for each TAZ was estimated from improvement type and dwelling unit counts in the parcel maps. In Davidson County the availability of detailed building permit information allowed us to track new residential construction and include the resulting dwelling units in the model.

  There are four different parcel systems in the 7-county study area. They are CASS 3 (Computer Aid System), CASS 4, Davidson County Parcel System, Rutherford County Parcel System. The following tables were used to determine if the parcel is used for residential purpose.

Table 3.2.1.1**:** CASS 3 and 4 Household Improvement Type

CAAS System	Building Type
IMP Code	Description
01	SINGLE FAMILY
03	SPECIAL RES
05	SINGLE FAMILY
09	EXCEPTIONAL
02	MULTI FAMILY
04	TOWNHOUSE
06	APARTMENT
07	RENTAL UNIT
08	RES CONDO
10	APARTMENT
12	Commercial Condo
CAAS 4 Extra Fields	Dwelling unit Type
51-56	Mobile Home

Table 3.2.1.2: Davidson Household Type

Davidson County	
Land_USE	Description
11	SINGLE FAMILY DWELLING
16	RESIDENTIAL ZERO LOT LINE U
18	MOBILE HOME(S)
62	MOBILE HOME PARK
81	SFD(S) - RURAL
88	MOBILE HOMES(S) - RURAL
92	PARSONAGE
13	TRIPLEX
12	DUPLEX
14	QUADRAPLEX
15	RESIDENTIAL CONDOMINIUM
19	RESIDENTIAL COMBO. OR MISC.
37	APARTMENT WALK UP
38	APARTMENT LOW-RISE
39	APARTMENT HIGH-RISE
82	DUPLEX(S) - RURAL
83	TRIPLEX(S) - RURAL
89	RURAL COMBINATION

Table 3.2.1.3**:** Rutherford County Household Type

Household Type		
Account Type	**Property Type**	**Property Description**
Residential	Residential	Condo <= 3 Stories
Residential	Residential	Condo > 3 Stories
Agricultural	Residential	Condo <= 3 Stories
City	Multiple Unit	Apartment <= 3 Stories
City	Residential	Apartment <= 3 Stories
Commercial	Condo	Condo <= 3 Stories
Commercial	Duplex	Duplex One Story
Commercial	Duplex	Duplex Two Story
Commercial	Multiple Unit	Apartment <= 3 Stories
Commercial	Multiple Unit	Apartment > 3 Stories
Commercial	Multiple Unit	Condo <= 3 Stories
Commercial	Residential	Apartment <= 3 Stories
Commercial	Residential	Apartment > 3 Stories
Commercial	Residential	Condo <= 3 Stories
Farm	Mobile Home	Permit Value
Mobile Home	Out Building	Permit Value
Multiple Unit	Multiple Unit	Apartment <= 3 Stories
Multiple Unit	Multiple Unit	Apartment > 3 Stories
Multiple Unit	Residential	Apartment
Residential	Commercial	Apartment
Residential	Condo	Condo <= 3 Stories

Household Type		
Residential	Condo	Condo > 3 Stories
Residential	Duplex	Duplex One Story
Residential	Duplex	Duplex Two Story
Residential	Mobile Home	Permit Value
Residential	Multiple Unit	Apartment <= 3 Stories
Residential	Residential	Townhouse One Story
Residential	Residential	Townhouse Two Story
Residential	Townhouse	Townhouse 1 1/2 Story
Residential	Townhouse	Townhouse One Story
Residential	Townhouse	Townhouse Two Story
State	Residential	Apartment <= 3 Stories
Agricultural	Residential	1½ Story Fin
Agricultural	Residential	2 Story
Agricultural	Residential	3 Story
Agricultural	Residential	Ranch One Story
Farm	Residential	1½ Story Fin
Farm	Residential	1½ Story Unfin
Farm	Residential	2 Story
Farm	Residential	Ranch One Story
Multiple Unit	Residential	Ranch One Story
Residential	Residential	1½ Story Fin
Residential	Residential	1½ Story Unfin
Residential	Residential	2½ Story
Residential	Residential	3 Story
Residential	Residential	Bi Level 1 Story
Residential	Residential	Bi Level 2 Story
Residential	Residential	Ranch One Story
Residential	Residential	Split Level

- Control Total

  Refer to the following table for the control total used in the base year and future year TAZ files.

Table3.2.1.4 County Control Total

	Year	Davidson	Maury	Robertson	Rutherford	Sumner	Williamson	Wilson
Total Population	2008	623,816	81,118	64,644	247,315	155,116	173,982	109,136
	2015	654,879	89,371	73,949	288,734	172,232	229,052	128,783
	2025	702,871	101,595	87,563	349,083	197,500	308,328	157,360
	2035	752,326	114,005	101,324	409,986	223,124	387,970	186,179
Number of Employment	2008	572,374	46,042	30,561	136,650	58,728	115,731	53,344
	2015	618,891	50,722	34,251	155,284	64,282	143,628	61,060
	2025	687,059	58,019	40,223	187,195	73,129	196,539	73,865
	2035	755,684	65,964	47,049	226,453	83,053	269,755	88,788
Number of Household	2008	268,697	31,975	24,531	93,847	60,799	63,853	42,073
	2015	289,632	36,218	28,874	112,778	70,052	86,646	51,467
	2025	316,455	41,962	34,884	139,114	82,970	119,252	64,829
	2035	338,140	47,182	40,511	163,719	95,226	150,917	77,747
Household Size	2008	2.23	2.5	2.61	2.57	2.53	2.71	2.56
	2015	2.17	2.43	2.54	2.5	2.44	2.63	2.48
	2025	2.13	2.39	2.49	2.46	2.36	2.57	2.4
	2035	2.12	2.38	2.48	2.46	2.32	2.56	2.37
Household Population	2008	599,194	79,938	64,026	241,187	153,821	173,042	107,707
	2015	628,501	88,010	73,340	281,945	170,927	227,879	127,638
	2025	674,049	100,289	86,861	342,220	195,809	306,478	155,590
	2035	716,857	112,293	100,467	402,749	220,924	386,348	184,260

Source: 2008 ACS and 2009 Woods and Poole Database.

3.2.2 Employment Allocation

The main data sources for employment allocation include:

- Info USA database: The database provides business locations and number of on-site employees.
- Woods and Pool database. This database provides estimated control total for base year as well as predicted control total for future years up to year 2040.

All the businesses were categorized into 1 retail and 2 non-retail categories based on their North American Industry Classification System (NAICS) code. (See table below for detailed information.) The number of employees in different categories was summed in each TAZ, and then factored to arrive at the control total of employees.

Table 3.2.2.1 NAICS Code and Woods & Poole Conversion

Categories	Employment Categories	2008 W&P Categories	NAICS Code
Industrial	Farm and Agricultural Services, other	Farm Employment	11,99
		Forestry, Fishing, Related Actives and other Employment.	
	Mining	Mining Employment	21
	Construction Employment	Construction Employment	23
	Manufacturing Employment	Manufacturing Employment	31,32,33
	Trans, Comm, & Public Utilities	Utilities Employment	22,48,49
		Transportation and Warehousing Employment	
	Wholesale Trade	Wholesale Trade Employment	42
Retail	Retail Trade	Retail Trade Employment	44,45,72
		Accommodation and Food Services Employment	
Office	Finance, Insurance, & Real Estate	Finance and Insurance Employment	52,53
		Real Estate, Rental and Lease Employment	
	Services	Information Employment	51,54,55,56,61,62,71,81
		Professional and Technical Service Employment	
		Management of Companies and Enterprises Employment	
		Administrative and Waste Services Employment	
		Education Service Employment	
		Health Care and Social Assistance Employment	
		Arts, Entertainment and Recreation Employment	
		Other Services, Except Public Administration Employment	
	Government	Government	92

Table 3.2.2.2: 2007 INFO USA Study area Number of employment (No part time or self-employed)

INFO USA Numbers (Study Area)	Davidson	Maury	Robertson	Rutherford	Sumner	Williamson	Wilson	Total
Farm and Agricultural Services, other	769	63	81	294	43	161	58	1,469
Mining	767	54	65	107	35	75	56	1,159
Construction Employment	27,228	1,845	1,532	6,369	3,563	5,733	2,056	48,326
Manufacturing Employment	35,577	8,278	8,373	13,200	6,514	5,335	7,255	84,532
Trans, Comm, & Public Utilities	14,728	762	457	4,984	1,173	984	1,407	24,495
Wholesale Trade	20,004	660	1,784	4,410	2,420	2,249	2,408	33,935
Retail Trade	94,647	8,556	4,436	25,881	8,050	23,121	8,316	173,007
Finance, Insurance, & Real Estate	33,965	2,059	823	8,453	2,157	10,360	1,296	59,113
Services	188,162	11,204	5,478	39,401	13,286	29,732	9,004	296,267
Government	35,114	1,904	1,097	6,239	2,657	2,837	1,185	51,033
Total	450,961	35,385	24,126	109,338	39,898	80,587	33,041	773,336

Note: There's a second source for the employment control total for Nashville MPO's study from US Department of Labor. However, this number doesn't include jobs not covered by unemployment insurance (Part time, agricultural employees, self-employed workers... etc). Those jobs were estimated in Woods and Poole database, they attract trips to the employment locations just like normal jobs.

Table 3.2.2.3: Aggregated Employment Control Total

	Category	DAVIDSON	MAURY	ROBERTSON	RUTHERFORD	SUMNER	WILLIAMSON	WILSON
2008	Industrial	109,867	15,048	13,564	49,329	20,178	19,650	18,803
	Retail	109,283	7,282	4,602	22,152	9,794	23,185	9,573
	Office	353,224	23,712	12,395	65,169	28,756	72,896	24,968
2015	Industrial	111,011	15,587	14,481	53,710	21,345	21,981	20,115
	Retail	115,466	7,966	5,061	26,573	10,765	29,460	11,500
	Office	392,414	27,169	14,709	75,001	32,172	92,187	29,445
2025	Industrial	111,981	16,446	15,853	60,927	23,358	25,870	22,306
	Retail	122,994	8,918	5,707	34,836	12,131	40,884	14,718
	Office	452,084	32,655	18,663	91,432	37,640	129,785	36,841
2035	Industrial	112,009	17,427	17,291	69,556	25,803	30,500	24,894
	Retail	128,471	9,797	6,313	46,155	13,407	55,713	18,475
	Office	515,204	38,740	23,445	110,742	43,843	183,542	45,419

3.3 Future year Socio-Economic data

Households and Employment were allocated by the Nashville MPO's land use model, Refer to Nashville MPO's Tri-County Study for more detailed information.

3.3.1 Household Size and Vehicle Ownership Sub-model

Household size and vehicle ownership composition were estimated by the sub-model developed by using Census 2000 data.

