

NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION

ANNUAL TITLE VI REPORT

September 15, 2008



NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION

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TABLE OF CONTENTS

PURPOSE	1
I. MPO ORGANIZATION	1
A. Responsibilities of the MPO	1
B. Composition of the MPO	1
II. GENERAL REPORTING REQUIREMENTS	4
A. Equal Employment Opportunity / Affirmative Action Plan	4
B. Title VI Coordinator	4
C. Studies of Under-Served or Low-Income Communities.....	4
D. Requests for Proposals & Contracts	4
E. Civil Rights Lawsuits and/ or Complaints	5
F. Federal Funding Sources & Methods of Allocation.....	5
G. Applications for Enhancement Projects.....	6
H. Summary of Civil Rights Activities	7
I. Project Selection Process	7
J. Effects on EJ/ Traditionally Under-Served Communities	9
III. PUBLIC INVOLVEMENT	10
A. Public Participation Methods for the Low-Income, Minority, Elderly, and Disabled.....	10
B. Notification of Minority/ Ethnic Media Sources/ Leaders.....	11
C. Inclusion of Traditionally-Underserved in the Planning Process	12
D. Meeting Locations	12
E. List of Complaints & Concerns.....	13
F. Responding to Complaints & Concerns	13
IV. CONTRACTING OPPORTUNITIES	13
A. Documentation & Outreach to DBE Participation	13
B. Complaints or Concerns.....	14
V. COMMUNITY IMPACT ASSESSMENT	14
A. Addressing Community Values, Environmental Justice, and Civil Rights	14
B. Evaluating Potential Social, Economic, and Environmental Effects of Plans/ Programs.....	15
VI. SERVICE EQUITY	16
A. Coordination of Benefits & Impacts of Transportation Investments.....	16
B. Examples of Tools, Methodologies, & Programs Sensitive to Title VI and/or ADA.....	16
APPENDIX A. LIST OF PUBLIC LIBRARIES	
APPENDIX B. SAMPLE RFP & CONTRACT LANGUAGE	
APPENDIX C. LRTP PROJECTS AFFECTING LOW-INCOME & MINORITY AREAS	
APPENDIX D. FY 2008-2011 TIP DOCUMENTATION	
APPENDIX E. FY 09 UNIFIED PLANNING WORK PROGRAM	

PURPOSE

The intent of this report is to document the Nashville Area Metropolitan Planning Organization's planning process, with particular attention to issues that relate to Title VI of the Civil Rights Act of 1964 and the requirements of Section 23 CFR, Part 450.334 of Federal regulations that pertain to certification of the metropolitan transportation planning process. It states that "The State and the MPO shall annually certify to the FHWA (Federal Highway Administration) and the FTA (Federal Transit Administration) that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements..."

In addition, this report is intended to assist the Tennessee Department of Transportation (TDOT) in complying with TN Code 4-21-901 Title VI Implementation Plan reporting requirements.

I. MPO ORGANIZATION

A. Responsibilities of the MPO

The responsibilities of the Nashville Area Metropolitan Planning Organization (MPO) include:

- Development of a regional transportation planning program;
- Allocation of funding for the implementation of transportation projects and services; and
- Addressing congestion and transportation air quality through effective management of new and existing facilities.

The Nashville Area MPO covers the counties of Davidson, Rutherford, Sumner, Williamson and Wilson, and parts of Robertson and Maury counties serving a population of more than 1 1/3 million people according to the recent estimates.

Decisions are made through two MPO groups which meet on a regular basis: the Technical Coordinating Committee, which is made up of technical and professional staff from the local jurisdictions in the MPO, and the Executive Board, which is made up of the chief elected officials from each jurisdiction. The TCC reviews policies, plans, and programs and then makes recommendations to the Executive Board. The Executive Board has final voting power to adopt plans and programs, including those which allocate MPO funds.

Members of the TCC serve because of the particular job they hold with a local government, i.e. planning director or city engineer; members of the Executive Board serve because of their official capacity as chief elected official. The MPO staff is hired according to qualifications and experience, and in consideration of the EEO/AA policy as reported below.

B. Composition of the MPO

Below are lists of the MPO Executive Board, Technical Coordinating Committee, and staff.

TABLE 1. FY 2008 MPO Executive Board

Name	Representing	Gender	Race
The Honorable Joe Reagan	Brentwood	M	W
The Honorable Kenneth Brisson	Fairview	M	W
The Honorable John Schroer	Franklin	M	W

The Honorable Jo Ann Graves	Gallatin	F	W
The Honorable Bill Orange	GNRC Elected	M	W
The Honorable Jerry Garrett	Goodlettsville	M	W
The Honorable Scott Foster	Hendersonville	M	W
The Honorable Ronnie Erwin	LaVergne	F	W
The Honorable Don Fox	Lebanon	M	W
The Honorable Diane Neighbors	Metro Nashville	F	W
The Honorable Karl Dean	Metro Nashville	M	W
The Honorable Timothy Lassiter	Millersville	M	W
The Honorable Linda Elam	Mt. Juliet	F	W
The Honorable Tommy Bragg	Murfreesboro	M	W
The Honorable Kenneth Wilber	Portland	M	W
The Honorable Ernest Burgess	Rutherford County	M	W
The Honorable Robert Spivey	Smyrna	M	W
The Honorable Billy Paul	Springfield	M	W
The Honorable Danny Leverette	Spring Hill	M	W
The Honorable Phil Bredesen	State of Tennessee	M	W
The Honorable Ragan Hall	Sumner County	M	W
The Honorable John Decker	White House	M	W
The Honorable Rogers Anderson	Williamson County	M	W
The Honorable Robert Dedman	Wilson County	M	W
<i>Changes from previous year</i>			
The Honorable Tom Miller	Franklin	M	W
The Honorable Bill Purcell	Metro Nashville	M	W
The Honorable Howard Gentry	Metro Nashville	M	B
The Honorable Hank Thompson	Sumner County	M	W

TABLE 2. FY 2008 MPO Technical Coordinating Committee

Name	Representing	Gender	Race
Mr. Kirk Bednar	Brentwood	M	W
Ms. Shirley Forehand	Fairview	F	W
Mr. Bobby Blackmon	FHWA	M	W
Ms. Tameka Macon	FHWA	F	B
Mr. Kevin Comstock	Franklin	M	W
Ms. Abigail Rivera	FTA	F	W
Mr. Jim Svoboda	Gallatin	M	W
Mr. Phil Armor	GNRC	M	W
Ms. Tanisha Hall	GNRC	F	B
Mr. Rick Gregory	Goodlettsville	M	W

Mr. Fred Rogers	Hendersonville	M	W
Mr. Grant Green	LaVergne	M	W
Ms. Magi Tilton	Lebanon	F	W
Mr. Richard Riebeling	Metro Finance	M	W
Mr. Rob Raney	Metro Health Air	M	W
Mr. Rick Bernhardt	Metro Planning	M	W
Mr. Billy Lynch	Metro Pubic Works	M	W
Mr. Bob Weithofer	Metro Public Works	M	W
Mr. Robert Mobley	Millersville	M	W
Mr. Shannon Joyner	Mt. Juliet	M	W
Mr. Paul Ballard	MTA	M	W
Mr. Dana Richardson	Murfreesboro	M	W
Mr. Bob Nugent	Murfreesboro	M	W
Mr. Raul Regalado	Nashville Airport	M	H
Ms. Melinda Wagner	Portland	F	W
Ms. Diane Thorne	RTA	F	W
Mr. Doug Demosi	Rutherford County	M	W
Mr. Kevin Rigsby	Smyrna	M	W
Mr. John Pewitt	Spring Hill	M	W
Mr. George James	Springfield	M	W
Mr. Mike Moulton	Sumner County	M	W
Mr. Marc Corrigan	TDEC	M	W
VACANT	TDOT		
Mr. Jerry Roache	TDOT	M	B
Mr. Paul Degges	TDOT	M	W
Ms. Angela Midgett	TDOT	F	W
Ms. Debbie Henry	The TMA Group	F	W
Mr. Addam McCormick	White House	M	W
Mr. Joe Horne	Williamson County	M	W
Mr. Tom Brashear	Wilson County	M	W
<i>Changes from previous year</i>			
VACANT	Fairview		
Ms. Theresa Hutchins	FHWA	F	W
Ms. Kelly Dennenfelter	Franklin	F	W
Mr. Tony Dittmeier	FTA	M	W
Mr. David Manning	Metro Finance	M	W
Mr. Bobby Franklin	Mt. Juliet	M	W
Mr. John R. Davis	Rutherford County	M	W
Mr. Drew Daruka	TDOT	M	W
Ms. Diane Thorne	The TMA Group	F	W

TABLE 3. FY 2008 MPO Staff

Name	Position	Gender	Race
Mr. Michael Skipper	Executive Director	M	W
Ms. Lou Edwards	Office Manager	F	W
Mr. Max Baker	Transportation Planner	M	W
Ms. Josie Bass	Title VI Coordinator	F	B
Mr. Félix Castrodad	Transportation Planner	M	H
Mr. Chin-Cheng Chen	Engineering Associate	M	A
Mr. Jeffrey Leach	Accountant	M	W
Ms. Leslie Meehan	Transportation Planner	F	W
Mr. Matt Meservy	Senior Transportation Planner	M	W
Ms. Melissa Stevens	Clean Air Program	F	W

II. GENERAL REPORTING REQUIREMENTS

A. Equal Employment Opportunity / Affirmative Action Plan

New staff members of the Nashville Area MPO are hired through Metro Nashville/Davidson County's human resource system, which has an Equal Employment Opportunity/Affirmative Action plan.

B. Title VI Coordinator

Josie Bass, Title VI Coordinator – Metro Planning, acts as the Title VI coordinator for the Nashville Area MPO. She reports directly to the MPO Executive Director, Michael Skipper who reports to the MPO Executive Board.

C. Studies of Under-Served or Low-Income Communities

There have been no special studies of traditionally underserved or low-income communities conducted during the past five years. However, during the past eight years, TDOT sponsored a study which focused on transportation improvements to improve access to and from the North Nashville community. No other special studies have been initiated specifically because an area is a minority or low-income community, although Metro Nashville worked through the MPO on a study in the East Nashville area (completed in 2002) to minimize neighborhood impacts of thru-traffic. All MPO studies are conducted with an objective to identify transportation solutions to help increase mobility, safety, and economic prosperity for low-income and minority populations.

D. Requests for Proposals & Contracts

The Nashville Area MPO uses Small and Disadvantaged Business Enterprise (DBE) participation as a factor in the evaluation of proposals. A tracking system is used to monitor the

level of DBE participation in MPO contracts. The MPO partners with Metro's Purchasing Department to obtain and the most recent list of participating SBE/DBE enterprises.

All contracts contain language notifying the contractor that they must adhere to federal non-discrimination policies. They also contain an affidavit which must be signed by the principal firm, verifying that the firm's employment policy, standards and practices do not permit discrimination based on race, creed, national origin, age, sex or handicapping condition. (A copy of a standard RFP and contract is included as an appendix in this report.)

E. Civil Rights Lawsuits and/ or Complaints

The MPO is not currently involved in any civil rights lawsuits, but is named in a complaint along with MTA, FTA and TDOT regarding changes to MTA routes and fare structure. More information on this complaint may be obtained through the TDOT Title VI Department.

F. Federal Funding Sources & Methods of Allocation

Federal funding to the MPO falls into two major categories: (1) annual planning funds used for tasks in the Unified Planning Work Program, and (2) transportation project funds used for projects in the Transportation Improvements Program (TIP).

Unified Planning Work Program (UPWP)

The MPO prepares an annual Unified Planning Work Program which documents the planning activities to be undertaken during the fiscal year. Work program items include federally mandated planning requirements as well as other regional and local planning activities. Planning issues are based on the eight factors of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), some of which may relate indirectly to equity issues.

A complete copy of the FY2008 work program is attached to this report. It identifies all funded activities, the jurisdiction(s) involved, and amount of funding. Sources include transportation planning funds which are distributed annually by the Federal Highway Administration and Federal Transit Administration. The Tennessee Department of Transportation also provides funding for its own activities listed in the work program (such as annual traffic counts) and some of the matching funds needed for FTA planning.

Allocation of funding: To select activities for each year's work program, the MPO staff asks each jurisdiction to identify needed studies or plans. Staff also identifies the federally mandated activities which must be funded in the work program, such as administration, transportation modeling, and air quality planning, as well as regionwide issues that need to be studied. Staff prepares a draft work program that contains all required activities and as many of the requested activities as the budget will allow. After review by the TCC and any necessary changes, the final work program is adopted by the MPO Executive Board.

This year's work program includes for a transit study along the Nashville-Goodlettsville-Hendersonville-Gallatin corridor, a Land-Use planning study for Robertson, Sumner and Wilson Counties, and a Bicycle and Pedestrian study encompassing the entire MPO region. These projects can be a more effective use of funds for helping disadvantaged populations than many traditional roadway projects. New or improved public transit service in addition to facilities for

non-motorized modes such as bicycle and pedestrian infrastructure lead to better access to jobs for many disadvantaged households, including people with disabilities.

Transportation Improvement Program (TIP)

Funds for most projects in the TIP come from the federal Surface Transportation Program (STP) or Congestion Mitigation & Air Quality funds (CMAQ). These are the two funding sources over which MPO jurisdictions have control. They must be matched with local funds, usually at 10 to 20%.

A limited number of projects are selected for Transportation Enhancement funds, which are recommended by a TDOT selection committee and awarded by the Governor. Bridge replacement program funds (BRR), Interstate Maintenance funds (IM) and Safe Routes to School funds (SRTS), like enhancement funds, are not under the control of the MPO except for the ability to accept or decline them when offered. Finally, FTA allocates funds to qualifying agencies such as the Metro Transit Authority (MTA), the Regional Transit Authority (RTA), the Franklin Transit Authority (FTA) and Murfreesboro Transit.

Allocation of funding: Each time a new Transportation Improvement Program is developed, each local government submits a list of requested projects for STP and CMAQ funds. First priority is typically given to projects which are already underway, to ensure that they can be completed. All other projects are scored according to the adopted set of criteria described in the next section. These criteria emphasize the following regional goals: managing congestion, maintaining air quality, improving safety, and providing better transit, bicycle, and pedestrian facilities.

A copy of the current (2008-2011) Transportation Improvement Program funding sources is attached in the appendix.

G. Applications for Enhancement Projects

The following projects in the Nashville Area MPO were approved for enhancement funds in this TIP, which covers the years 2008-2011.

TABLE 4. Enhancement Projects

TIP#	Type	Agency	County	Description
2008-19-085	Enhancement	MDHA	Davidson	Dickerson Pike Streetscape
99-New-30b	Greenway	Lebanon	Wilson	Cedar City Trail
232	Greenway	Murfreesboro	Rutherford	Gateway Trail
2004-072	Enhancement	Smyrna	Rutherford	Downtown Depot
2004-071	Pedestrian	Gallatin	Sumner	Downtown Streetscape Project
2008-46-041	Greenway	Murfreesboro	Rutherford	Lytle Creek Greenway
2008-46-041	Greenway	Murfreesboro	Rutherford	Lytle Creek Greenway

2002-030a	Greenway	Hendersonville	Sumner	Hendersonville Bike/Ped Trail Phase 2, Project 1
2002-030b	Greenway	Hendersonville	Sumner	Hendersonville Bike/Ped Trail - Phase 2, Project 2
2004-010	Pedestrian	Springfield	Robertson	Central Business District Sidewalks
2006-407	Signage	Murfreesboro	Rutherford	Rutherford County Wayfinding Sign Program
2002-038	Pedestrian	Nashville	Davidson	21st Avenue Area Sidewalks
2003-002	Pedestrian	Nashville	Davidson	Cumberland River Pedestrian Bridge
2004-074	Enhancement	Murfreesboro	Rutherford	Rutherford County Visitor's Center
2008-19-062	Enhancement	Nashville	Davidson	21st Avenue Roadscaping in Hillsboro Village
AM-006	Greenway	LaVergne	Rutherford	Hurricane Creek Greenway
2008-46-075	Pedestrian	LaVergne	Rutherford	Chaney Boulevard Sidewalk
2008-19-077	Enhancement	Nashville	Davidson	Amqui Train Station Depot
2008-16-078	Enhancement	Nashville	Davidson	Demonbreun Street Streetscape Improvements
2008-56-079	Enhancement	Gallatin	Sumner	Downtown Gallatin Streetscape Improvements -
2008-56-079	Enhancement	Gallatin	Sumner	Downtown Gallatin Streetscape Improvements -
2008-56-079	Enhancement	Gallatin	Sumner	Downtown Gallatin Streetscape Improvements -
2004-069	Enhancement	Williamson Co./TDOT	Williamson	Hillsboro Road Stone Wall
2004-070	Pedestrian	Mt. Juliet	Wilson	Charlie Daniels Parkway Sidewalks

H. Summary of Civil Rights Activities

There are no civil rights activities to report for the past year.

I. Project Selection Process

The following describes how project selection and/or criteria for the Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and Long Range Transportation Plan (LRTP) are accomplished in a nondiscriminatory manner.

TIP Project Selection

Project selection criteria for the TIP are based on the ability to address the MPO's primary goals of:

Congestion management, which can be measured in the relationship of peak-hour speeds to posted speed, in reduction of delay as measured in travel time, in roadway level of service A

through F, or intersection studies, and other objective measures which would be presented in a Transportation Planning Report;

Maintenance of air quality standards, which are monitored daily by the Tennessee Dept. of Environment and Conservation and area health departments. A specific project's potential to help or harm air quality can also be calculated with methods recommended by the Federal Highway Administration. Projects can then be ranked according to how much they benefit air quality.

Safety, which is typically measured in terms of accident rates at a specific location versus the typical accident rate statewide. Safety can also be measured objectively in terms of the sight distance available or the radius of a curve which may be substandard.

Providing better transit, bicycle, and pedestrian facilities. Transit facilities by definition serve many persons who do not own a vehicle, which includes a significant portion of transportation-disadvantaged groups. For bicycle and pedestrian facilities, the MPO's scoring criteria emphasize projects which are not purely recreational trails, but link true destinations such as work, shopping and homes.

The MPO avoids discrimination in project selection by scoring projects according to these goals, which can be measured objectively. Projects are ranked according to their effectiveness in these major goal areas, not on the basis of demographics.

UPWP Project Selection

A significant portion of the funding in the UPWP supports federally required activities, such as maintaining the regional travel demand model, administering the TIP and Long Range Plan, and collecting data on the transportation systems in the region. Thus there is not a great deal of latitude in selecting these activities; they are defined by the federal government.

The work program typically includes one or two plans which address transportation issues important to the entire MPO region. In 2005, funding was allocated to provide a comprehensive update of the regional travel demand model. The transit ridership data for this update comes from a major study to determine the best transit option to serve the corridor linking Nashville, LaVergne, Smyrna, and Murfreesboro. This corridor links several key employment centers and, in Davidson County, a significant area populated by minorities and immigrants. The locally preferred alternative endorsed by the MPO Technical Coordinating Committee and the Executive Board is an enhanced bus service that may include strategies such as que jumping to increase transit travel times in the corridor. The final report was completed in the summer 2007.

The update of the regional travel demand model is currently underway in the summer of 2008 using this data and data that will be obtained from a transits-survey currently underway as part of the Northeast Corridor study.

The 2008-2009 UPWP also contains funding for a regional bicycle and pedestrian facilities study. This study will look at current and planned facilities in the MPO region, and will also analyze areas with the highest amounts of latent demand from these types of facilities. The study will also engage the community at multiple meetings around the MPO region to ascertain the needs from these facilities. When completed, the study will make recommendations for future

facilities, as well as funding sources and a priority-ranking of which facilities are most needed and should be implemented first.

LRTP Project Selection

The Long Range Transportation Plan was last adopted in 2005. The MPO staff compared each project against the deficiencies in mobility established through examination of existing congestion (2004) and future congestion (2030). Existing congestion is defined as a roadway having a peak hour speed that is 70 % or less of the posted speed. Future congestion, based on 2030 demographics loaded on the Existing plus Committed transportation system, was further broken into high, medium and low congestion (equal to or less than 40%, 60% and 70% respectively). In addition to traffic deficiencies, the MPO staff examined the regions transit deficiencies (as defined by the MTA, RTA and Franklin Transit Authority), bike and pedestrian deficiencies (defined by gaps in bike and sidewalk facilities and major regional attractions) and freight deficiencies using the results of the Freight and Goods Study completed in early 2005.

The draft projects scoring highest were allocated to a horizon year (2016, 2025 and 2030) and balanced against financial and air quality constraints. These were presented to the TCC and Executive Board for acceptance and approval and forwarded for public comment. A series of Public Meetings were held throughout the region and a copy of the Draft 2030 LRTP was placed in appropriate places for examination and comment.

The MPO staff is currently working on a plan update which will be adopted in 2009. The new 2035 Long Range Transportation Plan will include the findings of the Northeast Corridor Study, the Tri-County Land Use Study, the Bicycle and Pedestrian Study, the Freight Study as well as a transit analysis, an updated Congestion Mitigation Plan and an updated regional model. The new plan will be adopted on or before September 30, 2009.

J. Effects on EJ/ Traditionally Under-Served Communities

The following provides an overview of the effect on minority communities by transportation enhancement and congestion mitigation/air quality improvement projects.

Describe the potential impact on traditionally underserved communities and businesses during and after a project.

The MPO has not traditionally collected this type of data from local governments.

Describe the potential environmental impact.

Currently, the MPO does not have a practice of evaluating positive or negative environmental impact on projects impacting underserved communities and businesses. For projects receiving federal CMAQ funds, the MPO conducts an air quality analysis for compliance with federal air quality standards. Currently, we do not correlate this analysis with underserved areas.

Provide a detailed list of traditionally under-served owned businesses and households to be effected.

Currently, the MPO does not maintain a list of traditionally under-served owned businesses and households impacted by transportation projects in the Nashville Area MPO region.

Describe any significant changes or impacts on traditionally under-served communities.

The last update for the Nashville Area MPO Long-Range Transportation Plan (LRTP) included an analysis of all long-range projects as they relate to minority communities. The results of this analysis have been included. The projects have been broken down into counties, by Traffic Analysis Zone (TAZ). Each zone has been tabulated for the percent of the population that is minority (non-white) or low-income. The projects in the LRTP in the minority and/or low-income TAZs are listed by County, and include the city, route, termini, anticipated horizon year and estimated cost.

Provide a description of how this/these projects will mitigate any identified adverse social, economic, or environmental effects.

The MPO will work with TDOT and TDEC in the future to collect data on the environmental impact of projects in traditionally under-served business and residential areas.

- Approximately 40% of the 2005 LRTP highway projects are within or adjacent to a minority or low income (Title VI) zone, based on the region's average zonal percentage. These projects make up about 58% of the total cost for federally funded highway improvements.
- 100% of the Plan's transit projects fall within or adjacent to a Title VI zone. The total cost of transit improvements is around \$272 million.
- Bicycle and pedestrian improvements account for about 4% of the FHWA funds in this Plan. Considering only 2.5% of the entire region bike or walk to work, this is an acceptable portion of federal dollars used to help minorities and low income persons travel to and from their place of work.
- 60% of the total cost of FHWA and FTA funded projects are for projects within or adjacent to a Title VI zone.

III. PUBLIC INVOLVEMENT

A. Public Participation Methods for the Low-Income, Minority, Elderly, and Disabled

Please describe the effectiveness of your public involvement process as well as any strategies to ensure traditionally under-served populations have an opportunity for full participation in your planning process.

The purpose of the Public Participation Plan is to afford all interested individuals and groups the opportunity to learn about and participate in the MPO planning process. All major plan updates, such as the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP), are subject to a public review and comment period.

The Nashville Area MPO adopted its latest Public Participation Plan in August, 2006 with an amendment in January, 2007.

B. Notification of Minority/ Ethnic Media Sources/ Leaders

Describe how traditionally under-served media sources are appropriately included in all notification processes for public meetings or public review of agency documents.

The MPO strives to make all of its published documents widely accessible. Drafts of the documents are placed in all member municipalities' libraries, for a total of 41 locations throughout the region. At least 20 of these locations provide Internet access for the public.

Current public involvement techniques include:

- Advertisements in *The Tennessean*, which is the largest newspaper of record in the MPO area. Advertisements are also placed in community newspapers in each of the five counties, including the *Hendersonville Star-News*, the *Gallatin News-Examiner*, *Franklin Review-Appeal*, *Murfreesboro Daily News-Journal*, and the *Lebanon Democrat*.
- Advertisements in the *Tennessee Tribune*, an area newspaper marketed to African-Americans, and *El Crucero*, the major area newspaper marketed to Hispanics. Notices in *El Crucero* appear in Spanish.
- Press releases. The MPO recognizes that not all citizens read the classified legal ads, where its legally required notices appear. In addition to advertisements, staff sends press releases to local newspapers about community meetings. This method has been reasonably successful in gaining coverage in the more widely read sections of the newspaper.
- A comprehensive Internet website. Citizens can view agendas and minutes for recent meetings and download a copy of the MPO's Transportation Improvement Program, the Unified Planning Work Program, and the Long Range Transportation Plan. Additional information is posted on the website for special projects. The website also offers an interactive survey on transportation issues and links where citizens can send e-mail to MPO staff and their elected officials. The website may be accessed at <http://www.nashvillempo.org>.

The web-based element of the MPO's public involvement program is accessible even to households that may not own a computer. Many public libraries in the region now offer free Internet access to citizens. Low-income and minority residents are provided with even better Internet access in Davidson County, where a large percentage of the region's minority citizens are located.

- A mailing list of citizens who have sent letters or indicated at a public meeting that they would like to be kept informed about ongoing transportation issues.

- Community meetings. The MPO often makes arrangements with local cable access channels to have its community meetings taped and re-broadcast. This helps reach a wider audience, including persons who have mobility limitations or a work schedule which would not normally permit them to participate in the meeting.
- Local speaking engagements. The MPO staff frequently speaks with Rotary Clubs and other civic groups, environmental organizations, Chambers of Commerce and business associations, and others who express a desire to talk about current transportation issues.

The MPO works to find ways to better involve minority and disadvantaged groups, relying on the civil rights staff at TDOT and FHWA for suggestions and best practices from other communities. Additional outreach methods include submitting public service announcements (PSAs) to area radio stations, and sending press releases to area television news departments.

The MPO has extended its outreach to minority communities by placing notices in the *Tennessee Tribune*, a weekly newspaper with a predominantly African-American readership and in *El Crucero*, a newspaper targeted to Hispanics. The MPO is looking to expand its printed media exposure with further identification and outreach to other traditionally underserved groups' printed media.

Within Davidson County, the MPO is also able to take advantage of some of the Metro Planning Department's mailing lists, and citizen groups that meet to discuss neighborhood plans.

The MPO is also planning on attending more events of traditionally underserved populations by attending fairs, festivals and other special events. The MPO also plans to become involved with area universities, of which there are dozens within the Nashville Area MPO region, with at least two historically African American colleges (Fisk and Tennessee State University). The MPO is also looking into public participation strategies of other MPOs.

C. Inclusion of Traditionally-Underserved in the Planning Process

Describe how traditionally under-served groups, leaders, or organizations are utilized in the planning process.

As part of updating the Long Range Transportation Plan, the MPO is beginning to meet with leaders of traditionally underserved groups. As part of that effort, the MPO has contracted with GNRC (included in the FY 08 and FY 09 UPWPs) to help develop a plan of action for carrying out outreach with traditionally under-served populations. In the past, the MPO has used several methods to reach those populations including the presentation of information at meetings of traditionally underserved groups.

D. Meeting Locations

Describe how meeting locations and formats encourage or facilitate participation by minorities and other traditionally under-served populations.

Locations for meetings, especially in Davidson County which has an active local transit system, are chosen with transit accessibility in mind. On some occasions the MPO is able to broadcast public meetings on local cable access channels, providing more opportunity for participation by persons who are traditionally transportation-disadvantaged. Elderly or disabled persons who might have difficulty attending a meeting in person can view it on their local cable access channel.

E. List of Complaints & Concerns

Discuss the types of complaints and concerns received from the public and the MPO's responses or the extent to which these matters were addressed by the MPO in specific plans or activities.

The Nashville Area MPO has received one complaint in the spring of 2008. This complaint comes from a citizen group in response to changes made by MTA in its routes and fare pricing. Because the MPO programs federal FTA funding for MTA operations, the MPO was named in the complaint along with FTA and TDOT. The MPO's action plan is to pass any comment along to the state or local municipality who is managing the project. In this case, the complainant also notified the project manager (MTA) as well as the state and federal agencies, so the step of informing the parties was not necessary. To the MPO's knowledge, no official inquiry has been made nor any action been taken by the Federal Transit Administration.

F. Responding to Complaints & Concerns

What are the MPO procedures for processing and responding to complaints and concerns from the public?

Comments received during meetings or through other channels of public involvement are recorded. When the MPO Technical Coordinating Committee or Executive Board is reviewing the study or plan, staff announces any comments that were received. If the comments are lengthy, a copy may be provided to the boards. If the comments are not related to the particular meeting topic – for example, a citizen is concerned about maintenance of the grass median on a community roadway – staff will make every effort to either pass the comment along to the appropriate city, county, or state official, or obtain the person's name and phone number for the citizen making the comment.

IV. CONTRACTING OPPORTUNITIES

A. Documentation & Outreach to DBE Participation

List primary or subcontracting opportunities for planning studies, corridor studies, or other work which have been provided to minorities and women owned firms in the last twelve months

As previously noted the Nashville Area MPO encourages small and disadvantaged business participation in the studies and planning work which it contracts each year through the Unified Planning Work Program. (It should be noted that the MPO is not responsible for contracting any design or construction work funded through the TIP; all of those contracts are handled either by TDOT or local governments.)

To date, small and/or disadvantaged business enterprises have received about ___% work contracted by the MPO for FY2008/09, in the consultant contracts for studies:

Enhanced Transportation System Data Collection and Monitoring, Nashville Area.

- K.S. Ware, 30% (\$66,135)

NE Corridor Mobility Study

- Coming soon

Regional Bicycle & Pedestrian Study

- Hawkins Partners, 24% (\$72,000)
- RPM, 60% (\$180,000)

Tri-County Transportation & Land Use Study

- Coming soon

Regional Freight Study

- Coming soon

The MPO emphasizes in its Requests for Proposals that small and disadvantaged business participation is strongly encouraged, and that it is one of the factors on which proposals will be scored. A copy of the language used in the RFP process is included in Appendix B.

B. Complaints or Concerns

Please discuss any problems, complaints, or concerns by minority and female consultants.

The MPO has not received any known complain or concerns by minority or female consultants.

V. COMMUNITY IMPACT ASSESSMENT

A. Addressing Community Values, Environmental Justice, and Civil Rights

Describe how community value, social, neighborhood issues; environmental justice and civil rights issues are normally addressed by the MPO.

By the time most transportation projects reach the point where the MPO Board considers them for funding, they have already been through the planning process of a local government's Major Thoroughfare Plan, or have been the subject of a Transportation Planning Report approved by TDOT management.

In either case, that is the stage at which projects are reviewed for compatibility with community values, neighborhood issues, environmental justice and civil rights issues. The Nashville MPO stresses the importance of actively involving low-income and minority communities in the APR process and staff will randomly check that Title VI activity is taking place at the TIP inclusion process. The TCC is the committee where the value of full inclusion early will be stressed. An

annual reminder of the importance of Title VI will be presented during the spring/summer period.

The recent trend at TDOT is for greater involvement of MPO staff during the time a Transportation Planning Report is being prepared. With this improved opportunity for early input, the staff has been making increased effort to help the state identify neighborhood issues, environmental impacts, and social and equity issues at the APR stage.

The MPO assesses the overall impacts of its Long Range Transportation Plan every four years during the plan update. Air quality is one of the most important environmental effects that the MPO considers. However, the current state of the practice for modeling ozone pollution only indicates its presence on a regional scale, rather than indicating which particular communities might be most affected. The 2030 Long Range Transportation Plan has been produced through a series of public meetings spread out geographically, first in the October 2004 time frame and in Feb/March of 2005 time period. These series of meetings were to solicit comments on the goals and objectives of the region and to review the deficiencies of the existing transportation systems with future population and employment.

The Long Range Plan has the most extensive public involvement process of any of the MPO's plans and studies, involving at least one public meeting in each county and a 60-day comment period in which the proposed plans are available at branch libraries. Potential benefits and impacts of the Plan's proposed transportation investments are presented in the draft, on which the public provides input. These impacts often involve issues of environmental quality and economic equity. Most of the public comments received on the 2005 Plan were related to the proposed construction of the 840 North route, which some citizens believed would be environmentally damaging to rural areas and could rob the Nashville central city area of its economic vitality by drawing more jobs out to new suburban interchanges.

The Nashville Area MPO received research assistance from TDOT in 2005 to develop a land use model Urban Land Use Allocation Model (ULAM) which helped distribute future employment and housing based on development criteria, land availability, local comprehensive plans and changes in transportation accessibility. The staff developed two land use scenarios, traditional growth and compact center growth. The lack of a calibrated transit model inhibited the ability of the compact growth scenario to shift person trips from the highway network to transit use. The transit model will be updated in 2008 to include the use of a 2006 on-board survey. That will enable the MPO to use the model when it is updated this year.

B. Evaluating Potential Social, Economic, and Environmental Effects of Plans/ Programs

Describe how the MPO evaluates the potential social, economic and environmental effects of their proposed plans and programs on a community.

The MPO evaluates each project in the LRTP for impact on traditionally underserved communities. The projects for the LRTP are placed on top of a map of census tract data to help identify how the LRTP projects correlate to traditionally underserved communities.

VI. SERVICE EQUITY

A. Coordination of Benefits & Impacts of Transportation Investments

The MPO uses census tract data to evaluate the areas where services are being improved and areas where services are not being improved. This information is referenced with the MPO's knowledge of areas containing traditionally underserved business or residential populations.

The MPO works with local transportation agencies which administer programs that relate to Title VI, Environmental Justice and ADA compliance. The Metro Transit Authority provides accessible transportation to handicap riders via its Access Ride program. This program serves all of Davidson County to persons with physical handicaps whose origin and/or destination is more than ¾ mile away from an MTA transit stop.

B. Examples of Tools, Methodologies, & Programs Sensitive to Title VI and/or ADA

The MPO region outside of Davidson County is also served by transportation provided by the Mid-Cumberland Human Resources Agency. The agency provides reduce-cost transportation to traditionally underserved groups such as senior citizens, the handicapped, and those who participated in Welfare-to-Work, Job Access Program and the Families First Program. Per the MCHRA website www.mchra.com, "Public service is available to anyone regardless of age or income on a first-call, first-served basis".

The MPO does not directly participate in any Welfare to Work or Inter-city vs. suburban development opportunity programs. The Regional Transit Authority (RTA) provides a JARC program which allows for transportation from urban centers to suburban employment centers, and provides transportation for low or fixed income individuals.

APPENDIX A. LIST OF PUBLIC LIBRARIES

MPO Materials Are Available at the Following Area Libraries

Nashville-Davidson County

Bellevue
Main Library (Downtown)
Bordeaux
Donelson
East
Edgehill
Edmondson Pike
Goodlettsville
Green Hills
Hadley Park
Hermitage
Inglewood
Looby
Madison
North
Old Hickory
Pruitt
Richland Park
Southeast
Thompson Lane
Watkins Park

Maury County

Spring Hill Library

Robertson County

Springfield Library

Rutherford County

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

Sumner County

Edward Ward Carmack
Martin Curtis (Hendersonville)
Elmer Hinton Memorial (Portland)
Westmoreland Public Library
White House Inn Library

Williamson County

Bethesda Public Library (Thompson Station)
Brentwood Library
Williamson Co. Main Library (Franklin)
Leipers Fork Public Library
Nolensville Public Library
Fairview Public Library

Wilson County

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

APPENDIX B. SAMPLE RFP & CONTRACT LANGUAGE

Nashville Area Metropolitan Planning Organization

Request for Proposals# MPO2008-004

Southwest Area Transportation & Land-Use Study

Issue Date: **August 1, 2008**

Pre-submittal Conference: A Pre-submittal meeting will be held at **10:00 A.M. (CDT) on Friday, August 15, 2008** in the Nash Conference Room of the Metropolitan Planning Commission, 800 Second Avenue South, 2nd Floor, Nashville, TN 37210. Attendance is not mandatory. Oral questions will be answered in this forum. Significant inquiries made and answered at the conference will be summarized in writing for distribution to all parties who received a copy of this solicitation.

Written Questions: Written questions will be due **by 2:00 P.M. (CDT) on Wednesday, August 20, 2008.**

Submittal Due Date: **Submittals will be received until 2:00 P.M. (CDT) on Wednesday, August 27, 2008.**

Submittal Copies: **Eight (8)** hard copies of the submittal and **one (1)** copy in digital format must be submitted in a SEALED ENVELOPE or BOX with **RFP# MPO2008-004** written clearly on the **outside of the envelope.**

Contact: All inquiries for information should be directed to:

Mr. Michael Skipper, MPO Director
Telephone: (615) 862-7204
e-mail: skipper@nashvillempo.org

Contract Period: 12 months

SUBMITTALS SHOULD BE MAILED OR HAND DELIVERED TO:

Ms. Lou Edwards
Nashville Area Metropolitan Planning Organization
800 Second Avenue South, 2nd Floor
Nashville, Tennessee 37201-5156

NOTE: For delivery service (**UPS, FedEx, etc.**) use **Zip Code 37210**

Project Summary

The Nashville Area Metropolitan Planning Organization (MPO) is seeking proposals from firms and/or individuals capable of providing professional consultant services for a transportation and land use study for the south / southwest portion of the MPO planning area including Williamson County and portions of Davidson, Maury, and Rutherford counties.

Like other areas within the region, this one has seen strong residential, commercial, and industrial growth from the 1980's to the present. That growth has taxed the capacity of the existing road network. The jurisdictions within the study area seek a better understanding of the consequences of current land use policies and growth trends. Using a trend scenario as a starting point for discussion, the affected governments will develop a multi-jurisdictional land use plan that promotes a more efficient transportation system.

The proposal will minimally consist of the following elements:

Table of Contents

1. Consultant Qualifications
2. Scope of Services
3. Instructions to Offerors
4. Evaluation of Proposals
5. Major Contract Provisions

Attachments

- Attachment 1 – Cost Proposal
- Attachment 2 - Small Business Affidavit
- Attachment 3 - Disadvantaged Business Affidavit
- Attachment 4 - Fair Employment Practices Statement
- Attachment 5 - Contingent Fees Statement
- Attachment 6 – List of Proposed DBE

1.0 CONSULTANT QUALIFICATIONS

1.1 GENERAL

The successful completion of the Southwest Area Transportation & Land Use Study for the Nashville Area MPO will require experience and demonstrated expertise in many areas. The offeror's unique approach to this study may require experience and expertise in areas not identified in this section. The qualifications listed here should be considered the minimum training and experience to be demonstrated.

1.2 QUALIFICATIONS

The consulting firm or team selected must have demonstrated experience in at least the following areas:

- * Transportation/Planning Studies
- * Land Use Planning / Zoning
- * Land Use Modeling
- * Travel Demand Modeling
- * General Transportation/Planning Studies
- * Visualization Techniques for Public Participation and Stakeholder Involvement

2.0 SCOPE OF SERVICES

2.1 PURPOSE

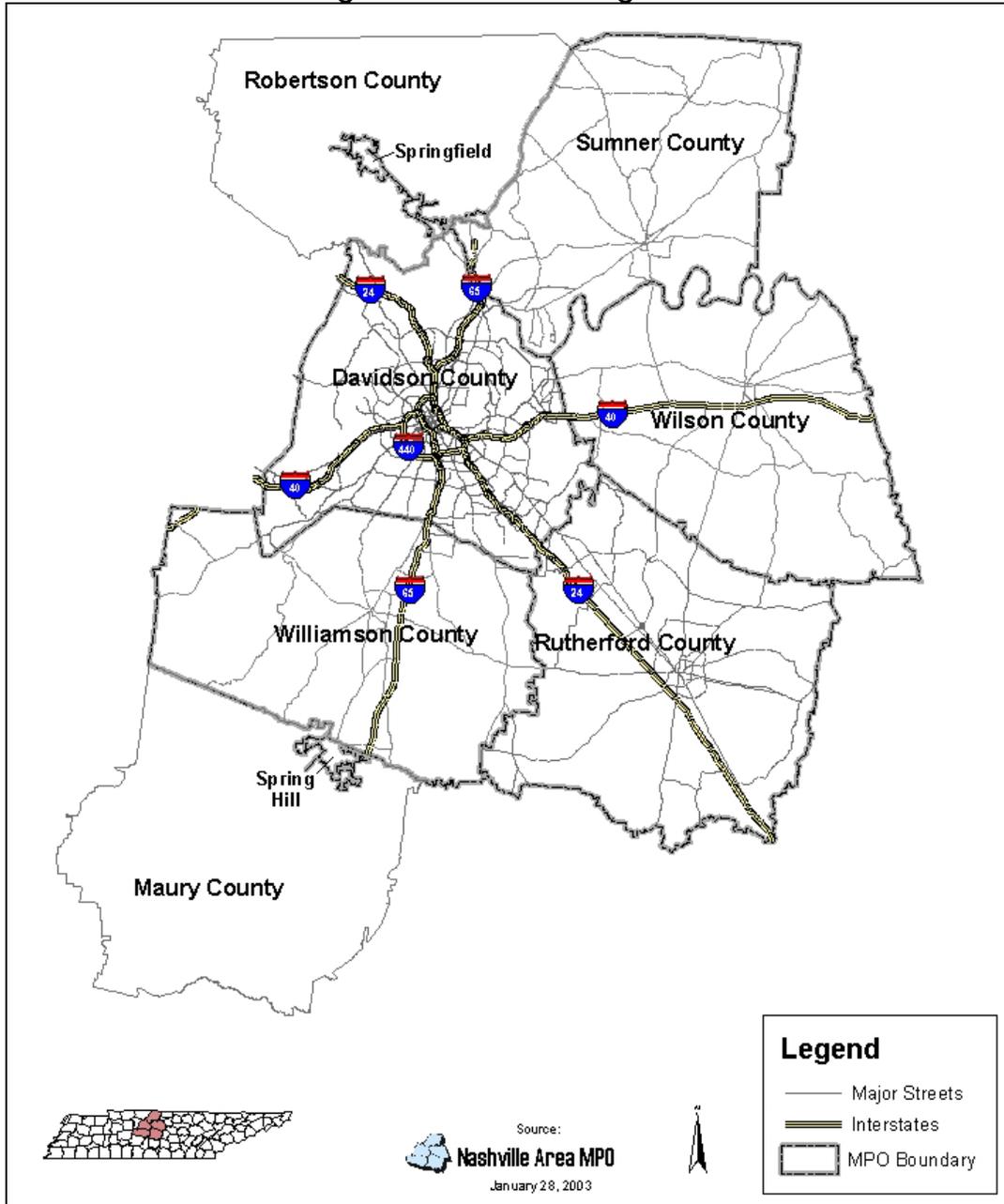
The study is intended to **provide the MPO with a (sub)regionally endorsed land use plan that can be used by local governments to update local land use and major thoroughfare plans. As appropriate, the results of this study will be incorporated into the MPO's 2035 Long Range Transportation Plan, scheduled for adoption in October 2009.**

The selected consultant will be required to coordinate its efforts with other current MPO studies including the Regional Freight and Goods Movement Study and the Regional Bicycle and Pedestrian Study. Also, the MPO has invested heavily in two technical tools that are, and will continue to be, the basis for land use and transportation modeling and scenario planning. The MPO uses ArcGIS-based CommunityViz (Placeways) for land use modeling and Caliper's TransCAD for travel demand modeling. The Proposer must describe if and how they plan to integrate those tools into their approach.

2.2 STUDY AREA

The proposed study area includes Williamson County and portions of Davidson, Maury, and Rutherford counties. The limits of the study area will be finalized through consultation with the selected consultant.

Figure 1. MPO Planning Area



2.3 WORK TASKS

Task 1 – Develop Consultant Coordination Plan

The consultant shall provide a management plan that identifies the necessary and anticipated steps and processes required to complete the project as described in this RFP and as provided in the contract. This will include a list of project participants, a project schedule for each of the tasks and corresponding deliverables, and details on data maintenance and file management.

The proposer shall discuss how it plans to coordinate with other consultant teams working on other relevant studies within or near to the study area.

Deliverable: Consultant Coordination Plan

Task 2 – Develop Public Participation and Stakeholder Involvement Plan

Public and stakeholder involvement and interaction will be a critical element to the success of this study. Therefore, the management of meetings, preparation of materials, and organization of comments will be required throughout the process.

A Steering Committee consisting of representatives from local municipalities, county highway departments, and other affected stakeholder groups has been established to provide oversight and guidance. In addition, it is possible that a citizen's advisory committee will be created to enhance the public involvement process.

The proposer must describe its anticipated level of effort for involving the public and stakeholder groups in this study. Specifically, the proposer shall address how and when it will engage various audiences (e.g., public, businesses, government, etc.) throughout the term of the contract.

Deliverables: Public/ Stakeholder Involvement Plan

Task 3 – Develop & Evaluate Baseline (Trend) Growth Scenario

Working with an understanding of existing conditions and using adopted land use and transportation plans of local governments throughout the study area as guidance, the Consultant shall develop a baseline growth scenario that demonstrates the implications of current growth trends. Based on that "trend" scenario, the Consultant shall evaluate local land use and transportation plans for their effectiveness in meeting future year demands for infrastructure and public services, as well as in reaching stated goals for growth and conservation. Specifically, the analysis should identify deficiencies in the current and future year transportation network as a result of anticipated growth.

The MPO has invested heavily in two technical tools that are, and will continue to be, the basis for land use and transportation modeling and scenario planning. The MPO uses ArcGIS-based CommunityViz (Placeways) for land use modeling and Caliper's TransCAD for travel demand

modeling. The Proposer must describe if and how they plan to integrate those tools into their approach.

This effort will require that the Consultant compile data and plans from a variety of sources. At a minimum, the following data sets should be included in the analyses:

<u>Data Type</u>	<u>Provided by MPO or Participating Agency</u>
Existing streets (centerline files)	YES
Existing MTA bus routes	YES
Existing rail routes	YES
Planning level capacity analysis	YES
Traffic counts	YES
Safety-related data	TDOT/Local agencies
Current and projected population figures	YES
Economic development projects	YES
Socio-economic data	YES
Trip purpose analysis (HBW, HBO, and NHB)	YES
Peak hour travel times	YES
Current and projected ridership figures	YES
Major generators	YES (Partial List)
Land use	YES (When available)
Aerial photography	YES
Focus group meeting transcripts on transit (2001)	YES
Future and Planned Improvement Projects	YES
Previous and/or On-going Transit Studies	YES
Other Applicable Area Studies	YES

The Consultant will be responsible for obtaining, organizing, and analyzing this information, however, cooperation will be provided by the Nashville Area MPO and the Tennessee Department of Transportation, as needed. Other data not listed above may be required as part of the analysis.

Deliverables: Technical Memo #1- Existing Conditions and Trend Scenario, Technical Memo #2- Evaluation of Existing Plans

Task 4 – Develop & Evaluate Alternative Growth Scenarios

Using output from the “trend” scenario modeled in Task 3, the Consultant shall work the Steering Committee and citizens/businesses groups within the study area to develop up to three alternative growth scenarios. Those groups may suggest changes to land use patterns, land development regulations, access management practices, and/or other transportation improvements. The Consultant shall evaluate the cost /benefit of each alternative scenario. The analysis should include a forecast of future travel demand and transportation network deficiencies.

Deliverables: Technical Memo #3- Alternative Growth Scenarios, Technical Memo #4- Evaluation of Alternative Growth Scenarios

Task 5 – Develop Transportation Plan for the Study Area

The Consultant shall develop a Transportation Plan for the study area based on the preferred growth scenario (or appropriate combination of scenarios). This effort will require close coordination with the MPO and local governments throughout the study area.

Deliverables: Technical Memo #5- Transportation Plan for Study Area

Task 6 – Develop Plan Implementation Strategies

The Consultant shall develop a set of implementation strategies for the MPO and each affected local government. It is important that those strategies provide specific guidance to each local government so that the appropriate policy changes can be made to facilitate the plan. The Consultant also should provide recommendations for financing proposed improvements.

This task should provide enough information for local governments to sufficiently develop or update the transportation element (major thoroughfare plan) of their local comprehensive plan. That information should include, at a minimum the following:

- A inventory of existing and committed transportation facilities
- A inventory and analysis of existing and future LOS on the study area network
- A list of proposed roadway improvements to meet future demand accompanied by conceptual alignments, proposed cross-sections, and cost estimates
- A list of recommended transit and non-motorized modal improvements including conceptual alignments and estimated costs
- A list of proposed access management and traffic control improvements or strategies to improve mobility in the study area.

Deliverables: Technical Memo #6- Plan Implementation Strategies

Task 7 – Final Report & Executive Summary

The Consultant shall develop a written report of the study's findings and present it to the project's Steering Committee and affected local governments. All data and reports shall be provided in electronic format. Mapped data should be provided to the MPO as ArcView or ArcMap shape files, or other format compatible with ESRI software. Travel demand model files should be compatible with TransCAD software.

Deliverables: 30 hard copies of the Final Report's Executive Summary, 25 hard copies of the Final Report and Appendices, and 3 hard disc copies all project files.

3.0 MANAGEMENT/OWNERSHIP

This study will be conducted under contract with the Metropolitan Planning Commission of Nashville-Davidson County on behalf of the Nashville Area Metropolitan Planning Organization.

Approval of products shall be the purview of the MPO Executive Board.

All deliverables and/or other products of the contract (including but not limited to all procedures, solicitation packages, reports, records, summaries, software documentation and other matter and materials prepared or developed by the Contractor in performance of this contract) shall be the sole, absolute and exclusive property of the MPO, free from any claim or retention of rights thereto on the part of the Contractor, its agents, subcontractors, officers, or employees.

4.0 INSTRUCTIONS TO OFFERORS

4.1 PREPARATION OF PROPOSAL

Consultants are encouraged to submit their initial proposals as comprehensively as possible because proposals may be ranked without interviews.

Erasures, interlineations or other modifications in the proposal shall be initialed in original ink by the authorized person signing the Vendor Offer.

Periods of time, stated as a number of days, shall be calendar days.

It is the responsibility of all Offerors to examine the entire Request for Proposal package and seek clarification of any item or requirement that may not be clear and to check all responses for accuracy before submitting a proposal. Negligence in preparing an offer confers no right of withdrawal after due time and date.

4.2 REQUIRED INFORMATION

The following items shall be submitted with each offer/proposal. Failure to include ANY of these items may result in a proposal being rejected.

1. Cover Letter: A cover letter from a principal in the firm submitting the proposal on behalf of their company or consortium. This letter shall agree to all terms and conditions in this RFP, and specifically include the following certifications:
 - a. No member or employee of the Metropolitan Planning Commission (the MPC), no member or employee of the Metropolitan Planning Organization (the MPO) and no member of the governing body or staff of any MPO member jurisdiction exercising any functions or responsibilities with respect to this project shall during his or her tenure, or for one year thereafter, have any interest, direct or indirect, in any proceeds thereof.

- b. The offering firm is not party to an outstanding lawsuit against the Metropolitan Government of Nashville and Davidson County.
2. Copies: **Eight (8)** hard copies of the submittal and **one (1)** copy in digital format of the proposal shall be submitted in an 8 1/2" x 11" format, typewritten. One copy of the proposal shall be included in a digital format such as Microsoft Word or Adobe Acrobat.
3. Corrections, amendments and clarifications: Signed copies of all corrections, amendments and clarifications to this RFP issued by the MPC on behalf of the MPO.
4. References: A minimum of five (5) references, complete with address and telephone number, of the governmental entities for which the contractor has performed similar work.
5. Offer/Proposal: The proposal shall be arranged in the following order and shall adhere to the length standards as specified.

- a. Scope of Work / Study Approach --

A detailed summary of the approach to be undertaken for development of this effort. It must be based on the Scope of Services outlined in Section 2.0 above but provide additional detail on the process to be used in developing the product. The responsibilities of any subcontracting firms will be clearly noted. No more than eighteen (18) pages, single sided (or 9 pages 2-sided), may be devoted to Scope of Work / Study Approach.

- b. Outline of the Proposed Data Collection Process and a Time Schedule for Project Completion --

The summary should include all major tasks and individuals responsible. It must also include a timeline with study completion date in weeks following notice to proceed.

- c. Statement of Experience and Qualifications --

Data on the offering firm's background and experience necessary to complete the project. The specific individual, their office location, and their time commitments for this project should be identified.

- d. Costs --

The proposal shall indicate the specific and total costs associated with this effort, using the form provided (Attachment 1).

- e. Other Projects --

The proposal must indicate other studies currently underway or likely to be undertaken during the study period by those with a principal role in this study, their role and their commitment (as a percentage of available time) to those other studies.

f. Small Business and Requirements for Disadvantaged Business Involvement

INCENTIVE FOR SMALL BUSINESS PARTICIPATION

Metro provides an incentive to Proposers to maximize the usage of small businesses in the performance of the contract. In the evaluation of proposals, Metro rewards Proposers for committing to use small businesses as subcontractors by considering the minimum percentage of total contract dollars of committed small business subcontractor participation. In addition, if the Proposer is a small business, Metro rewards the Proposer for the amount of work it commits to self perform.

A total of 10 points will be assigned to the proposer with the largest percentage of small business participation (having met the minimum requirement level) and points will be prorated to rest based on their respective participation levels. The minimum requirement level is no more than 1 point granted for each 1% of total contract value for small business utilized (maximum of 10 points). However, if the largest proposer of small businesses proposes participation at 20% of the total contract value, they would receive 10 points and the one proposing participation at 10% of the total contract value would receive only 5 points.

Assistance in Locating Small Business

Proposers who desire assistance in locating potential small business subcontractors and suppliers are encouraged to contact Ms. Roxianne Bethune, Metro's Small Business Liaison Officer, at (615) 862-5461 or roxianne.Bethune@nashville.gov.

Definition of Small Business

A "small business" means a United States business which is independently owned and operated and which is not dominant in its field of operation or an affiliate or subsidiary of a business dominant in its field. In addition, in order to qualify as a small business for purposes of this RFP, a business must meet the standards set forth in Metro's Small Business Standards included as an Exhibit to this RFP.

Documentation Requirements

Proposer must complete the List of Proposed Small Businesses Exhibit to this RFP and submit the Exhibit with the Proposal to make a commitment to use subcontractors that claim small business status. Changes to the list of proposed small businesses must be submitted in writing and approved in advance by Metro. Proposer must confirm that any small businesses to be included in its proposal meet the small business standards set forth by Metro. Proposer shall likewise notify its proposed small businesses that Metro requires 1) that the subcontractor be registered to do business with Metro, and 2) have been approved as a small business through the submission to Metro of documentation to confirm small

business status including a copy of their two most recently submitted business tax returns as well as IRS form 941-Employer's Quarterly federal tax return. This information will be reviewed by Metro and used to confirm the small business status. Small business status must be approved by Metro prior to proposal submission. While Metro commits to having documents reviewed and status granted as quickly as possible after the receipt of the necessary documentation, to be safe, documents should be submitted no later than four days before the bid/proposal is due to allow time for status to be granted.

Progress Payments to the Contractor

As a condition of progress payments to the contractor, Metro will require that Contractor submit evidence of participation of and Contractor's payment to all small businesses participating in any resultant Contract. This evidence shall be submitted with each invoice and shall include copies of subcontracts, subcontractors' applications for payment, subcontractors' certified payrolls, and proof of payment to small business subcontractors; and purchase orders, Invoices, and proof of payment to small business suppliers.

Metro Remedies for Misrepresentation

If, during the course of the Contract, Contractor fails to maintain the level of small business participation committed to in the Contractor's Proposal, or if any material representation made in Contractor's proposal concerning the small business status of any Subcontractor or Contractor's involvement in the ownership, operation or management of any subcontractor claiming status as a small business is shown to be false. Metro may, at its sole option and in addition to any other remedies available under the Contract, at law or in equity, terminate the Contract. Further, in the event that Metro terminates the contract, the Contractor shall pay Metro's full procurement costs, including, without limitation, any costs associated with procurement delays. Metro will institute debarment proceedings against any Proposer that misrepresents in a proposal any material fact concerning the small business status of itself or any subcontractor or Proposer's involvement in the ownership, operation or management of any subcontractor claiming status as a small business. In addition, Metro may, at its sole discretion, assess a charge representing the cost of all audit and legal time and expense incurred by Metro as a result of the Contractor's failure to maintain the level of small business participation committed to in the Contractor's proposal.

REQUIREMENT FOR DISADVANTAGED BUSINESS PARTICIPATION.

This project is being partially funded by a grant from the Tennessee Department of Transportation, consequently, the DBE requirements of 49 CFR Part 26 apply to any subsequent project award. In accordance with the mandates issued under the grant, The Metropolitan Government of Nashville and Davidson County on behalf of the Nashville Area MPO (Owner) requires DBE participation in the performance of any subcontracts financed in whole or in part with Federal funds under this

agreement. **Failure to submit Disadvantaged Business participation will result in the ENTIRE Proposal being deemed not responsive or responsible. However, a company may submit a letter of Good Faith Effort (GFE) along with the Proposal in the event there are no ready, willing and able Disadvantaged Businesses to utilize. This letter outlines the Proposer's efforts/ attempts to find and utilize disadvantaged business enterprises (DBE).** Metro has established guidelines, which provide incentives to and requires Proposers to maximize the participation of Disadvantage Businesses as Subcontractors for construction and/or other services. In the evaluation of proposals, Metro rewards Proposers for committing to use disadvantaged businesses as subcontractors by considering the minimum dollar value of committed disadvantaged business subcontractor participation. In addition, if the Proposer is a disadvantaged business, Metro rewards the Proposer for the amount of work it commits to self-perform. The relative percentage of total committed disadvantaged business participation in a particular Proposer's proposal will determine how many points it receives in the disadvantaged business participation category.

Definition of Disadvantaged Business

In order to claim the status of being a Disadvantaged Business, a firm must meet the following eligibility criteria:

1. Be a small business concern as defined pursuant to section 3 of the Small Business Act and Small Business Administration regulations implementing it (13 CFR part 121) that also does not exceed the cap on average gross receipts of \$17.42 million over a consecutive three (3) year period.
2. Be at least 51% owned, managed and controlled by a member who is socially and economically disadvantaged. To be socially and economically disadvantaged means any individual who is a citizen (or lawfully admitted permanent resident) of the United States and is —
 - (1) An individual who a recipient finds to be a socially and economically disadvantaged individual on a case-by-case basis.
 - (2) An individual in any of the following groups, members of which are rebuttably presumed to be socially ad economically disadvantaged:
 - (i) "Black Americans, " which includes persons having origins in any of the Black racial groups of Africa;
 - (ii) "Hispanic Americans," which includes persons of Mexican, Puerto Rican, Cuban, Dominican, Central or South American, or other Spanish or Portuguese culture of origin, regardless of race;
 - (iii) "Native Americans," which includes person who are American Indians, Eskimos, Aleuts, or Native Hawaiians;
 - (iv) "Asian-Pacific Americans," which includes persons whose origins are from Japan, China, Taiwan, Korea, Burma (Myanmar), Vietnam, Laos, Cambodia (Kampuchea), Thailand, Malaysia, Indonesia, the Philippines, Brunei, Samoa, Guam, the U.S. Trust Territories of the Pacific Islands (Republic of Palau), the

- Commonwealth of the Northern Marianas Islands, Macao, Fiji, Tonga, Kirbati, Juvalu, Nauru, Federated States of Micronesia, or Hong Kong;
- (v) "Subcontinent Asian Americans," which includes persons whose origins are from India, Pakistan, Bangladesh, Bhutan, the Maldives Islands, Nepal or Sri Lanka;
 - (vi) Women;
 - (vii) Any additional groups whose members are designated as socially and economically disadvantaged by the SBA, at such time as the SBA designation becomes effective.

- 3. An individual or individuals in the case of multiple disadvantaged owners, whose personal net worth does not exceed \$750,000

Or

- 4. The owner of an SBA 8(a) BD or SDB certified firm.

Documentation Requirements

The Proposer must complete the List of Proposed Disadvantaged Businesses Attachment to this RFP and submit the Attachment with the Proposal to make a commitment to use subcontractors that are Disadvantaged Businesses. Changes to the list of proposed disadvantaged businesses must be approved, in writing, by the Nashville Area MPO. Such changes are generally not permitted.

Proposer shall collect and submit with its Proposal for each of the proposed Disadvantaged Businesses to be utilized on the project, a certificate or letter of certification from the Tennessee Department of Transportation (TDOT), Metro Nashville Airport Authority (MNA), Metro Transit Authority (MTA), the Small Business Administration (SBA) or their home state's DOT, if the firm is out-of state.

g. Other Information --

The offeror may provide additional information as they desire in the final section of their response to the Request for Proposals. The Proposal Committee may use this information as background material to support the proposal. It will not be used in the formal scoring of the proposal.

4.3 INQUIRIES

Any information which may have been released by MPO staff prior to the issuance of this Request for Proposals shall be disregarded.

Requests for clarification should be directed to the person(s) whose name appears on the title page. Questions should be submitted in writing when time permits. Any correspondence

related to the RFP should refer to the appropriate RFP number, page, and paragraph number. However, the Offeror **should not place the RFP number on the outside of an envelope containing questions**, since such an envelope may be identified as a sealed proposal and not be opened until after the official RFP due date and time.

Significant inquiries made and answered at the conference will be summarized in writing for distribution to all parties who received a copy of this solicitation.

4.4 VERIFICATION OF INFORMATION

The MPO staff may verify all information submitted as part of a Proposal. Submission of information deemed to be inaccurate may result in a determination of non-responsibility of the Contractor by the MPC on behalf of the MPO, and a rejection of the proposal.

4.5 PROSPECTIVE OFFERORS CONFERENCE

A prospective offerors' conference will be held. The date and time of this conference are indicated on the title page of this document. Attendance is not mandatory. The purpose of this conference will be to clarify the contents of this RFP in order to prevent any misunderstanding. Any doubt as to the requirements of this RFP or any apparent omission or discrepancy should be presented at this conference. The appropriate action will then be taken as necessary, and the MPC on behalf of the MPO may issue a written amendment to the RFP. Oral statements or instructions will not constitute an amendment to this Request for Proposal.

4.6 EXCEPTIONS

Any desired exceptions to the Scope of Services or terms and conditions of this RFP must be included in the proposal and must address the specific RFP paragraph where a conflict exists. An offeror's preprinted terms and conditions WILL NOT be considered as exceptions.

4.7 PROPOSAL OPENING

Proposals shall be opened on the date and time and at the place designated on the cover page of this document, unless amended in writing by the MPC on behalf of the MPO. The name of each offeror shall be publicly read and recorded in the presence of witnesses at this time. All offers and any modifications and other information received in response to the RFP shall be shown only to authorized personnel having a legitimate interest in them or persons assisting in the evaluation. After contract award, the successful proposal and evaluation document shall be open for public inspection in accordance with Offeror's Rights.

4.8 LATE PROPOSALS

Late proposals will not be considered. Any Offeror submitting a late proposal shall be so notified.

4.9 WITHDRAWAL OF PROPOSAL

At any time prior to the specified proposal due time and date an Offeror (or designated representative) may withdraw the Proposal.

4.10 AMENDMENT OF PROPOSAL

Receipt of a Request for Proposal Amendment or Clarification must be acknowledged by signing and returning the document to the MPC with the Proposal.

5.0 EVALUATION OF PROPOSALS

5.1 GENERAL

The proposals will be evaluated by a panel including, but not limited to, representatives of the MPC and MPO.

Award shall be made to the responsible offeror whose proposal is determined to be the most advantageous to the MPC on behalf of the MPO, taking into consideration the evaluation factors set forth below.

5.2 CRITERIA FOR PROPOSAL EVALUATION

Professional firms shall be evaluated on the following criteria. Each proposal will be ranked on a 1 to 10 scale for each of the evaluation criteria and multiplied by the weight factor. The scores on each factor will then be added to create the total score. The maximum score is 100.

WEIGHT FACTOR	CRITERION	STANDARD
3.0	Scope/Approach	Does the proposal reflect a thorough, thoughtful, creative approach to the task? Is there evidence of a clear understanding of the project objectives, methodology to be used and results that represent goals desired from the project?
2.0	Cost	What is the cost for collection and reporting of all data items? What is the cost for each individual task as identified in Attachment 1. What is the total project cost?
2.0	Assigned Personnel	Do the persons who will be working on the project have the necessary skills? Are sufficient people of the requisite skills assigned to the project?
2.0	Availability	Can the work be completed in the necessary time? Can the target start and completion dates be met? Are other qualified personnel available to assist in meeting the project schedule if required? Is the project team available to attend meetings as required by the Scope of Work?

- 1.0 Small and Disadvantaged Business (SDB) Does the response indicate Disadvantaged Business participation? SDB Participation? The higher the level of participation the more points possible in this category.

5.3 PERSONAL INTERVIEWS

Based upon the evaluation of the written proposals, the Offerors will be ranked in order of ability to perform the work.

5.4 REFERENCE EVALUATION

The MPO staff will check references of all firms being interviewed using the following criteria:

CRITERION	STANDARD
Overall Performance	Would you hire this professional/firm again? Did they have the skills required by this project?
Timetable	Was the original Scope of Work completed within the specified time? Were deadlines met in a timely manner?
Completeness	Was the professional/firm responsive to client needs? Did the professional/firm anticipate problems? Were problems solved quickly and effectively?
Budget	Was the original Scope of Work completed within the project budget?
Job Knowledge	Was the professional/firm fully versed in state-of-the-art thinking in the project area? Was there a good understanding of the interrelated nature of transportation planning?
Questions	Any questions raised at the proposal review committee meeting concerning the consultant.