Table 3.3.1.1 Household Size Sub-Model Lookup Table

Average Household Size	1P	2P	3P	4P
1	100.0%	0.0%	0.0%	0.0%
1.1	90.7%	9.3%	0.0%	0.0%
1.2	82.7%	14.1%	1.7%	1.5%
1.3	76.4%	18.4%	3.5%	1.7%
1.4	70.5%	22.0%	5.3%	2.2%
1.5	64.9%	25.3%	6.9%	2.9%
1.6	59.6%	28.1%	8.4%	3.9%
1.7	54.5%	30.5%	9.9%	5.1%
1.8	49.8%	32.4%	11.3%	6.5%
1.9	45.4%	34.0%	12.5%	8.1%
2.0	41.2%	35.2%	13.7%	9.9%
2.1	37.3%	36.0%	14.8%	11.9%
2.2	33.6%	36.5%	15.8%	14.1%
2.3	30.2%	36.5%	16.8%	16.5%
2.4	27.1%	36.4%	17.6%	18.9%
2.5	24.1%	35.9%	18.4%	21.6%
2.6	21.4%	35.2%	19.1%	24.3%
2.7	18.9%	34.3%	19.7%	27.1%
2.8	16.7%	33.0%	20.2%	30.1%
2.9	14.6%	31.6%	20.7%	33.1%
3.0	12.7%	30.0%	21.1%	36.2%
3.1	10.9%	28.3%	21.4%	39.4%
3.2	9.4%	26.4%	21.6%	42.6%
3.3	8.0%	24.3%	21.8%	45.9%
3.4	6.8%	22.1%	21.9%	49.2%
3.5	5.7%	19.9%	21.9%	52.5%
3.6	4.8%	17.6%	21.8%	55.8%
3.7	3.9%	15.3%	21.7%	59.1%
3.8	3.2%	12.9%	21.6%	62.3%
3.9	2.7%	10.4%	21.3%	65.6%
4.0	2.2%	8.0%	21.0%	68.8%
4.1	1.8%	5.6%	20.7%	71.9%
4.2	1.3%	4.8%	19.0%	74.9%
4.3	0.8%	2.3%	19.0%	77.9%
4.4	0.5%	0.6%	18.1%	80.8%
4.5	0.4%	0.6%	17.0%	82.0%

Figure 3.3.1.1: Household Size Sub-model

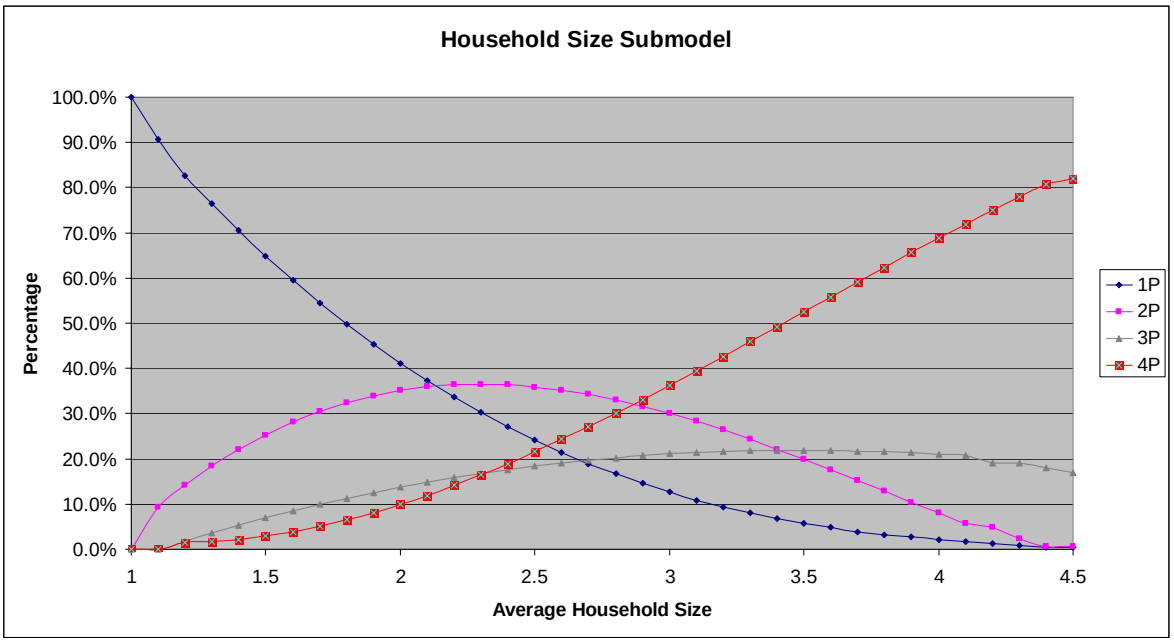


Table 3.3.1.2: Vehicle Ownership Lookup Table

Average Vehicle Ownership	0A	1A	2A	3A	4A
0.5	62.4%	31.2%	6.4%	0.0%	0.0%
0.6	56.4%	38.5%	4.6%	0.5%	0.0%
0.7	50.8%	45.0%	3.7%	0.5%	0.0%
0.8	45.5%	50.6%	3.4%	0.5%	0.0%
0.9	40.6%	55.4%	3.4%	0.5%	0.1%
1	36.1%	59.5%	3.9%	0.5%	0.1%
1.1	31.9%	62.8%	4.7%	0.5%	0.1%
1.2	28.0%	65.5%	5.8%	0.5%	0.1%
1.3	24.4%	67.6%	7.0%	0.6%	0.3%
1.4	21.2%	69.1%	8.3%	0.8%	0.5%
1.5	18.3%	70.2%	9.6%	1.3%	0.7%
1.6	15.6%	70.7%	10.9%	1.9%	0.9%
1.7	13.2%	70.8%	12.4%	2.5%	1.1%
1.8	11.1%	70.6%	14.0%	3.0%	1.3%
1.9	9.2%	70.0%	15.6%	3.6%	1.6%
2	7.6%	69.2%	17.4%	4.1%	1.8%
2.1	6.2%	68.1%	19.3%	4.5%	2.0%
2.2	5.0%	66.8%	21.2%	4.8%	2.1%
2.3	4.0%	65.5%	23.3%	5.1%	2.2%
2.4	3.2%	64.0%	25.4%	5.1%	2.3%
2.5	2.6%	62.5%	26.5%	6.1%	2.3%
2.6	2.2%	61.0%	27.5%	7.1%	2.3%
2.7	1.9%	59.5%	27.2%	8.1%	3.3%
2.8	1.7%	58.2%	26.8%	9.1%	4.3%
2.9	1.5%	57.0%	26.2%	10.1%	5.3%
3	1.3%	56.0%	25.4%	11.1%	6.3%
3.1	1.1%	55.2%	24.3%	12.1%	7.3%
3.2	0.9%	54.8%	22.9%	13.1%	8.3%
3.3	0.7%	54.7%	21.2%	14.1%	9.3%
3.4	0.5%	55.0%	19.2%	15.1%	10.3%
3.5	0.3%	55.7%	16.6%	16.1%	11.3%