5.5 CONSULTANT SELECTION

The MPO staff shall provide the MPO Technical Coordinating Committee with a ranked list of the firms. The TCC will make a recommendation to the Executive Board based on the initial ranking and the Executive Board shall make the final selection from that list. Selection of any firm

except the top ranked firm must be "for cause," and that reason must be stated in the minutes of the MPO Executive Board. The Metropolitan Planning Commission must concur in the MPO Executive Board's decision.

5.6 CONTRACT NEGOTIATION

Based on the information submitted and internal budgetary considerations, the MPC on behalf of the MPO may request adjustment of the submitted Scope of Work, if required. If negotiations cannot produce a contract, the Executive Board can declare an impasse and open negotiations with the second ranked firm. If agreement cannot be reached with the second ranked firm, contract negotiations are begun with the third ranked firm. This process continues until all interviewed firms are exhausted.

5.7 AWARD OF CONTRACT

Notwithstanding any other provision of this RFP, the MPC on behalf of the MPO expressly reserves the right to:

1. Waive any immaterial defect or informality, or
2. Reject any or all proposals, or portions thereof, or
3. Reissue a Request for Proposal, or
4. Modify the number and types of data to be collected to meet budgetary limitations, or
5. Cancel the Solicitation.

5.8 OFFER AND ACCEPTANCE PERIOD

A response to a Request for Proposal is an offer to contract with the MPC on behalf of the MPO based upon the terms, conditions, scope of services and specifications contained in this Request for Proposal. Proposals are an irrevocable offer for ninety (90) days after the proposal opening time and date.

5.9 OFFEROR'S RIGHTS

All materials submitted in response to this RFP become the property of the MPO upon delivery and are to be appended to any formal documentation, which would further define or expand the contractual relationship between the MPC on behalf of the MPO and the offeror.

6.0 MAJOR CONTRACT PROVISIONS

This section indicates the major terms and conditions a prospective offeror should be aware of in the development of a proposal. This list is not "all-inclusive" but contains the major provisions that might affect the development of a proposal.

6.1 PAYMENT

Payment will be made in arrears only after submission of proper invoices to the MPC on behalf of the MPO. The contract for this project is to be a fixed price type. Billing shall represent all work completed prior to the invoice date, less a 10 percent retainage to be paid upon completion and acceptance of the project. The invoice shall identify the description of work performed at the contract rates, and individuals performing the services. Payment of any invoice shall not preclude the MPC from making claim for adjustment on any service found not to have been in accordance with the contract.

6.2 TAXES

The Metropolitan Government of Nashville and Davidson County is exempt from Federal Excise Tax, including the Federal Transportation Tax. Exemption certificates will be furnished upon request.

6.3 CONFLICT OF INTEREST

The MPC on behalf of the MPO reserves the right at any time to preclude offering a work assignment to a Contractor should a real, apparent or potential conflict of interest exist as determined by the MPC on behalf of the MPO.

6.4 PERFORMANCE STANDARDS

The MPC on behalf of the MPO relies upon the Contractor to provide services in accordance with a contract and the performance standards set for each work assignment. The Contractor agrees that time is of the essence, and that contractual commitments shall be met.

6.5 CANCELLATION

Failure to perform any or all of the terms, promises and conditions of the contract, including the specifications, may be deemed a substantial breach thereof. Default may be declared at any time if, in the opinion of the MPC on behalf of the MPO:

1. The Contractor fails to perform adequately the services required in the contract;
2. The Contractor attempts to impose on the MPC service or workmanship which is of an unacceptable quality; or

3. The Contractor fails to make progress in the performance of the requirements of the contract, and/or gives the MPC a positive indication that the Contractor will not or cannot perform to the requirements of the contract.

After notice of cancellation, the Contractor agrees to perform the requirements of the contract up to and including the date of cancellation, as though no cancellation had been made, and, notwithstanding other legal remedies which may be available to the MPC on behalf of the MPO because of the cancellation, agrees to indemnify the MPC on behalf of the MPO for its cost in procuring the services of a new Contractor.

The MPC on behalf of the MPO shall give the Contractor written notice of default. After receipt of such notice, the Contractor shall have five (5) days in which to cure such failure. In the event the Contractor does not cure such failure, the MPC on behalf of the MPO may terminate the whole or any part of the contract without further consideration by so notifying the Contractor in writing.

6.6 CONTRACT TERMINATION

The MPC on behalf of the MPO, by written notice, may terminate the contract, in whole or in part, when it is deemed in the best interest of the MPO. If the contract is so terminated, the Contractor will be compensated for work performed up to the time of the termination notification. In no event shall payment for such costs exceed the current contract price.

6.7 AVAILABILITY OF FUNDS

If monies are not appropriated or otherwise made available to support continuation of performance in a subsequent fiscal period, the contract shall be canceled and the contractor may only be reimbursed for the reasonable value of any non-recurring costs incurred but not amortized in the price of services delivered under the contract or which are otherwise not recoverable. The cost of cancellation may be paid from any appropriations available for such purposes.

6.8 CONFIDENTIALITY

1. The Contractor acknowledges that information disclosed to it concerning governmental operations during performance of a contract is confidential and/or proprietary to those governments shall not be disclosed to third parties without the prior written consent of those governments.
2. The Contractor shall establish and maintain procedures and controls for the purpose of assuring that no information in its records or obtained from jurisdictions and governmental entities in carrying out its functions under the contract shall be used or disclosed by it. The MPC reserves the right to review such procedures to ensure acceptability. Persons requesting such information should be referred to the MPC.
3. All proprietary information and all copies thereof shall be returned to the MPC/MPO upon completion of the work for which it was obtained or developed.

6.9 REMOVAL OF CONTRACTOR'S EMPLOYEES

The Contractor agrees to utilize only experienced, responsible and capable people in the performance of the work. The MPC on behalf of the MPO may require that the Contractor remove from the job project employees who endanger persons or property or whose continued employment under this study is inconsistent with the interest of the MPO.

6.10 CONTRACT TERM

The term of any resultant contract shall commence on the date of notice to proceed, unless terminated, canceled, or extended as otherwise provided herein.

6.11 CONTRACT EXTENSION

The MPC on behalf of the MPO reserves the right to unilaterally extend the period of any resultant contract for thirty-one days beyond the stated expiration date. In addition, by mutual written agreement, any resultant contract may be extended for supplemental periods up to a maximum of one hundred twenty (120) days.

6.12 INSURANCE

Without limiting its liability, the selected consultant shall maintain, during the life of the contract: Worker's Compensation Insurance, Comprehensive General Liability Insurance, Automobile Liability Insurance, and Consultant's Professional Liability Insurance. As part of the contract developed from this RFP, the consultant shall include a Metropolitan Government standard form "Certificate of Insurance" as evidence of this coverage. The amounts of coverage shall be negotiated as part of the contract, but shall generally be sufficient to protect the MPC and the MPO from liability as a result of this study. This coverage may not be canceled, reduced or allowed to lapse without written notice to MPC.

6.13 ATTACHMENTS

The proposal shall contain an executed and notarized copy of Attachment 4 - Fair Employment Practice Statement, Attachment 5 - Contingent Fees Statement, and Attachment 6 - List of Proposed Disadvantaged Businesses. The Original shall be included with the Original Proposal, and copies shall be included in all submitted copies of the proposal.

Attachment 1

REQUEST FOR PROPOSALS MPO2008-004

Southwest Area Transportation & Land Use Study

Task	# Hours	Cost
1. Develop Consultant Coordination Plan		
2. Develop Public/ Stakeholder Inv. Plan		
3. Develop Base Case Growth Scenario		
4. Develop/ Evaluate Alternative Scenarios		
5. Develop Land Use / Transportation Plan		
6. Develop Plan Implementation Strategies		
7. Final Report & Executive Summary		
Other Costs (please attach detailed cost proposal)	n/a	
Total		

Attachment 2

AFFIDAVIT FOR CLAIMING STATUS AS A SMALL BUSINESS

RFP # MPO2008-004

STATE OF _____ COUNTY OF _____

PROPOSER OR PROPOSED SUBCONTRACTOR AFFIRMS THAT IT IS A SMALL BUSINESS AS DEFINED BY THE CODE OF LAWS OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY AND THE REGULATIONS THERETO.

AS DEFINED IN SECTION 4.44.010 OF THE METROPOLITAN CODE OF LAWS;

A Small Business satisfies all of the following criteria:

- (a) A United States business which is independently owned and operated, and which is not dominant in its field of operation or an affiliate or subsidiary of a business dominant in its field of operation;
- (b) Either has no more than the following number of employees or has no more than the following annual sales volume for the applicable industry; and

INDUSTRY	ANNUAL SALES VOLUME	MAXIMUM NUMBER OF EMPLOYEES*
Agriculture, Forestry, Fishing	\$500,000	9
Architectural/Design/Engineering	\$2,000,000	30
Construction	\$2,000,000	30
Educational	\$1,000,000	9
Finance, Insurance, Real Estate	\$1,000,000	9
Information Systems/Technology	\$2,000,000	30
Manufacturing	\$2,000,000	99
Marketing/Communications/Public Relations	\$2,000,000	30
Medical/Healthcare	\$2,000,000	30
Mining	\$1,000,000	49
Retail Trade	\$750,000	9
Service Industry	\$500,000	9
Transportation, Commerce, and Utilities	\$1,000,000	9
Wholesale Trade	\$1,000,000	19

- (c) Meets the following additional criteria:
 1. Has demonstrated capability to perform independently a substantial portion of the contract they seek, or a substantial portion of the subcontract for which

they are proposed by a bidder or offeror, as specified by the Purchasing Agent;

2. Not share or jointly use office space, production, marketing and sales, business support systems, personnel, or equipment with any business not classified by Metro as a small business (i.e., a large business);
3. Has performed independently and satisfactorily an average of at least \$100,000.00 worth of work during the two most recent calendar years in the category of the work for which a contract or subcontract is sought;
4. Not be owned, controlled, or directed by individuals or groups of individuals who own, control, or direct a large business involved in the same category of work as the business for which small business status is sought;
5. If a supplier, be an authorized regular distributor with normal wholesale agreements for the Product or products to be supplied; and

*NOTE: Employee means a person (or persons) employed on a full-time (or full-time equivalent), a permanent basis. Full-time equivalent includes employees who work 30 hours per week or more. Full-time equivalent also includes the aggregate of employees who work less than 30 hours a week, where the work hours of such employees add up to at least a 40 hour work week. The totality of the circumstances, including factors relevant for tax purposes, will determine whether persons are employees of a concern. Temporary employees, independent contractors or leased employees are not employees for these purposes. The owner(s) are excluded from this classification.

Please provide the following information for the proposer or proposed Subcontractor:

Company name: _____

Contact person _____

Industry (specify one of the Industries from the table above) _____
AND

Sales volume for previous two (2) calendar years:

Year 20____ \$_____

Year 20____ \$_____

AND

Average number of employees for previous two (2) calendar years:

Year 20____ _____

Year 20____ _____

Please note that you may be requested to submit supporting documentation to support the verity of the information contained in this affidavit.

Proposer /Subcontractor Name Signature

Sworn to and Subscribed Before
Me, a Notary Public, _____
Notary Public

for the above State and County,
on this _____ day
of _____, 20____.

Attachment 3

State of _____ County of _____

AFFIDAVIT FOR CLAIMING STATUS AS A DISADVANTAGED BUSINESS

SUB-CONTRACTOR OR SUPPLIER, AFTER BEING FIRST DULY SWORN, AFFIRMS THAT IT IS A DISADVANTAGED BUSINESS AS DEFINED BY THE CODE OF LAWS OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY TENNESSEE AND THE REGULATIONS THERETO.

AS DEFINED IN SECTION 4.44.010 OF THE METROPOLITAN CODE OF LAWS;

“Disadvantaged Business” means a small business which is owned or controlled by a majority of persons, not limited to members of minority groups, who have been deprived of the opportunity to develop and maintain a competitive position in the economy because of social disadvantage or disability.

SUB-CONTRACTOR OR SUPPLIER CLAIMS STATUS AS:

MINORITY-OWNED SMALL BUSINESS _____
WOMEN-OWNED SMALL BUSINESS _____
DISABLED-OWNED SMALL BUSINESS _____

SUBCONTRACTOR OR SUPPLIER CLAIMS STATUS AS A MINORITY-OWNED SMALL BUSINESS AS BEING:

AFRICAN AMERICAN-OWNED SMALL BUSINESS _____
HISPANIC AMERICAN-OWNED SMALL BUSINESS _____
ASIAN AMERICAN-OWNED SMALL BUSINESS _____
NATIVE AMERICAN-OWNED SMALL BUSINESS _____

Sub-Contractor or Supplier

Sworn to and subscribed before me. A Notary Public, for the above State and County, on this _____ day of _____, 20____.

Notary Public

My Commission Expires _____

Note: If status above has been certified by one or more other Government Entities, please attach copy(s) of said certification(s) to this affidavit.

Attachment 4

FAIR EMPLOYMENT PRACTICES STATEMENT

A F F I D A V I T

STATE OF _____)

COUNTY OF _____)

After being first duly sworn according to law, the undersigned (Affiant) states that he/she is the _____ of

(Offeror) and that by its employment policy, standards and practices the Offeror does not subscribe to any personnel policy which permits or allows for the promotion, demotion, employment, dismissal or laying off of any individual due to his/her race, creed, color, national origin, age, sex, or handicapping condition.

Further Affiant sayeth not.

By: _____

Title: _____

Address: _____

Sworn to and subscribed before me on this _____ day of _____, 20____.

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

Attachment 5

CONTINGENT FEES STATEMENT

A F F I D A V I T

STATE OF _____

COUNTY OF _____

In accordance with the Metropolitan Government's 1992 Procurement Code, it is a breach of ethical standards for a person to be retained, or to retain a person, to solicit or secure a Metropolitan Government contract upon an agreement or understanding for a contingent commission, percentage, or brokerage fee, except for retention of bona fide employees or bona fide established commercial selling agencies for the purpose of securing business.

After being first duly sworn according to law, the undersigned (Affiant) states that he/she is the _____ of (Offeror) and that the Offeror has not retained anyone in violation of the foregoing.

Further Affiant sayeth not.

By: _____

Title: _____

Address: _____

Sworn to and subscribed before me on this _____ day of _____, 20____.

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

Attachment 6

LIST OF PROPOSED DISADVANTAGED BUSINESSES

Proposer Name: _____

	Disadvantaged Business Name	Disadvantaged Business Address and Phone Number	Industry of Work to be Performed by this Disadvantaged Business <i>(see Instructions below this table)</i>	Minimum Percentage of total contract dollars to be spent with this Disadvantaged Business
1.				
2.				
3.				
4.				
5.				
6.				

INSTRUCTIONS:

- If more than six (6) Disadvantaged Businesses are to be listed, please attach an additional sheet.
- For the "Industry of Work to be Performed by this Disadvantaged Business" column, you must enter an Industry listed here: Agriculture, Forestry, Fishing; Mining; Construction; Manufacturing; Wholesale Trade; Retail Trade; Finance, Insurance, Real Estate; Transportation, Commerce, and Utilities; Service Industry

Submission of a proposal shall constitute Proposer's representation that neither Proposer nor an officer, agent or employee of Proposer, or the spouse, parent or child of an officer, agent or employee of Proposer, is involved in the ownership, operation or management of any subcontractor claiming status as a disadvantaged business for purposes of this Proposal and Contract.

Signature

Print Name and Title

Contract Number: _____

**CONTRACT BETWEEN
THE METROPOLITAN GOVERNMENT OF
NASHVILLE AND DAVIDSON COUNTY
AND
CONSULTANT**

THIS CONTRACT is entered into this _____ day of _____, 20__ by THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY ("METRO"), a municipal corporation of the State of Tennessee, acting by and through The Metropolitan Planning Commission ("MPC") on behalf of the Nashville Area Metropolitan Planning Organization ("MPO") and between _____.

1. **Purpose and Scope of Work.** CONSULTANT agrees to provide and the MPC agrees to purchase services as described in the Scope of Services, Attachment A, which is attached hereto and made a part of this contract.
2. **Term.** The term of this contract is eighteen (18) months, from the date first entered above. This contract may be extended for up to two (2) additional terms of three (3) months each. The option to extend shall be exercised by and in the discretion of the Executive Director of the MPO. To be effective, any extension must be approved by METRO's Department of Law and Department of Finance. Any extensions shall be under the same terms and conditions set forth herein. In no event shall the term of this contract, including extensions, exceed thirty (30) months. In no event shall any extension of the term of this contract increase the compensation paid to CONSULTANT pursuant to paragraph 3.
3. **Compensation.** The MPC agrees to pay CONSULTANT three hundred thousand dollars and zero cents (\$300,000.00) for the services defined in Attachment A. The apportionment of compensation to CONSULTANT between the MPC is as follows:
 - a. The MPC shall pay CONSULTANT three hundred thousand dollars and zero cents (\$300,000.00) for the services defined in Attachment A. Of this amount, two hundred forty thousand dollars and zero cents (\$240,000.00) will be paid from Federal Highway Administration Metropolitan Planning (PL) Funds. The MPC shall pay the remaining amount of sixty thousand dollars and zero cents (\$60,000.00) in cash from an account designated for the MPO.
 - b. CONSULTANT shall not perform services or incur costs which would cause its total compensation to exceed three hundred thousand dollars and zero cents (\$300,000.00), nor shall the MPC reimburse CONSULTANT for costs or make payments in excess of that amount. There shall be no other charges or fees for the performance of this contract.

c. CONSULTANT understands that funding for this contract is based upon a Grant Agreement between the MPC and the Tennessee Department of Transportation, State of Tennessee ("the State") relative to MPO Transportation Planning, and CONSULTANT understands that reimbursement under this Contract is subject to reduction for amounts included in any invoice or payment theretofore made which are determined by the State not to constitute allowable cost.

d. No payment shall be made except upon presentation of an application for payment. Said application shall show all work intended to be covered by the payment, that the work has been completed in conformance with the contract documents, and the amount of the contract price allocated to the work completed. Applications will be submitted on a monthly basis and will include only the work completed during the time period covered by that application.

e. No payment shall be made unless approved by the Finance and Audit Committee of the MPO. Payments of approved applications shall be made within thirty (30) days of approval. The MPC shall retain ten percent (10%) of any approved amounts. All retained funds shall be paid to CONSULTANT with the approved final payment.

f. An application for final payment may be submitted after the MPO Executive Board approves the study as described in Attachment A. Said application must then be approved by the Finance and Audit Committee of the MPO. Final payment, which shall be the contract sum less the sum of all previous payments, shall be made within thirty (30) days after approval.

4. **Taxes.** METRO shall not be responsible for any taxes imposed on CONSULTANT. Furthermore, CONSULTANT understands that it cannot claim exemption from taxes by virtue of any exemption provided to METRO.

5. **Termination-Breach.** Should CONSULTANT fail to fulfill in a timely and proper manner its material obligations under this contract, or violate any of the terms of this contract, the MPC shall have the right to terminate the contract and withhold payments that are in excess of fair compensation for work completed. Such termination shall not relieve CONSULTANT of any liability to METRO for damages sustained by virtue of any breach by CONSULTANT.

6. **Termination-Funding.** Should funding for this contract be discontinued, the MPC shall have the right to terminate the contract upon written notice to CONSULTANT. In the event of such termination, CONSULTANT shall be compensated for services completed through the effective date of termination.

7. **Termination-Notice.** The MPC may terminate this contract at any time upon thirty (30) days written notice to CONSULTANT. Notice is deemed accepted upon mailing.

8. **Compliance with Laws.** CONSULTANT agrees that it will use the standard in its profession to comply with applicable federal, state and local laws and regulations in performance of its services under this contract.

9. **Notices.**

a) Notice of assignment of any rights to money due to CONSULTANT under this contract must be mailed or hand delivered to the attention of METRO's Chief Accountant, Division of Accounts, Department of Finance, 222 Third Avenue North, Suite 750, Nashville, TN 37201, with a copy to the recipient for Metro notices listed below. All other notices to METRO shall be mailed or hand delivered to:

Michael Skipper
Executive Director
Metropolitan Planning Organization
800 Second Avenue South
Nashville, TN 37201

b) Notices to CONSULTANT shall be sent to:

10. **Maintenance of Records.** CONSULTANT shall maintain documentation for all charges against the MPC. The books, records and documents of CONSULTANT, insofar as they relate to work performed or money received under the contract, shall be maintained for a period of three (3) full years from the date of final payment and will be subject to audit at CONSULTANT's offices, at any reasonable time and upon reasonable notice by the MPC or its duly appointed representatives. The records shall be maintained in accordance with generally accepted accounting principles.

11. **Property.** Any property provided to CONSULTANT by the MPC, including but not limited to books, records and equipment, that is in CONSULTANT'S possession shall be maintained by CONSULTANT in good condition and repair, and shall be returned to the MPC upon termination of the contract. All goods, documents, records and other work product and property, with the exception of any software or computer program, produced during the performance of this contract are deemed to be the property of the MPO. CONSULTANT may maintain a copy of the above-described work product produced during the performance of this contract, but no such work product shall be distributed in any manner without the express written permission of the MPO.

12. **Modification of Contract.** This contract may be modified only by written amendment executed by all parties hereto. All change orders, where required, shall be executed in conformance with Section 4.24.020 of the Metropolitan Code of Laws.

13. **Partnership/Joint Venture.** Nothing herein shall in any way be construed or intended to create a partnership or joint venture between the parties or to create the relationship of principal and agent between or among any of the parties. None of the parties hereto shall hold itself out in a manner contrary to the terms of this paragraph. No party shall become liable for any representation, act or omission of any other party contrary to the terms of this paragraph.

14. **Waiver.** No waiver of any provision of this contract shall affect the right of any party thereafter to enforce such provision or to exercise any right or remedy available to it in the event of any other default.

15. **Employment.** CONSULTANT affirms that it does not subscribe to any personnel policy which permits or allows for the promotion, demotion, employment, dismissal or laying off of any individual due to his race, creed, color, national origin, age or sex, or which is in violation of applicable laws concerning the employment of individuals with disabilities.

16. **Contingent Fees.** CONSULTANT hereby represents that it has not been retained or retained any persons to solicit or secure a MPC contract upon an agreement or understanding for a contingent commission, percentage or brokerage fee, except for retention of bona fide employees or bona fide established commercial selling agencies for the purpose of securing business. Breach of this provision is, in addition to a breach of this contract, a breach of ethical standards, which could result in civil or criminal sanctions and/or disbarment or suspension from being a contractor, seller or subcontractor under METRO contracts, as well as termination of this contract.

17. **Gratuities and Kickbacks.** It shall be a breach of ethical standards for any person to offer, give or agree to give any employee or former employee, or for any employee or former employee to solicit, demand, accept or agree to accept from another person, a gratuity or an offer of employment in connection with any decision, approval, disapproval, recommendation, preparation of any part of a program requirements or a purchase request, influencing the content of any specification or procurement standard, rendering of advice, investigation, auditing or in any other advisory capacity in any proceeding or application, request for ruling, determination, claim or controversy or other particular matter, pertaining to any program requirement of a contract or subcontract or to any solicitation or proposal therefor. It shall be a breach of ethical standards for any payment, gratuity or offer of employment to be made by on behalf of a subcontractor under a contract to the prime contractor or higher tier subcontractor or any person associated therewith, as an inducement for the award of a subcontract or order. CONSULTANT understands that a breach of this provision is, in addition to a breach of this contract, a breach of ethical standards which may result in civil or criminal sanctions, and/or disbarment or suspension from being a contractor, seller or subcontractor under METRO contracts, as well as termination of this contract.

18. **Indemnification and Hold Harmless.** CONSULTANT shall defend, indemnify and hold harmless METRO, and their officers, agents and employees from:

a) Any claims, damages, costs and attorneys' fees for injuries or damages arising in whole or in part from the negligent or intentional acts or omissions of CONSULTANT, its officers, employees and/or agents, including its sub or independent contractors, in connection with the performance of the contract.

b) Any claims, damages, costs, penalties and attorneys' fees arising from any failure of CONSULTANT, its officers, employees and/or agents, including its sub or independent contractors, to observe applicable laws, including, but not limited to, labor laws and minimum wage laws.

c) METRO will not indemnify, defend or hold harmless in any fashion CONSULTANT from any claims arising from any failure of CONSULTANT to comply with all applicable laws

and/or fulfill the obligations of this contract, regardless of any language in any attachment or other document that CONSULTANT may provide.

d) CONSULTANT 's obligation to defend shall be fully satisfied by naming the indemnified parties as additional insureds under any relevant policies.

19. **Assignment-Consent Required**: The provisions of this contract shall inure to the benefit of and shall be binding upon the respective successors and assignees of the parties hereto. Neither this contract nor any of the rights and obligations of CONSULTANT hereunder shall be assigned or transferred in whole or in part without the prior written consent of the MPC. Any such assignment or transfer shall not release CONSULTANT from its obligations hereunder. NOTICE OF ASSIGNMENT OF ANY RIGHTS TO MONEY DUE TO CONTRACTOR UNDER THIS CONTRACT MUST BE SENT TO THE ATTENTION OF METRO'S CHIEF ACCOUNTANT, DIVISION OF ACCOUNTS, DEPARTMENT OF FINANCE, 222 THIRD AVENUE NORTH, SUITE 750, NASHVILLE, TN 37201.

20. **Entire Contract**. This contract sets forth the entire agreement between the parties with respect to the subject matter hereof and shall govern the respective duties and obligations of the parties.

21. **Force Majeure**. No party shall have any liability to the other hereunder by reason of any delay or failure to perform any obligation or covenant if the delay or failure to perform is occasioned by force majeure, meaning any act of God, storm, fire, casualty, work stoppage, strike, lockout, labor dispute, civil disturbance, riot, war, national emergency, act of Government, act of public enemy, or other cause of similar or dissimilar nature beyond its control.

22. **Insurance**. Without limiting its liability hereunder, CONSULTANT shall maintain, during the term of this contract, the following insurance set forth below and furnish MPC Certificates of Insurance on METRO's standard form "Certificate of Insurance," Attachment B.

a) WORKERS COMPENSATION INSURANCE

Contractor shall maintain workers' compensation insurance with statutory limits as required by the State of Tennessee or other applicable laws and employers' liability insurance with limits of not less than \$100,000. Contractor shall require each of its subcontractors to provide Workers' Compensation for all of the latter's employees to be engaged in such work unless such employees are covered by Contractor's workers' compensation insurance coverage.

b) COMMERCIAL GENERAL LIABILITY INSURANCE

Contractor shall maintain commercial general liability (CGL) insurance and, if necessary, commercial umbrella insurance with limits of not less than \$1,000,000 each occurrence. Contractor agrees to immediately notify The Metropolitan Government of Nashville and Davidson County should the general aggregate limit on commercial general liability insurance fall below \$1,000,000.

Such insurance shall:

1) Be written on ISO occurrence form CGL 00 01 12 04 (or a substitute form providing equivalent coverage) And shall cover liability arising from premises, operations, independent contractors, products-completed operations, person and advertising injury and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).

2) Include The Metropolitan Government of Nashville and Davidson County as an insured under the CGL, using ISO additional insured endorsement CG 20 37 or CG 20 26 or a substitute providing equivalent coverage and under the commercial umbrella, if any. This insurance shall apply as primary insurance with respect to any other insurance or self-insurance programs afforded to Metro. There shall be no endorsement or modification of the CGL to make it excess over other available insurance; alternatively, if the CGL states that it is excess or pro rata, the policy shall be endorsed to be primary with respect to the additional insured.

c) AUTOMOBILE LIABILITY INSURANCE

Automobile Liability Insurance; including vehicles owned, hired, and non-owned, with a limit of not less than \$1,000,000 each accident for Bodily Injury and Property Damage. Such insurance shall include coverage for loading and unloading hazards. Insurance shall contain or be endorsed to contain a provision that includes Metro, its officials, officers, employees, and volunteers as additional insured with respect to liability arising out of automobiles owned, leased, hired, or borrowed by or on behalf of the Contractor in the performance of this Contract.

d) CONSULTANT'S PROFESSIONAL LIABILITY INSURANCE

Professional Liability (including Errors & Omissions). Contractor shall provide professional liability insurance covering claims arising from real or alleged errors, omissions, or negligent acts committed in the performance of professional services under this contract with limits of \$1,000,000.

e) CONSULTANT'S CERTIFICATE

Consultant's Certificate shall include:

1) The name and address of Certificate Holder as the Metropolitan Government of Nashville and Davidson County, Department of Law, Metropolitan Courthouse, Suite 108, P.O. Box 196300, Nashville, Tennessee 37219-6300.

2) The Metropolitan Government of Nashville and Davidson County named as an additional insured to the General Liability and Automobile Liability Insurance

3) If one (1) or more Umbrella Excess policies are used there is no gap between the limits of the primary policies and the deductible features of the Umbrella Excess policies.

f) OTHER INSURANCE REQUIREMENTS

Contractor shall:

- 1) Prior to commencement of services, furnish Metro with original certificates and amendatory endorsements effecting coverage required by this section and provide that such insurance shall not be cancelled, allowed to expire, or be materially reduced in coverage except on 30 days' prior written notice to Metro's Department of Law, Metropolitan Courthouse, Suite 108, P.O. box 196300, Nashville, TN 37219-6300 except ten (10 days in the event of non-payment of premium. Metro shall not be obligated, however, to review such insurance certificates, policies and/or endorsements, or to advise Contractor of any deficiencies in such documents, and receipt of such documents shall not relieve Contractor from or be deemed a waiver of metro's right to insist on strict fulfillment of the Contractor's obligation herein.
 - 2) Replace certificates, policies, and/or endorsements for any such insurance expiring prior to completion of services.
 - 3) Insurance shall be placed with insurer licensed to do business in Tennessee and having A.M. Best Company ratings of no less than A -.
 - 4) Require all subcontractors to maintain during the term of the Agreement Commercial General Liability insurance, Business Automobile Liability insurance and Workers' Compensation/Employer's Liability insurance (unless subcontractor's employees are covered by the Contractor's insurance) in the same manner as specified for Contractor. Contractor shall furnish subcontractors' certificate of insurance to metro prior to the commencement of subcontractors' work.
 - 5) Any deductibles and/or self-insured retentions greater than \$50,000 must be disclosed to an approved by Metro prior to the commencement of services.
 - 6) The insurer shall agree to waive all rights of subrogation against METRO, its officers, and employees for losses arising from work performed by Contractor for METRO.
23. **Governing Law.** The validity, construction and effect of this contract and any and all extensions and/or modifications thereof shall be governed by the laws of the State of Tennessee. Tennessee law shall govern regardless of any language in any attachment or other document that CONSULTANT may provide.
24. **Venue.** Any action between the parties arising from this Agreement shall be maintained in the courts of Davidson County, Tennessee.
25. **Severability.** Should any provision of this contract be declared to be invalid by any court of competent jurisdiction, such provision shall be severed and shall not affect the validity of the remaining provisions of this contract.
26. **Effective Date:** This contract shall not be binding upon the parties until it has been signed by all parties and filed in the office of the Metropolitan Clerk. When the authorized

representatives of the parties have affixed their signatures below, this contract shall be effective as of the date first written above.

27. **Conflicts of Interest**

CONSULTANT warrants that no part of the total Grant Amount shall be paid directly or indirectly to an employee or officials of the State of Tennessee as wages, compensation, or gifts in exchange for acting as an officer, agent employee, subcontractor, or consultant to CONSULTANT in connection with any work contemplated or performed relative to this Grant.

28. **Lobbying**

CONSULTANT certifies, to the best of its knowledge and belief, that:

- a. No federally appropriated funds have been paid or will be paid, by or on behalf of CONSULTANT, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, and entering into any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- b. If any funds other than federally appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with is grant, loan, or cooperative agreement, CONSULTANT shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- c. CONSULTANT shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including sub-grants, subcontracts, and contracts under grants, loans, and cooperative agreements) and that all subrecipients of federally appropriated funds shall certify and disclose accordingly.

29. **Nondiscrimination**

CONSULTANT hereby agrees, warrants, and assures that no person shall be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination in the performance of this Grant or in the employment practices of CONSULTANT on the grounds of handicap and/or disability, age, race, color, religion, sex, national origin, or any other classification protected by Federal, Tennessee State constitutional, or statutory law. CONSULTANT shall, upon request, show proof of such nondiscrimination and shall post in conspicuous places, available to all employees and applicants, notices of discrimination.

30. **Public Notice**

All Notices, informational pamphlets, press releases, research reports, signs, and similar public notices prepared and released by CONSULTANT shall include the statement, "This project is funded under an agreement with the Tennessee Department of Transportation." Any such notices by CONSULTANT shall be approved by the State.

CONSULTANT:

Title: _____

Sworn to and subscribed before me this _____ day of _____, 2008, the same having personally appeared before me and affirmed that s/he had the authority to execute this agreement on behalf of CONSULTANT.