Figure 3.3.1.2: One-Person Household Vehicle Ownership Sub-model

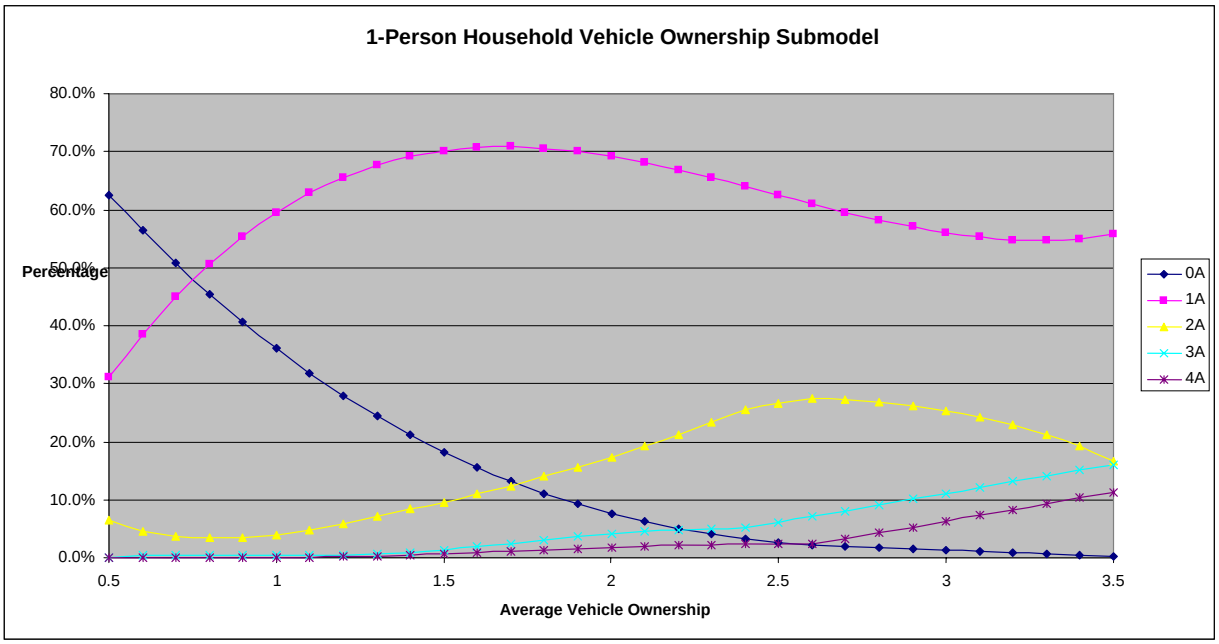


Figure 3.3.1.3: Two-Person Household Vehicle Ownership Sub-model

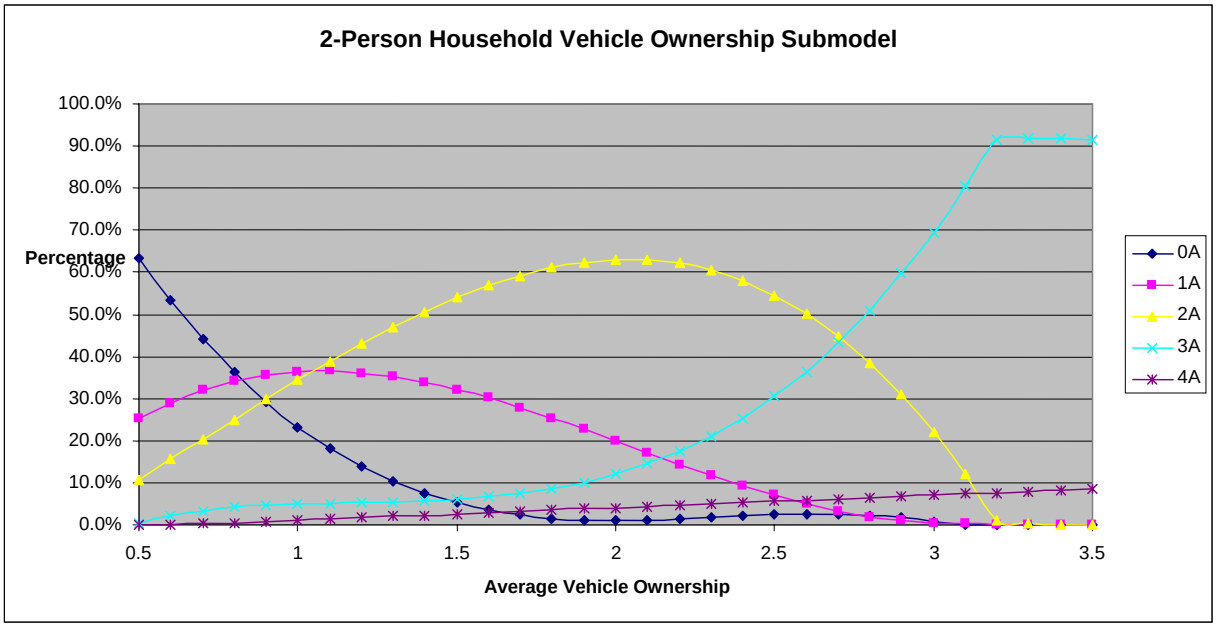


Figure 3.3.1.4: Three-Person Household Vehicle Ownership Sub-model

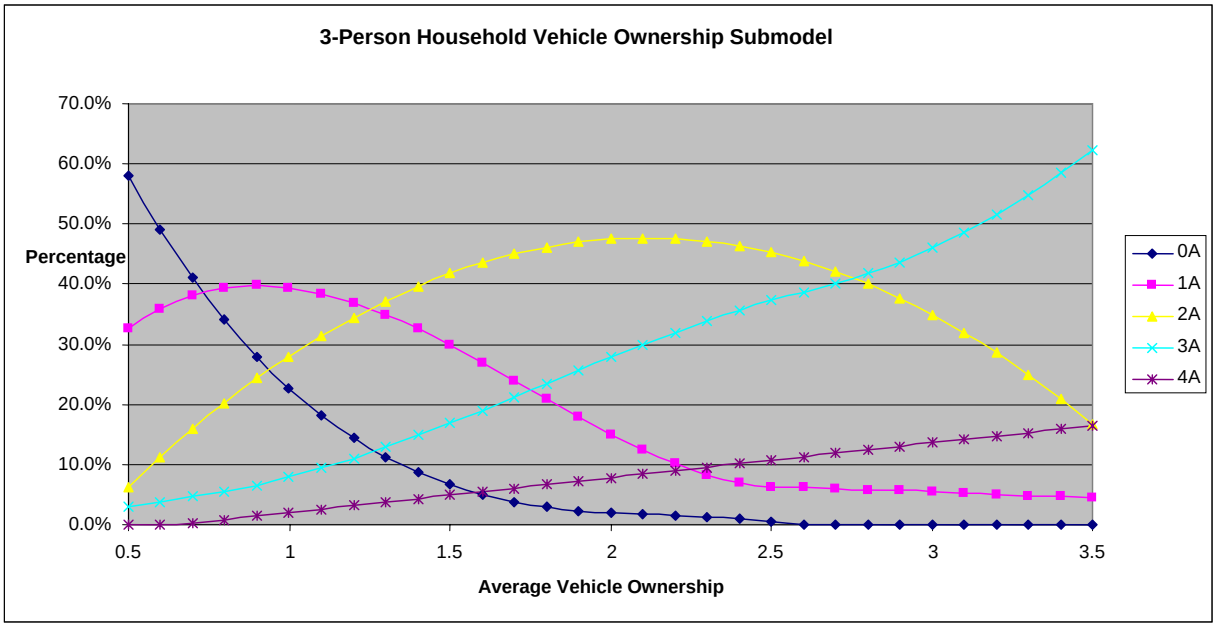
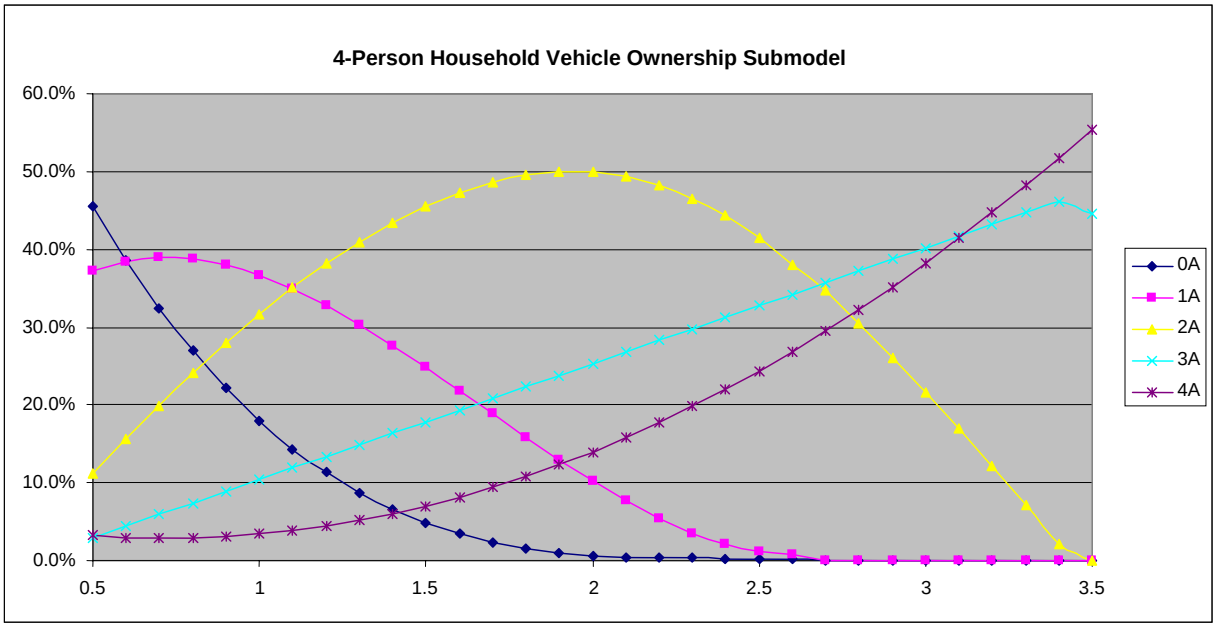


Figure 3.3.1.5: Four-Person Household Vehicle Ownership Sub-model



3.4 Area Type

Area types are used to represent how various development characteristics affect the transportation network, including highway network speed and capacity. Highway links are assigned an area type based on the TAZ where the link is located. This process facilitates the modification of link speed and capacities in future networks as development conditions change over time.

Population and employment densities are calculated using a "floating zone" process. Each TAZ's "floating zone" density are estimated by adding the population and total employment for all zones whose Centroid are located within a one-half mile buffer or the TAZ boundary, and then dividing by the cumulative area for all the zones. Demographic data for 2006 served as the source for developing area type definitions.

Seven area types are used, with the area types approximating the following development patterns:

1. High Density Urban(Central Business District- CBD)
2. Dense Urban
3. Urban
4. Suburban Business
5. Suburban Residential
6. Exurban
7. Rural

Table 3.4.1: Nashville Area Type Definition

Population density (Per Acre)		**Employment Density (Per Acre)**							
Low	High	Low	0.00	0.01	0.31	2.00	6.76	9.43	25.17
		High	0.01	0.31	2.00	6.76	9.43	25.17	-
0.00	0.05		7	7	6	4	3	3	1
0.05	0.22		7	6	6	4	3	3	1
0.22	0.59		6	6	5	4	3	2	1
0.59	0.83		6	6	5	4	3	2	1
0.83	3.73		5	5	5	4	3	2	1
3.73	5.57		5	5	4	3	3	2	1
5.57			5	5	4	3	2	2	1

4.0 Trip Generation and Trip Distribution

4.1 Trip Generation

Few minor changes were made to the trip generation rates in this model. They are

- Adding trip generation for dormitory
- Minor adjustments for trip generation rates.

There are 3 different trip purposes: Home-Based Work (HBW), Home-Based Other (HBO), and Non-Home Based (NHB). The trip rates are listed in the following tables, some minor adjustments were made during the calibration process.

Trip attraction for I-E and Truck trips were removed, because trucks are modeled separately and there is no satellite station or special generator in the network anymore.

Table 4.1.1: Trip Rates by Household Size and Vehicles Available - Production

HBW Trip Production Rate				
Vehicle Available	Household Size			
	1	2	3	4+
0	0.29	0.75	0.75	1.00
1	1.00	1.18	1.50	1.75
2	1.40	1.93	2.05	2.20
3+	1.40	1.93	3.00	3.00
HBO Trip Production Rate				
Vehicle Available	Household Size			
	1	2	3	4+
0	1.00	1.50	4.50	5.90
1	1.95	2.50	4.65	7.00
2	2.10	2.85	4.75	8.30
3+	2.10	3.00	5.00	8.50
NHB Trip Production Rate				
Vehicle Available	Household Size			
	1	2	3	4+
0	0.40	0.60	0.90	1.50
1	1.50	2.20	3.00	3.40
2	1.60	2.35	3.40	5.00
3+	1.60	2.50	3.40	5.10

Table 4.1.2: Trip Attraction Rate

Trip Purpose	HH	Retail Emp.	Non-Retail Emp.	Total Emp.
HBW		1.616	0.738	
HBO	3.368			0.677
NHB	1.101			0.800

4.2.1 Dormitory trip generation

There was no dormitory trip generation in the previous update, it was assumed that the trips generated from the dormitory was somewhat captured in HBO and NHB trip purpose. In this update, the production and attraction rates were borrowed from Knoxville Transportation Planning Organization (TPO).

Dormitory HBO Production = 1.29 * Dormitory Population
Dormitory HBO Attraction = 0.68 * Dormitory Population
Dormitory NHB Production = 0.93 * Dormitory Population
Dormitory NHB Attraction = 0.18 * Dormitory Population

4.2 Trip distribution

Trip Distribution was re-calibrated using 1998 Nashville Household Travel Survey (HHTS). The following data were used during the process:

- Geo-Coded location map for all the origins and destinations in the HHTS
- Number of trips and trip purposes from the HHTS

The gravity model was calibrated using:

- AM peak skim matrix for the HBW Trips
- Off-peak skim matrix for the HBO and the NHB trips.

For all trip purposes, the modeled average travel time, percentage intra-zonal trips, trip length curve were compared to the household travel survey during the calibration process.

4.2.1 Travel Impedance

A Travel Impedance matrix was created with:

- Terminal time, it is the time added to each trips to simulate the time spent walking to and from a traveler's vehicle within a TAZ.
- Inter-zonal travel time, the time that simulates the time people travel within the same TAZ. It is estimated using the sixty percent of the average travel time from the TAZ to four closest zones.
- Congested travel time was calculated using AM peak period assignment results.

Table 4.2.1.1: Terminal Time in Minutes

Area Type	Urban Very High Density	Urban High Density/ Commercial	Urban High Density/ Residential	Suburban Commercial	Suburban Residential	Exurban	Rural
Production End	2	2	2	1	1	1	1
Attraction End	2	2	2	1	1	1	1

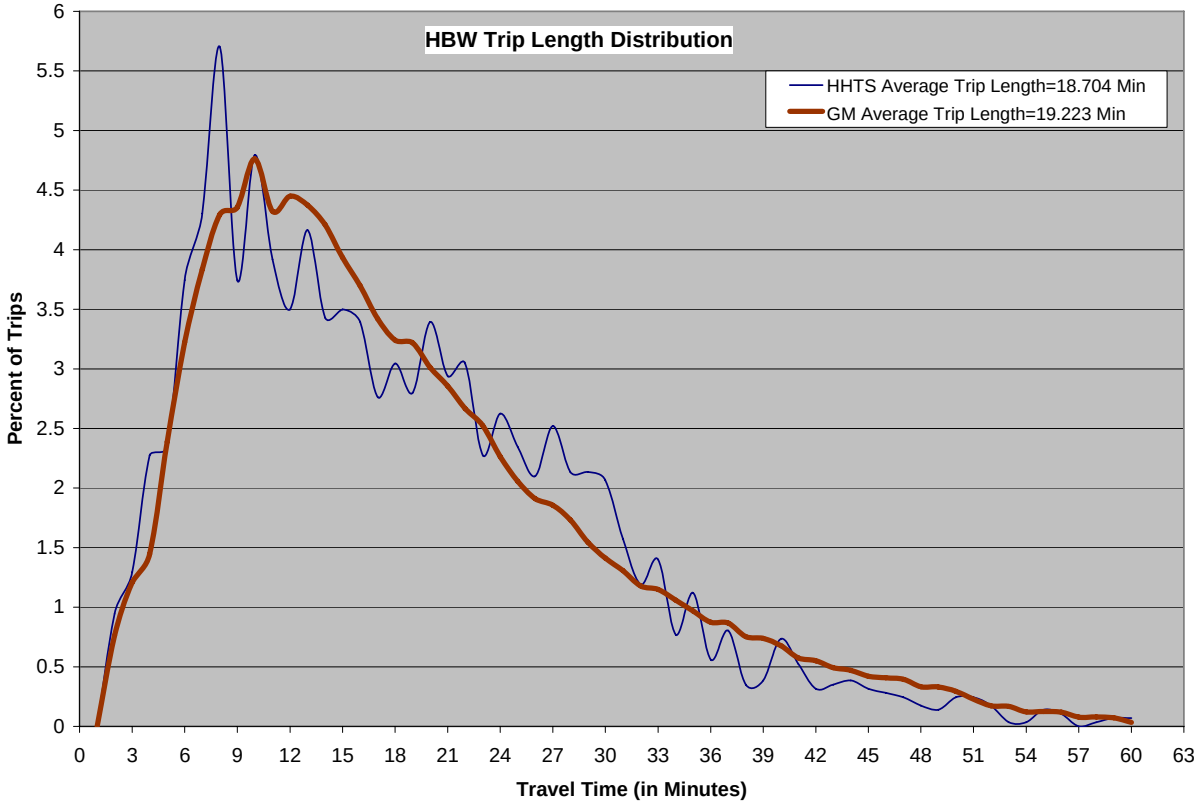
4.2.2 HBW Gravity Model

Data Source: AM period impedance matrix.