Notary Public

My Commission expires: _____

Metropolitan Planning Organization:

Executive Director / Secretary

Executive Board Chair

The Metropolitan Government of Nashville and Davidson County:

Metropolitan Planning Commission:

Approved as to form and legality:

Executive Director

Metropolitan Attorney

Chairman

Approved as to availability of funds:

Approved as to insurance requirements:

Director of Finance

Director of Insurance

Filed _____, 20____

Fund Name:

Fund Number:

Metropolitan Clerk

Contract Number: _____

FAIR EMPLOYMENT PRACTICE STATEMENT

A F F I D A V I T

STATE OF _____)

COUNTY OF _____)

After being first duly sworn according to law, the undersigned (Affiant) states that he/she is the _____ of _____

(Contractor) and that by its employment policy, standards and practices the Contractor does not subscribe to any personnel policy which permits or allows for the promotion, demotion, employment, dismissal or laying off of any individual due to his/her race, creed, color, national origin, age, or sex, and that the Contractor is not in violation of and will not violate any applicable laws concerning the employment of individuals with disabilities.

And further Affiant sayeth not.

Signature _____

Type/Print Name _____

Sworn to and subscribed before me on this _____ day of _____ 2005.

Notary Public

MY COMMISSION EXPIRES:

CONTINGENT FEES STATEMENT

A F F I D A V I T

STATE OF _____)

COUNTY OF _____)

In accordance with the Metropolitan Government's 1992 Procurement Code, it is a breach of ethical standards for a person to be retained, or to retain a person, to solicit or secure a Metropolitan Government contract upon an agreement or understanding for a contingent commission, percentage, or brokerage fee, except for retention of bona fide employees or bona fide established commercial selling agencies for the purpose of securing business.

After being first duly sworn according to law, the undersigned (Affiant) states that he/she is the _____ of _____

(Contractor) and that the Contractor has not retained anyone in violation of the foregoing.

And further Affiant sayeth not.

Signature _____

Type/Print Name _____

Sworn to and subscribed before me on this _____ day of _____ 2007.

Notary Public

MY COMMISSION EXPIRES: _____

APPENDIX C. LRTP PROJECTS AFFECTING LOW-INCOME & MINORITY AREAS

Projects in the LRTP by Minority and Low-Income TAZs

TITLE VI ASSESSMENT

Title VI regulations of the 1964 Civil Rights Act ensures that no persons on the grounds of race, color or national origin be excluded in the participation in, be denied the benefits of, or be subjected to discrimination under any program receiving federal funds. One of the main responsibilities of the Nashville Area MPO is to help serve the transportation needs of the public. Therefore, it is essential to include disadvantaged persons and their families in developing a long range transportation plan.

To do this, it is important to target those communities with special needs. Areas of interest to transportation planners are the traffic analysis zones (TAZ) containing greater than, or equal to, the average regional percent population of disadvantaged groups; specifically those zones containing more than twice the regional average. These "communities of concern" should receive a higher emphasis when analyzing potential impacts. The following tables show the average percent minority and average percent low income, (i.e. 'below poverty level'), for the Nashville Area MPO.

As of the 2000 Census, the Nashville Area MPO consists of 487 Traffic Analysis Zones, (TAZ) in 5 counties. Tables 1 and 2 summarize the two groups used in Title VI assessment based on available Census data, (Minority and Low Income). It is important to note that due to rounding issues with Census data collection, total population numbers will be slightly different for each group. However, it is equally important to use the respective group totals when analyzing this data in order to keep the percentages accurate.

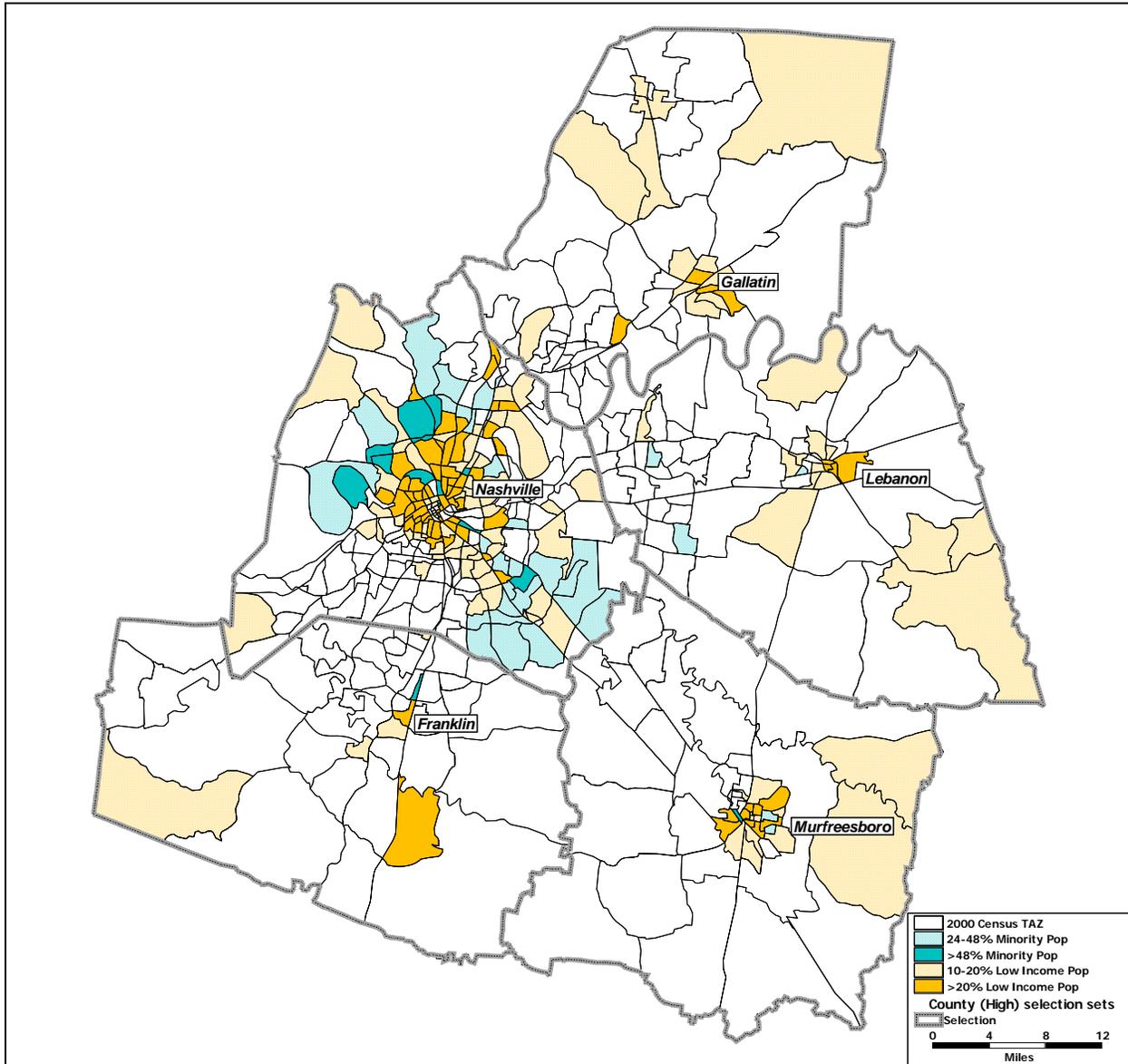
Table 1 – Minority Population

Population	Total Population	White	Minority (non-white)	Percent Minority
Davidson Co.	569,890	371,995	197,895	35
Rutherford Co.	182,025	153,905	28,120	15
Sumner Co.	130,450	118,175	12,270	9
Williamson Co.	126,640	113,870	12,770	10
Wilson Co.	88,810	80,655	8,155	9
MPO Region	1,097,810	838,600	259,210	24

Table 2 – Low Income Population

Population	Total Population	Low Income	Percent Low Income
Davidson Co.	509,275	62,940	12
Rutherford Co.	162,455	14,325	9
Sumner Co.	120,315	9,300	8
Williamson Co.	116,500	5,395	5
Wilson Co.	81,845	5,365	7
MPO Region	990,390	97,325	10

FIGURE A – TITLE VI Traffic Analysis Zones



HIGHWAY IMPROVEMENTS

The Federally funded (FHWA) highway improvements shown in Table 3 are located in or adjacent to a minority or low income traffic zone equal to or greater to the zonal average. The combined costs of these highway improvements make up about 58% of the \$3.3 billion total highway cost, which is much higher than the average zonal percentage of the minority (24%) and low income (10%) population

Table 3 – FHWA Funded Highway Projects Located In or Adjacent to Minority or Low Income Traffic Zones

Project #	County	City	Route	Termini	Year	Cost	Improvement	Project Description
1001	Davidson	Nashville	12th Avenue South	Inner loop to Ashwood Avenue	2016	\$ 5,200,000	Reconstruction	Convert from 5-lane to 4-lane boulevard with median
1003	Davidson	Nashville	28th Avenue North	Charlotte Avenue to I-40	2016	\$ 6,000,000	Road Widening	Widen from 2 to a maximum of 5 lanes
1004	Davidson	Nashville	31st Avenue North Extension	From Park Plaza Data Center parking lot to Charlotte Ave. at intersection of 28th Ave. North	2016	\$ 6,000,000	New Roadway	Extend facility through the Data Center parking lot, over the CSX railroad tracks, and connect to Charlotte Avenue at the intersection of 28th Avenue North
1006	Davidson	Nashville	Bell Road	Murfreesboro Pike to Smith Springs (interim) Stewarts Ferry Pike (ultimate)	2016	\$ 8,000,000	Road Widening	Widen existing 2-lane roadway to provide a center turn lane
1007	Davidson	Nashville	Blue Hole Road	Pettus Road to Bell Road	2016	\$ 6,900,000	Road Widening	Widen from 2 to 4 lanes
1008	Davidson	Nashville	Harding Quadrant Connector	Ridgefield to White Bridge Road	2016	\$ 7,000,000	New Roadway	Construct 3-lane roadway with sidewalks; grade separated at Harding Road
1009	Davidson	Nashville	Briley Parkway (SR-155)	Murfreesboro Pike to I-40	2016	\$ 6,000,000	Reconstruction	Reconstruct to Expressway - purchase Access Control
1010	Davidson	Nashville	Cane Ridge Road	Southeast Arterial to Bell Road	2016	\$ 7,700,000	Road Widening	Widen from 2 to 4 lanes
1011	Davidson	Nashville	Cane Ridge Road	Old Hickory Blvd to Southeast Arterial	2025	\$ 5,189,000	Widening	Widen from 2 to 4 lanes
1012	Davidson	Nashville	Chandler Road	A. Jackson Pkwy to Wilson County Line	2016	\$ 8,900,000	Road Widening	Widen from 2 to 4 lanes
1015	Davidson	Nashville	Clarksville Pike (SR-112)	Hydes Ferry Pike to Briley Parkway	2016	\$ 8,300,000	Road Widening	Widen from 2 to 5 lanes, including a center turn lane
1018	Davidson	Nashville	Demonbreun Street	12th Avenue to 1st Avenue	2016	\$ 6,200,000	Road Widening	Widen from 2 to 4 lanes
1020	Davidson	Nashville	Due West	Dickerson Pike to east of I-65	2016	\$ 4,000,000	Road Widening	Widen from 2 to 5 lanes
1021	Davidson	Nashville	Edmondson Pike	Williamson County Line (Near Smithson Ln) to Old Hickory Blvd	2016	\$ 7,000,000	Road Widening	Widen from 2 to 5 lanes
1022	Davidson	Nashville	Edmondson Pike	Old Hickory Boulevard to Nolensville Pike	2025	\$ 6,000,000	Reconstruction	Add center turn-lane/Safety Related
1023	Davidson	Nashville	Ellington Parkway (US-31E/SR-6)	North 1st Street to Broadmoor Drive	2016	\$ 9,000,000	Road Widening	Widen from 4 to 6 lanes
1026	Davidson	Nashville	Gallatin Pike (SR-6)	Walton Lane to St. Joseph's School	2016	\$ 802,750	Road Widening	Widen existing 4-lane roadway to provide center turn-lane - Includes Cost for adding Bike Lanes
1031	Davidson	Nashville	Harding Place (SR-255)	I-24 to CSX railroad	2016	\$ 6,000,000	Road Widening	Widen from 5 to 7 lanes
1033	Davidson	Nashville	I-40	Donelson Pike/SR-255	2016	\$ 19,256,000	Interchange Imp	Realign Donelson Pike; reconstruct to a single point urban interchange
1035	Davidson	Nashville	Holt Road	Edmondson Pike to Nolensville Pike	2025	\$ 5,900,000	Widening	Widen from 2 to 4 lanes
1037	Davidson	Nashville	I-40 E	Donelson to Old Hickory	2016	\$ 13,500,000	Road Widening	Widen from 6 to 8 lanes
1039	Davidson	Nashville	I-65 N	Trinity Lane to Briley	2016	\$ 9,000,000	Road Widening	Widen from 6 to 10 lanes w/2 being HOV
1041	Davidson	Nashville	I-65 N	Vietnam Veterans Boulevard (SR-386)	2016	\$ 5,000,000	Interchange Imp	Construct direct connection ramps
1045	Davidson	Nashville	Murfreesboro Road (SR-1)	Donelson to Harding Place extension	2016	\$ 1,067,500	Road Widening	Widen from 4 to 6 lanes - Includes Cost for adding Bike Lanes
1046	Davidson	Nashville	Neely's Bend	Gallatin Pike (SR-6) to Hermitage Rd #2	2016	\$ 800,000	Road Widening	Widen 2 to 4 lanes, Add turn-lanes, signal, turn-lane impr. at Randy (per Gallatin Corr. Study)
1049	Davidson	Nashville	Nolensville Road (SR-11)	Burkitt Rd to Old Hickory Boulevard	2016	\$ 6,000,000	Road Widening	Widen from 2 to 5 lanes
1052	Davidson	Nashville	Rural Hill Road	Murfreesboro Pike to Mt. View Road	2016	\$ 5,000,000	Road Widening	Widen from 2 to 5 lanes
1054	Davidson	Nashville	Smith Springs Road	Bell Road to Hobson Pike	2016	\$ 9,800,000	Road Widening	Widen from 2 to 5 lanes, including new roadway
1055	Davidson	Nashville	Southeast Parkway	Concord Road to I-24	2016	\$ 12,000,000	New Roadway	Construct new 4-lane parkway with median & interchange at I-24 and at crossings with arterials and collectors
1056	Davidson	Nashville	Southeast Parkway	I-24 to Murfreesboro Road	2016	\$ 8,000,000	New Roadway	Construct new 4-lane parkway with median & interchange at I-24
1057	Davidson	Nashville	Spence Lane	Elm Hill Pike to Lebanon PK (SR-24)	2016	\$ 10,000,000	Road Widening	Widen from 2 to 5 lanes
1058	Davidson	Nashville	SR-100	OHB to Natchez Trace(interim)/County Line (ultimate)	2016	\$ 25,000,000	Road Widening	Widen from 2 to 4 lanes as a scenic highway w/divided median
1059	Davidson	Nashville	Trinity Lane	Dickerson Pike to Gallatin Pike (Luton to Overby)	2016	\$ 2,000,000	Road Widening	Widen from 3 to 5 lanes
1060	Davidson	Nashville	Tulip Grove Road	Central Pike to Lebanon Pike	2016	\$ 15,000,000	Road Widening	Widen from 2 to 5 lanes, including new railroad bridge
1061	Davidson	Nashville	Tusculum Road	Nolensville Pike to Blue Hole Road	2025	\$ 9,800,000	Widening	Widen from 2 to 4 lanes
1062	Davidson	Goodlettsville	Rivergate Pkwy	Dickerson Pike to Gallatin Pike	2025	\$ 10,000,000	Road Widening	Widen from 4 to 6 lanes
1071	Davidson	Nashville	Antioch Pike	Richards Road to Murfreesboro Pike	2016	\$ 12,900,000	Road Widening	Widen from 2 to 4 lane boulevard, including new railroad bridge and some new alignment
1072	Davidson	Nashville	Ashland City Highway (SR-12)	Briley Parkway (SR-155) to Clarksville Pike (SR-112)	2025	\$ 5,000,000	Widening	Widen from 2 to 4 lanes with same center turn lanes
1073	Davidson	Nashville	Blue Hole Road	Antioch Pike to Bell Road	2025	\$ 4,600,000	Widening	Widen from 2 to 4 lanes
1076	Davidson	Nashville	Brick Church Pike	Briley Parkway to Old Hickory Boulevard	2025	\$ 5,000,000	Widening	Widen existing 2-lane roadway to provide a center turn lane
1077	Davidson	Nashville	Burkitt Road/Old Hickory Blvd/Whittemore	Nolensville Pike to I-24	2025	\$ 5,000,000	Widening	Widen from 2 to 4 lanes
1078	Davidson	Nashville	Central Pike (SR-265)	US-70/SR-24 to Wilson County Line	2016	\$ 7,000,000	Road Widening	Widen from 2 to 5 lanes, including two railroad bridges
1079	Davidson	Nashville	Charlotte Pike (SR-24)	Old Hickory Boulevard to west of Briley Parkway	2025	\$ 10,000,000	Widening	Widen from 2 to 5 lanes, including center turn lane
1081	Davidson	Nashville	Elm Hill Pike	Murfreesboro Pike to Bell Rd (ultimate), Donelson Pk to I-40 (interim)	2025	\$ 3,000,000	Widening	Widen from 2/4 to 5 lanes, ultimate at \$8,000,000
1083	Davidson	Nashville	Granny White Pike	Old Hickory Boulevard to Kirkwood Drive	2025	\$ 31,200,000	Reconstruction	Reconstruct as an urban 2-lane facility, with a center turn lane
1084	Davidson	Nashville	Hamilton Church Road	Murfreesboro Pike to LaVergne-Couchville Road	2025	\$ 17,100,000	Widening	Widen existing 2-lane roadway to provide a center turn lane
1085	Davidson	Nashville	Harding Place Extension (SR-255)	Ezell Pike to I-40	2016	\$ 44,000,000	New Roadway	Construct new roadway as 4/6 lanes, inc. interchange at I-40
1086	Davidson	Nashville	Hickory Hollow Parkway	Una-Antioch Pike to north of Bell Road	2025	\$ 5,200,000	Widening	Widen from 2 to 5 lanes, including center turn lane
1089	Davidson	Nashville	I-24 W	I-65 to Old Hickory Boulevard	2025	\$ 25,000,000	Widening	Widen from 4 to 6 lanes
1090	Davidson	Nashville	I-24; I-40	East and west of Fesslers Lane (I-65 to I-24/I-40 junction)	2016	\$ 50,000,000	Road Widening	Widen to 12 lanes; dual-dual roadway concept; upgrade to full interchange with Fesslers
1091	Davidson	Nashville	I-65 (Add bridges)	I-40 to I-65	2016	\$ 18,000,000	HOV Lanes	Widen to 8 lanes, 2 being HOV lanes
1093	Davidson	Nashville	I-40 W	US-70S to I-440	2016	\$ 24,900,000	HOV Lanes	Widen to 8 lanes, 2 being HOV lanes
1094	Davidson	Nashville	I-40 W	I-440 to I-65	2025	\$ 13,700,000	HOV Lanes	Widen to 10 lanes 2 being HOV-lanes
1099	Davidson	Nashville	I-65 S	I-40 to I-440	2016	\$ 17,500,000	HOV Lanes	Widen to 8 lanes, 2 being HOV lanes
1100	Davidson	Nashville	I-65 South HOV Connection	11th and 12th Avenues	2016	\$ 6,000,000	HOV Lanes	HOV Ramps to and from the CBD
1101	Davidson	Nashville	LaVergne Couchville Pike	Murfreesboro Pike to Hamilton Church	2025	\$ 17,100,000	Widening	Widen existing 2-lane roadway to provide a center turn lane

Highway Projects (cont.)

Project #	County	City	Route	Termini	Year	Cost	Improvement	Project Description
1104	Davidson	Nashville	Mt. View Road	Una Antioch to Smith Springs	2025	\$ 32,100,000	Widening	Widen existing 2-lane roadway to provide a center turn lane
1105	Davidson	Nashville	Old Franklin Road	Pettus Road to Preston Road	2025	\$ 2,800,000	New Roadway	Extend existing roadway as a 2-lane roadway
1106	Davidson	Nashville	Old Hickory Boulevard (SR-45)	Gallatin Pike to Cumberland River	2016	\$ 5,000,000	Reconstruction	Purchase Access Control for Expressway Standards
1107	Davidson	Nashville	Old Hickory Boulevard (SR-45)	I-24 to Dickerson Pike	2016	\$ 8,500,000	Road Widening	Widen from 2 to 5 lanes
1108	Davidson	Nashville	Old Hickory Boulevard (SR-45)	Lebanon Pike to Cumberland River	2025	\$ 16,100,000	Widening	Widen from 4/5 to 6 lanes
1109	Davidson	Nashville	Old Hickory Boulevard (SR-245)	I-24 to Southeast Parkway	2025	\$ 2,800,000	Widening	Widen existing 2-lane roadway to provide a center turn lane
1110	Davidson	Nashville	Old Smyrna Road	Williamson County Line to Edmondson Pike	2025	\$ 1,800,000	Widening	Widen from 2 to 4 lanes
1113	Davidson	Nashville	Stewarts Ferry Pike	Lauer Drive to Lebanon Pike	2016	\$ 3,600,000	Road Widening	Widen from 2 to 5 lanes
1114	Davidson	Nashville	White Bridge Road (SR-155)	Harding Pike (US70S) to Charlotte Avenue	2025	\$ 3,200,000	Widening	Widen from 5 to 6 lanes with median in commercial area
1115	Davidson	Nashville	3rd Avenue North	Gay Street to Hume Street	2030	\$ 6,600,000	Road Widening	Widen from 2 to 4 lanes
1116	Davidson	Nashville	Donelson/Neely's Bend Connection	Lebanon at Stewart's Ferry to Neely's Bend	2030	\$ 52,000,000	New Roadway	Construct new 4 lane roadway across Cumberland River
1117	Davidson	Nashville	Hobson Pike (SR-171)	Murfreesboro Pike to Wilson County line	2030	\$ 30,000,000	Road Widening	Widen from 2 to 4 lanes and connect to I-65
1122	Davidson	Nashville	McCrary Lane	SR-100 to I-40	2030	\$ 8,000,000	Reconstruction	Connect to Natchez Trace Parkway
1123	Davidson	Nashville	New Roadway (SE Davidson County)	I-24 at Hickory Hollow Pkwy to Cane Ridge (opposite Mountain High)	2030	\$ 3,400,000	New Roadway	Construct new 4-lane arterial roadway
1124	Davidson	Nashville	New Roadway (SE Davidson County)	I-24 at Hickory Hollow Pkwy to Cane Ridge (n. of Old Franklin)	2030	\$ 3,400,000	New Roadway	Construct new 4-lane arterial roadway
1126	Davidson	Nashville	New Roadway (Hermitage)	Briley Pkwy to Neely's Bend	2030	\$ 28,000,000	New Roadway	Construct new 4-lane roadway
1127	Davidson	Nashville	Old Hickory Boulevard	Charlotte Pike (US-70) to Ashland City Highway (SR-12)	2030	\$ 50,000,000	Road Widening	Widen from 2 to 5 lanes, realign, construct new river and railroad bridges
1130	Davidson	Nashville	Spring Street	Ellington Parkway to I-65	2030	\$ 5,000,000	Interchange Imp	Two-lane ramp from Ellington and grade separation of the Dickerson intersection
1131	Davidson	Nashville	New Road	County Hospital to Ed Temple	2030	\$ 15,000,000	Bridge	Construct bridge to connect Bordeaux to N. Nashville
1132	Davidson	Nashville	New Road	W. Trinity to MetroCenter Blvd	2030	\$ 15,000,000	Bridge	Construct bridge to connect Bordeaux MetroCenter
1134	Davidson	Nashville	Donelson Pike (SR-255)	I-40 to Elm Hill Pike	2016	\$ 3,000,000	Road Widening	Widen from 5 to 7 lanes
1135	Davidson	Nashville	Gallatin Pike (SR-6)	Two Mile Parkway (Rivergate Pkwy) to Conference Drive	2025	\$ 5,000,000	Road Widening	Widen from 4 to 6 lanes
1136	Davidson	Nashville	Myatt Drive	OHB to Gallatin Pike	2016	\$ 7,000,000	Road Widening	Widen from 2 to 5 lanes
4021	Rutherford	Murfreesboro	Middle Tennessee Boulevard	Main Street to Greenland Drive	2016	\$ 2,900,000	Road Widening	Widen from 4 to 5 lanes (adding center turn lane)
4026	Rutherford	Murfreesboro	New Salem Highway (SR-99)	Cason Lane to Old Fort Parkway (SR-96)	2016	\$ 11,100,000	Road Widening	Widen from 2 to 5 lanes, with interchange at I-24
4029	Rutherford	Murfreesboro	Broad Street (US 41)	Maney Avenue to Middle Tennessee Boulevard	2016	\$ 2,400,000	Road Widening	Widen existing 4 lane roadway to 5 lanes
4031	Rutherford	Murfreesboro	New Lascassas Highway (SR-96)	Clark Boulevard (SR 96) to Compton Road (SR 268)	2016	\$ 9,743,000	Road Widening	Widen existing 2 lane roadway to 5 lanes
4033	Rutherford	Murfreesboro	Broad Street (US-41)	Joe B. Jackson Parkway to Middle Tennessee Boulevard	2025	\$ 5,700,000	Widening	Widen from 2 to 5 lanes, including center turn lane
4034	Rutherford	Murfreesboro	Old Fort Parkway (SR-96)	I-24 to Broad Street	2016	\$ 9,800,000	Road Widening	Widen from 4 lane median divided to 6 lane median divided hwy
4046	Rutherford	Murfreesboro	New Lascassas Highway (SR 96)	Compton Road (SR 268) to Jefferson Pike (SR 266)	2030	\$ 4,560,000	Road Widening	Widen existing 2 lane road to 3 lanes to provide center turn lane
5002	Sumner	Gallatin	SR-174 Relocation, Section 2 and 3	Existing SR-174 to SR-6/US-31E	2016	\$ 7,266,650	New Roadway	Build new north-south connector road
5003	Sumner	Gallatin	SR-174 Relocation, Section 1	SR-109 to Trail Drive	2016	\$ 2,889,150	Road Widening	Widen from 2 to 5 lanes
5004	Sumner	Gallatin	East-West Corridor (Hatten Track)	Albert Gallatin Boulevard to SR-6/SR-109 Bypass	2016	\$ 8,086,800	New Roadway	Upgrade Gallatin, Water (Dobbins to Blythe), and Hatten Track; extend Hatten to connect to SR-109 bypass via new interchange
5007	Sumner	Hendersonville	Caldwell Lane	Long Hollow Pike to Center Point Road	2025	\$ 7,800,000	Widening	Widen existing 2-lane roadway to provide a center turn lane
5013	Sumner/Davidson	Hendersonville	Hadley Bend Connector	SR-45 to SR-386	2016	\$ 57,000,000	New Roadway	Construct new roadway/bridge over the Cumberland River
5014	Sumner	Hendersonville	Center Point Road	Rockland Road extension to SR-386	2016	\$ 1,772,000	Road Widening	Widen from 2 to 5 lanes from 386 to south of SR-6; 3 lanes to Rockland Rd
5015	Sumner	Hendersonville	Stop 30 Road	New Shackle Island Road to existing curve	2016	\$ 8,933,000	Reconstruction	Add center turn lane and reconstruct
5019	Sumner	Portland	Kirby Road (SR-109 Bypass, northern section)	SR-52 to SR-109/Kirby Road	2016	\$ 1,600,000	New Roadway	Extend south
5020	Sumner	Portland	Hwy 109 Bypass (southern section)	SR-109 (new alignment) to SR-52	2016	\$ 6,073,719	New Roadway	Controlled access 2-lane facility
5021	Sumner	Goodlettsville	I-65 North	Two Mile Parkway to US-31 W	2016	\$ 9,288,179	HOV Lanes	Widen to 8 lanes, 2 being HOV lanes
5022	Sumner	Hendersonville	US-31 E	Gallatin Pike to Westmoreland Road	2025	\$ 19,000,000	Road Widening	Widen from 2 to 4 lanes
5033	Sumner	Hendersonville	Center Point Road	SR-386 to Hunts Lane	2025	\$ 7,014,500	Widening	Widen from 2 to 5 lanes, including center turn lane
5035	Sumner	Hendersonville	Goshen Town Road	Center Point Road to New Shackle Island Road (SR-258)	2025	\$ 4,590,000	Reconstruction	Realign, widen to 3 lanes/Safety Related
5040	Sumner	Hendersonville	Long Hollow Pike (SR-174)	Willis Branch to SR-386	2025	\$ 13,800,000	Road Widening	Widen existing 2-lane roadway to provide a center turn lane
5041	Sumner	Hendersonville	New Roadway	SR-258/New Shackle Island Rd. to Saundersville Rd	2030	\$ 8,171,000	New Roadway	Construct new 3-lane collector road, including center turn lane
5043	Sumner	Hendersonville	SR-109	South of Hollis Chapel to south of SR-76	2016	\$ 15,200,000	Road Widening	Widen from 2 to 4 lanes
5044	Sumner	Hendersonville	SR-840	Wilson County Line to I-65 (Robertson Co)	2030	\$ 310,700,000	New Roadway	Construct new 4 lane roadway
6005	Williamson	Brentwood	Concord Road (SR-253)	Edmondson Pike to Nolensville Rd	2016	\$ 16,700,000	Road Widening	Widen to 3 lanes with a 10' multi-use path on south side of road
6018	Williamson	Franklin	I-65	SR-840 to SR-96	2016	\$ 27,230,000	Road Widening	Widen to 8 lanes
6024	Williamson	Fairview	SR-100	Hickman County Line to Davidson County Line	2016	\$ 34,000,000	Road Widening	Widen to 4 lanes
6027	Williamson	Franklin	Franklin Road (SR-6/US-31)	Mack Hatcher Pkwy to Downs Blvd	2016	\$ 9,251,500	Road Widening	Widen to 5 lanes with bike lanes on each side, curb and gutter, sidewalks
6029	Williamson	Franklin	SR 6/US 31 (Franklin Road)	Downs Blvd to Strahl St	2025	\$ 5,330,500	Road Widening	Widen to 3 lanes with 4' bike lanes on each side, sidewalks, curb and gutter
6030	Williamson	Franklin	Hillsboro Rd (SR-106/US-431)	SR 96 to SR 397 Mack Hatcher Pkwy	2016	\$ 8,152,450	Road Widening	Widen to 3 lanes with sidewalks and curb and gutter
6031	Williamson	Franklin	Franklin Road (SR-6/US-31)	Harpeth River Bridge to SR 441 Moores Ln	2016	\$ 9,641,750	Road Widening	Widen to 3 lanes with sidewalks and curb and gutter between Harpeth River Bridge and Mack Hatcher, widen to 5 lanes with 10' shoulders and curb and gutter between Mack Hatcher and Moores Ln - Includes Cost for adding Bike Lanes

Highway Projects (cont.)

Project #	County	City	Route	Termini	Year	Cost	Improvement	Project Description
6037	Williamson		Goose Creek Bypass (SR-248)	New S. Carothers Rd to Peytonsville/Trinity Rd	2025	\$ 2,287,740	New Roadway	Construct new 3 lane roadway
6051	Williamson	Franklin	Harpeth River Walk/Franklin Linear Park Plan	Cool Springs District to Downtown Franklin	2016	\$ 60,000	Greenway	Construct greenway to connect Cool Springs and Downtown Franklin
7004	Wilson	Lebanon	Hartman Drive	SR-24 (US-70/W Main St) to SR-10	2016	\$ 4,500,000	Road Widening	Widen and extend existing roadway
7005	Wilson	Lebanon	Hartman Drive	SR-10 (US-231) to US-70N/SR-24	2016	\$ 2,429,000	New Roadway	New circumferential route around city
7006	Wilson	Lebanon	SR-26	I-40 to SR-24	2016	\$ 6,490,000	Road Widening	Widen existing roadway
7007	Wilson	Lebanon	Baddour Parkway (SR-26)	SR-24 to Fairview Rd	2016	\$ 3,250,000	Road Widening	Widen existing roadway
7008	Wilson	Lebanon	SR-26	Fairview Rd to SR-24	2016	\$ 9,300,000	Road Widening	SR-26 - Widen to 4 lanes and provide left and right turn lanes at intersections
7009	Wilson	Lebanon	SR-141 (Hartsville Pike)	SR-26 to N of Lealand Ln	2016	\$ 6,100,000	New Roadway	Relocate SR-141 and add traffic signals
7012	Wilson		I-40	SR-840 to US-70	2016	\$ 18,774,250	HOV lane	Add HOV lane
7015	Wilson	Lebanon	US-231 (Cumberland)	SR-26 to City Limits	2016	\$ 5,520,000	Road Widening	Widen existing roadway
7017	Wilson	Mt. Juliet	SR-171	Division St to SR 24	2016	\$ 13,640,000	Road Widening	Widen from 2 to 5 lanes
7021	Wilson	Mt. Juliet	Curd Rd	SR-171 to Beckwith Rd	2025	\$ 5,340,000	Road Widening	Curd Rd - Alleviate off-set @ Beckwith Rd - provides East-west connector
7031	Wilson		Central Pike (SR-265)	SR-171 to SR-840	2016	\$ 19,320,000	Road Widening	Widen from 2 to 5 lanes, including center turn lane
7032	Wilson		Stewarts Ferry Pk	SR-171 to SR-840	2016	\$ 8,695,000	Road Widening	Widen from 3 to 5 lanes, including center turn lane
7034	Wilson	Lebanon	SR-10 (US-231)	I-40 to Walnut Grove Rd	2025	\$ 12,100,000	Road Widening	Widen existing roadway
7038	Wilson	Mt. Juliet	Nonaville Rd	Mt. Juliet City limits to Saundersville Rd	2025	\$ 6,465,000	Reconstruction	Improve existing 2 lane roadway, geometric deficiencies
7039	Wilson		SR-26/US-70	I-40 to DeKalb Co Line	2025	\$ 36,800,000	Reconstruction	SR-26/US-70 Rebuild to 12 lanes, provide center turn lane through Watertown
7040	Wilson		Beckwith Rd	Central Pk to I-40	2025	\$ 6,620,000	Road Widening	Widen from 3 to 5 lanes
7041	Wilson		Coles Ferry Pk/Academy Rd	SR-10 to SR-109	2025	\$ 26,720,000	Road Widening	Widen from 3 to 5 lanes
7042	Wilson		SR-840	I-40 to SR-10/US-231	2030	\$ 140,000,000	New Roadway	Construct new 4-lane freeway
					Total	\$ 1,890,920,438		

TRANSIT IMPROVEMENTS

Table 4 lists the FTA funded projects for the 2005 Long Range Transportation Plan that either fall within or are adjacent to a minority or low income traffic zone greater than or equal to the regional average. The total costs of these improvements equal 100% of the \$272 Million total cost. All transit projects funded with FTA dollars in this Long Range Transportation Plan fall within or are adjacent to a minority or low income traffic zone. The total costs of the project are about \$272 million.

Table 4 – FTA Funded Projects in TITLE VI Traffic Zones

Project #	County	City	Route/Project	Termini	Cost	Year	Project Description
8020	Davidson	MTA	Full Size Bus Replacements	Countywide	\$ 37,500,000	2016	Purchase bus replacements as fleet ages
8021	Davidson	MTA	Local Transit Priority Implementation	West End	\$ 5,000,000	2016	Transit priority implementation including possible signal preemption, queue jumpers, etc...
8022	Davidson	MTA	Local Transit Priority Implementation	Gallatin Road	\$ 5,000,000	2016	Transit priority implementation including possible signal preemption, queue jumpers, etc...
8023	Davidson	MTA	Media Fare Purchase Facilities	Countywide	\$ 2,000,000	2016	Installation of automated ticket vending machines at selected locations
8024	Davidson	MTA	New Central Transfer Facility	Nashville Central Business District	\$ 11,000,000	2016	Construct new central transfer facility
8025	Davidson	MTA	Regional Park & Ride Facilities	Rivergate, Hickory Hollow, Nolensville, Hillsboro	\$ 750,000	2016	Establishment of new Park & Ride Lots
8026	Davidson	MTA	Rehab Administration/Maintenance Facility	Nestor Street	\$ 30,000,000	2016	Rehab existing structure (short-term needs)
8027	Davidson	MTA	Rehab of Clement Landport	Demonbreun Street	\$ 15,000,000	2016	Rehab existing structure in accordance with future service plans and the surrounding environment
8028	Davidson/Wilson	RTA	East Rail Upgrades		\$ 31,125,000	2016	Replace fleet vehicles, parking and security upgrades for Music City Star
8029	Regionwide	RTA;TMA	Job Access/Reverse Commute		\$ 11,000,000	2016	Job Access/Reverse Commute Program for all local transit agencies
8030	Regionwide	RTA	Media Fare Purchase Facilities		\$ 7,000,000	2016	Installation of automated ticket vending machines at selected locations
8031	Regionwide	RTA	Rail Maintenance Facility		\$ 15,000,000	2016	Construct new rail maintenance facility to serve future transit facilities (beginning with East Corridor)
8032	Regionwide	RTA	Regional Park & Ride Facilities - Phase 1	Various locations across the region	\$ 43,500	2016	Improvements to existing Park & Ride facilities
8033	Regionwide	RTA	Regional Park & Ride Facilities - Phase 2	Various locations across the region	\$ 500,000	2016	Construction of new Park & Ride facilities at freeway-oriented locations
8034	Regionwide	RTA	Vehicle Purchase - Suburban Bus		\$ 6,500,000	2016	Purchase suburban buses
8035	Rutherford	Murfreesboro	Murfreesboro Urban Area Transit Service		\$ 4,525,520	2016	Provision of public transit service in the Murfreesboro Urbanized Area
8036	Williamson	TMA/FTA	Local Transit Service	City of Franklin	\$ 1,000,000	2016	Fixed Route/Deviant Service for Franklin Transit Authority
8037	Williamson	TMA/FTA	New Maintenance/Storage Facility	City of Franklin	\$ 3,000,000	2016	Construction of a maintenance/storage building for Franklin Transit Authority; alternative fuel infrastructure
8038	Williamson	TMA/FTA	Trolley System Vehicles		\$ 1,200,000	2016	Purchase connecting equipment (vehicles) to support Franklin trolley system
8039	Davidson	MTA	Farebox Replacement	Countywide	\$ 5,000,000	2025	Replace fareboxes as necessary
8040	Davidson	MTA	Local Transit Priority Implementation	Murfreesboro Road, Nolensville Road, Jefferson St	\$ 20,000,000	2025	Transit priority implementation including possible signal preemption, queue jumpers, etc...
8041	Davidson	MTA	New Transfer Facility	Nolensville Pike at Harding Place	\$ 7,000,000	2025	Develop Transit Hub
8042	Regionwide	RTA;TMA	Job Access/Reverse Commute		\$ 13,170,000	2025	Job Access/Reverse Commute Program for all local transit agencies
8043	Regionwide	RTA	Media Fare Purchase Facilities		\$ 10,000,000	2025	Installation of automated ticket vending machines at selected locations
8044	Regionwide	RTA	Regional Park & Ride Facilities - Phase 3	Various locations across the region	\$ 2,760,300	2025	Construction of new Park & Ride facilities at future regional transit locations
8045	Regionwide	RTA	Vehicle Purchase - Suburban Bus		\$ 8,000,000	2025	Purchase suburban buses
8046	Regionwide	RTA;TMA	Job Access/Reverse Commute		\$ 6,150,000	2030	Job Access/Reverse Commute Program for all local transit agencies
8047	Regionwide	RTA	Vehicle Purchase - Suburban Bus		\$ 12,500,000	2030	Purchase suburban buses
					Total		
					\$ 271,724,320		

BIKE AND PEDESTRIAN IMPROVEMENTS

Table 5 shows the Bike and Pedestrian related projects that fall either within or are adjacent to a minority or low income zone with greater than or equal to the zonal average percentage. This table is broken down into stand-alone bike and pedestrian projects and highway projects that include improvements and/or enhancements to the bike and pedestrian system. Together, the project costs for these improvements approach \$138 million which is approximately 4% of the total highway project cost.

Benefits and Burdens Analysis

Benefits

When analyzing the previous data, it is clear that minorities and low income persons will benefit from the 2005 Long Range Transportation Plan based on the following:

1. Approximately 40% of the 2005 LRTP highway projects are within or adjacent to a minority or low income (Title VI) zone, based on the region's average zonal percentage. These projects make up about 58% of the total cost for federally funded highway improvements.
2. 100% of the Plan's transit projects fall within or adjacent to a Title VI zone. The total cost of transit improvements is around \$272 million.
3. Bicycle and pedestrian improvements account for about 4% of the FHWA funds in this Plan. Considering only 2.5% of the entire region bike or walk to work, this is an acceptable portion of federal dollars used to help minorities and low income persons travel to and from their place of work.
4. 60% of the total cost of FHWA and FTA funded projects are for projects within or adjacent to a Title VI zone.

Burdens

The following highway projects travel through, or are adjacent to Title VI communities of concern and should be designed accordingly to help minimize the adverse impacts to the area due to the respective project.

Proj #	County	City	Route	Termini	Length [mi.]	Lanes - Existing	Lanes - Future	Year	Project Cost	Improvement	Project Description
1004	Davidson	Nashville	31st Avenue North Extension	From Park Plaza Data Center parking lot to Charlotte Ave. at intersection of 28th Ave. North	0.4	0	4	2016	\$6,000,000	New Roadway	Extend facility through the Data Center parking lot, over the CSX railroad tracks, and connect to Charlotte Avenue at the intersection of 28th Avenue North
1085	Davidson	Nashville	Harding Place Extension (SR-255)	Ezell Pike to I-40	4.3	0	4	2016	\$44,000,000	New Roadway	Construct new roadway as 4/6 lanes, inc. interchange at I-40
1041	Davidson	Nashville	I-65 N	Vietnam Veterans Boulevard (SR-386)	0	0	0	2016	\$5,000,000	Interchange Imp	Construct direct connection ramps
5004	Sumner	Gallatin	East-West Corridor (Hatten Track)	Albert Gallatin Boulevard to SR-6/SR-109 Bypass	1.8	0	5	2016	\$8,086,800	New Roadway	Upgrade Gallatin, Water (Dobbins to Blythe), and Hatten Track; extend Hatten to connect to SR-109 bypass via new interchange
7005	Wilson	Lebanon	Hartman Drive	SR-10 (US-231) to US-70N/SR-24	1.4	0	5	2016	\$2,429,000	New Roadway	New circumferential route around city
7009	Wilson	Lebanon	SR-141 (Hartsville Pike)	SR-26 to N of Lealand Ln	1.8	0	5	2016	\$6,100,000	New Roadway	Relocate SR-141 and add traffic signals
6037	Williamson		Goose Creek Bypass (SR-248)	New S. Carothers Rd to Peytonsville/Trinity Rd	5	0	3	2025	\$2,287,740	New Roadway	Construct new 3 lane roadway
1126	Davidson	Nashville	New Roadway (Hermitage)	Briley Pkwy to Neely's Bend	1.7	0	4	2030	\$28,000,000	New Roadway	Construct new 4-lane roadway

Total Cost \$101,903,540

Table 3 – Highway Improvements and Minority Groups

	No. of TAZ	Persons	Percent	Percent of Region
White	372	709,698	77	85
Minority (non-white)	372	211,342	23	82
All	372	921,130	100	84

Table 4 – Highway Improvements and Minority Communities of Concern

	No. of TAZ	Persons	Percent	Percent of Region
24-48% Minority	62	64,190	30	25
>=48% Minority	57	87,050	41	34

Table 5 – Highway Improvements and Low Income Groups

	No. of Zones	Persons	Percent	Percent of Region
Low Income	372	76,908	9	79
Non-Low Income	372	760,257	91	77
All	372	837,165	100	85

Table 6 – Highway Improvements and Low Income Communities of Concern

	No. of Zones	Persons	Percent	Percent of Region
10-20% Low Income	69	22,015	29	23
>=20% Low Income	53	26,045	34	27

APPENDIX D. FY 2008-2011 TIP DOCUMENTATION

NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2008-2011



Adopted August 22, 2007



NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION
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The Nashville Area Metropolitan Planning Organization does not discriminate on the basis of age, race, sex, color, national origin, religion or disability in access to, or operation of its programs, services, activities or in its hiring or employment practices. **ADA and Title VI inquiries should be forwarded to:** Josie L. Bass, Nashville Area MPO, 800 Second Avenue South, Nashville, TN 37201, (615) 862-7150. **All employment related inquiries should be forwarded to Metro Human Resources:** Delaine Linville at (615)862-6640.

MPO RESOLUTION 2007-005

**A RESOLUTION BY THE NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION
ADOPTING THE FY 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Nashville Area Metropolitan Planning Organization (MPO) is responsible for the development of a Transportation Improvement Program for the metropolitan planning area in cooperation with the State and public transit operators; and

WHEREAS, the Transportation Improvement Program must be adopted every four years, and consist of federally funded and/ or regionally significant transportation improvement projects within the metropolitan planning area; and

WHEREAS, the Nashville Area was previously designated nonattainment by the U.S. Environmental Protection Agency (EPA) for the 1-hour ozone standard and continues to be subject to meeting transportation conformity requirements for that standard; and

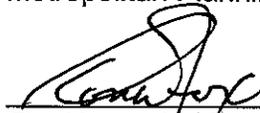
WHEREAS, the program of projects conforms to the State Implementation Plan for air quality conformity guidelines issued by the EPA, with the concurrence of the U.S. Department of Transportation; and

WHEREAS, the proposed projects are derived from a conforming Long Range Transportation Plan and/or are considered exempt projects according to the classifications contained in the U.S. EPA conformity requirements Title 40, Code of Federal Regulations (CFR) Part 51; and

WHEREAS, the FY 2008-2011 Transportation Improvement Program has been prepared by MPO staff with an endorsed from the MPO Technical Coordinating Committee, finding it consistent with the adopted Long Range Transportation Plan and Major Thoroughfare/Major Street Plans of the respective MPO jurisdictions; and

NOW, THEREFORE, BE IT RESOLVED, that the Nashville Area Metropolitan Planning Organization Executive Board does hereby adopt the FY 2008-2011 Transportation Improvement Program, finding that it has met the requirements of 23 CFR 450.324.

Adopted this 22nd day of August, 2007 by the Executive Board of the Nashville Area Metropolitan Planning Organization.



The Honorable Don Fox
Chairman, MPO Executive Board

Attest:



Michael Skipper
Secretary, MPO Executive Board

Table of Contents

List of Tables	ii
Acronyms & Definitions	iii
FY 2008-2011 TIP Project List	ix
1.0 Introduction	1
1.1 Purpose	1
1.2 Regional Transportation Planning.....	1
1.3 Statewide Transportation Improvement Program	3
2.0 Program Development	3
2.1 Overview	3
2.2 Revenue Sources	4
2.3 Project Prioritization & Selection.....	6
2.4 Air Quality Conformity	7
2.5 Public Involvement	8
3.0 Financial Plan	9
3.1 Overview	9
3.2 Financial Plan Policies.....	9
3.3 Maintenance & Operations Costs.....	10
3.4 Funding Tables.....	12
4.0 Amendment & Adjustment Process	17
4.1 Amendments	17
4.2 Administrative Adjustments.....	18
4.3 Transferring (Flexing) Funds	19
4.4 Projects Identified at the State-Level.....	19
4.5 Funding Sources for New Projects and Cost Increases	19
4.6 Managing Cost Increases with Lump-Sum (Bucket) Projects	20
5.0 Detailed Project Sheets	21
Appendix A. U-STP and CMAQ Scoring Sheets	A-1
Appendix B. Air Quality Conformity Determination	B-1
Appendix C. Status of FY 2006-2008 Projects	C-1
Appendix D. Certifications	D-1
Appendix E. Public Comments	E-1

List of Tables

Table 1. Transportation Funding Programs	4
Table 2. 2008 System Maintenance and Operations Costs.....	11
Table 3. FY 2008-2011 Available Revenues by Funding Source	12
Table 4. FY 2008-2011 Programmed Funds by Funding Source	13
Table 5. FY 2008-2011 Remaining Funds by Funding Source	13
Table 6. Regional CMAQ Funds.....	14
Table 7. Urban STP Funds	15
Table 8. Local STP Funds	16

Acronyms & Definitions

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.

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.

EIA – Environmental Impact 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 administering 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.

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.

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 SAFETELU 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.

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.

L RTP – 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.

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.

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: The TDOT Five Year Work Program as prescribed by federal law.

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.

TDOT – Tennessee Department of Transportation: the transportation planning agency for the state of Tennessee. TDOT manages federal and state funding, often applied in combination with local funding, for transportation projects across the state.

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-21 emphasized increased public involvement, simplicity, flexibility, fairness, and higher funding levels for transportation.

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.

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.

TDOT - Tennessee Department of Transportation: State agency responsible for transportation issues in Tennessee.

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.

FY 2008-2011 TIP Project List

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	FY 08-11 Amount
Regional	021	Transit Operating	Ridesharing Program	Region wide 5 county area	\$ 1,025,000
Regional	2002-010	Transit Operating	Job Access/Reverse Commute	Regionwide	\$ 3,055,280
Regional	2004-037b	Education & Outreach	Ozone Action Program	Regionwide	\$ 189,200
Regional	2004-049	Transit Operating	Extension of Bus Service	Downtown Nashville to Lebanon	\$ 120,000
Regional	2006-009	Transit Operating	Music City Star Commuter Rail	Downtown Nashville to the City of Lebanon	\$ 10,000,000
Regional	2006-016	Transit Operating	Transportation Demand Management	Regional	\$ 571,810
Regional	2006-017	Transit Operating	Ridesharing	Regional	\$ 2,675,000
Regional	2006-019	Transit Capital	Vanpool vehicle purchase	Regional	\$ 500,000
Regional	2006-112	Transit Operating	Vanpool Seat Guarantee	Regional	\$ 500,000
Regional	2006-113	Transit Operating	Bus Seat Guarantee	Regional	\$ 1,250,000
Regional	2006-122	ITS	ITS, Safety & Traveler Information System	Regional	\$ 138,000
Regional	2006-303	Transit Operating	Downtown Bus Circulator	Riverfront station in Downtown Nashville and circulate throughout the downtown area	\$ 111,375
Regional	2008-0na1	Cost Overrun Bucket	Nashville U-STP		\$ 3,020,796
Regional	2008-0na2	Contingency Bucket	Nashville U-STP		\$ 3,020,735
Regional	2008-84-012	Safety	Spot Safety Improvement Program		\$ 400,000
Regional	2008-84-013	Safety	Corridor Safety Improvements		\$ 8,000,000
Regional	2008-85-036	Transit Operating	TDM Strategies	Nashville, Gallatin, Hendersonville, Lebanon, Smyrna and Murfreesboro	\$ 833,700
Regional	2008-85-069	Transit Capital	Vanpool Vehicle Purchase	Regionwide	\$ 400,000
Regional	2008-85-070	Transit Capital	Vanpool Vehicle Purchase	Regionwide	\$ 1,000,000
Regional	2008-88-002	Bridge	Bridge Replacement	Urbanized Area	\$ 2,000,000
Regional	2008-88-011	Bridge	Bridge Replacement	Urbanized Area	\$ 19,000,000
Regional	2008-89-003	Cost Overrun Bucket	BRR-L		\$ 40,000
Regional	2008-89-004	Cost Overrun Bucket	BRR-S		\$ 250,000
Regional	2008-89-005	Cost Overrun Bucket	State STP		\$ 2,000,000
Regional	2008-89-006	Cost Overrun Bucket	State STP		\$ 2,000,000
Regional	2008-89-007	Cost Overrun Bucket	NHS		\$ 2,000,000
Regional	2008-89-008	Cost Overrun Bucket	NHS		\$ 2,000,000
Regional	2008-89-009	Cost Overrun Bucket	IM		\$ 800,000
Regional	2008-89-010	Cost Overrun Bucket	IM		\$ 800,000

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	FY 08-11 Amount
Regional	2008-89-014	Interstate Impr.	Interstate 3R improvements		\$ 1,150,000
Regional	2008-89-015	State Route Impr.	State Route 3R Improvements		\$ 200,000
Regional	2008-cmaq1	Cost Overrun Bucket	CMAQ		\$ 360,488
Regional	2008-cmaq2	Contingency Bucket	CMAQ		\$ 360,488
Davidson	(056)	Intersection	Elm Hill Pike	Spence Lane to Massman Drive	\$ 1,250
Davidson	(055)	Road Widening	West Trinity Lane	Buena Vista Pike to Whites Creek Pike (SR-431)	\$ 1,473,764
Davidson	001	Road Widening	Gateway Blvd/Franklin St Corridor Phase 2	1st Avenue to 4th Avenue	\$ 1,875,000
Davidson	020	Intersection	Andrew Jackson Parkway	Intersection of Chandler Road/ Old Lebanon Dirt Road	\$ 2,335,625
Davidson	057	Bridge	Central Pike (SR-256)	Lebanon Rd (SR-24) to just East of Nashville and Eastern Railroad	\$ 4,583,321
Davidson	060	ITS	Downtown Traffic Guidance	Downtown Nashville	\$ 1,743,000
Davidson	063	ITS	ATIS - Phase 1	Various intersections along Charlotte, James Robertson and West End	\$ 800,000
Davidson	065	Greenway	Stones River Greenway	Percy Priest Lake to Cumberland River	\$ 10,582,611
Davidson	066a	Transit Capital	Central Station - Downtown Transit Center	Central Business District	\$ 25,199,268
Davidson	066b	Transit Capital	Central Station - Downtown Transit Center	Central Business District	\$ 5,250,000
Davidson	2001-002	Interchange	I-65	SR-12 (8th Ave.) interchange	\$ 5,826,240
Davidson	2002-038	Pedestrian	21st Avenue Area Sidewalks	21st Avenue	\$ 675,000
Davidson	2002-041	ITS	ITS - Various Interstates (Phase 1)	Interstates including I-24, I-40, I-65 and I-440; Vietnam Veterans	\$ 3,900,000
Davidson	2003-002	Pedestrian	Cumberland River Pedestrian Bridge	Briley Parkway and Two Rivers Parkway	\$ 4,238,489
Davidson	2003-004	Road Widening	I-40/I-24	Fesslers Lane to Green Street	\$ 5,100,000
Davidson	2004-001	ITS	Arterial CCTV	Charlotte Pike, Lebanon Pike; Elm Hill Pike & Donelson Pike	\$ 1,378,125
Davidson	2004-004	Wayfinding	Increased Guidance for Improved Mobility	High volume corridors (e.g. West End), tourist areas, major intersections	\$ 551,250
Davidson	2004-005	Intersection	Jefferson Street	8th Ave N., 10th Ave N., 12th Ave N., 21st Ave. North, 28th Ave N.	\$ 1,402,010
Davidson	2004-006	ITS	Multi-Modal Traffic Signal Enhancement	Signalized intersections within the urban area	\$ 771,750
Davidson	2004-007	ITS	Traffic Management Center	Davidson County TMC & TDOT TMC	\$ 683,550
Davidson	2004-008	ITS	Traffic Signal Communication Provision and Upgrade	Countywide	\$ 1,608,312
Davidson	2004-009	Wayfinding	Wayfinding Program	Downtown Nashville	\$ 1,678,556
Davidson	2004-037a	Education & Outreach	Ozone Action Program	Regionwide	\$ 35,000
Davidson	2004-066	Road Widening	I-65/I-24	Trinity Lane to Dickerson Road	\$ 15,918,120
Davidson	2006-001	ITS	ITS - Various Interstates (Phase 2)	Interstates including I-24, I-40, I-65 and I-440; Vietnam Veterans	\$ 2,400,000

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	FY 08-11 Amount
Davidson	2006-002	Noise Barrier Wall	I-40	I-40 eastbound between I-65 and I-24	\$ 3,100,000
Davidson	2006-123	Pedestrian	Pedestrian Bridge to Emergency Center	Vanderbilt Medical Center	\$ 4,512,500
Davidson	2006-124	Road Widening	Gateway Blvd	4th Ave to 8th Ave	\$ 5,750,000
Davidson	2006-124b	Road Widening	Shelby Avenue Continuation (Gateway Boulevard)	4th Avenue to 8th Avenue	\$ 6,030,013
Davidson	2006-125	Greenway	Rolling Mill Hill Greenway Extension	Nashville Gateway Bridge south along Cumberland River	\$ 1,475,892
Davidson	2006-402	Transit Operating	Job Access and Reverse Commute	Regionwide	\$ 1,006,024
Davidson	2006-406	Transit Capital	Farebox Replacement	Countywide	\$ 500,000
Davidson	2006-409	Greenway	Cumberland River Greenway System	Downtown to Metro Center	\$ 1,574,750
Davidson	2006-411a	ITS	ITS-Variou Interstates and Controlled Access Facilities (Phase 3)	Various interstates	\$ 42,300,000
Davidson	2006-411b	ITS	ITS-Variou Interstates and Controlled Access Facilities (Phase 3)	Various interstates	\$ 1,000,000
Davidson	2006-412	Interchange	I-40	Briley Parkway/Robertson Avenue (Phase 2 CNST)	\$ 26,073,640
Davidson	2008-11-027	New Roadway	SR-255 Harding Place Extension (Phase I)	Murfreesboro Road to Couchville Pike	\$ 10,120,000
Davidson	2008-12-029	Road Widening	Demonbreun Street	10th Avenue to 1st Avenue	\$ 6,077,500
Davidson	2008-14-030	Intersection	Various intersection improvements (state routes)	Countywide	\$ 6,250,000
Davidson	2008-14-059	Signalization/Streetscaping	3rd Avenue and Union Street	3rd Avenue North and Union Street	\$ 6,957,707
Davidson	2008-15-025	Transit Capital	Central Station Downtown Transit Center - Support Equipment	Central Business District - MCC will be located on Charlotte Ave between 4th and 5th Streets	\$ 1,250,000
Davidson	2008-15-028	Transit Operating	Service Expansion and limited BRT implementation - Murfreesboro Rd	Murfreesboro Road within Davidson County	\$ 500,000
Davidson	2008-15-040	Transit Capital	Passenger stop facility improvements	MTA service area	\$ 1,300,000
Davidson	2008-15-040b	Transit Capital	Passenger stop facility improvements	MTA service area	\$ 100,000
Davidson	2008-15-044	Transit Capital	MTA Equipment	MTA Administrative Building - 130 Nestor Street	\$ 1,600,000
Davidson	2008-15-045	Transit Operating	Preventative Maintenance	130 Nestor Street	\$ 23,875,000
Davidson	2008-15-046	Transit Operating	Project Administration	130 Nestor Street - Administration Building	\$ 575,000
Davidson	2008-15-047	Transit	Security and Surveillance	130 Nestor and Downtown operations	\$ 400,000
Davidson	2008-15-048	Transit Capital	Service and Support Vehicles	MTA service area	\$ 600,000
Davidson	2008-15-049	Transit Capital	MTA- Administration Building Rehabilitation	130 Nestor Street	\$ 5,679,942
Davidson	2008-15-049b	Transit Capital	MTA- Administration Building Rehabilitation	130 Nestor Street	\$ 100,000
Davidson	2008-15-050	Transit Capital	Bus Purchase	MTA service area	\$ 260,000
Davidson	2008-15-051	Transit Operating	ADA Service capitalization	MTA Service Area	\$ 4,305,000
Davidson	2008-15-052	Transit Capital	ACCESSRIDE Buses	MTA Service Area	\$ 4,560,700
Davidson	2008-15-052b	Transit Capital	ACCESSRIDE Buses	MTA Service Area	\$ 1,500,000

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	FY 08-11 Amount
Davidson	2008-15-053	Transit Capital	Transit Facility at Lipscomb University	Granny White Pike	\$ 3,965,000
Davidson	2008-15-054	Transit Capital	Transit Buses	MTA Service Area	\$ 27,476,597
Davidson	2008-15-067	Transit Operating	Children's Health Transportation Fund Initiative (Vanderbilt Hospital)	Davidson County	\$ 463,237
Davidson	2008-15-071	Transit Capital	Vehicle Purchase	Countywide	\$ 25,756
Davidson	2008-17-020	ITS	ITS Communication Device Deployment	Countywide - Arterial corridors compliant with ITS Communication and Implementation Plans	\$ 1,500,000
Davidson	2008-17-021	ITS	Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL) & Intelligent Transportation System (ITS)	Regionwide	\$ 1,250,000
Davidson	2008-17-021b	ITS	Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL) and Intelligent Transportation System (ITS)	Regionwide	\$ 2,500,000
Davidson	2008-17-021c	ITS	Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL) and Intelligent Transportation System (ITS)	Regionwide	\$ 9,450,638
Davidson	2008-17-026	ITS	Arterial corridors compliant with ITS Communication and Implementation Plans	Central Business District to county line	\$ 4,000,000
Davidson	2008-17-031	Wayfinding	Arterial corridors compliant with ITS Communication and Implementation Plans and Wayfinding Plan (under development)	Central Business District to county line	\$ 2,000,000
Davidson	2008-17-056	ITS	Advanced Traveler Information System - Phase 2		\$ 2,812,800
Davidson	2008-17-057	ITS	ATIS Travelers Information System, ITS Communication & CCTV	Countywide	\$ 2,363,842
Davidson	2008-17-063	ITS	ITS - Various	Interstates including I-24, I-40, I-65 and I-440; Vietnam Veterans	\$ 400,000
Davidson	2008-19-001	Noise Barrier Wall	I-65	Near SR-45 (Old Hickory Blvd) to north of SR-386 (Vietnam Veterans Blvd) 2 locations	\$ 1,530,000
Davidson	2008-19-055	Noise Barrier Wall	Noise barrier wall on I-65	Near intersection of I-65 and Harding Place	\$ 769,986
Davidson	2008-19-062	Enhancement	21st Avenue Roadscaping in Hillsboro Village	21st Avenue from Hillsboro Village to St. Bernard Park Entrance	\$ 150,535
Davidson	99-New-36	Intersection	Hobson Pike (SR-171)	Various Intersections to include: Pin Hook, Hamilton Church, Smith Springs Blvd, Couchville, and Granny Wright	\$ 926,100
Davidson	Comp Prjt 8	Intersection	Granny White Pike	Old Hickory Boulevard (SR-254)	\$ 43,261
Robertson	(2004-011)	Bridge	North Main Street	Sulphur Fork Creek	\$ 57,500
Robertson	2004-010	Pedestrian	Central Business District Sidewalks	5th Avenue; Memorial Blvd to Willow and Locust to Springfield Middle School	\$ 615,180
Robertson	2004-022	Pedestrian	SR-76	East of Raymond Hirsch Pkwy to west of SR-41/US-31	\$ 608,811
Robertson	2004-061	Greenway	Springfield Greenway	Garner Street Park to the Bransford Community Center	\$ 231,250

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	FY 08-11 Amount
Robertson/ Sumner	2006-416	Interchange	I-65	Proposed interchange at I-65 from existing SR-109 to I-65	\$ 200,000
Robertson/ Sumner	2008-32-018	Road Widening	SR-41/US-31 W	South of SR-109 to Kentucky State Line	\$ 1,456,560
Rutherford	202	Intersection	Broad Street (SR-1)	Old Fort Parkway (SR96), Memorial Boulevard (SR-10) - separated	\$ 1,504,031
Rutherford	203	ITS	Middle Tennessee Blvd	Greenland Drive to Main Street	\$ 7,101,553
Rutherford	223	Pedestrian	Fergus Road	Gale Lane to Bill Stewart Blvd	\$ 144,704
Rutherford	225	Greenway	Stones River Greenway	Smyrna to LaVergne	\$ 6,581,838
Rutherford	226	Greenway	Stones River Greenway Extension	Barfield-Crescent Road to north of Old Fort Parkway	\$ 6,000,000
Rutherford	232	Greenway	Gateway Trail	Stones River Greenway N. to General Bragg Trailhead	\$ 5,600,000
Rutherford	2002-033	Intersection	Murfreesboro Road (SR-1)	LaVergne City Hall	\$ 137,500
Rutherford	2004-013	Intersection	Murfreesboro Road (SR-41/US-70)	Floyd Mayfield Lane	\$ 343,847
Rutherford	2004-014	ITS	CCTV and Traffic Signal Interconnect	SR-96W, US-231N (SR-10), SR-99S	\$ 1,074,067
Rutherford	2004-056	Road Widening	SR-99 (New Salem Highway)	Old Fort Parkway to SW Loop Rd	\$ 600,000
Rutherford	2004-057	Interchange Lighting	US-41/70 (Northwest Broad)	SR-840	\$ 718,735
Rutherford	2004-072	Enhancement	Downtown Depot	Front Street and Washington Street	\$ 400,000
Rutherford	2004-074	Enhancement	Rutherford County Visitor's Center	I-24 and Medical Ctr Parkway	\$ 3,720,801
Rutherford	2005-006	Transit Operating	Murfreesboro Urban Area Transit Service	Murfreesboro Urban Area	\$ 521,841
Rutherford	2005-007	Transit Operating	Murfreesboro Urban Area Transit Service	Murfreesboro Urban Area	\$ 835,815
Rutherford	2006-120	Reconstruct	SR-99	SR-16 (US-41A) in Eagleville to West of SR-269 (Concord Rd)	\$ 11,300,000
Rutherford	2006-201	Greenway	Stones River Bicycle and Pedestrian Trail (North)	Various	\$ 6,125,500
Rutherford	2006-202	New Roadway	Stones River Battlefield - Natl Park Service Interior	Stones River Battlefield	\$ 500,000
Rutherford	2006-203	Greenway	Eagleville Bicycle and Pedestrian Trail	Downtown Area	\$ 177,539
Rutherford	2006-304	Greenway	Jefferson Springs Greenway Extension	Sharp Springs Natural Area to Jefferson Springs	\$ 2,843,084
Rutherford	2006-401	Road Widening	Waldron Rd / Parthenon Pkwy	Heil Quaker Blvd to Murfreesboro Rd (SR-1)	\$ 5,784,514
Rutherford	2006-403	Transit Capital	Murfreesboro Transit Equipment	City of Murfreesboro	\$ 23,000
Rutherford	2006-407	Signage	Rutherford County Wayfinding Sign Program	Rutherford County	\$ 416,000
Rutherford	2006-415	Road Widening	SR-266 / Jefferson Pike	SR-102 (Nissan Blvd) to SR-840	\$ 2,100,000
Rutherford	2007-001	Transit Capital	Bus Purchase - Murfreesboro Transit	City of Murfreesboro	\$ 700,000
Rutherford	2007-002	Transit Capital	Passenger Amenities - Murfreesboro Transit	City of Murfreesboro	\$ 100,000
Rutherford	2007-003	Transit Operating	Service Operations - Murfreesboro Transit	City of Murfreesboro	\$ 659,000
Rutherford	2008-0mu1		Project Cost Overrun Bucket	Murfreesboro Urbanized Area (Includes	\$ 36,640