Calibration Criteria:

- Average travel time of observations and estimations should be within 3% .

Figure 4.2.2.1: HBW Trip Length Frequency Plot, +2.7% error



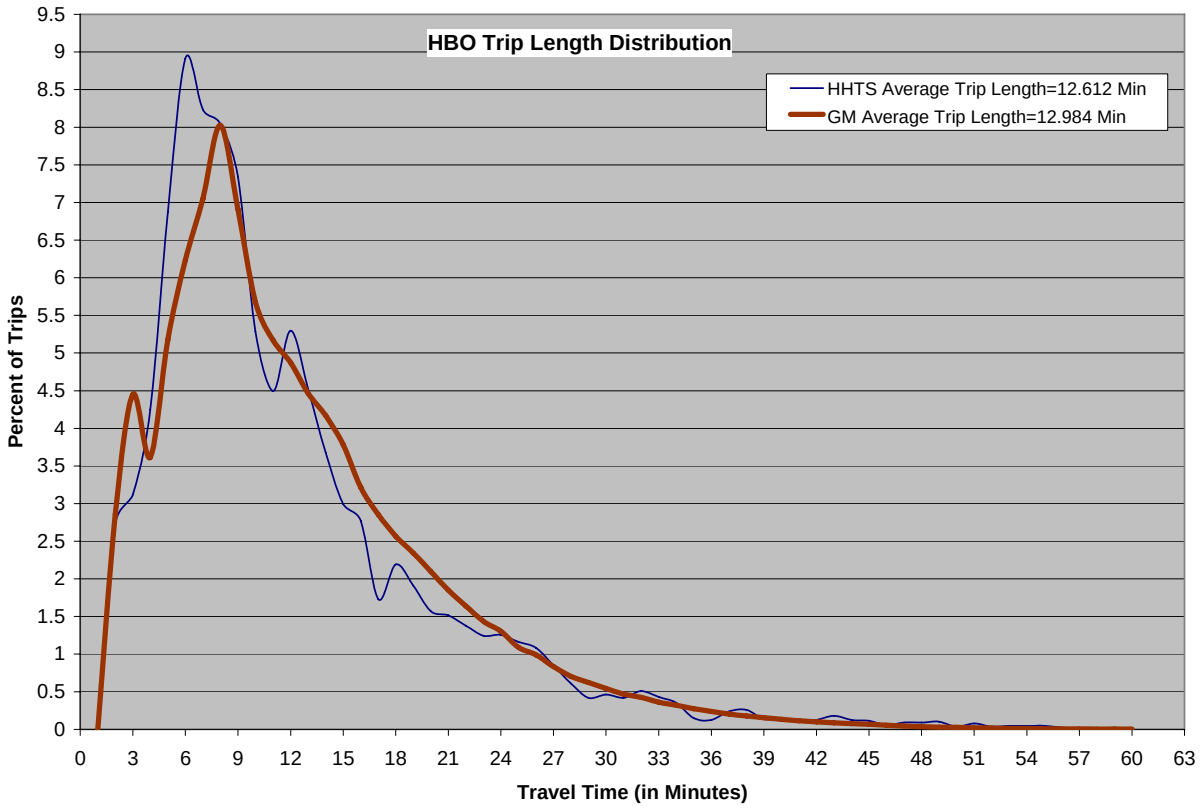
4.2.3 HBO Gravity Model

Data Source: Off-peak period impedance matrix.

Calibration Criteria:

- Average travel time of observations and estimations should be within 3% .

Figure 4.2.3.1: HBO Trip Length Frequency Plot, +2.9%



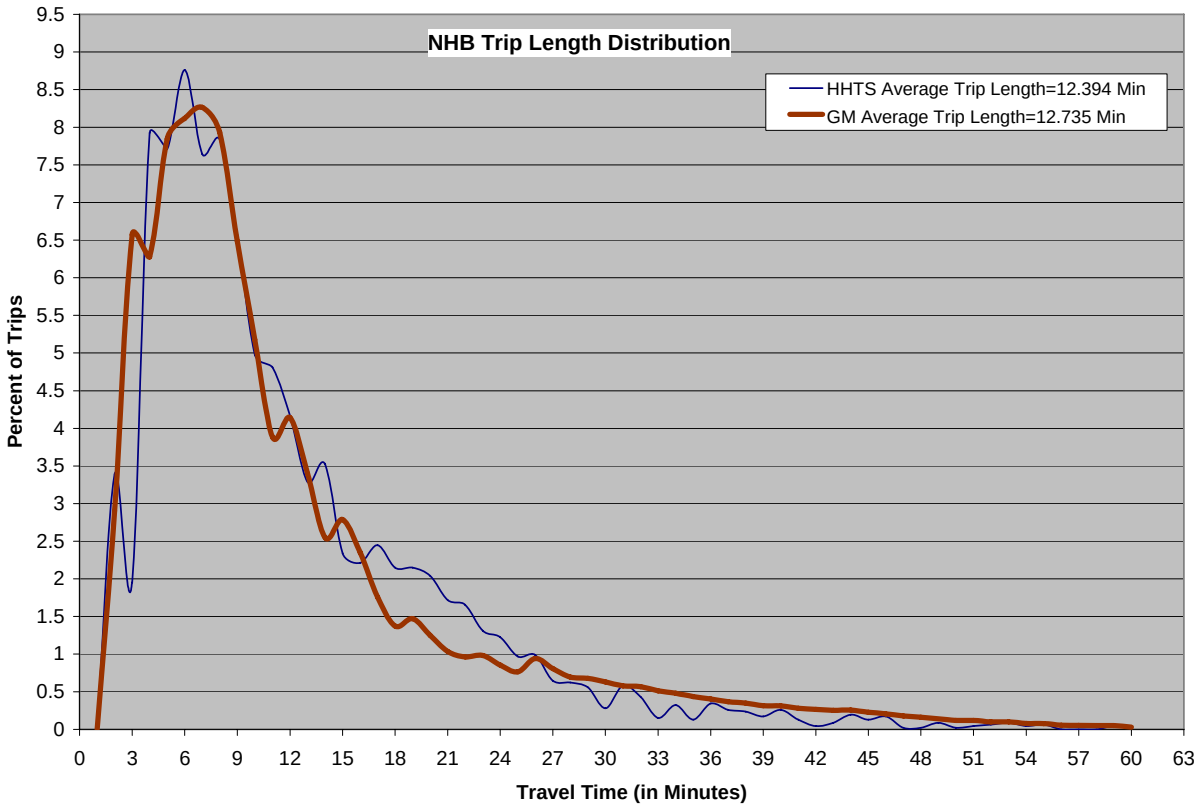
4.2.4 NHB Gravity Model

Data Source: Off-peak period impedance matrix.

Calibration Criteria:

- Average travel time of observations and estimations should be within 3% .

Figure 4.2.4.1: NHB Trip Length Frequency Plot, +2.7%



5.0 Mode Split and Time-of-Day Factors

5.1 Mode Split

Mode Choice methodology was not changed. Assumptions from the previously updated model will still be used. However, integrating a mode choice model is planned for the next model update (LRTP 2040).

Auto Occupancy Rates are

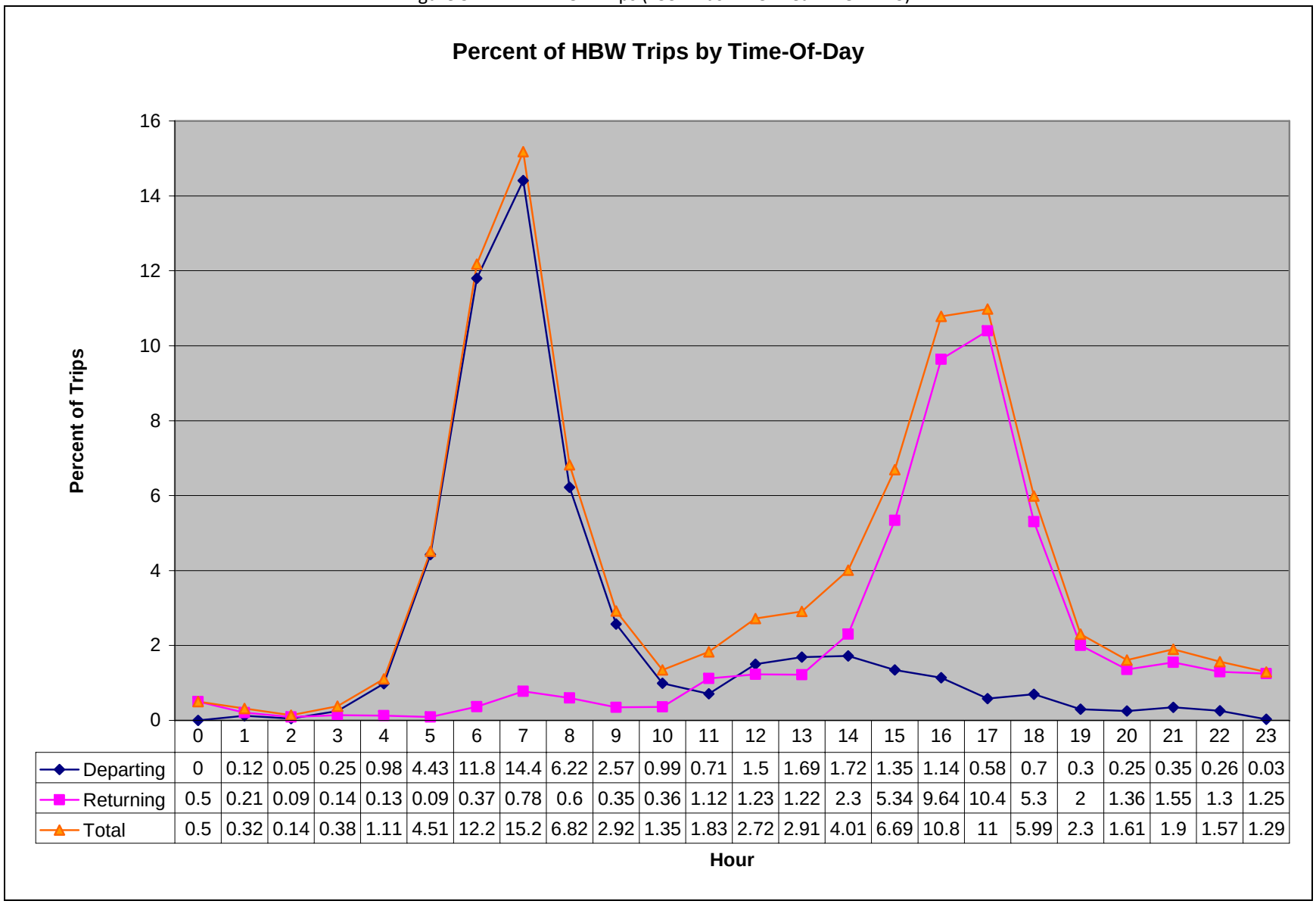
- HBW – 1.16
- HBO – 1.62
- NHB – 1.41

5.2 Time of day

Daily Vehicle trip tables from the trip distribution process were split into three time periods, before trips were assigned to the transportation network. The three time periods are:

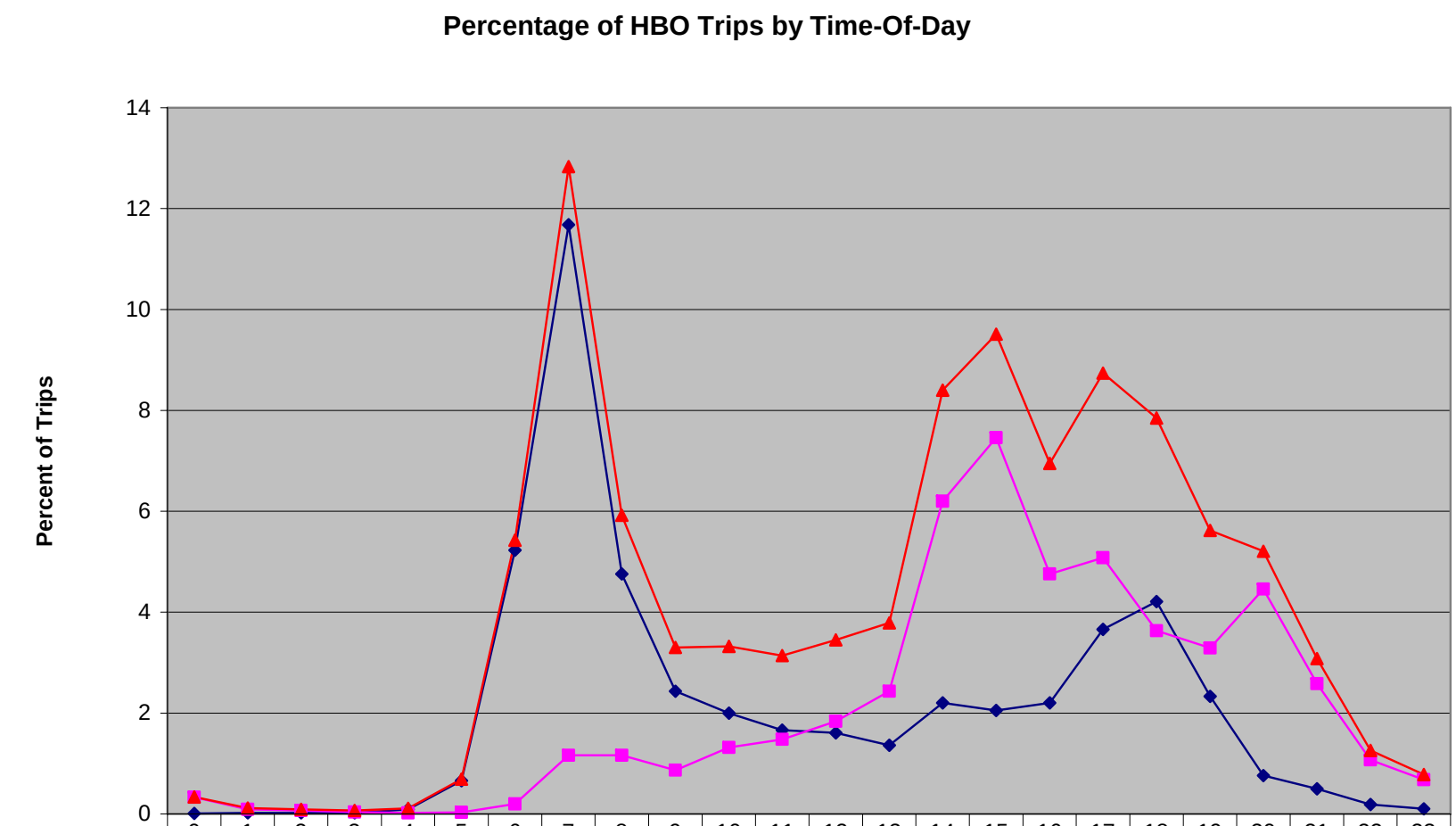
1. AM Peak Period [5AM – 9AM]
2. PM Peak Period [3PM – 7PM]
3. Off-Peak Period(s) [All other Hours]

Figure 5.2.1: HBW TOD Trips (1997 Nashville Area MPO HHTS)



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Departing	0	0.12	0.05	0.25	0.98	4.43	11.8	14.4	6.22	2.57	0.99	0.71	1.5	1.69	1.72	1.35	1.14	0.58	0.7	0.3	0.25	0.35	0.26	0.03
Returning	0.5	0.21	0.09	0.14	0.13	0.09	0.37	0.78	0.6	0.35	0.36	1.12	1.23	1.22	2.3	5.34	9.64	10.4	5.3	2	1.36	1.55	1.3	1.25
Total	0.5	0.32	0.14	0.38	1.11	4.51	12.2	15.2	6.82	2.92	1.35	1.83	2.72	2.91	4.01	6.69	10.8	11	5.99	2.3	1.61	1.9	1.57	1.29

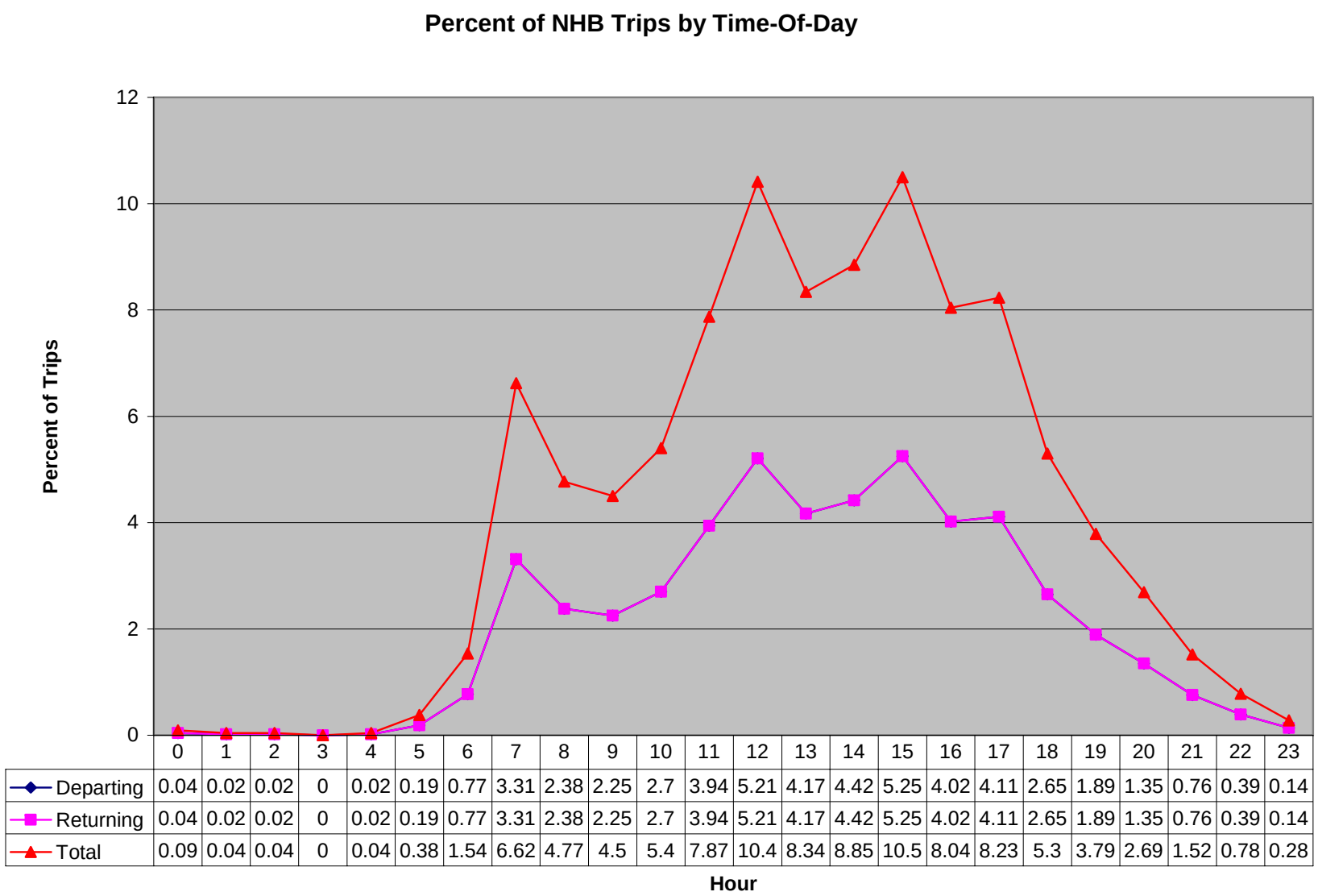
Figure 5.2.2: HBO TOD Trips (1997 Nashville Area MPO HHTS)



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Departing	0.01	0.02	0.02	0.02	0.09	0.66	5.23	11.7	4.76	2.43	2	1.66	1.61	1.36	2.2	2.05	2.2	3.66	4.21	2.33	0.76	0.5	0.19	0.1
Returning	0.33	0.09	0.07	0.04	0.02	0.03	0.2	1.16	1.16	0.87	1.32	1.48	1.84	2.43	6.2	7.46	4.76	5.08	3.63	3.29	4.46	2.58	1.07	0.68
Total	0.34	0.12	0.09	0.07	0.11	0.69	5.43	12.8	5.92	3.3	3.32	3.14	3.45	3.79	8.4	9.51	6.95	8.74	7.85	5.62	5.21	3.08	1.26	0.78

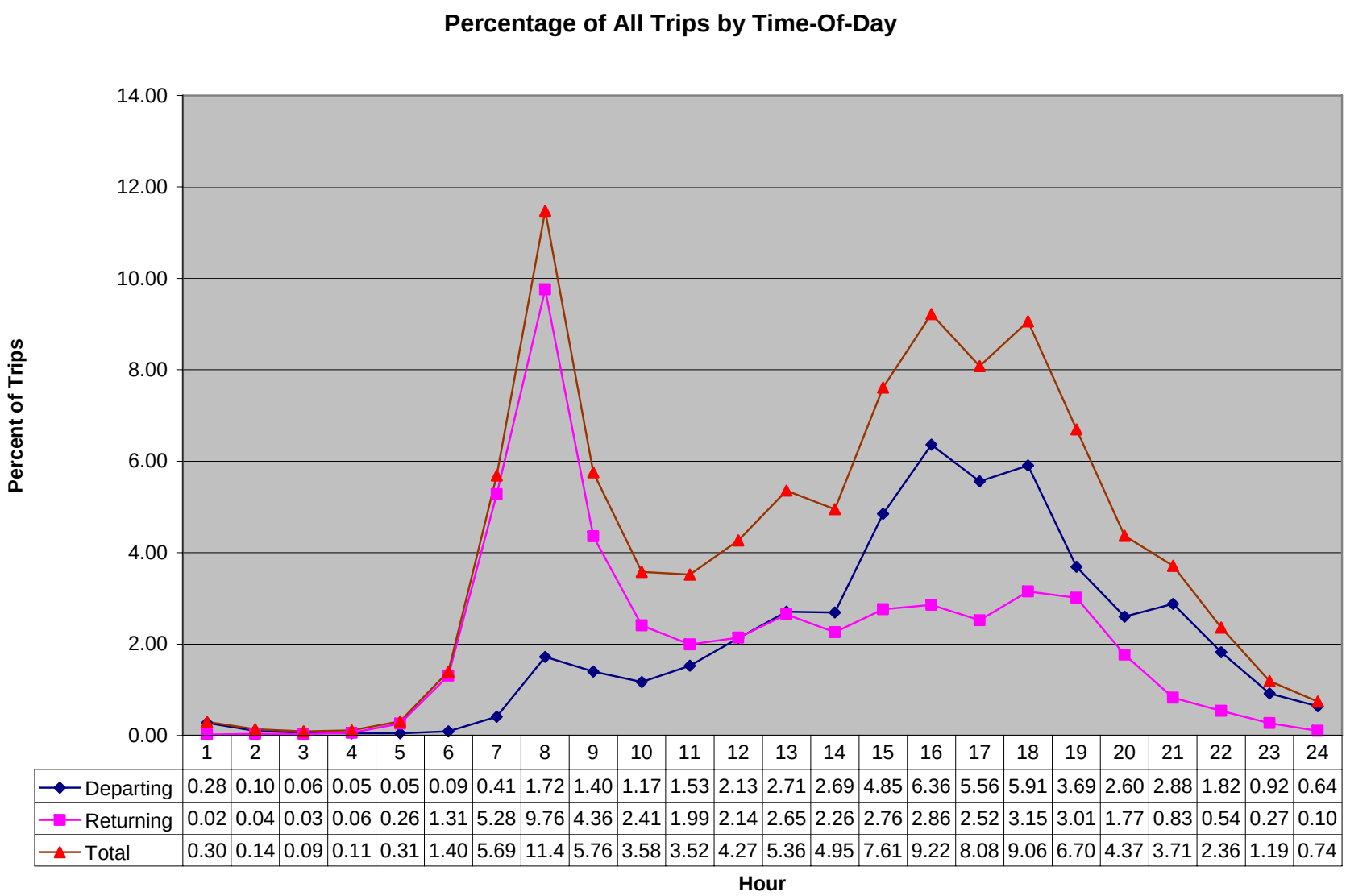
Hour

Figure 5.2.3: NHB TOD Trips (1997 Nashville Area MPO HHTS)