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	FY 08-11 Amount
				LaVergne and Smyrna)	
Rutherford	2008-0mu2	Contingency Bucket	Murfreesboro U-STP		\$ 36,640
Rutherford	2008-42-017	Road Widening	SR-99	Cason Lane to SR-96 (Old Fort Pkwy)	\$ 4,161,600
Rutherford	2008-46-041	Greenway	Lytle Creek Greenway	Stones River Greenway to Cannonsburg/Public Square	\$ 292,131
Rutherford	2008-46-066	Greenway	Stones River Trail	Lytle Creek Greenway to Thompson Lane	\$ 90,861
Rutherford	2008-46-075	Pedestrian	Chaney Boulevard Sidewalk	From Chaney Blvd. to intersection of Old Nashville Highway	\$ 154,000
Rutherford	2008-46-076	Greenway	La Vergne Bicycle and Pedestrian Trail	City of La Vergne	\$ 1,391,541
Rutherford	2008-49-016	Noise Barrier Wall	I-24	East of SR-96 to Stones River	\$ 1,600,000
Rutherford	203a	ITS	Middle Tennessee Boulevard	Greenland Drive to Main Street	\$ 1,236,957
Rutherford	99-New-14	Signalization	Old Nashville Hwy	Stones River Road	\$ 311,250
Rutherford	AM-006	Greenway	Hurricane Creek Greenway	SR-41	\$ 147,000
Sumner	314	Pedestrian	SR-52	SR-109 to South Russell Street; College Street from Searcy Lane to Morningside Drive; and Searcy Lane from College Street to SR-52	\$ 131,250
Sumner	2002-018	Road Widening	SR-109	South of SR-76 to SR-52	\$ 11,200,000
Sumner	2002-028	New Roadway	Rockland Road/Imperial Boulevard	Center Point Road to Imperial Boulevard	\$ 10,351,004
Sumner	2002-029	Intersection	Walton Ferry/Old Shackle Island	Luna Lane to Main St. (Walton Ferry) & Main to New Shackle (Old Shackle)	\$ 5,661,460
Sumner	2002-030a	Greenway	Hendersonville Bike/Ped Trail Phase 2, Project 1	Drakes Creek to Wessington Elementary School/Vietnam Veterans Boulevard	\$ 751,040
Sumner	2002-030b	Greenway	Hendersonville Bike/Ped Trail - Phase 2, Project 2	Memorial Park to Nannie Berry Elementary, Ellis Middle and Hendersonville High School	\$ 292,560
Sumner	2004-019	New Roadway	Cartwright Parkway Extension	Williamson Road to North Cartwright SR-41 to US-31W	\$ 208,900
Sumner	2004-020	Intersection	SR-109	Kirby Drive	\$ 469,106
Sumner	2004-071	Pedestrian	Downtown Streetscape Project	Downtown Square	\$ 270,270
Sumner	2006-014	Road Widening	New Shackle Island Road (SR-258)	Iris Drive north to SR-386 (Vietnam Veterans Blvd)	\$ 3,948,070
Sumner	2006-023	Greenway	Town Creek Greenway	Begin at Hume St, End at Smith Street	\$ 844,375
Sumner	2006-302	Greenway	Town Creek Greenway (Phase I)	Triple Creek Park to N. Hume Ave.	\$ 577,016
Sumner	2008-0po1	Cost Overrun Bucket	Portland L-STP		\$ 5,516
Sumner	2008-0po2	Contingency Bucket	Portland L-STP		\$ 5,516
Sumner	2008-0wh1	Cost Overrun Bucket	White House L-STP		\$ 16,568
Sumner	2008-0wh2	Contingency Bucket	White House L-STP		\$ 16,568
Sumner	2008-51-032	New Roadway	East-West Corridor (Albert Gallatin Avenue (SR-174) / Hatten Track Road Extension)	From SR-174/N. Water Avenue intersection to new interchange onto SR-109.	\$ 8,510,000

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	FY 08-11 Amount
Sumner	2008-52-034	Road Widening	Indian Lake Boulevard	State Route 386 Intersection	\$ 6,250,000
Sumner	2008-54-033	Intersection	Various intersection improvements	SR-174/SR-6, SR-6/Belvedere Drive, SR-6/SR-109/Lock 4 Road, S. Water Avenue/SR-109/Airport Road, SR-6/Locust Street	\$ 197,438
Sumner	2008-55-072	Transit Capital	Vehicle Purchase	Countywide	\$ 119,626
Sumner	2008-56-022	Pedestrian	Volunteer State Community College Pedestrian Tunnel	Under Nashville Pike (SR-6/US-31E)	\$ 638,750
Sumner	99-New-23	Intersection	East Broadway (SR-6)	North Water Ave (SR-109)	\$ 1,688,429
Sumner	99-New-28	New Roadway	Indian Lake Boulevard	Existing Indian Lake Boulevard (SR-6/US-31E) to Vietnam Veterans Boulevard (SR-386)	\$ 388,500
Sumner	99-New-29	Signalization	Closed Loop and Signal Upgrade - CCTV	Main Street(SR-6); New Shackle Island Road (SR-258); Freehill Road	\$ 1,447,060
Sumner	AM-018	Road Widening	SR-109	North of Cumberland River Bridge to Sr-109 Bypass	\$ 2,357,730
Sumner	AM-019	Road Widening	SR-109	SR-109 bypass to south of Hollis Chapel Rd	\$ 13,668,000
Williamson	407	New Roadway	SR-840 South	West of Bending Chestnut Road to east of Thompson Station Road	\$ 10,000,000
Williamson	426	New Roadway	SR-840 South	Southeast of SR-100 to west of Bending Chestnut Rd	\$ 35,445,000
Williamson	2002-032	ITS	Franklin Traffic Operations Center	Cool Springs, Hillsboro Road, Mack Hatcher, Murfreesboro Road	\$ 557,500
Williamson	2004-023	ITS	Signal Interconnect	Northern Brentwood including Maryland Way; Old Hickory Blvd. In Davidson County	\$ 20,000
Williamson	2004-025	Greenway	Franklin Greenway & Harpeth River Walk	Fieldstone Park/Hillsboro Road to Mack Hatcher Parkway	\$ 204,668
Williamson	2004-051	Road Widening	SR-247 (Duplex Road)	SR-6 (US-31, Main Street) to near I-65	\$ 500,000
Williamson	2004-058a	Road Widening	SR-253 (Concord Road)	Edmonson Pike to SR-11 (Nolensville Rd)	\$ 2,100,000
Williamson	2004-058b	Road Widening	SR-253	Edmonson Pike to to Sunset Road	\$ 8,100,000
Williamson	2004-064	Transit Capital	Transit Capital & Planning		\$ 2,440,016
Williamson	2004-069	Enhancement	Hillsboro Road Stone Wall	East and west of the intersection with Berry's Chapel Road (502' in length)	\$ 262,500
Williamson	2006-011	Transit Capital	Franklin Transit Authority Maintenance and Storage Facility	City of Franklin	\$ 250,000
Williamson	2006-013	Road Widening	Concord Road (SR-253)	Jones Parkway east to Arrowhead Drive	\$ 4,130,000
Williamson	2006-015	Intersection	SR-96	SR-46 (Old Hillsboro Road)	\$ 189,000
Williamson	2006-018	Transit Operating	Vanpool fleet management	Regional	\$ 588,000
Williamson	2006-021	Transit Capital	Vanpool Vehicle Purchase	Regional	\$ 230,000
Williamson	2006-024	Greenway	Riverbend Greenway	5th Avenue and North Margin St.	\$ 1,147,500
Williamson	2006-025	Greenway	Harpeth River Walk / Franklin Linear Park	Harpeth River and Spencer Creek	\$ 78,750

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	FY 08-11 Amount
Williamson	2006-103	New Roadway	McEwen Drive	Cool Springs Boulevard easterly to Wilson Pike (SR-252)	\$ 14,315,000
Williamson	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	\$ 4,690,350
Williamson	2006-111	New Roadway	Carothers Parkway Extension (Phase 1)	Existing Carothers Pkwy Terminus to existing McEwen Drive	\$ 3,821,500
Williamson	2006-114	Road Widening	Lewisburg Pike (US431/SR106) Phase 1	South of Goose Creek Bypass to North of Old Peytonsville Rd	\$ 4,106,000
Williamson	2006-117	Road Widening	Hillsboro Rd (SR-106/US-431) Phase I	Del Rio Pike to Mack Hatcher Parkway (SR-397)	\$ 130,000
Williamson	2006-118	Road Widening	Hillsboro Rd (SR-106/US-431) Phase II	New Hwy 96 to just north of Del Rio Pike	\$ 170,000
Williamson	2006-405	Transit Operating	Job Access and Reverse Commute (JARC)	Williamson County	\$ 90,000
Williamson	2006-408	Road Widening	SR-31/Franklin Road Widening	SR-253/Cooncord Road to SR-441/Moores Lane	\$ 3,000,000
Williamson	2006-417	Road Widening	I-65	South of SR-840 to SR-96 including interchange at SR-248 (Peytonsville Rd)	\$ 84,549,392
Williamson	2006-418	New Roadway	SR-397	Mack Hatcher Pkwy West, from SR-6 (US-31) South of Franklin to SR-106 (US-431) North of Franklin	\$ 500,000
Williamson	2008-0sh1	Cost Overrun Bucket	Spring Hill L-STP		\$ 170,000
Williamson	2008-0sh2	Contingency Bucket	Spring Hill L-STP		\$ 170,000
Williamson	2008-62-039	Road Widening	Split Log Road	Wilson Pike east to Ragsdale Road	\$ 1,200,000
Williamson	2008-64-037	Intersection	SR-106 (Hillsboro Rd)	SR-46 (Old Hillsboro Rd)	\$ 150,000
Williamson	2008-65-023	Transit Operating	Vanpool Startup Program	Regionwide	\$ 900,040
Williamson	2008-65-073	Transit Capital	Vehicle Purchase	Countywide	\$ 41,548
Williamson	2008-67-035	ITS	Concord Road Signals	Wilson Pike to Sunset Road	\$ 225,000
Williamson	407b	New Roadway	SR-840 South	West Leipers Creek Road (SR-46) to west of Carters Creek Pike (SR-246)	\$ 38,500,000
Williamson	407c	New Roadway	SR-840 South	West of Bending Chestnut Road to west of Leipers Creek Road (SR-46)	\$ 66,000,000
Williamson	AM-020b	Road Widening	SR-397	SR-96 east of Franklin to SR-6 (US-31) north of Franklin	\$ 1,000,000
Williamson/ Maury	2008-64-043	Intersection	US Hwy 31/Main Street	SR-24/Duplex Road	\$ 740,000
Williamson/ Maury	2008-64-068	Signalization	US Hwy 31/Main Street Signalization	From Stephen P. Yokich Pkwy (South) to Buckner Road (North)	\$ 540,000
Wilson	503	Intersection	Maddox-Simpson Parkway (SR-26)	SR-26/US-70 (Sparta Pike)	\$ 756,614
Wilson	2002-023	Road Widening	SR-109	Division Street (north of I-40) to south of SR-24 (US-70)	\$ 15,400,000
Wilson	2004-029	Greenway	Cedar City Trail, Phase 4	Hill Street at N. Greenwood to Castle Heights; Castle Heights fro Hill Street to Main Street	\$ 337,500
Wilson	2004-043	Interchange	I-40	Interchange at Beckwith Road	\$ 500,000

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	FY 08-11 Amount
Wilson	2004-059	Interchange	I-40	Central Pike	\$ 1,600,000
Wilson	2004-067	Interchange	I-40	SR-171/Mt. Juliet Road, including Providence Place	\$ 2,092,000
Wilson	2004-068a	Road Widening	SR-171 / Mt. Juliet Road	Division Street to SR-24 (Lebanon Road)	\$ 2,200,000
Wilson	2004-068b	Road Widening	SR-171 / Mt. Juliet Road	Providence Place to Adams Lane	\$ 657,813
Wilson	2004-070	Pedestrian	Charlie Daniels Parkway Sidewalks	Beginning at Mt. Juliet Road/SR-171 and continuing approximately 1400 feet to the east	\$ 287,908
Wilson	2006-121	Road Widening	SR-141	North of Leland Lane to 0.2 miles south of Spring Creek	\$ 5,500,000
Wilson	2008-0le1	Cost Overrun Bucket	Lebanon L-STP		\$ 34,898
Wilson	2008-0le2	Contingency Bucket	Lebanon L-STP		\$ 34,898
Wilson	2008-71-038	New Roadway	Beckwith Road	Beckwith Road interchange to Benders Ferry Road & Highway 70	\$ 12,750,000
Wilson	2008-71-038b	New Roadway	Beckwith Road	Beckwith Road interchange to Benders Ferry Road & Highway 70	\$ 2,000,000
Wilson	2008-72-042	Road Widening	Hartmann Drive, Section 2	From Coles Ferry to Canal Street	\$ 4,472,949
Wilson	2008-74-060	Interchange	I-40 Interchange Lighting	I-40 at S. Hartmann Drive	\$ 312,500
Wilson	2008-74-061	Interchange	Interchange Lighting	I-40 at SR-109	\$ 312,500
Wilson	2008-74-065	RR Crossing	Railroad Crossing	SR-24 (West Main Street)	\$ 125,000
Wilson	2008-75-074	Transit Capital	Vehicle Purchase	Countywide	\$ 78,962
Wilson	2008-76-024	Greenway	West Division Street Greenway	North Greenhill Road (West) to Music City Star station (East)	\$ 1,033,830
Wilson	2008-78-064	Bridge	Linwood Road (Route 1067)	I-40	\$ 2,600,000
Wilson	99-New-30b	Greenway	Cedar City Trail	North side of Sinking Creek from Castle Heights Ave. to N. Greenwood, then to Maple St	\$ 1,058,025
Wilson	99-New-32	Road Widening	Old Lebanon Dirt Road (FAU 4450)	Davidson County Line/Wilson County Line to Jackson Trail	\$ 5,045,906
Wilson	AM-022	Reconstruct	SR-141	.2 mile south of Spring Creek to Trousdale Co. line	\$ 1,755,000
Wilson	AM-022a	Reconstruct	SR-141	0.2 miles south of Spring Creek to north of Tomlinson Rd	\$ 9,300,000

1.0 Introduction

1.1 Purpose

The purpose of this document is to provide information to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Tennessee Department of Transportation, the public, and other interested parties to indicate that the Nashville Area Metropolitan Planning Organization (MPO) has met the requirements of the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) for the development of the Transportation Improvement Program (TIP). This TIP is consistent with the MPO's 2030 Long-Range Transportation Plan and local transportation plans including those of transit operators, and meets the requirements of subsection (h)(2) and (k)(5) of Section 134 of Title 23, USC and 23 CFR Part 450.334 (a).

This document provides a Transportation Improvement Program that is financially feasible and that depicts the MPO's regional priorities for the expenditure of federal funds for fiscal years 2008-2011. Projects within the TIP, once approved by the Governor, will become part of Tennessee State Transportation Improvement Program (STIP).

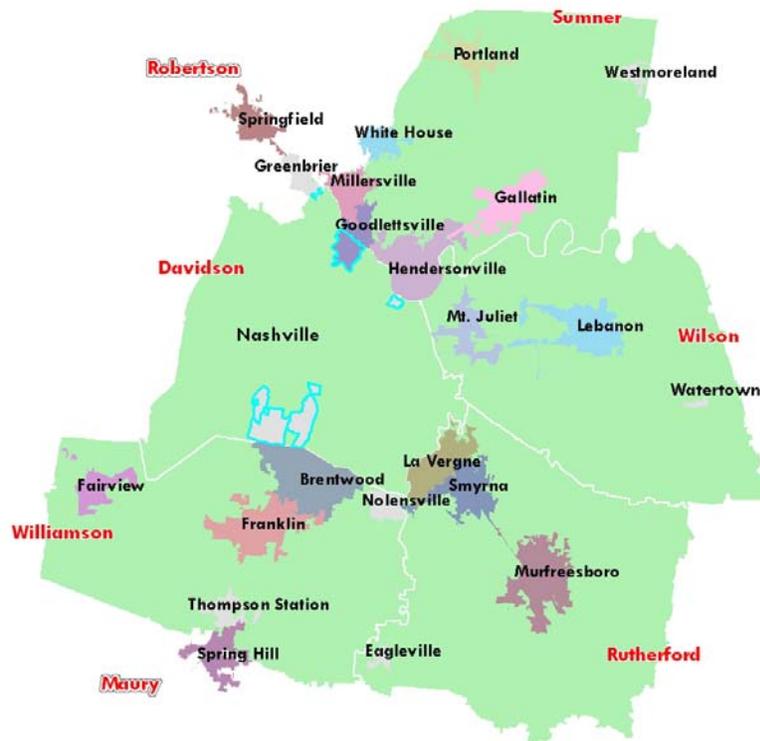
1.2 Regional Transportation Planning

Federal law requires all urbanized areas with a population of at least 50,000 to maintain a "3-C" transportation planning process that is "Continuing, Comprehensive, and Cooperative." In the Nashville region, the organization responsible for managing this process is the Nashville Area Metropolitan Planning Organization (MPO). The MPO is responsible for:

- Monitoring the conditions of the existing transportation network;
- Identifying existing capacity or safety problems through detailed planning studies to develop candidate transportation improvements;
- Forecasting future population and employment growth for the region;
- Evaluating the effects that future land use plans will have on transportation infrastructure within major growth corridors throughout the region;
- Developing alternative growth scenarios to evaluate the affects that land use and transportation choices made today will have on the region's future;
- Estimating the impact that a expanding transportation system will have on air quality; and
- Developing a financial plan that identifies the costs and revenues associated with the continued operation and maintenance, and future expansion of the region's transportation system.

The MPO is comprised of eligible local governments within the counties of Davidson, Rutherford, Sumner, Wilson, and Williamson, the City of Springfield in Robertson County, the City of Spring Hill in Maury County (see figure), the Tennessee Department of Transportation (TDOT), and other transportation-related agencies such as transit operators and airports.

MPO Planning Area



In order to carry out its responsibilities, the MPO produces three major work products: the Long Range Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program. Each is available to the public and interested parties at the MPO's website (www.nashvillempo.org) and at MPO offices located at 800 Second Avenue South, Nashville, Tennessee 37201.

Long Range Transportation Plan (LRTP)

The LRTP is a long range (25 year) multimodal strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities to help manage congestion, increase regional mobility options, and conform to national air quality standards. The LRTP is updated every four years and may be amended as a result of changes in projected federal, state, and local funding; major investment studies; congestion management systems plans; interstate interchange justification studies; and environmental impact studies. The MPO's current LRTP, adopted in 2005, extends through the year 2030.

Transportation Improvement Program (TIP)

The TIP is a four-year plan that lists all regionally significant and federally funded projects and transportation services in the MPO planning area including highway and street projects, public transit projects, and bicycle/pedestrian enhancement projects. Any project included in the TIP must be consistent with, or be selected from an approved Long Range Transportation Plan. Additionally, the TIP must be fiscally constrained by estimated future revenues, or have funding mechanisms currently in place. As such, the TIP can be amended to account for changes in funding or need.

Unified Planning Work Program (UPWP)

The UPWP is a one-year plan developed by the MPO Director to focus work efforts of staff and consultants using planning funds anticipated in the upcoming fiscal year. All federally funded planning activities must conform to federal planning requirements and be listed in the UPWP.

1.3 Statewide Transportation Improvement Program

While the primary purpose of the Nashville Area MPO is to provide coordinated long-term and short term transportation planning within the Nashville region, the Tennessee Department of Transportation (TDOT) performs both long and short-term planning across the entire state.

As part of the federal requirements for transportation planning, TDOT develops a 4 year short-term improvement program called the Statewide Transportation Improvement Program (STIP). To develop the STIP, TDOT works directly with the Rural Planning Organizations (RPOs) and MPOs (for urban areas) throughout the state to determine project needs. For urban areas, the state participates in the metropolitan planning process to ensure the inclusion of state projects in the appropriate MPO Transportation Improvement Program. Upon adoption, each project within the Nashville Area MPO TIP will become, without exception, a part of the larger STIP.

2.0 Program Development

2.1 Overview

The development of the MPO's Transportation Improvement Program provides the opportunity to select projects from the long-range transportation plan that are most suitable to the region's current or short-term needs. The goals of the LRTP are to:

- Link land use and transportation planning goals,
- Improve regional mobility through a multi-modal system,
- Manage congestion,
- Protect the quality of the natural environment by improving the relationship between transportation, air quality and energy conservation, and
- Manage financial resources.

The LRTP provides a list of all the projects proposed for completion in the MPO region by the year 2030. The FY 2008-2011 Transportation Improvement Program (TIP) is a four year program of transportation improvements that are derived from the MPO's adopted 2030 Long-Range Transportation Plan (LRTP). It was developed by the MPO through a comprehensive, continuing and cooperative effort with the Federal Highway Administration, Federal Transit Administration, Tennessee Department of Transportation, local transit operators, the public, and other interested parties.

The TIP is updated or amended at least annually. The annual element represents those projects which have the highest priority and are programmed for implementation in the upcoming fiscal year. The TIP must include all projects that are funded wholly or in part with federal funds, or are determined to be regionally significant.

2.2 Revenue Sources

SAFETEA-LU gives greater flexibility for the use of federal transportation funds at the state and local levels. Once used primarily for highway improvements on state and federal roadways, these funds can now be used for a multitude of transportation related activities. Certain funds can now be used for projects such as roadway aesthetics, pedestrian and bicycle facilities, environmental impact mitigation, preservation of historic transportation facilities, transit facilities, and right-of-way corridor preservation. In addition, SAFETEA-LU continues and emphasizes the need for public participation. The following table presents an overview of the various funding sources available to pay for transportation projects and programs.

Table 1. Transportation Funding Programs

FUNDING PROGRAMS	DESCRIPTION	PRIMARY FUNDING DECISION	FUNDING RATIO	PRIMARY FUNDING PURPOSE
HIGHWAY & OTHER PROGRAMS				
BRIDGE REPLACEMENT AND REHABILITATION STATE & LOCAL (BRR or BR)	State – Provides funding for on-system bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings. Local - Provides funding for off-system bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings.	TDOT	80% Federal, 20% Non-Federal	Bridge Reconstruction and Bridge Replacement
CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (STATE CMAQ)	Provides funding for transportation projects in air quality non-attainment or maintenance areas. CMAQ projects are designed to contribute toward meeting the national ambient air quality standards.	TDOT	80% Federal, 20% Non-Federal	Construction
HIGH PRIORITY PROJECTS SET ASIDE OF SAFETEA (HPP)	Provides designated funding for specific projects identified by Congress.	CONGRESS	80% Federal, 20% Non-Federal	As described in Law
INTERSTATE MAINTENANCE (IM)	Provides funding to rehabilitate, restore, and resurface the Interstate System. Reconstruction is also eligible if it does not add new capacity, with the exception of High-Occupancy-Vehicle (HOV) lanes or auxiliary lanes in non-attainment areas, which can be added.	TDOT	90% Federal, 10% Non-Federal	Reconstruction
NATIONAL HIGHWAY SYSTEM (NHS)	Provides funding for major roads including the Interstate System, a large percentage of urban and rural principal arterials, the Strategic Defense Highway Network (STRAHNET), and strategic highway connectors.	TDOT	80% Federal, 20% Non-Federal	Construction
SAFETY SET ASIDE OF STP (SAFETY)	Provides funding for making high hazard improvements on state highways.	TDOT	80% Federal, 20% Non-Federal	Construction
STATE (STA)	This program provides 100% state funding for various projects on the State Route System.	TDOT	100% State	Construction
STATE - SURFACE TRANSPORTATION PROGRAM (S-STP)	Provides funding for roads functionally classified as rural major collector and above. Funds may be utilized on projects in Rural Areas, Urbanized Areas, Small Urban Areas, Enhancement, Safety, and Rail-Highway Crossings.	TDOT	80% Federal, 20% Non-Federal	Construction

FUNDING PROGRAMS	DESCRIPTION	PRIMARY FUNDING DECISION	FUNDING RATIO	PRIMARY FUNDING PURPOSE
ENHANCEMENT PROGRAMS				
RECREATIONAL TRAILS PROGRAM (RTP)	Provides funding for the creation, rehabilitation, and maintenance of multi-use recreational trails.	TDEC	80% Federal, 20% Non-Federal	Construction and Promotional Activities
TRANSPORTATION & COMMUNITY & SYSTEM PRESERVATION (TCSP)	This program provides funding for planning grants, implementation grants, and research to investigate and address the relationship between transportation and community and system preservation.	FHWA	100% Federal	Planning and Construction
TRANSPORTATION ENHANCEMENT SET ASIDE OF THE STP (TE or ENH)	Provides funding for 12 exclusive activities such as pedestrian facilities, rehabilitation, and restoration of historic transportation related structures, and environmental mitigation to address water pollution due to highway runoff.	TDOT	80% Federal, 20% Non-Federal	Construction and Promotional Activities
Safe Routes to School (SRTS)	Provides funding to infrastructure and educational programs for bicycle and pedestrian safety at elementary and middle schools.	TDOT	100% Federal	70-90% Engineering, Construction 10-30% Education
TRANSIT PROGRAMS				
FEDERAL TRANSIT ADMINISTRATION (FTA-5303) – PLANNING GRANTS	This program provides funds to Metropolitan Planning Organizations (MPO) to support the costs of transit planning and research studies.	MPO/Transit Agencies	80% Federal, 20% Non-Federal	Planning
FEDERAL TRANSIT ADMINISTRATION (FTA-5307)	Section 5307 is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation.	FTA/TDOT	80% Federal, 20% Non-Federal (Capital) 50% Federal, 50% Non-Federal (Operating)	Capital, Operating, Planning
FEDERAL TRANSIT ADMINISTRATION (FTA-5309)	Provides funding for the establishment of new rail or busway projects (new starts), the improvement and maintenance of existing rail and other fixed guideway systems that are more than seven years old, and the upgrading of bus systems.	FTA	80% Federal, 20% Non-Federal	Capital Investments
FEDERAL TRANSIT ADMINISTRATION (FTA-5310)	This program provides transit capital assistance, through the state, to private non-profit organizations and public bodies that provide specialized transportation services to elderly and/or disabled persons. Annually eligible applicants apply to OPT for funding to acquire equipment to provide specialized transportation need of elderly and/or disabled persons.	TDOT	80% Federal, 20% Non-Federal	Capital Investments
JOB ACCESS/REVERSE COMMUTE (JARC-5316)	A Job Access project is one that provides new or expanded transportation service designed to fill gaps that exist for welfare recipients and other low-income individuals to and from jobs and other employment-related services. Reverse Commute projects facilitate the provision of new or expanded public mass transportation services for the general public from urban, suburban, and rural areas to suburban work sites.	TDOT	50% FTA, 50% Other-Federal	Operating
New Freedoms (5317)	Encourages services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act.	TDOT	60% FTA, 40% Federal or Other	Capital , Operating; 10% eligible for Planning, Administration and Technical Assistance

FUNDING PROGRAMS	DESCRIPTION	PRIMARY FUNDING DECISION	FUNDING RATIO	PRIMARY FUNDING PURPOSE
Rural Formula Program (5311)	This program enhances access of people in nonurbanized areas to health care, shopping, education, employment, public services and recreation; assists in the maintenance, development, improvement and use of public transportation in rural and small-urban areas.	TDOT	80% Federal, 20% Non-Federal 50% Federal, 50% Non-Federal	Capital, Administrative Assistance Operating
MPO RELATED PROGRAMS				
CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)	Provides funding for transportation projects in air quality non-attainment or maintenance areas. CMAQ projects are designed to contribute toward meeting the national ambient air quality standards.	MPO	80% Federal, 20% Non-Federal	Education, Outreach, Transit Programs, Construction
LOCAL-SURFACE TRANSPORTATION PROGRAM (L-STP)	Provides funding to areas of 5,000 to 50,000 in population for improvements on routes functionally classified urban collectors or higher.	MPO	80% Federal, 20% Non-Federal	Construction
URBANIZED AREAS - SURFACE TRANSPORTATION PROGRAM (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.	MPO	80% Federal, 20% Non-Federal	Construction
PLANNING PROGRAMS				
PL – FHWA SECTION 112 – MPO PLANNING GRANTS (WORK PROGRAM FUNDS)	This program provides funds to Metropolitan Planning Organizations (MPO) to support the costs of preparing long range transportation plans and financially feasible Transportation Improvement Plans and conducting inter-modal transportation planning and technical studies.	MPO	80% Federal, 20% Non-Federal	Planning
SPR – SECTION 5313(B) – STATE PLANNING & RESEARCH GRANT	Through this program, funding is available to each state for the purposes of technical studies and assistance, demonstrations, planning, management training and cooperative research activities.	TDOT	80% Federal, 20% State	Planning

2.3 Project Prioritization & Selection

Although several types of funds are identified and coordinated through the TIP, the MPO pays particular attention to Surface Transportation Program (STP) funds and Congestion Mitigation and Air Quality (CMAQ) funds which are directly managed by the Nashville Area MPO. Projects are moved from the LRTP into the TIP using a combination of methods to prioritize transportation needs relative to available funding to ensure that the overall program conforms to goals of the 2030 LRTP. To that end, the MPO has developed a priority scoring system to help determine which projects will best facilitate the region's long term vision.

The TIP scoring system is based on the eight planning factors identified in SAFETEA-LU. Federal transportation legislation requires this and other MPOs to focus efforts on the development and implementation of regional strategies that:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

Since the Nashville Urban Area has a population greater than 200,000, it is federally designated as a Transportation Management Area (TMA). In a TMA, the planning and programming process is also expected to consider land use implications, strategies to improve transit service, transportation system management, and intermodal connectivity. Projects to relieve congestion are given particular priority. As such, project prioritization is consistent with the MPO's Congestion Management Process (CMP) created as part of the development of the 2030 LRTP. In brief, the CMP provides a strategy and mechanism for identifying the appropriate transportation solution for congested roadways.

The scoring criteria in the TIP were designed to take into account these regional goals, as well as the federal planning factors. For example, the goal of "Consistency with Plans" corresponds to the LRTP goal of linking local land use and transportation plans. "Congestion Management" relates to several goals in the plan: enhancing a multi-modal system, reducing congestion and enhancing and preserving the environment. The project scoring system emphasizes efficient management of existing facilities, and encourages the development of other modes of transportation, rather than a sole focus on expanding the existing road system. These criteria successfully allow for projects reflecting various modes of transportation to be included in this TIP.

Examples of the U-STP and CMAQ scoring forms are located in Appendix A.

2.4 Air Quality Conformity

Transportation conformity is a mechanism to ensure that federal funding is given to transportation activities that are consistent with the air quality goals of the State Implementation Plans (SIP) for Tennessee. According to the Clean Air Act Amendments of 1977 and 1990, transportation plans and programs must be coordinated with, and conform to, local air quality budgets in the local SIP in geographic areas designated by the EPA as non-attainment or maintenance for any of the criteria pollutants.

The MPO counties of Davidson, Rutherford, Sumner, Williamson and Wilson were designated non-attainment in 1978 and declared maintenance areas in 1996 for the ozone precursor pollutants of NO_x and VOC. In April, 2004, EPA developed new regulations for air quality conformity and established an 8-hour standard overwriting the existing 1-hour standard in most areas including Nashville. This 8-hour standard established a longer period of sustained clean air than the previous standard.

On December 29, 2004, the region entered into an Early Action Compact (EAC), and is currently on a “fast-track” towards air quality attainment. During the EAC period, the effective date of the 8-hour non-attainment status is deferred until 2007 when, according to the EAC timeline, the region will be designated attainment. The areas progress towards the 8-hour standard will continue to be monitored through a maintenance plan through 2017. Prior to 2007, and while the Nashville Area is under non-attainment-deferred designation, the region is still required to abide by the 1-hour emissions budget in the current State’s current SIP. Of important note for Middle Tennessee, is that the 1-hour ozone standard was revoked for most 1-hour ozone maintenance areas on June 15, 2005, but was not revoked for this area because of its participation in the 8-hour ozone Early Action Compact process. As such, Middle Tennessee is still subject to 1-hour ozone transportation conformity requirements until the area successfully completes the EAC process and is declared attainment for the 8-hour ozone standard.

Conformity Determination

Under the Code of Federal Regulations, (40 CFR 93.105), the development of the Long Range Transportation Plan and Transportation Improvement Program must include other federal, state and local agencies directly or indirectly impacted by the Plan’s implementation. The Nashville Area’s Interagency Consultation committee includes a variety of professionals involved in either air quality or transportation issues of the Nashville region. Members include the Tennessee Department of Transportation (TDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Environmental Protection Agency (EPA), Tennessee Department of Environment and Conservation (TDEC), Metropolitan Nashville/Davidson County Health Department, the Metropolitan Nashville Transit Authority (MTA), the Regional Transit Authority (RTA), and the Nashville Area MPO staff.

This committee meets periodically during Plan development to discuss the assumptions, modeling methods, and preliminary results of the LRTP and TIP development process.

The Nashville Area Interagency Consultation (IAC) Committee met by e-mail on Monday, July 16, 2007 to determine the conformity status of the FY 2008-2011 TIP for the 1-hour ozone standard. As presented, the TIP represents a subset of the 2030 LRTP, which was determined by the U.S. Department of Transportation, in consultation with the U.S. Environmental Protection Agency, on October 19, 2005 to be in conformity with federal air quality standards (40 CFR 93.122). Moreover, there are no transportation control measures in the State Implementation Plan for this area, and thus the TIP does not interfere with the implementation of those measures. As such, the IAC Committee concluded that the air quality conformity determination made for the LRTP also applies to the FY 2008-2011 TIP. Appendix B contains the IAC Emails and List of Exempt Projects.

2.5 Public Involvement

Public involvement is a critical element of all planning that is done through the Nashville Area MPO. Such involvement ensures that the planning process conforms to the vision, goals, and objectives of the region. The MPO’s SAFETEA-LU compliant Public Participation Plan (PPP) provides guidelines for how the public and interested stakeholders will be involved in the development of the TIP.

Public participation for the TIP occurred at two stages in the planning process. First, projects included in the TIP went through a lengthy public involvement process as part of the development and adoption of the 2030 LRTP. That process included several workshops and meetings held around the region to provide an opportunity for members of the public and

stakeholder groups to help identify transportation problem areas, make suggestions for system improvements, and evaluate proposed projects. Other local, state, and federal agencies involved in natural resources, land use management, environmental protection, conservation, and historic preservation also were given an opportunity to participate.

Second, the public was given 30 days to review and comment on the draft TIP and Air Quality Conformity Determination before the MPO Executive Board held the public adoption hearing. During the public review and comment period, copies of the TIP were made available on the MPO's website and at local branch libraries throughout the MPO region.

During that time, MPO staff consulted with interested parties and stakeholders affected by transportation plans and programs. Many of them had indicated an interest in the TIP through a survey conducted during the development of the MPO's Public Participation Plan. The MPO also consulted with the various agencies through the Nashville Area Interagency Consultation Committee in its work towards air quality conformity determination. All those parties were provided an opportunity to review and comment on the draft TIP prior to adoption. Comments received through the public involvement were provided to the MPO Executive Board prior to adoption (Appendix E).

3.0 Financial Plan

3.1 Overview

The TIP is required to include a financial plan that demonstrates how the program of projects can be implemented. The detailed financial tables located in Section 3.3 include the estimated amount of available funds, programmed funds, and the remaining funds, by jurisdiction and fund type for each program year. TDOT, local jurisdictions, transit operators, and other agencies with projects in the TIP have indicated that they have the financial resources available to provide the necessary matching funds to complete their projects. The tables show that programmed expenditures are within reasonable balance of expected fund allocations. In accordance with the requirements of SAFETEA-LU, the TIP is "fiscally constrained."

3.2 Financial Plan Policies

As part of the TIP financial plan, the MPO has identified several policies that provide guidance for development and maintenance of the TIP. Those policies are listed below:

Policy 1. Require that the U-STP funding "pot" maintain a contingency equal to at least 5% of its total project costs and 2.5% for the CMAQ funding "pot".

This will require two over-run "buckets". The over-run bucket for *current* TIP projects is called Project Contingency Over-runs. The bucket for *previous* TIP projects is called Project Cost Over-runs. These buckets will split the 5% total contingency equally (2.5% to each) and will be used to cover cost overruns on each jurisdiction's projects.

Policy 2. Adjust right-of-way and construction estimates by 5% inflation rate for each year that a project is postponed.

Some cost overruns occur because a project was originally budgeted in the TIP but was then delayed for several years. Meanwhile, construction prices go up, but the TIP still has the

same cost estimate. The adopted solution is to apply a 5% inflation factor to the right-of-way and construction phase of each TIP project if it is moved forward a year.

Policy 3. Projects that have gone through two TIPs without any progress or having any money obligated shall be re-evaluated.

Projects that have not made any progress after being programmed in two successive TIPs (four to six years) will be re-scored as if they were brand-new proposals.

Policy 4. Allow jurisdictions outside of the Urbanized Areas to request funding for a project from the Urbanized Area STP and Local STP pots. Jurisdictions will work together on the specifics of the agreement and projects will be considered on a case by case basis.

Policy 5. Formalize an agreement with the Tennessee Department of Transportation (TDOT) regarding the reporting process for over-runs and under-runs (projects that come in under budget).

3.3 Maintenance & Operations Costs

In addition to the growth and improvements of the transportation network, the MPO and its members must also ensure the maintenance and efficient operation of the existing transportation infrastructure. Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities such as pavement resurfacing and markings, bridge repair, guardrail and sign replacement and traffic signal maintenance. Operations may include more routine items such as painting and right of way maintenance. While these activities are not funded through or scheduled in the TIP, they are included here for information purposes.

The varied and complex systems used to maintain the regional transportation network are difficult to quantify and present. Each jurisdiction and agency has unique methods of accounting for these activities. They may also have varying goals and priorities they are seeking to achieve. In order to provide a clearer picture of the efforts undertaken, the MPO will act as a reporting agency for these activities through the TIP.

The jurisdictions involved in the MPO process provided information on their existing system's operations and maintenance costs (see Table 2). Categories of operation and maintenance include:

1. Paving or repaving,
2. Signs and Painting,
3. Right-of-way Maintenance (including guard rails),
4. Traffic Signal Maintenance,
5. Surveillance, Inspections and Repair (if not already included in the TIP as a specific bridge or re-paving project),
6. Street Lighting, and
7. Other.

Table 2. 2008 System Maintenance and Operations Costs

Jurisdiction	Paving	Signs & Painting	ROW Maintenance	Traffic Signal Maintenance	Surveillance and Inspection	Street Lighting	Other	Total
Metro Nashville-Davidson	\$11,265,000	\$1,095,700	\$17,895,400	\$3,853,400	\$4,770,300	\$4,728,000	\$3,784,000	\$47,391,800
Rutherford County	\$3,200,000	\$122,000	\$874,000	N/A	N/A	N/A	\$5,400,000	\$9,596,000
La Vergne	\$350,000	\$25,000	\$95,000	\$25,000	\$5,000	\$200,000	\$175,000	\$875,000
Smyrna	\$350,000	\$30,000	\$150,000	\$50,000	\$75,000	\$260,000	\$200,000	\$1,115,000
Murfreesboro	\$1,429,936	\$243,000	\$150,000	\$285,000	\$250,000	\$1,200,000	\$476,000	\$4,033,936
Sumner County	\$2,499,674	\$64,233	\$576,918	N/A	N/A	N/A	N/A	\$3,140,825
Hendersonville	\$300,000	\$10,000	\$100,000	\$125,000	\$30,000	\$210,000	N/A	\$775,000
Gallatin	\$300,000	\$18,000	\$34,090	\$30,000	N/A	\$250,000	N/A	\$598,000
Goodlettsville	\$420,000	\$8,000	\$25,000	\$10,000	N/A	\$80,000	N/A	\$543,000
Millersville*	\$250,000	\$1,000	\$10,000	N/A	N/A	\$28,000	N/A	\$289,000
White House	\$200,000	\$10,000	\$620,000	\$8,000	\$500	\$115,000	\$10,000	\$963,000
Williamson County	\$2,560,000	\$110,000	\$91,000	\$5,000	\$250,000	N/A	\$7,638,563	\$10,654,563
Brentwood	\$1,095,000	\$90,000	\$107,000	\$47,700	N/A	\$406,200	N/A	\$1,745,900
Fairview	\$149,400	\$2,000	\$108,000	N/A	\$1,500	\$11,000	N/A	\$ 271,900
Franklin	\$1,000,000	\$132,000	\$35,000	\$212,000	N/A	\$85,500	N/A	\$1,464,500
Wilson County	\$1,918,475	\$46,654	\$200,000	\$14,000	\$65,000	\$0	\$4,227,526	\$6,471,655
Mt. Juliet	\$225,000	\$10,000	\$30,000	\$25,000	\$50,000	\$40,000	N/A	\$380,000
Lebanon	\$275,000	\$25,000	\$450,000	\$150,000	N/A	\$275,000	N/A	\$1,175,000
Springfield	\$680,000	\$52,000	\$622,000	\$338,000	\$85,000	\$239,000	N/A	\$2,016,000
Spring Hill	\$75,000	\$30,000	\$30,000	\$30,000	\$40,000	\$30,000	\$10,000	\$245,000
Portland	\$500,000	\$6,000	\$350,000	\$8,000	\$0	\$163,000	\$0	\$1,027,000
Total	\$29,042,485	\$2,130,587	\$22,519,318	\$5,216,100	\$5,622,300	\$8,320,700	\$21,921,089	\$94,772,579

* These are 2006 figures

Transit System	Total Maintenance & Operations
Franklin Transit Authority	\$998,000
Metropolitan Transit Authority (Nashville-Davidson County)	\$36,500,000
Regional Transportation Authority	\$3,700,000
Total	\$41,198,000

3.4 Funding Tables

Table 3. FY 2008-2011 Available Revenues by Funding Source

Funding Source	FY 2008	FY 2009	FY 2010	FY 2011
Total Amount Available to Program	\$ 404,064,733.83	\$ 274,912,918.30	\$ 134,276,519.00	\$ 162,472,268.50
BRR-L (Bridge Replacement & Rehabilitation - Local)	\$ 408,000.00	\$ 408,000.00	\$ 408,000.00	\$ 408,000.00
BRR-S (Bridge Replacement & Rehabilitation - State)	\$ 3,280,000.00	\$ 4,040,000.00	\$ 4,040,000.00	\$ 4,040,000.00
DEMO (Section 115)	\$ 2,113,233.52	\$ 354,172.00	\$ -	\$ -
ENH (Enhancement Grants)	\$ 6,913,957.61	\$ 320,000.00	\$ -	\$ -
Federal Lands Hwy	\$ 500,000.00	\$ -	\$ -	\$ -
FTA-5307 (Capital & Operations)	\$ 15,588,406.00	\$ 9,685,780.00	\$ 9,681,780.00	\$ 9,460,000.00
FTA-5309 (Capital Grant)	\$ 19,039,394.00	\$ 10,092,020.00	\$ 6,000,000.00	\$ 6,200,000.00
FTA-5310 (Elderly & Disabled)	\$ 212,713.00	\$ -	\$ -	\$ -
FTA-5316 (Job Access & Reverse Commute)	\$ 1,133,800.00	\$ 548,622.00	\$ 381,910.00	\$ 381,910.00
HPP (High Priority Projects)	\$ 44,207,582.76	\$ 13,130,295.04	\$ 4,570,400.00	\$ 776,000.00
HSIP (Highway Safety Improvement Program)	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00
IM (Interstate Maintenance)	\$ 8,902,800.00	\$ 8,370,000.00	\$ 35,014,892.00	\$ 86,307,761.00
ITS (Intelligent Transportation Systems)	\$ 3,285,474.00	\$ -	\$ -	\$ -
LIC (Local Interstate Connector)	\$ -	\$ -	\$ -	\$ -
NHS (National Highway System)	\$ 1,280,000.00	\$ 2,024,000.00	\$ 800,000.00	\$ 800,000.00
TCSP (Transp, Community, & System Preservation)	\$ 250,000.00	\$ -	\$ -	\$ -
S-CMAQ (State Congestion Mitigation & Air Quality)	\$ -	\$ 30,080,000.00	\$ 400,000.00	\$ -
CMAQ (Regional CMAQ)	\$ 14,634,506.00	\$ 5,209,828.00	\$ 4,038,905.00	\$ 3,272,896.00
STP (State Surface Transportation Program)	\$ 45,570,250.00	\$ 11,854,400.00	\$ 5,414,528.00	\$ 920,000.00
U-STP (Nashville Urban STP)	\$ 63,080,193.00	\$ 25,522,559.00	\$ 14,998,008.00	\$ 14,612,083.00
M-STP (Murfreesboro Urban STP)	\$ 7,729,026.00	\$ 7,938,639.00	\$ 9,618,455.00	\$ 11,298,271.00
L-STP (Local STP)	\$ 5,333,713.00	\$ 2,861,721.00	\$ 3,066,393.00	\$ 3,571,471.00
State (includes matching amounts for federal funds)	\$ 84,564,462.25	\$ 123,150,989.00	\$ 9,644,651.00	\$ 13,572,206.00
Local (includes matching amounts for federal funds)	\$ 74,237,222.69	\$ 17,521,893.26	\$ 24,398,597.00	\$ 5,051,670.50

Table 4. FY 2008-2011 Programmed Funds by Funding Source

Funding Program	FY 2008	FY 2009	FY 2010	FY 2011
Total Amount Programmed	\$ 381,700,563.73	\$ 261,811,537.53	\$ 120,314,978.40	\$ 146,501,607.50
BRR-L (Bridge Replacement & Rehabilitation - Local)	\$ 408,000.00	\$ 408,000.00	\$ 408,000.00	\$ 408,000.00
BRR-S (Bridge Replacement & Rehabilitation - State)	\$ 3,280,000.00	\$ 4,040,000.00	\$ 4,040,000.00	\$ 4,040,000.00
DEMO (Section 115)	\$ 2,113,233.52	\$ 354,172.00	\$ -	\$ -
ENH (Enhancement Grants)	\$ 6,913,957.61	\$ 320,000.00	\$ -	\$ -
Federal Lands Hwy	\$ 500,000.00	\$ -	\$ -	\$ -
FTA-5307 (Capital & Operations)	\$ 15,588,406.00	\$ 9,685,780.00	\$ 9,681,780.00	\$ 9,460,000.00
FTA-5309 (Capital Grant)	\$ 19,039,394.00	\$ 10,092,020.00	\$ 6,000,000.00	\$ 6,200,000.00
FTA-5310 (Elderly & Disabled)	\$ 212,713.00	\$ -	\$ -	\$ -
FTA-5316 (Job Access & Reverse Commute)	\$ 1,133,800.00	\$ 548,622.00	\$ 381,910.00	\$ 381,910.00
HPP (High Priority Projects)	\$ 44,207,582.76	\$ 13,130,295.04	\$ 4,570,400.00	\$ 776,000.00
HSIP (Highway Safety Improvement Program)	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00
IM (Interstate Maintenance)	\$ 8,902,800.00	\$ 8,370,000.00	\$ 35,014,892.00	\$ 86,307,761.00
ITS (Intelligent Transportation Systems)	\$ 3,285,474.00	\$ -	\$ -	\$ -
LIC (Local Interstate Connector)	\$ -	\$ -	\$ -	\$ -
NHS (National Highway System)	\$ 1,280,000.00	\$ 2,024,000.00	\$ 800,000.00	\$ 800,000.00
TCSP (Transp, Community, & System Preservation)	\$ 250,000.00	\$ -	\$ -	\$ -
S-CMAQ (State Congestion Mitigation & Air Quality)	\$ -	\$ 30,080,000.00	\$ 400,000.00	\$ -
CMAQ (Regional CMAQ)	\$ 12,486,946.34	\$ 4,233,190.28	\$ 3,828,276.30	\$ 3,099,600.00
STP (State Surface Transportation Program)	\$ 45,570,250.00	\$ 11,854,400.00	\$ 5,414,528.00	\$ 920,000.00
U-STP (Nashville Urban STP)	\$ 50,755,717.34	\$ 23,686,569.95	\$ 13,547,944.10	\$ 13,508,460.00
M-STP (Murfreesboro Urban STP)	\$ 1,470,202.92	\$ -	\$ -	\$ -
L-STP (Local STP)	\$ 3,700,401.30	\$ 511,606.00	\$ 384,000.00	\$ 176,000.00
State (includes matching amounts for federal funds)	\$ 84,564,462.25	\$ 123,150,989.00	\$ 9,644,651.00	\$ 13,572,206.00
Local (includes matching amounts for federal funds)	\$ 74,237,222.69	\$ 17,521,893.26	\$ 24,398,597.00	\$ 5,051,670.50

Table 5. FY 2008-2011 Remaining Funds by Funding Source

Funding Program	FY 2008	FY 2009	FY 2010	FY 2011
Amount Remaining	\$ 22,364,170.10	\$ 13,101,380.77	\$ 13,961,540.60	\$ 15,970,661.00
CMAQ (Regional CMAQ)	\$ 2,147,559.66	\$ 976,637.72	\$ 210,628.70	\$ 173,296.00
U-STP (Nashville Urban STP)	\$ 12,324,475.66	\$ 1,835,989.05	\$ 1,450,063.90	\$ 1,103,623.00
M-STP (Murfreesboro Urban STP)	\$ 6,258,823.08	\$ 7,938,639.00	\$ 9,618,455.00	\$ 11,298,271.00
L-STP (Local STP)	\$ 1,633,311.70	\$ 2,350,115.00	\$ 2,682,393.00	\$ 3,395,471.00

Table 6. Regional CMAQ Funds

		CMAQ
2008		
Carryover Balance		\$ 11,572,238
Allocation	+	\$ 3,062,268
Total Funds Available	=	\$ 14,634,506
Current Projects	-	\$ 11,557,387
New Projects	-	\$ 625,000
Over-Run Bucket	-	\$ 304,560
Remaining 2008	=	\$ 2,147,560
2009		
Carryover Balance		\$ 2,147,560
Allocation	+	\$ 3,062,268
Total Funds Available	=	\$ 5,209,828
Current Projects	-	\$ 2,722,242
New Projects	-	\$ 1,407,700
Over-Run Bucket	-	\$ 103,249
Remaining 2009	=	\$ 976,637
2010		
Carryover Balance		\$ 976,637
Allocation	+	\$ 3,062,268
Total Funds Available	=	\$ 4,038,905
Current Projects	-	\$ 2,090,500
New Projects	-	\$ 1,644,404
Over-Run Bucket	-	\$ 93,373
Remaining 2010	=	\$ 210,628
2011		
Carryover Balance		\$ 210,628
Allocation	+	\$ 3,062,268
Total Funds Available	=	\$ 3,272,896
Current Projects	-	\$ 1,963,000
New Projects	-	\$ 1,061,000
Over-Run Bucket	-	\$ 75,600
Remaining 2011	=	\$ 173,296

Table 7. Urban STP Funds

		Nashville Urbanized Area	Murfreesboro Urbanized Area
2008			
Carryover Balance		\$ 49,918,174	\$ 6,049,210
Allocation	+	\$ 13,162,019	\$ 1,679,816
Total Funds Available	=	\$ 63,080,193	\$ 7,729,026
Current Projects	-	\$ 36,688,431	\$ 1,411,578
New Projects	-	\$ 11,616,000	\$ -
Over-Run Bucket	-	\$ 2,415,222	\$ 58,625
Remaining 2008	=	\$ 12,360,540	\$ 6,258,823
2009			
Carryover Balance		\$ 12,360,540	\$ 6,258,823
Allocation	+	\$ 13,162,019	\$ 1,679,816
Total Funds Available	=	\$ 25,522,559	\$ 7,938,639
Current Projects	-	\$ 8,803,638	\$ -
New Projects	-	\$ 13,755,000	\$ -
Over-Run Bucket	-	\$ 1,127,932	\$ -
Remaining 2009	=	\$ 1,835,989	\$ 7,938,639
2010			
Carryover Balance		\$ 1,835,989	\$ 7,938,639
Allocation	+	\$ 13,162,019	\$ 1,679,816
Total Funds Available	=	\$ 14,998,008	\$ 9,618,455
Current Projects	-	\$ 2,694,304	\$ -
New Projects	-	\$ 10,208,500	\$ -
Over-Run Bucket	-	\$ 645,140	\$ -
Remaining 2010	=	\$ 1,450,064	\$ 9,618,455
2011			
Carryover Balance		\$ 1,450,064	\$ 9,618,455
Allocation	+	\$ 13,162,019	\$ 1,679,816
Total Funds Available	=	\$ 14,612,083	\$ 11,298,271
Current Projects	-	\$ -	\$ -
New Projects	-	\$ 12,865,200	\$ -
Over-Run Bucket	-	\$ 643,260	\$ -
Remaining 2011	=	\$ 1,103,623	\$ 11,298,271

Table 8. Local STP Funds

		Fairview	Gallatin	LaVergne	Lebanon	Murfreesboro	Portland	Smyrna	Springfield	Spring Hill	White House
2008											
Carryover Balance		\$ 324,136	\$ 147,438	\$ 48,649	\$ 1,110,770	\$ 1,043,567	\$ 381,042	\$ 141,963	\$ 392,555	\$ 614,758	\$ 412,557
Allocation	+	\$ 86,726	\$ -		\$ 270,628		\$ 100,436		\$ -	\$ 173,208	\$ 85,280
Total Available	=	\$ 410,862	\$ 147,438	\$ 48,649	\$ 1,381,398	\$ 1,043,567	\$ 481,478	\$ 141,963	\$ 392,555	\$ 787,966	\$ 497,837
Current Projects	-	\$ -	\$ 147,438	\$ 45,000	\$ 516,748	\$ 642,000	\$ 143,868	\$ -	\$ 392,555	\$ 400,000	\$ 24,000
New Projects	-	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ -
Over-Run Bucket	-	\$ -	\$ -	\$ -	\$ 111,675	\$ 64,200	\$ 14,387	\$ -	\$ -	\$ 44,000	\$ 2,400
Remaining 2008	=	\$ 410,862	\$ -	\$ 3,649	\$ 152,975	\$ 337,367	\$ 323,224	\$ 141,963	\$ -	\$ 303,966	\$ 471,437
2009											
Carryover Balance		\$ 410,862	\$ -	\$ 3,649	\$ 152,975	\$ 337,367	\$ 323,224	\$ 141,963	\$ -	\$ 303,966	\$ 471,437
Allocation	+	\$ 86,726	\$ -	\$ -	\$ 270,628	\$ -	\$ 100,436	\$ -	\$ -	\$ 173,208	\$ 85,280
Total Available	=	\$ 497,588	\$ -	\$ 3,649	\$ 423,603	\$ 337,367	\$ 423,660	\$ 141,963	\$ -	\$ 477,174	\$ 556,717
Current Projects	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 265,096
New Projects	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -
Over-Run Bucket	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 26,510
Remaining 2009	=	\$ 497,588	\$ -	\$ 3,649	\$ 423,603	\$ 337,367	\$ 423,660	\$ 141,963	\$ -	\$ 257,174	\$ 265,111
2010											
Carryover Balance		\$ 497,588	\$ -	\$ 3,649	\$ 423,603	\$ 337,367	\$ 423,660	\$ 141,963	\$ -	\$ 257,174	\$ 265,111
Allocation	+	\$ 86,726	\$ -	\$ -	\$ 270,628	\$ -	\$ 100,436	\$ -	\$ -	\$ 173,208	\$ 85,280
Total Available	=	\$ 584,314	\$ -	\$ 3,649	\$ 694,231	\$ 337,367	\$ 524,096	\$ 141,963	\$ -	\$ 430,382	\$ 350,391
Current Projects	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Projects	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 192,000	\$ -
Over-Run Bucket	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,200	\$ -
Remaining 2010	=	\$ 584,314	\$ -	\$ 3,649	\$ 694,231	\$ 337,367	\$ 524,096	\$ 141,963	\$ -	\$ 219,182	\$ 350,391
2011											
Carryover Balance		\$ 584,314	\$ -	\$ 3,649	\$ 694,231	\$ 337,367	\$ 524,096	\$ 141,963	\$ -	\$ 219,182	\$ 350,391
Allocation	+	\$ 86,726	\$ -	\$ -	\$ 270,628	\$ -	\$ 100,436	\$ -	\$ -	\$ 173,208	\$ 85,280
Total Funds Available	=	\$ 671,040	\$ -	\$ 3,649	\$ 964,859	\$ 337,367	\$ 624,532	\$ 141,963	\$ -	\$ 392,390	\$ 435,671
Current Projects	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Projects	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ -
Over-Run Bucket	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,000	\$ -
Remaining 2011	=	\$ 671,040	\$ -	\$ 3,649	\$ 964,859	\$ 337,367	\$ 624,532	\$ 141,963	\$ -	\$ 216,390	\$ 435,671

4.0 Amendment & Adjustment Process

Changes to an approved TIP are documented by either an amendment or an administrative adjustment.

4.1 Amendments

Amendments are intended to document major changes to the TIP and require state review and federal approval. The following list contains some typical examples of changes requiring an amendment to the TIP. A TIP amendment which requires *MPO Executive Board approval*:

1. Adding a new project to a TIP, regardless if the project has been in a previous TIP or not.
2. Deleting a programmed project from the four-year period of the TIP.
3. Adding new, unprogrammed funds regardless of the source.
The term “unprogrammed funds” means any remaining portion of allocated funds that have not been identified for use in a particular project or any additional funds not currently identified in the TIP.
4. Increasing the cost of any phase of any project listed in the current TIP by more than 30 %.
5. Changing a project description/scope or introducing any other change that is inconsistent with the NEPA documentation or will alter the NEPA determination.
Examples include: changing the number of through lanes, adding or deleting non-motorized facilities, changing mode (FTA rolling stock or facility type), changing capital category (FTA), and changing project termini/length.
6. Changing a project description/scope or introducing any other change that alters the approved Air Quality conformity finding.
7. Moving a project from year to year within a TIP period if the move crosses an Air Quality Horizon year.

Major *amendments* to the Transportation Improvement Program such as those mentioned above are required to follow a public input process. All **TIP Amendments** shall follow the procedures outlined below:

1. The Technical Coordinating Committee shall review and endorse the Transportation Improvement Program Amendment for consideration by the Executive Board. The Executive Board shall then review, amend if necessary and concur with the Transportation Improvement Program for public review and comment.
2. After concurrence by the Executive Board of the Transportation Improvement Program, the MPO shall publish the Transportation Improvement Program Amendment and place copies in public libraries in the region. These copies must be distributed to the libraries a minimum of twenty-one (21) days prior to final consideration and adoption by the Executive Board.
3. A notice stating that the Executive Board has endorsed a Transportation Improvement Program Amendment for public review and comment shall be placed in the notice newspapers listed in the Public Participation Plan of the MPO. The notice shall specify

the dates, times and location of forthcoming public hearings. Similar press releases shall be furnished to all news organizations registered with the Transportation Planning Coordinator. Special efforts shall be made to provide information on the Transportation Improvement Program to media and organizations serving the low-income and minority populations in the region. This notice and press release shall be published/mailed a minimum of twenty-one (21) days prior to the meeting at which the Transportation Improvement Program Amendment will be considered by the Executive Board.

4. A public hearing shall be held by the Technical Coordinating Committee following the Executive Board's endorsement of the Transportation Improvement Program Amendment. Comments received at this public hearing shall be provided to the Executive Board prior to the final public hearing.
5. A final public hearing shall be held by the Executive Board prior to voting on the Transportation Improvement Program Amendment.
6. At the public meetings the MPO Director shall report to the Board all comments received in writing prior to the meetings.
7. The public shall be afforded the opportunity for comment at the public meetings. The Executive Board may establish reasonable time limits for each presentation, considering the time constraints of the meeting and complexity of the issue.
8. At the time of adoption of the amendment by the Executive Board, the MPO Director/staff shall request that TDOT include the amendment into the STIP.

4.2 Administrative Adjustments

Administrative Adjustments can be used to document minor changes to the TIP. The following is a list of some typical changes to projects requiring an adjustment to the TIP. *All administrative adjustments as described below will NOT require MPO Executive Board approval and will be handled by MPO staff.*

The following are examples of changes that can be accomplished through the administrative adjustment process:

- Adding a prior phase to a programmed project.
- Moving programmed funds between programmed projects.
- Moving a project from year to year within a TIP period provided that, in air quality non-attainment and maintenance areas, the move does not cross an Air Quality Horizon year.
- Changing a project description/scope if:
 - the change does not necessitate revising the NEPA documentation or will not alter the NEPA determination or in air quality non-attainment and maintenance areas, the change does not require a new Air Quality conformity finding.
 - Once the Administrative Adjustment need has been identified, MPO staff will perform the TIP adjustment and request that TDOT include the adjustment into the STIP.

4.3 Transferring (Flexing) Funds

ISTEA, TEA-21 and SAFETEA-LU provided considerable flexibility in the use of FHWA and FTA funds for either highway or transit projects. All of these transportation acts permitted the transfer of funds from FHWA to FTA and vice versa. Funds transferred to or from FHWA or FTA can only be used for purposes that would have been eligible in the original funding category from which the funds were transferred.

Throughout the TIP, several projects include a note indicating that funds may be “flexed.” This notation is shown to allow the flexing of funds as described above when project get underway. In most cases, funds are flexed in order to make them more readily accessible to the implementing agency.

4.4 Projects Identified at the State-Level

Any regionally significant project located within the boundary of the MPO and funded with federal/state transportation funds must be included in the TIP regardless of who controls the funding, the MPO or the State. Before the preparation of a new TIP/STIP, the Nashville Area MPO will submit to TDOT a list of their priorities for proposed projects on State-controlled facilities located within the planning boundary which are to be developed with federal funds allotted for state-wide use. When the proposed state annual work program is finalized, TDOT will provide the MPO with a list of all such projects, located within the MPO boundary, that have been included in the proposed state annual work program. So that these projects may proceed, TDOT will request that the MPO include these projects in their TIP in the same manner as MPO-initiated projects.

Similarly during the four-year period of the TIP, changes may be necessary to some of the state-wide funded projects which have been included in the TIP. When this occurs, TDOT will inform the MPO of the needed change and request that the MPO take the appropriate action to amend or adjust the TIP as required.

4.5 Funding Sources for New Projects and Cost Increases

Federal Law requires that the TIP be financially constrained to the amount of funds that have been projected to be available by year, over the four-year period of the approved TIP. This means that the cost of projects identified for each year cannot exceed the amount of funds projected to be available for that year. Some examples of funding sources for new projects that are amended into the TIP include but are not limited to, one or more of the following:

- Funds from new appropriations or allocations of federal funds that were not available when the TIP was developed
- Funds included in the projected revenue for the appropriate TIP year, but left unprogrammed when the TIP was developed.
- Funds coming from the deletion or deferral of another individual project appearing in the appropriate year of the TIP.
- Funds coming from reductions to the cost estimates for another project or projects appearing in the appropriate year of the TIP.

Cost increases on projects appearing in the current TIP can be financed by funds from any of the four (4) sources described previously. Acquiring funds by reducing the cost estimates for another project(s) as described above in the number 4 option can generally be

accomplished by an administrative adjustment, as can the acquisition of funds from the deferral of another project in a few circumstances. All other actions described above would require an amendment.

Cost increases on projects appearing only in a previous TIP can also be financed by funds from any of the four (4) sources described above. A TIP amendment, however, would be required to accomplish any of the actions described above since the project needing additional funds must be amended back into the current TIP in the same manner as a new project.

4.6 Managing Cost Increases with Lump-Sum (Bucket) Projects

To expedite TIP modifications and reduce their complexity, the Nashville Area MPO has provided provisions for lump-sum (bucket) projects in the TIP to cover cost overruns. Two (2) types of lump sum projects have been established. These are called *Project Contingency Overruns* and *Project Cost Overruns* and are described below. The inclusion of these two lump-sum projects provides the necessary funding for the majority of project cost increases without requiring a TIP amendment.

Project Contingency Overruns will be used only to address project cost increases for projects that appear in the current TIP. As long as the cost overrun does not increase the cost for any phase more than 30%, funds from the *Project Contingency Overruns* pool could be used to fund the overrun via the administrative adjustment process. If the overrun increases the cost of any phase more than 30%, funds from the *Project Contingency Overruns* pool can still be used to fund the overrun, however, a formal amendment documenting the action is required.

Project Cost Overruns will be used to address project cost increases for projects appearing only in a previous TIP. The inclusion of this type of lump-sum project eliminates the need for amending the project back into the current TIP when such cost overruns occur.

APPENDIX E. FY 09 UNIFIED PLANNING WORK PROGRAM

NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION

**FISCAL YEAR 2009
UNIFIED PLANNING WORK PROGRAM (UPWP)**

October 1, 2008 through September 30, 2009

ADOPTED AUGUST 20, 2008



NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION

800 Second Avenue South
Nashville, Tennessee 37201

Phone: (615) 862-7204 Fax: (615) 862-7209

www.nashvillempo.org

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Equal Employment Opportunity Employer

The Nashville Area Metropolitan Planning Organization does not discriminate on the basis of age, race, sex, color, national origin, religion or disability in access to, or operation of its programs, services, activities or in its hiring or employment practices. **ADA and Title VI inquiries should be forwarded to:** Josie L. Bass, Nashville Area MPO, 800 Second Avenue South, Nashville, TN 37201, (615) 862-7150. **All employment related inquiries should be forwarded to Metro Human Resources:** Delaine Linville at (615)862-6640.