	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Departing	0.04	0.02	0.02	0	0.02	0.19	0.77	3.31	2.38	2.25	2.7	3.94	5.21	4.17	4.42	5.25	4.02	4.11	2.65	1.89	1.35	0.76	0.39	0.14
Returning	0.04	0.02	0.02	0	0.02	0.19	0.77	3.31	2.38	2.25	2.7	3.94	5.21	4.17	4.42	5.25	4.02	4.11	2.65	1.89	1.35	0.76	0.39	0.14
Total	0.09	0.04	0.04	0	0.04	0.38	1.54	6.62	4.77	4.5	5.4	7.87	10.4	8.34	8.85	10.5	8.04	8.23	5.3	3.79	2.69	1.52	0.78	0.28

Figure 5.2.4: All Trip Purposes TOD Table (1997 Nashville Area MPO HHTS)



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Departing	0.28	0.10	0.06	0.05	0.05	0.09	0.41	1.72	1.40	1.17	1.53	2.13	2.71	2.69	4.85	6.36	5.56	5.91	3.69	2.60	2.88	1.82	0.92	0.64
Returning	0.02	0.04	0.03	0.06	0.26	1.31	5.28	9.76	4.36	2.41	1.99	2.14	2.65	2.26	2.76	2.86	2.52	3.15	3.01	1.77	0.83	0.54	0.27	0.10
Total	0.30	0.14	0.09	0.11	0.31	1.40	5.69	11.4	5.76	3.58	3.52	4.27	5.36	4.95	7.61	9.22	8.08	9.06	6.70	4.37	3.71	2.36	1.19	0.74

6.0 Traffic Assignment

6.1 Assumptions

- HOV lanes were treated as normal travel lanes due to insufficient data and high violation rate in the region.
- External to External Passenger Trips were pre-assigned and pre-loaded to the network.
- Free flow speed was updated. The result was compared to the posted speed and travel time study in order to ensure its accuracy. Refer to the table below for detail.

Table 6.1.1: Free Flow Speed for Different Area Types and Facility Types.

Facility Type		Area Type						
		1	2	3	4	5	6	7
Code	**Description**	Urban Very High Density	Urban High Density/ Commercial	Urban High Density/ Residential	Suburban Commercial	Suburban Residential	Exurban	Rural
1	**Interstate**	50	55	55	60	57	65	70
2	**Freeway**	50	50	50	58	55	55	55
3	**Expressway**	50	50	50	50	55	60	60
4	**Collector-Distributor**	50	50	55	55	57	60	60
6	**System-System Ramp**	55	55	55	55	55	55	55
7	**On-Ramp**	45	50	50	50	50	55	55
8	**Off-Ramp**	22	23	30	31	34	40	48
11	**Principal Arterial**	29	38	42	43	47	54	59
12	**Major Arterial**	28	35	40	42	44	45	40
13	**Minor Arterial**	27	33	38	41	42	44	39
21	**Collector-Distributor**	26	32	37	36	39	32	32
31	**Local**	14	14	17	18	22	28	28
99	**Centroid Connectors**	14	14	17	18	22	28	27

- Volume delay function parameters were based on the previous model. Refer to the table below for detail.

Table 6.1.2: Volume-Delay Function Parameters

Name	Area Type	Facility Type	Alpha	Beta
High Density Unsignalized	1-8	1-4	0.84	4.0
High Density Signalized	11-31	1-4	0.84	5.5
Low Density Unsignalized	1-8	5-7	0.84	4.0
Low Density Signalized	11-31	5-7	0.84	5.5

6.2 Validation

The Validation guidelines are from

- Minimum Travel Demand Model Calibration and Validation Guidelines for State of Tennessee (F. Wegmann and J. Everett, University of Tennessee, 2003)
- Model Validation and Reasonableness Checking Manual (US Department of Transportation, 2001),
- NCHRP 365 Travel Estimation Techniques for Urban Planning (Transportation Research Board National Research Council, 1998).

The following tests were performed to ensure the model's performance is acceptable.

- **Volume**
  - Percent Volume Difference by Functional Classification

Table 6.2.1 Percent Volume Difference by Functional Classification

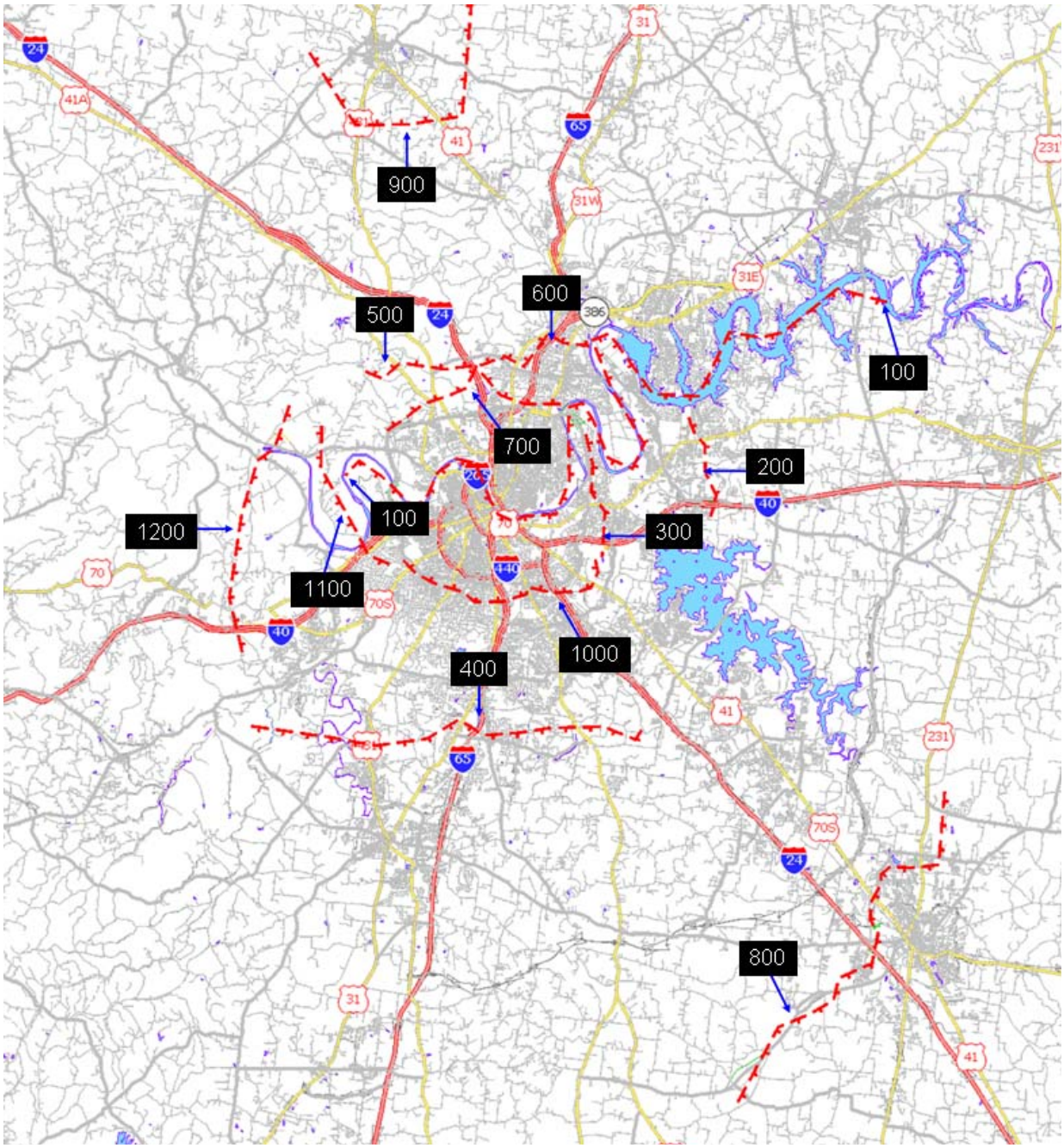
% Difference Between Count & Volume			
Facility Type	Number of Oberservation	Nashville Model	Target Error %
Interstate/Freeway	239	2.39%	± 7%
Principle Arterial	305	1.44%	± 10%
Minor Arterial	437	-2.52%	± 15%
Collector	692	-2.64%	± 25%

- Screen Line analysis, all the screen lines have 10% target volume vs. count error, refer to the map in next page for the screen line locations

Table 6.2.2: Screen Line volume vs. count %

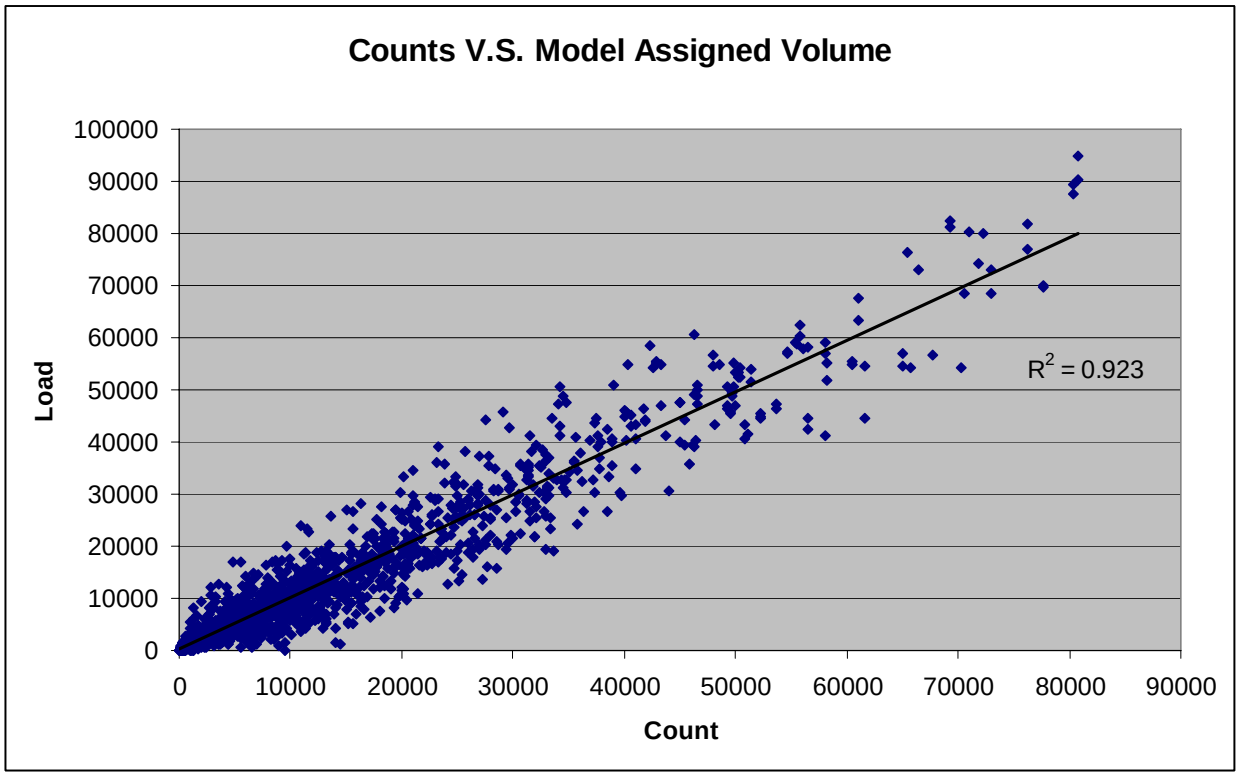
NO.	Screen Line Name	% Volume/ Count difference
100	Cumberland River	6.0%
200	E of Nashville (I-40 Corridor)	7.1%
300	E of Nashville Outside SR155	3.1%
400	N of Franklin(I-65 Corridor)	-8.2%
500	N of Nashville (I-24 Corridor)	7.1%
600	N of Nashville (I-65 Corridor)	-8.2%
700	N of Nashville Outside SR155	8.3%
800	Northwest of Murfreesboro	1.6%
900	Roberson to Davison	-0.7%
1000	S of Nashville Outside SR155	0.4%
1100	W of Nashville (I-40 Corridor)	7.1%
1200	W of Nashville Outside SR155	-2.5%

Figure 6.2.1: Screen Line Locations



- Coefficient of Determination R^2 has to be more than 0.88

Figure 6.2.2: Counts V.S. Model Assigned Volume



- **Root Mean Square Error Percentage (RMSE %)**

Table 6.2.3: RMSE for different volume groups

Volume Range	Model % RMSE	Maximum Desirable % RMSE
0-4,999	78.57%	115.80%
5000-9,999	41.88%	43.10%
10,000-19,999	29.23%	28.30%
20,000-39,999	20.88%	25.40%
40.000-59.999	16.60%	30.30%
>60.000	11.79%	19.20%
Total	30.17%	30%

- **Vehicle Mile Traveled (VMT)**

Table 6.2.4: Model VMT V.S. HPMS Target error Percent

Table: VMT V.S. HPMS Target error %

Functional Class	Source	Davidson	Roberson	Rutherford	Sumner	Williamson	Wilson	Sum	Error %	Target %
	Model	8,622,969	1,457,871	2,324,932	399,012	1,753,656	1,445,338	16,003,779	0.78%	
Interstate	HPMS	8,636,823	1,389,686	2,340,700	355,320	1,753,891	1,403,700	15,880,120		±12%
	Model	1,368,575		166,023	345,816	10,934	22,642	1,913,990	9.31%	
Freeway	HPMS	1,216,511	0	181,977	296,555	20,977	34,997	1,751,017		±22%
	Model	6,995,299	781,379	2,620,053	1,612,846	1,805,638	1,312,500	15,127,715	-7.42%	
Arterial	HPMS	7,304,833	657,506	2,953,051	1,780,147	2,104,422	1,540,999	16,340,958		±27%
	Model	976,306	286,074	759,723	632,329	675,050	471,843	3,801,324	-8.53%	
Collector	HPMS	1,073,693	329,788	814,078	656,290	739,029	542,751	4,155,629		±33%
	Model	17,963,149	2,525,324	5,870,731	2,990,003	4,245,278	3,252,323	36,846,808		
Sum	HPMS	18,231,860	2,376,980	6,289,806	3,088,312	4,618,319	3,522,447	38,127,724	-3.36%	

7.0 Model Application

7.1 What's New

- New Functions
  - Trip Generation is now built in the model interface
  - Trip Balancing is now built in the model interface
  - Added "Performance Measure" for calibration purpose
  - Added "Select Link Analysis" Option
  - Added "Air Pollution" section to calculate the inputs needed for Mobile 62

- Data input
  - SE data input field is removed, all the data in SE file is stored in the TAZ file instead.
  - New input field added for truck volume.

- Trucks
  - All the truck components were removed.
  - Reads Truck O/D Matrix and assign the trips in "Trip Generation" section
  - Assignment result is now coded in the network.

- User Interface
  - Changed the progress bar information. The progress bar now shows more accurate percentage, as well as the current procedure.
  - Added new error handler message, when any error occurs, the error message will pop up and show which part of the process went wrong.

- Others
  - Added Loop function to the repeated functions. This reduced a great number of script lines.
  - External to External Trips are passenger only trips. Truck trips were estimated in the truck model.
  - All the output and temporally files are stored in \output folder instead of the main model folder.
  - Default matrix Column and Row names were changed in TransCAD 5.0. The names where fixed in the script.

Appendix A: Network Dictionary

Name	Type	Description
ID	Integer (4 bytes)	ID number
Length	Real (8 bytes)	Link Length (Mile)
Dir	Integer (2 bytes)	Direction, 0=Two-Way Roadway, 1 or -1, One Way
DIR2006	Integer (2 bytes)	Same As Above, 2006 Scenario
DIR2015E	Integer (2 bytes)	Same As Above, 2015 E+C Scenario
DIR2015L	Integer (2 bytes)	Same As Above, 2015 LRTP Scenario
DIR2025E	Integer (2 bytes)	Same As Above, 2025 E+C Scenario
DIR2025L	Integer (2 bytes)	Same As Above, 2025 LRTP Scenario
DIR2035E	Integer (2 bytes)	Same As Above, 2035 E+C Scenario
DIR2035L	Integer (2 bytes)	Same As Above, 2035 LRTP Scenario
NAME	Character	Link Name
County	Character	County Number where the link is located
HOV_FLAG	Integer (2 bytes)	HOV Lane Flag, 1=Hov Lane
AreaType	Integer (2 bytes)	Generalized Area Type from the Model
FTYPE	Integer (2 bytes)	Facility Type
FUNC_CLASS	Integer (2 bytes)	FHWA Functional Class
FCL2006	Integer (2 bytes)	Same As Above, 2006 Scenario
FCL2015E	Integer (2 bytes)	Same As Above, 2015 E+C Scenario
FCL2015L	Integer (2 bytes)	Same As Above, 2015 LRTP Scenario
FCL2025E	Integer (2 bytes)	Same As Above, 2025 E+C Scenario
FCL2025L	Integer (2 bytes)	Same As Above, 2025 LRTP Scenario
FCL2035E	Integer (2 bytes)	Same As Above, 2035 E+C Scenario
FCL2035L	Integer (2 bytes)	Same As Above, 2035 LRTP Scenario
LANES	Integer (2 bytes)	Number of Lanes
LAN2006	Integer (2 bytes)	Same As Above, 2006 Scenario
LAN2015E	Integer (2 bytes)	Same As Above, 2015 E+C Scenario
LAN2015L	Integer (2 bytes)	Same As Above, 2015 LRTP Scenario
LAN2025E	Integer (2 bytes)	Same As Above, 2025 E+C Scenario
LAN2025L	Integer (2 bytes)	Same As Above, 2025 LRTP Scenario
LAN2035E	Integer (2 bytes)	Same As Above, 2035 E+C Scenario
LAN2035L	Integer (2 bytes)	Same As Above, 2035 LRTP Scenario
PAVEMENT W	Integer (2 bytes)	Pavement Width for all lanes
PAV2006	Integer (2 bytes)	Same As Above, 2006 Scenario
PAV2015E	Integer (2 bytes)	Same As Above, 2015 E+C Scenario
PAV2015L	Integer (2 bytes)	Same As Above, 2015 LRTP Scenario
PAV2025E	Integer (2 bytes)	Same As Above, 2025 E+C Scenario
PAV2025L	Integer (2 bytes)	Same As Above, 2025 LRTP Scenario
PAV2035E	Integer (2 bytes)	Same As Above, 2035 E+C Scenario
PAV2035L	Integer (2 bytes)	Same As Above, 2035 LRTP Scenario
CTL_FLAG	Integer (2 bytes)	Continuous Left Turn Lane Flag, 1=With Left turn Lane
CTL2006	Integer (2 bytes)	Same As Above, 2006 Scenario
CTL2015E	Integer (2 bytes)	Same As Above, 2015 E+C Scenario
CTL2015L	Integer (2 bytes)	Same As Above, 2015 LRTP Scenario
CTL2025E	Integer (2 bytes)	Same As Above, 2025 E+C Scenario

Name	Type	Description
CTL2025L	Integer (2 bytes)	Same As Above, 2025 LRTP Scenario
CTL2035E	Integer (2 bytes)	Same As Above, 2035 E+C Scenario
CTL2035L	Integer (2 bytes)	Same As Above, 2035 LRTP Scenario
LinkID	Integer (4 bytes)	Link ID, for internal use
CBD	Real (8 bytes)	Distance to CBD, for internal Use
DIVIDED	Integer (2 bytes)	Dividing Factor, for Internal use
CONTFACT	Real (4 bytes)	Count Factor, for Internal use
TDOT STA	Character	TDOT Station Number
DAILY_FLOW	Integer (4 bytes)	Daily Flow for the Link
2006_ADT	Integer (4 bytes)	2006 AADT form the Count Station
2006_PASS_ADT	Real (8 bytes)	2006 Passenger Count
2006_COM_ADT	Real (8 bytes)	2006 Commercial Vehicle Count
2006_SU_ADT	Real (8 bytes)	2006 Single Unit Truck Count
2006_MU_ADT	Real (8 bytes)	2006 Multi-unit Truck Count
TIP_N	Character	TIP Project Number
E_C	Character	Existing or Committed Project
S.R.	Integer (4 bytes)	State Route Number 1
S.R.2	Integer (4 bytes)	State Route Number 2
U.S._1	Character	U.S. Route Number 1
U.S._2	Character	U.S. Route Number 2
U.S._3	Character	U.S. Route Number 3
U.S._4	Character	U.S. Route Number 4
SPEED_LMT	Integer (4 bytes)	Speed Limit
CLSS_C_ID	Integer (4 bytes)	Class Count Station ID
CLSS_C_YR	Integer (4 bytes)	Class Count Station year
VHCL_P_COM	Real (4 bytes)	2006 Passenger Percent
VHCL_P_PAS	Real (4 bytes)	2006 Commercial Vehicle Percent
VHCL_PASS	Real (4 bytes)	2006 4-Wheel Vehicle Percent(VHCL_P_PAS+VHCL_P_COM)
VHCL_SU_TR	Real (4 bytes)	2006 Single Unit Truck Percent
VHCL_MU_TR	Real (4 bytes)	2006 Multi-unit Truck Percent
CCSTYLE	Integer (4 bytes)	CCSTYLE, Internal Use
Add / Remove	Integer (4 bytes)	Add/Remove Flag, Internal Use
PROHIBITION	Integer (2 bytes)	PROHIBITION Flag
SPEED	Real (8 bytes)	Free Flow Speed
Capacity	Real (8 bytes)	Hourly Capacity
Alpha	Real (8 bytes)	Alpha for Volume/Delay Function
Beta	Real (8 bytes)	Beta For Volume/Delay Function
Time	Real (8 bytes)	Free Flow Travel Time
TimeOP	Real (8 bytes)	Off Peak Travel Time
CapAM_AB	Real (8 bytes)	Time of Day Directional Capacity
CapAM_BA	Real (8 bytes)	Time of Day Directional Capacity
CapMD_AB	Real (8 bytes)	Time of Day Directional Capacity
CapMD_BA	Real (8 bytes)	Time of Day Directional Capacity
CapPM_AB	Real (8 bytes)	Time of Day Directional Capacity
CapPM_BA	Real (8 bytes)	Time of Day Directional Capacity
CapOP_AB	Real (8 bytes)	Time of Day Directional Capacity
CapOP_BA	Real (8 bytes)	Time of Day Directional Capacity