MPO RESOLUTION 2008-012

A RESOLUTION ADOPTING THE FISCAL YEAR 2009
UNIFIED PLANNING WORK PROGRAM

WHEREAS, the Nashville Area Metropolitan Planning Organization (MPO) is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process in the Nashville and Murfreesboro urbanized areas; and

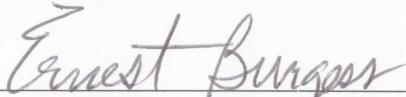
WHEREAS, the various state, local, and regional agencies concerned with transportation planning for this area have cooperatively developed a Unified Planning Work Program within this framework; and

WHEREAS, the Unified Planning Work Program describes all transportation planning activities to be undertaken in the Nashville Area using federal funds during Fiscal Year 2009; and

WHEREAS, it is the responsibility of the Metropolitan Planning Organization to adopt an annual transportation planning work program for the area and amend it as necessary;

NOW, THEREFORE, BE IT RESOLVED by the Executive Board of the Nashville Area Metropolitan Planning Organization that the Fiscal Year 2009 Unified Planning Work Program is adopted.

Adopted this 20th day of August, 2008 by the Executive Board of the Nashville Area Metropolitan Planning Organization.



The Honorable Mayor Ernest Burgess
Chairman, MPO Executive Board

Attest:



Michael Skipper
Secretary, MPO Executive Board

TABLE OF CONTENTS

I. Introduction	1
II. Issues and Requirements	2
Planning Factors	2
Public Involvement	2
Local and Regional Planning Activities	3
Funding Sources for Planning Activities.....	4
III. Work Program Tasks	5
Task 1.0 Program Administration.....	6
Task 2.0 Long-Range Plan & Regional Model	8
Task 3.0 Transportation Improvement Program.....	10
Task 4.0 Congestion Mitigation/ Air Quality Planning	12
Task 5.0 Multi-Modal Planning.....	14
Task 6.0 Land Use Integration	17
Task 7.0 Data Collection and Analysis	19
Task 8.0 Public Involvement.....	21
IV. Funding Tables	23
Table 1. FY 2009 UPWP Budget.....	24
Table 2. FY 2009 MPO Operating Costs by Task.....	25
Table 3. FY 2009 MPO Direct Expenses by Task	25

I. INTRODUCTION

This Unified Planning Work Program (UPWP) for the Nashville Area Metropolitan Planning Organization (MPO) documents the transportation planning activities and related tasks to be accomplished during fiscal year (FY) 2009 (October 1, 2008 through September 30, 2009). The goal of the MPO is to ensure a continuing, cooperative, and comprehensive ("3-C") approach for transportation planning for the metropolitan area, both short and long-range, with proper coordination among:

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

This document outlines metropolitan planning requirements and issues; then presents a work program of planning activities to address them during fiscal year 2009. The MPO's FY 2009 UPWP is highlighted by the following projects. Each will be fully integrated into the next major update to the MPO's Long-Range Transportation Plan:

- **Regional State of the Commute Study** - This study will significantly expand the MPO's Congestion Management Process by providing more frequent data on regional transportation system performance measures such as mode split, average commute distance, average commute travel time, etc.
- **Northeast Corridor Mobility Study** - Continuing from FY 2008, this study is exploring the connection between land use and transportation in the corridor linking downtown Nashville with Goodlettsville, Hendersonville, and Gallatin, starting with an extensive public outreach effort to identify the public's vision for growth. The study will produce recommendations for major transportation facility investments, particularly multi-modal improvements, along the corridor to accommodate anticipated growth.
- **Phase II of a Regional Freight Study** - The MPO has compiled a great deal of information about existing freight movements throughout the region. As a continuation from FY 2008, this study will further explore the implications of freight movements on roads, waterways, and rail lines in the region, ultimately producing a set of recommendations that would ensure the successful transport of goods, while minimizing the negative affects on personal travel.
- **Regional Bicycle and Pedestrian Plan** - Continuing an effort began in FY 2008, the MPO will further explore regional bicycle and pedestrian needs throughout the region, paying special attention to connectivity of trails to land uses, other modes, and between jurisdictions.
- **Integration of Land Use and Transportation Planning** - Recent trends show that the demand for construction dollars are increasing while revenue sources to pay for transportation projects are, at best, staying flat. To account for a greater discrepancy between what is needed and what can be afforded, the MPO will study various growth scenarios to provide better information to local governments to use in local land use planning. Smarter growth and development can help extend the life of roadway construction dollars by providing people a set of mobility options, helping to shift burden away from existing roadways.

II. ISSUES AND REQUIREMENTS

Planning Factors

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

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

Each of these factors is addressed through various work program tasks selected for fiscal year 2008, as shown below:

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

Public Involvement

Federal legislation requires MPOs to include provisions in the planning process to ensure the involvement of the public in the development of transportation plans and programs including the 25-year Long-Range Transportation Plan, the 4-year Transportation Improvement Program, and the annual Unified Planning Work Program. The Nashville Area MPO's Public Participation Plan (PPP) requires that members of the public are given at least seven (7) days to review and comment on the draft work program. Following that review period, two Public Hearings will be held prior to the adoption of the work program. The MPO will use local and regional newspapers to notify the public of the seven day review period and date, times, and

locations of the two public hearings. Copies of the draft UPWP will be posted at the MPO's website and in public libraries across the region.

More information about the public involvement process is provided by the MPO's PPP. The PPP serves to inform local residents, businesses, and officials of the MPO's regional planning efforts and obtain meaningful input into the transportation planning process. It includes the following components:

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

Local and Regional Planning Activities

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

Regional Transportation Authority (RTA)

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

Metropolitan Transit Authority (MTA)

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

The TMA Group / Franklin Transit Authority (FTA)

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

City of Murfreesboro Public Transportation Department (MPT)

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

Greater Nashville Regional Council (GNRC)

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

Clean Air Partnerships (CAP)

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

Funding Sources for Planning Activities

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

FHWA Section 112 funds (also known as “PL,” or planning funds)

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

FHWA State Planning and Research (SPR) funds

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

FTA Section 5303 funds

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

Other federal or state funding

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

Local Match Funds

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

III. WORK PROGRAM TASKS

MPO planning activities are developed to ensure the region maintains a certified transportation planning process. As such, each planning activity identified in the UPWP is integrated into the region's Long Range Transportation Plan, subsequently leading to implementation by way of the Transportation Improvement Program. This section provides detailed information, outlined by general tasks, for each work element that the MPO will undertake in FY 2009.

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

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

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

Task 1.0 Program Administration

Purpose

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

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

FY 2008 Accomplishments

This is a continuing work activity.

FY 2009 Activities (Responsible Agency)

- Manage the implementation of tasks within the FY 2009 UPWP. (MPO)
- Prepare and review transportation planning reports, requests for proposals, contracts, quarterly progress reports and invoices, maintain membership lists, prepare meeting agendas, and record meeting minutes. (MPO)
- Assist member jurisdictions with MPO related activities, including orientation sessions. (MPO)
- Participate in meetings, workshops and conferences in order to stay current on innovative planning techniques. (MPO, TDOT)
- Work with the newly established Rural Planning Organizations (RPOs) to coordinate transportation opportunities. The RPOs have assigned a person to coordinate their activities with any MPO which borders the RPO. In addition, each MPO has been requested to assign a staff liaison to coordinate information, agendas, plans, and other factors. This is an evolving process since many of the RPOs only meet quarterly or semi-annually. (MPO)
- Make necessary changes in the planning process as a result of changes to Transportation legislation that may occur during the fiscal year. (MPO)
- Prepare annual Title VI Report for submission to TDOT. (MPO)
- Prepare the Fiscal Year 2010 Unified Planning Work Program. (MPO)
- Work with the MPO area to establish the administrative and technical procedures required, prepare contractual agreements as required, attend all study meetings, distribute special and annual reports and study documents, review and analyze individual transportation planning projects and studies and undertake general administrative activities. (TDOT)
- Coordinate FTA Section 5303, 5307, 5309, and 5310 programs in Tennessee and assist the MPO with matters pertaining to river transportation, urban public transit, rail service, ridesharing, and transportation systems management. (TDOT)

End Products (Schedule)

- An ongoing transportation planning program through the execution of the tasks outlined in the work program (ongoing)
- Purchase technology equipment to assist in program administration (as needed)
- Regular Technical Coordinating Committee meetings and Executive Board meetings (monthly)
- Quarterly invoices and progress reports (November, February, May, August)
- Current MPO membership list and directory (December / January)
- Annual Title VI Report (May)
- FY 2010 Unified Planning Work Program (Draft - February / Adoption - July)

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	State	Federal	State	Local	
MPO	\$174,730	\$43,683	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$218,413
TDOT	\$0	\$0	\$18,108	\$4,527	\$0	\$0	\$0	\$0	\$0	\$22,635
RTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GNRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Consultant	\$30,000	\$7,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,500
Total	\$204,730	\$51,183	\$18,108	\$4,527	\$0	\$0	\$0	\$0	\$0	\$278,548

Local Match Sources

- \$43,683 provided by Metro Nashville through in-kind contributions for MPO staff salaries, benefits, and operating expenses.
- \$7,500 provided by MPO member dues for a regional symposium.

Technology Purchases

- \$10,000 for up to three PC/ laptops and other related hardware / software for MPO Staff Duties.

Consultant Activities

- \$30,000 for organization and hosting of a regional symposium.

Task 2.0 Long-Range Plan & Regional Model

Purpose

Maintain a long range plan for the region's transportation needs that is:

- Technically based on the latest available data on land use, demographics, and travel patterns,
- Philosophically based on regional goals and values, and
- Financially based on predictable, reliable funding sources.

FY 2008 Accomplishments

- Developed/ adopted amendments to the 2030 LRTP to bring it into compliance with SAFETEA-LU.
- Established a work plan and schedule for development of the 2035 Regional Transportation Plan.
- Compiled base year data regional planning models.
- Developed and calibrated regional planning models including the regional travel demand model and land use allocation model.

FY 2009 Activities (Responsible Agency)

- Continue to refine regional mode choice and freight movement models to improve long range travel demand forecasting. (MPO)
- Develop planning tools to examine the impacts of a various growth scenarios on travel demand in order to improve long-range plan decision-making and project prioritization. (MPO)
- Conduct regional analysis to determine future year transportation deficiencies based on an adopted growth scenario.
- Develop short-, mid-, and long-range financial forecasts of local, state, and federal revenues and LRTP expenditures. (MPO)
- Develop draft language and project lists for the 2035 Regional Transportation Plan. (MPO)

End Products (Schedule)

- Regional Transportation Needs Plan (December / February)
- Draft 2035 Regional Transportation Plan (March / April)

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	State	Federal	State	Local	
MPO	\$134,810	\$33,703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$168,513
TDOT	\$0	\$0	\$49,167	\$12,292	\$0	\$0	\$0	\$0	\$0	\$61,459
RTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GNRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Consultant	\$120,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
Total	\$254,810	\$63,703	\$49,167	\$12,292	\$0	\$0	\$0	\$0	\$0	\$379,971

Local Match Sources

- \$33,703 provided by Metro Nashville through in-kind contributions for MPO staff salaries, benefits, and operating expenses.
- \$30,000 provided by MPO members for consultant activities.

Consultant Activities

- \$150,000 for LRTP Development Assistance.

Task 3.0 Transportation Improvement Program

Purpose

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

FY 2008 Accomplishments

- Managed the FY 2008-2011 TIP through amendments deletions, additions and amendments;
- Developed web-based tracking system for TIP amendments and adjustments.

FY 2009 Activities (Responsible Agency)

- Maintain a financially feasible TIP for FY 2008-2011. TIP projects and programs will be consistent with the MPO's SAFETEA-LU compliant 2030 Long Range Transportation Plan and Congestion Management Process. (MPO)
- Report on the status of TIP projects on a regular basis. (MPO)
- Coordinate with TDOT regarding project schedules and funding expenditures. (MPO, TDOT)
- Develop a web-based TIP query and reporting system for MPO members and the general public. (MPO)

End Products (Schedule)

- Maintenance of the adopted Transportation Improvement Program for FY 2008-2011 (Ongoing)
- TIP amendments will be made as needed (Ongoing)
- Provide "Fund Balance" information to TCC and Executive Board (January and June)
- Determination of TIP's conformity with air quality requirements (As needed)
- Annual Listing of Federally Obligated Projects FY 2007 (December)
- Web-based TIP application / reporting system (August / September)

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	State	Federal	State	Local	
MPO	\$31,915	\$7,979	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,894
TDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GNRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Consultant	\$20,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
Total	\$51,915	\$12,979	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$64,894

Local Match Sources

- \$7,979 provided by Metro Nashville through in-kind contributions for MPO staff salaries, benefits, and operating expenses.
- \$5,000 provided by MPO members for consultant activities.

Consultant Studies

- \$20,000 for the development of a web-based TIP management and reporting application.

Task 4.0 Congestion Mitigation/ Air Quality Planning

Purpose

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

FY 2008 Accomplishments

- Completion of a successful Early Action Compact to achieve attainment-status for national air quality standards;
- Conducted committee meetings on necessary revisions to the MPO's Congestion Management System (CMS) and Tier II process;
- Helped member agencies with the CMP requirements, specifically the Tier II Analysis;
- Documented progress towards meeting annual emission reduction goals, including an annual CMAQ report. Helped local jurisdictions prepare estimates of emissions reductions for projects proposed for CMAQ funding;
- Revised Congestion Management Process (CMP) to improve process performance.

FY 2009 Activities (Responsible Agency)

- Review and amend the adopted MPO Congestion Management Process as needed to ensure that adequate guidance from CMP principles will be available and used in the LRTP development. Staff will review the appropriate level of detail needed and what resources are available to collect and analyze the information. (MPO)
- Increase public awareness of air quality issues, specifically how current travel behaviors and future transportation plans will affect the region's ability to maintain conformity with EPA air quality standards. (MPO, Clean Air Partnership of Middle Tennessee)
- Continue work with FHWA, FTA, TDOT, EPA, and TDEC to maintain air quality conformity for the Nashville region. (MPO)
- Work with FHWA, TDOT, and local agencies to manage and update the region's Intelligent Transportation Systems (ITS) Architecture for improved management and operations of area transportation systems. Particular focus will be given to obtaining access to archived data from TDOT's ITS systems. (MPO)
- Coordinate the federally required Interagency Consultation process. (MPO)
- Estimate and document progress towards meeting annual emission reduction goals, including an annual CMAQ report. (MPO)

End Products (Schedule)

- Technical support to Clean Air Partnership of Middle Tennessee (Ongoing)
- Management of the regional Congestion Management Process (Ongoing)
- Updated Regional Architecture for Intelligent Transportation Systems (June/July)
- Produce the Annual CMAQ project report that tracks CMAQ project implementation (TBD)

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	State	Federal	State	Local	
MPO	\$68,227	\$17,057	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,283
TDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GNRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAP	\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
Consultant	\$120,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
Total	\$228,227	\$57,057	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$285,283

Local Match Sources

- \$17,057 provided by Metro Nashville through in-kind contributions for MPO staff salaries, benefits, and operating expenses.
- \$10,000 provided by MPO member dues for the Clean Air Partnership of Middle Tennessee
- \$30,000 provided by MPO member dues for consultant activities.

Consultant Studies

- \$150,000 for an update to the Regional ITS Architecture (continuing from FY 08)

Task 5.0 Multi-Modal Planning

Purpose

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

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

FY 2008 Accomplishments

- Continued progress on the Northeast Corridor Mobility Study to identify mobility solutions between Nashville, Goodlettsville, Hendersonville, and Gallatin;
- Began the development of modal elements of the next long range transportation plan including the bicycle and pedestrian element, the transit element, and the freight element;
- Initiated a consultant contracts for regional on bicycle and pedestrian planning services, a regional transit needs assessment;
- Began work on phase II of the regional freight and goods movement study;
- Continued work on local Safe Routes to School initiative.

FY 2009 Activities (Responsible Agency)

- Complete the *Northeast Corridor Mobility Study*. The study will identify an array of multimodal transportation solutions between Nashville, Goodlettsville, Hendersonville, and Gallatin. The need for multi-modal improvements in this corridor was identified through the Congestion Management Process. The study's end product will be incorporated into the next major update to the Long Range Transportation Plan. (MPO)
- Continue the *Phase II Freight and Goods Movement Study* that utilizes Phase I results to develop a regional Freight Model. (MPO)
- Continue development of a *regional bicycle and pedestrian element* for the 2035 Regional Transportation Plan. The MPO will work with TDOT and member local governments to ensure that projects are planned and designed to be consistent with regionally adopted policies on bicycle/pedestrian facilities. Detailed analysis will begin with the Goodlettsville-Madison-Rivergate area. (MPO)
- Continue data collection and analysis of *regional safety and security* issues to identify high-crash locations and needed improvements, and the ability of the region to response to security threats.
- Continue work with RTA, MTA, Franklin Transit, and Murfreesboro Transit, Mid-Cumberland Human Resource Agency and other interested agencies to implement the *Coordinated Transportation Human Services Transit Plan*. (MPO, RTA, MCHRA)
- Continue the development of a *regional transit element* for the 2035 Regional Transportation Plan to include analysis to identify short-, mid-, and long-term regional transit service expansions and funding needs. (MPO, RTA)

- Continue the development of a *commuter assistance program* to help employees at major employment sites throughout the region identify alternative ways of traveling to work. The effort will begin with employees / worksites in the downtown Nashville area. (MPO, GNRC, RTA).
- Collect and *analyze system data to improve efficiency* of existing routes and plan future route expansion. (MPO, MTA)
- Work with RTA to *assess performance of Music City Star*. (MPO, RTA)
- Continue *outreach on Safe Routes to School Initiative*. (MPO)
- *Explore the need for other regional TMAs* in the MPO area, the practices that are best models, and appropriate applications. Findings from this effort will result in possible changes in policy and/or strategies within the region to address congestion management process. (TMA Group, MPO)

End Products

- Northeast Corridor Major Investment Study findings (April)
- Regional freight study findings (April, continuing)
- Regional bicycle / pedestrian study findings (April, continuing)
- Regional safety / security study findings (April, continuing)
- Regional transit needs assessment findings (April, continuing)
- Updated route schedules and operations studies (March-June)
- Coordinated Transportation Human Services Transit Plan report (February-March)

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	State	Federal	State	Local	
MPO	\$107,900	\$26,975	\$0	\$0	\$0	\$0	\$20,374	\$2,547	\$2,547	\$160,343
TDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RTA	\$75,000	\$18,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,750
GNRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MTA	\$0	\$0	\$0	\$0	\$0	\$0	\$120,374	\$15,047	\$15,047	\$150,468
FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPT	\$0	\$0	\$0	\$0	\$0	\$0	\$43,613	\$5,452	\$5,452	\$54,516
CAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Consultant	\$888,000	\$222,000	\$0	\$0	\$0	\$0	\$100,000	\$12,500	\$12,500	\$1,235,000
Total	\$1,070,900	\$267,725	\$0	\$0	\$0	\$0	\$284,361	\$35,545	\$35,545	\$1,694,076

Local Match Sources

- \$29,522 provided by Metro Nashville through in-kind contributions for MPO staff salaries, benefits, and operating expenses (to match FHWA PL and FTA 5303 funds).
- \$67,500 provided by MPO member dues for consultant activities.
- \$10,000 provided by the City of Goodlettsville for enhanced study of bicycle / pedestrian needs in the Goodlettsville area.
- \$7,000 provided by the TMA Group for consultant activities.
- \$50,000 provided by MTA for a local bus service expansion study.

- \$10,000 provided by GNRC for commuter assistance program planning.
- \$18,750 provided by RTA for regional transit planning.
- \$6,911 provided by MTA to match FTA Section 5303 funds.

Consultant Studies

- \$250,000 for a Local Bus Service Expansion Study
- \$125,000 for a Regional Transit Needs Assessment
- \$500,000 for the Northeast Corridor Mobility Study (continuing from FY 08)
- \$175,000 for the Regional Bicycle / Pedestrian Planning Services (continuing from FY 08)
- \$100,000 for the Regional Freight & Goods Movement Study (continuing from FY 08)
- \$50,000 for the Regional Safety & Security Analysis (continuing from FY 08)
- \$35,000 for TMA Planning (continuing from FY 08)

Task 6.0 Land Use Integration

Purpose

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

FY 2008 Accomplishments

- Began development of the regional land-use model using Community Viz.
- Began work on the Tri-County Transportation and Land Use Study.
- Began work on the Southwest Area Study.
- Organized and hosted a regional symposium to convene national transportation experts, state and local transportation engineers and planners, and elected officials to increase knowledge of Context Sensitive Solutions and how CSS processes could benefit transportation planning and project development.

FY 2009 Activities (Responsible Agency)

- Continue the *Tri-County Transportation & Land Use Study* to identify transportation deficiencies, evaluate growth and development scenarios, and develop an array of multimodal transportation solutions in the counties of Wilson, Sumner, and Robertson. The findings of the study will serve as a key input into the MPO's long range planning efforts and regional model development as described in Task 2.0. (MPO)
- Continue the *Southwest Area Study* to provide regional analysis of transportation issues across communities in Williamson County and south Davidson County. The study will identify transportation deficiencies, evaluate growth and development scenarios, and will result in an array of multimodal transportation solutions. The findings of the study will serve as a key input into the MPO's long range planning efforts and regional model development as described in Task 2.0. (MPO)

End Products (Schedule)

- Findings from the Tri-County Study (April, continuing)
- Findings from the Southwest Area Study (April, continuing)

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	State	Federal	State	Local	
MPO	\$41,405	\$10,351	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,756
TDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GNRC	\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
MTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Consultant	\$192,000	\$48,000	\$0	\$0	\$128,000	\$32,000	\$0	\$0	\$0	\$400,000
Total	\$273,405	\$68,351	\$0	\$0	\$128,000	\$32,000	\$0	\$0	\$0	\$501,756

Local Match Sources

- \$10,351 provided by Metro Nashville through in-kind contributions for MPO staff salaries, benefits, and operating expenses.
- \$10,000 provided by MPO member dues for consultant activities.
- \$30,000 provided by the Williamson County for enhanced land use / transportation planning.

Consultant Studies

- \$250,000 – Tri-County Transportation & Land Use Study (continuing from FY 08).
- \$150,000 – Southwest Area Transportation & Land Use Study (continuing from FY 08).

Task 7.0 Data Collection and Analysis

Purpose

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

FY 2008 Accomplishments

- Conducted annual traffic counts at four permanent and 365 annual cycle stations plus 283 additional counts on interstate ramps. Collected special count data for design projects as required. (TDOT)
- Coded and filed accident data from the Tennessee Department of Safety. Compiled high hazard accident data for safety studies as needed. (TDOT)
- Compiled travel time and delay data for the regional Congestion Management Process.
- Compiled socioeconomic data and geographic data for regional planning models.

FY 2009 Activities (Responsible Agency)

- Continue data collection efforts to compile data for the Congestion Management Process including the launch of a new State of the Commute Survey. (MPO)
- Continue to work with local city/county staff to refine data for local/regional use, and to post traffic counts and other travel related data to the MPO website. (MPO, TDOT)
- Continue to collect annual traffic count data, special traffic counts as needed for planning and design projects. (TDOT)
- Continue to maintain an accident file, furnishing high hazard listings and other safety data as required. (TDOT)
- Conduct travel time studies, if needed, for special studies. (TDOT)

End Products (Schedule)

- Congestion, travel time, and other trends and data for calibrating the model will have geographical coordinates. (Ongoing)
- Data on Average Daily Traffic, peak hour volume, vehicle classification, directional distribution, will be made available for planning and design studies. In addition, on the functionally classified system, vehicle miles of travel will be monitored. Safety information available from TDOT will be added to the web-site as received. (Ongoing)
- Updated data from TDOT TRIMS file. (Ongoing)
- Updated traffic counts and other travel data available on web-site (April-September)

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	State	Federal	State	Local	
MPO	\$44,005	\$11,001	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,006
TDOT	\$0	\$0	\$25,172	\$6,293	\$0	\$0	\$0	\$0	\$0	\$31,465
RTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GNRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Consultant	\$270,000	\$67,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$337,500
Total	\$314,005	\$78,501	\$25,172	\$6,293	\$0	\$0	\$0	\$0	\$0	\$423,971

Local Match Sources

- \$11,001 provided by Metro Nashville through in-kind contributions for MPO staff salaries, benefits, and operating expenses.
- \$67,500 provided by MPO member dues for consultant activities.

Consultant Studies

- \$125,000 – Various CMP data collection activities (e.g., travel times, HOV, etc.)
- \$150,000 – Regional State of the Commute Survey
- \$62,500 – Other data collection activities

Task 8.0 Public Involvement

Purpose

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

FY 2008 Accomplishments

This is an ongoing work activity.

- Public review and a series of Public Hearings of the FY 2008-2011 TIP. Processed several amendments throughout the year;
- Public review and a series of Public Hearings of the FY 2008 UPWP were held in July/August 2007. Processed several amendments throughout the year;
- Public review and a series of Public Hearings for amendments to the 2030 LRTP.

FY 2009 Activities (Responsible Agency)

- Continue to maintain a mailing list of citizens and advocate groups who ask to be notified about plans, programs, and projects in the region. The list will include citizens who contact the MPO to express interest in particular topics or general involvement, who are contacted through the MPO's outreach efforts such as speaking engagements to civic clubs and interest groups, or whose names are obtained through organizations active in transportation and community planning issues. (MPO, GNRC)
- Manage a list of historically under-represented populations (Hispanic, African-American, and the poor) by proactively contacting agencies serving these populations. This will include the Tennessee and Nashville Hispanic Chambers of Commerce, Mid-Cumberland Human Resource Agency and the 100 Black Men of Middle Tennessee, as a start. (MPO, GNRC)
- Develop a "one-stop" website for public hearing information from TDOT, meetings about MPO sponsored projects, and links to all transportation agencies in the area. (MPO)
- Continue to place ads and public notices with media in the region, including media that serve minority citizens and other transportation-disadvantaged groups, to publicize the development and adoption of MPO products. (MPO)
- Evaluate public involvement techniques by surveying citizens who have contact with the MPO through the website, public workshops, or meetings. (MPO, GNRC)
- Conduct public outreach for the development of the 2035 Regional Transportation Plan.

End Products (Schedule)

- Recommendations for soliciting historically underrepresented groups (March-July)
- Maintain Comprehensive website on regional transportation planning activities (Ongoing)
- Update Public Participation Plan (As needed)
- Examination of the public's perception of human service coordination (November-March)
- Input for MPO sponsored projects (Ongoing)
- Staff support for air quality public outreach (Ongoing)

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	State	Federal	State	Local	
MPO	\$93,130	\$23,283	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$116,413
TDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GNRC	\$30,000	\$7,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,500
MTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Consultant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$123,130	\$30,783	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$153,913

Local Match Sources

- \$23,283 provided by Metro Nashville through in-kind contributions for MPO staff salaries, benefits, and operating expenses.
- \$7,500 provided by GNRC for public involvement activities.

IV. FUNDING TABLES

Table 1. FY 2009 UPWP Budget

	FHWA PL	FTA 5303	FHWA SPR	STATE	REGIONAL DUES	LOCAL IN-KIND	OTHER LOCAL	TOTAL
TOTAL MPO PROGRAMS	\$ 2,534,512	\$ 284,360	\$ 128,000	\$ 67,545	\$ 215,000	\$ 176,578	\$ 274,248	\$ 3,680,243
NEW MPO PROGRAMS	\$ 1,614,512	\$ 284,360	\$ -	\$ 35,545	\$ 140,000	\$ 176,578	\$ 119,248	\$ 2,370,243
FY 09 MPO OPERATING	\$ 709,512	\$ 20,374	\$ -	\$ 2,547	\$ -	\$ 176,578	\$ -	\$ 909,010
MPO Staff Salaries & Benefits	\$ 639,512	\$ 20,374	\$ -	\$ 2,547	\$ -	\$ -	\$ -	\$ 662,432
MPO Expenses	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ 176,578	\$ -	\$ 246,578
FY 09 REGIONAL PARTNERS	\$ 145,000	\$ 163,987	\$ -	\$ 20,498	\$ -	\$ -	\$ 56,748	\$ 386,233
Greater Nashville Regional Council	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,500	\$ 87,500
Regional Transportation Authority	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,750	\$ 93,750
Metropolitan Transit Authority	\$ -	\$ 120,374	\$ -	\$ 15,047	\$ -	\$ -	\$ 15,047	\$ 150,467
Franklin Transit Authority	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Murfreesboro Public Transportation	\$ -	\$ 43,613	\$ -	\$ 5,452	\$ -	\$ -	\$ 5,452	\$ 54,516
FY 09 REGIONAL STUDIES	\$ 510,000	\$ 100,000	\$ -	\$ 12,500	\$ 140,000	\$ -	\$ -	\$ 762,500
Regional State of the Commute Study	\$ 120,000	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ 150,000
LRTP Consulting Services	\$ 120,000	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ 150,000
CMP Data Collection	\$ 100,000	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ 125,000
Air Quality Outreach	\$ 40,000	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 50,000
Regional Symposiums/ Summits	\$ 30,000	\$ -	\$ -	\$ -	\$ 7,500	\$ -	\$ -	\$ 37,500
TIP Interface	\$ 20,000	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ 25,000
ITS Architecture	\$ 80,000	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ 100,000
Regional Transit Needs	\$ -	\$ 100,000	\$ -	\$ 12,500	\$ 12,500	\$ -	\$ -	\$ 125,000
FY 09 SUBREGIONAL STUDIES	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,500	\$ 312,500
MTA Studies	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 250,000
MPW Data Collection	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,500	\$ 62,500
CONTINUING PROGRAMS	\$ 920,000	\$ -	\$ 128,000	\$ 32,000	\$ 75,000	\$ -	\$ 155,000	\$ 1,310,000
FY 08 REGIONAL STUDIES	\$ 260,000	\$ -	\$ -	\$ -	\$ 65,000	\$ -	\$ -	\$ 325,000
Regional Freight & Goods Movement Study	\$ 80,000	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ 100,000
Regional Bicycle/ Pedestrian Planning	\$ 100,000	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ 125,000
Regional Safety Analysis	\$ 40,000	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 50,000
Regional ITS Architecture Update	\$ 40,000	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 50,000
FY 08 SUBREGIONAL STUDIES	\$ 660,000	\$ -	\$ 128,000	\$ 32,000	\$ 10,000	\$ -	\$ 155,000	\$ 985,000
Tri-County Study	\$ 72,000	\$ -	\$ 128,000	\$ 32,000	\$ 10,000	\$ -	\$ 8,000	\$ 250,000
NE Corridor	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 500,000
TMA Study	\$ 28,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,000	\$ 35,000
Southwest Area Study	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 150,000
Goodlettsville Bike/Ped Add-on	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 50,000
TOTAL TDOT PARTICIPATION	\$ -	\$ -	\$ 92,447	\$ 23,112	\$ -	\$ -	\$ -	\$ -
TOTAL FY 2009 UPWP BUDGET	\$ 2,534,512	\$ 284,360	\$ 220,447	\$ 90,657	\$ 215,000	\$ 176,578	\$ 274,248	\$ 3,680,243

Table 2. FY 2009 MPO Operating Costs by Task

TASK	Salaries & Benefits	Direct Expenses	Total Direct Costs*
1.0 Program Administration	\$ 105,255	\$ 42,000.00	\$ 147,255
2.0 Long-Range Plan & Model	\$ 149,936	\$ -	\$ 149,936
3.0 Transportation Improvement Program	\$ 31,961	\$ -	\$ 31,961
4.0 Congestion & Air Quality Planning	\$ 83,235	\$ -	\$ 83,235
5.0 Multi-Modal Planning	\$ 130,736	\$ -	\$ 130,736
6.0 Land-Use Integration	\$ 41,301	\$ -	\$ 41,301
7.0 Data Collection / Analysis	\$ 81,679	\$ -	\$ 81,679
8.0 Public Involvement	\$ 38,331	\$ 28,000.00	\$ 66,331
Total	\$ 662,432	\$ 70,000.00	\$ 732,432

*The Metropolitan Government of Nashville-Davidson County incurs approximately \$250,000/year in indirect costs as the MPO sponsor. Those costs are used to match Federal grant funds used for MPO operating expenses.

Table 3. FY 2009 MPO Direct Expenses by Task

TASK	Travel	Supplies	Ads/ Notices	Technology	Memberships	Total
1.0 Program Administration	\$ 12,000	\$ 10,000	\$ -	\$ 10,000	\$ 10,000	\$ 42,000
2.0 Long-Range Plan & Model	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3.0 Transportation Improvement Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.0 Congestion & Air Quality Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5.0 Multi-Modal Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6.0 Land-Use Integration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7.0 Data Collection / Analysis	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8.0 Public Involvement	\$ 3,000	\$ 5,000	\$ 20,000	\$ -	\$ -	\$ 28,000
Total	\$ 15,000	\$ 15,000	\$ 20,000	\$ 10,000	\$ 10,000	\$ 70,000