Name	Type	Description
AMFlow_AB	Integer (4 bytes)	Time of Day Directional Traffic Flow
AMFlow_BA	Integer (4 bytes)	Time of Day Directional Traffic Flow
MDFlow_AB	Integer (4 bytes)	Time of Day Directional Traffic Flow
MDFlow_BA	Integer (4 bytes)	Time of Day Directional Traffic Flow
PMFlow_AB	Integer (4 bytes)	Time of Day Directional Traffic Flow
PMFlow_BA	Integer (4 bytes)	Time of Day Directional Traffic Flow
OPFlow_AB	Integer (4 bytes)	Time of Day Directional Traffic Flow
OPFlow_BA	Integer (4 bytes)	Time of Day Directional Traffic Flow
AMFlow_Tot	Integer (4 bytes)	Time of Day Total Traffic Flow
MDFlow_Tot	Integer (4 bytes)	Time of Day Total Traffic Flow
PMFlow_Tot	Integer (4 bytes)	Time of Day Total Traffic Flow
OPFlow_Tot	Integer (4 bytes)	Time of Day Total Traffic Flow
AMSpeed_AB	Real (8 bytes)	Time of Day Directional Travel Speed
AMSpeed_BA	Real (8 bytes)	Time of Day Directional Travel Speed
MDSpeed_AB	Real (8 bytes)	Time of Day Directional Travel Speed
MDSpeed_BA	Real (8 bytes)	Time of Day Directional Travel Speed
PMSpeed_AB	Real (8 bytes)	Time of Day Directional Travel Speed
PMSpeed_BA	Real (8 bytes)	Time of Day Directional Travel Speed
OPSpeed_AB	Real (8 bytes)	Time of Day Directional Travel Speed
OPSpeed_BA	Real (8 bytes)	Time of Day Directional Travel Speed
AM_VMT	Integer (4 bytes)	Time of Day Vehicle Mile Traveled
MD_VMT	Integer (4 bytes)	Time of Day Vehicle Mile Traveled
PM_VMT	Integer (4 bytes)	Time of Day Vehicle Mile Traveled
OP_VMT	Integer (4 bytes)	Time of Day Vehicle Mile Traveled
DAILY_VMT	Integer (4 bytes)	Daily Vehicle Mile Traveled
TRKAM_AB	Real (4 bytes)	Truck Time of Day Total Traffic Flow
TRKAM_BA	Real (4 bytes)	Truck Time of Day Total Traffic Flow
TRKMD_AB	Real (4 bytes)	Truck Time of Day Total Traffic Flow
TRKMD_BA	Real (4 bytes)	Truck Time of Day Total Traffic Flow
TRKPM_AB	Real (4 bytes)	Truck Time of Day Total Traffic Flow
TRKPM_BA	Real (4 bytes)	Truck Time of Day Total Traffic Flow
TRKOP_AB	Real (4 bytes)	Truck Time of Day Total Traffic Flow
TRKOP_BA	Real (4 bytes)	Truck Time of Day Total Traffic Flow
TOTFLOW	Real (4 bytes)	TOTAL Truck Flow
Pass_PER	Real (4 bytes)	Passenger Vehicle Percentage, Internal Use
PASS_Count	Real (4 bytes)	Passenger Vehicle Count, Internal Use
PASS_Load	Real (4 bytes)	Passenger Vehicle Load, Internal Use
PRELOADAMAB	Real (4 bytes)	Truck and External Trips Preload Volume, Internal Use
PRELOADAMBA	Real (4 bytes)	Truck and External Trips Preload Volume, Internal Use
PRELOADMDAB	Real (4 bytes)	Truck and External Trips Preload Volume, Internal Use
PRELOADMDBA	Real (4 bytes)	Truck and External Trips Preload Volume, Internal Use
PRELOADOPAB	Real (4 bytes)	Truck and External Trips Preload Volume, Internal Use
PRELOADOPBA	Real (4 bytes)	Truck and External Trips Preload Volume, Internal Use
PRELOADPMAB	Real (4 bytes)	Truck and External Trips Preload Volume, Internal Use
PRELOADPMBA	Real (4 bytes)	Truck and External Trips Preload Volume, Internal Use
PRELOADTOT	Real (4 bytes)	Truck and External Trips Preload Volume, Internal Use
TRK_DIS	Integer (4 bytes)	Truck Prohibited Link Flag, 1= Prohibited

Appendix B: Network Node Dictionary

NAME	Attribute	Description
STANUM	Character	TDOT Count Station Number
CCSTYLE	Integer (4 bytes)	99= Centroid 98=External Stations
ExtCount	Integer (4 bytes)	Traffic Count
EEPct	Real (8 bytes)	**Passenger Vehicle** EE percentage
County	Character	County Name
EEProds	Integer (4 bytes)	EE Production
EEAttrs	Integer (4 bytes)	EE Attraction
IEProds	Integer (4 bytes)	IE or EI Production
IEAttrsUnbalanced	Integer (4 bytes)	Special Generator(Not used in this update)
PASS_PER	Real (8 bytes)	Passenger Vehicle Percentage
Name	Character	Route Name (if any)

Appendix C: TAZ Dictionary

Name	Attribute	Description
ID	Integer (4 bytes)	TAZ ID
Area	Real (8 bytes)	TAZ Area
CountyID	Character	County ID
BlkGrp	Character	Census Block Group Number
Tract	Character	Census Tract Number
HH	Real (8 bytes)	Number of Household
AUTO	Real (8 bytes)	Number of Auto
TotPop	Real (8 bytes)	Number of Population
TotEmp	Real (8 bytes)	Number of Employee
Retail_Employment	Real (8 bytes)	Number of Retail Emploee
NonRetail_Employment	Real (8 bytes)	Number of Non-Retail Employee
1P-0A	Real (8 bytes)	Number of Household With x persons and y autos
1P-1A	Real (8 bytes)	Number of Household With x persons and y autos
1P-2A	Real (8 bytes)	Number of Household With x persons and y autos
1P-3A	Real (8 bytes)	Number of Household With x persons and y autos
1P-4A	Real (8 bytes)	Number of Household With x persons and y autos
2P-0A	Real (8 bytes)	Number of Household With x persons and y autos
2P-1A	Real (8 bytes)	Number of Household With x persons and y autos
2P-2A	Real (8 bytes)	Number of Household With x persons and y autos
2P-3A	Real (8 bytes)	Number of Household With x persons and y autos
2P-4A	Real (8 bytes)	Number of Household With x persons and y autos
3P-0A	Real (8 bytes)	Number of Household With x persons and y autos
3P-1A	Real (8 bytes)	Number of Household With x persons and y autos
3P-2A	Real (8 bytes)	Number of Household With x persons and y autos
3P-3A	Real (8 bytes)	Number of Household With x persons and y autos
3P-4A	Real (8 bytes)	Number of Household With x persons and y autos
4P-0A	Real (8 bytes)	Number of Household With x persons and y autos
4P-1A	Real (8 bytes)	Number of Household With x persons and y autos
4P-2A	Real (8 bytes)	Number of Household With x persons and y autos
4P-3A	Real (8 bytes)	Number of Household With x persons and y autos
4P-4A	Real (8 bytes)	Number of Household With x persons and y autos
HBWP	Real (8 bytes)	Number of HBW trips produced by the TAZ
HBWA	Real (8 bytes)	Number of HBW trips attracted by the TAZ
HBOP	Real (8 bytes)	Number of HBO trips produced by the TAZ
HBOA	Real (8 bytes)	Number of HBO trips attracted by the TAZ
NHBP	Real (8 bytes)	Number of NHB trips produced by the TAZ
NHBA	Real (8 bytes)	Number of NHB trips attracted by the TAZ
IEA	Real (8 bytes)	EI Attraction Trips
ccstyle	Integer (4 bytes)	TAZ map Style
BlkGrp_n	Character	Block Group
tag	Real (8 bytes)	Distance to CBD
POPoHH_S	Real (4 bytes)	Single Family persons/HH from Census
POPoHH_M	Real (4 bytes)	Multi Family persons/HH from Census
Vacant_S	Real (4 bytes)	Single Family Household Vacant Percent

Vacant_M	Real (4 bytes)	Multi Family Household Vacant Percent
ALLpop	Real (4 bytes)	All Household Persons/HH from Census
ALLvac	Real (4 bytes)	All Household Vacant Rate from Census
HH_S	Real (4 bytes)	Number of Single Family Household
HH_M	Real (4 bytes)	Number of Multi Family Household
UnweightPop	Real (4 bytes)	Estimated Population before applying the control total
Acres	Real (4 bytes)	Area in Acre
PopDensity	Real (4 bytes)	TAZ population Density
EmpDensity	Real (4 bytes)	TAZ employment Density
AreaType	Integer (2 bytes)	Area type based on Float Population and Emplyment Desity
FloatAcres	Real (4 bytes)	Sum of population of this TAZ and 4 adjecent zones
FloatPop	Real (4 bytes)	Sum of area of this TAZ and 4 adjecent zones
FloatEmp	Real (4 bytes)	Sum of employment of this TAZ and 4 adjecent zones
02pop	Integer (4 bytes)	2002 Population
02emp	Integer (4 bytes)	2002 total employment
EMP_FARM	Real (4 bytes)	Number of Employee in Farming
EMP_MINE	Real (4 bytes)	Number of Employee in Mining
EMP_CONT	Real (4 bytes)	Number of Employee in Construction
EMP_MANU	Real (4 bytes)	Number of Employee in Manufacture
EMP_TRAN	Real (4 bytes)	Number of Employee in Transportation
EMP_WHOL	Real (4 bytes)	Number of Employee in Whole Sale
EMP_RETL	Real (4 bytes)	Number of Employee in Retail
EMP_FIRE	Real (4 bytes)	Number of Employee in Financial Services
EMP_SRVC	Real (4 bytes)	Number of Employee in Service
EMP_GOV	Real (4 bytes)	Number of Employee in Government

Appendix D: Model Structure

Initialization
- Update Facility Type
  - Update the network facility type using link's function class and pavement width. TYPE filed is used to calculate the roadway capacity.
- Update Area Type
  - Update the network area type using TAZ's float business and population density.
- Update Speed and Capacity
  - Generalized Speed and Capacity
- Update TOD Capacity
- Add Fields for External Station Calculation
- Trip Generation and Balance

Create Network
- Create Network

Feedback Loop
- Skimming
- IE-TT
- HBW Trip Distribution
- HBO Trip Distribution
- NHB Trip Distribution
- TOD Trip Distribution
- OP Assignment
- New Network
- AM Assignment
- PM Assignment

Model Result
- Model Result
- Performance Result
- Trip Length Distribution

Appendix F. Air Quality Conformity

As of April 15, 2009, the counties of the Nashville Area MPO are considered in compliance with National Ambient Air Quality Standards and no longer are required to demonstrate conformity with established motor vehicle emissions budgets. The region does remain part of the Tennessee's State Implementation Plan, and as such, continues to be eligible to receive Congestion Mitigation Air Quality funding from the Federal Highway Administration, at the discretion of the Tennessee Department of Transportation.

Appendix G. Certifications

MPO Self Certifications and Federal Certifications

23CFR 450.334

(a) The MPO and state shall certify the metropolitan planning process every 4 years is in accordance with:

X (1) 23 USC 134, 49 USC 5303 (Highways and Transit)

X (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended 942 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93

X (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21

X (4) 49 U.S.C. 5332, prohibiting discrimination, on the basis of race, creed, national origin, sex or age in employment or business opportunity

X (5) Section 1101 (b) of the SAFETEA-LU (Pub. L 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects

X (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts

X (7) Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. Seq.

X (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance

X (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender

X (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities

Appendix H. Acronyms and 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.

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.

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: This is a roadway performance measure to show how a highway volume compares with a highway's capacity.

VMT - Vehicle Miles Traveled: This is 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: are 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.