NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION

FISCAL YEAR 2012
UNIFIED PLANNING WORK PROGRAM (UPWP)

October 1, 2011 through September 30, 2012

ADOPTED AUGUST 17, 2011

NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION
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MPO RESOLUTION 2011-006

A RESOLUTION ADOPTING THE FISCAL YEAR 2012 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 2012; 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 2012 Unified Planning Work Program is adopted.

Adopted this 17th day of August, 2011 by the Executive Board of the Nashville Area Metropolitan Planning Organization.

The Honorable Mayor Karl F. Dean
Chairman, MPO Executive Board

Attest:

Michael Skipper
Secretary, MPO Executive Board

Funding for this document was provided in part by the U.S. Department of Transportation Federal Highway Administration and the Tennessee Department of Transportation.

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I. INTRODUCTION

MPO Overview

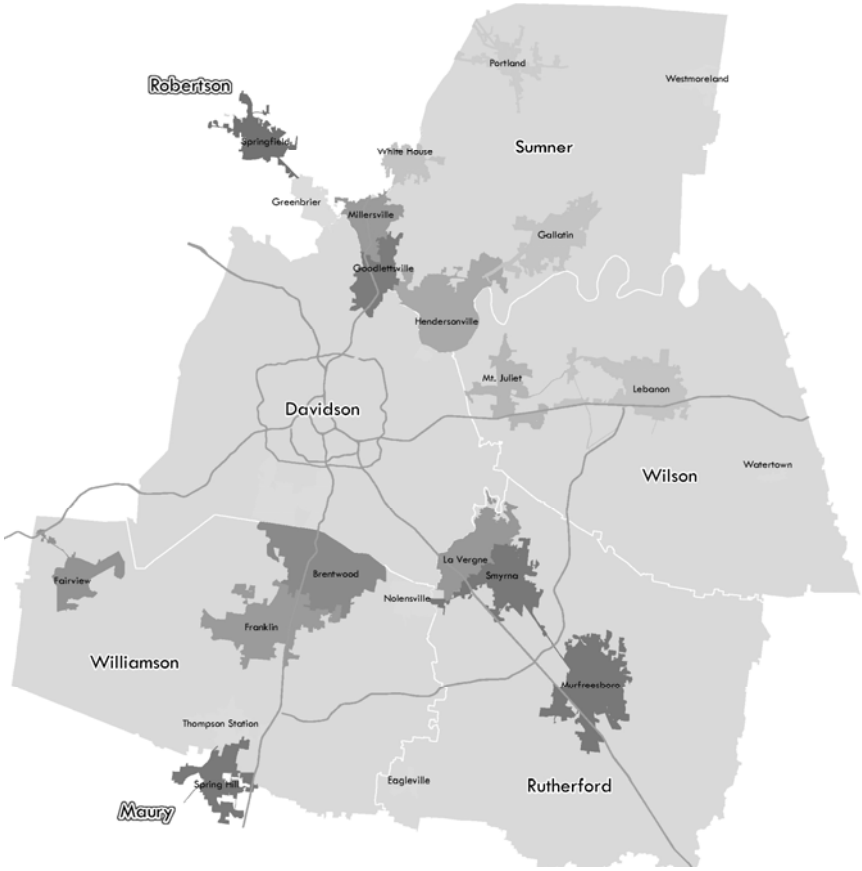
Established through federal legislation, MPOs exist throughout the United States in all urbanized areas of more than 50,000 people and have the authority to prioritize, plan, and program transportation projects in urban / metropolitan areas for federal funding.

The Nashville Area MPO is the federally-designated transportation planning agency for Davidson, Rutherford, Sumner, Williamson, Wilson and parts of Maury and Robertson counties. Serving as a regional partnership among the U.S. DOT, Tennessee DOT, local elected leadership, local planning and public works directors, the business community, and citizens across the five-plus county planning area, the MPO leads in the development of the region's long-range transportation plan and short-range Transportation Improvement Program.

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

Planning Area

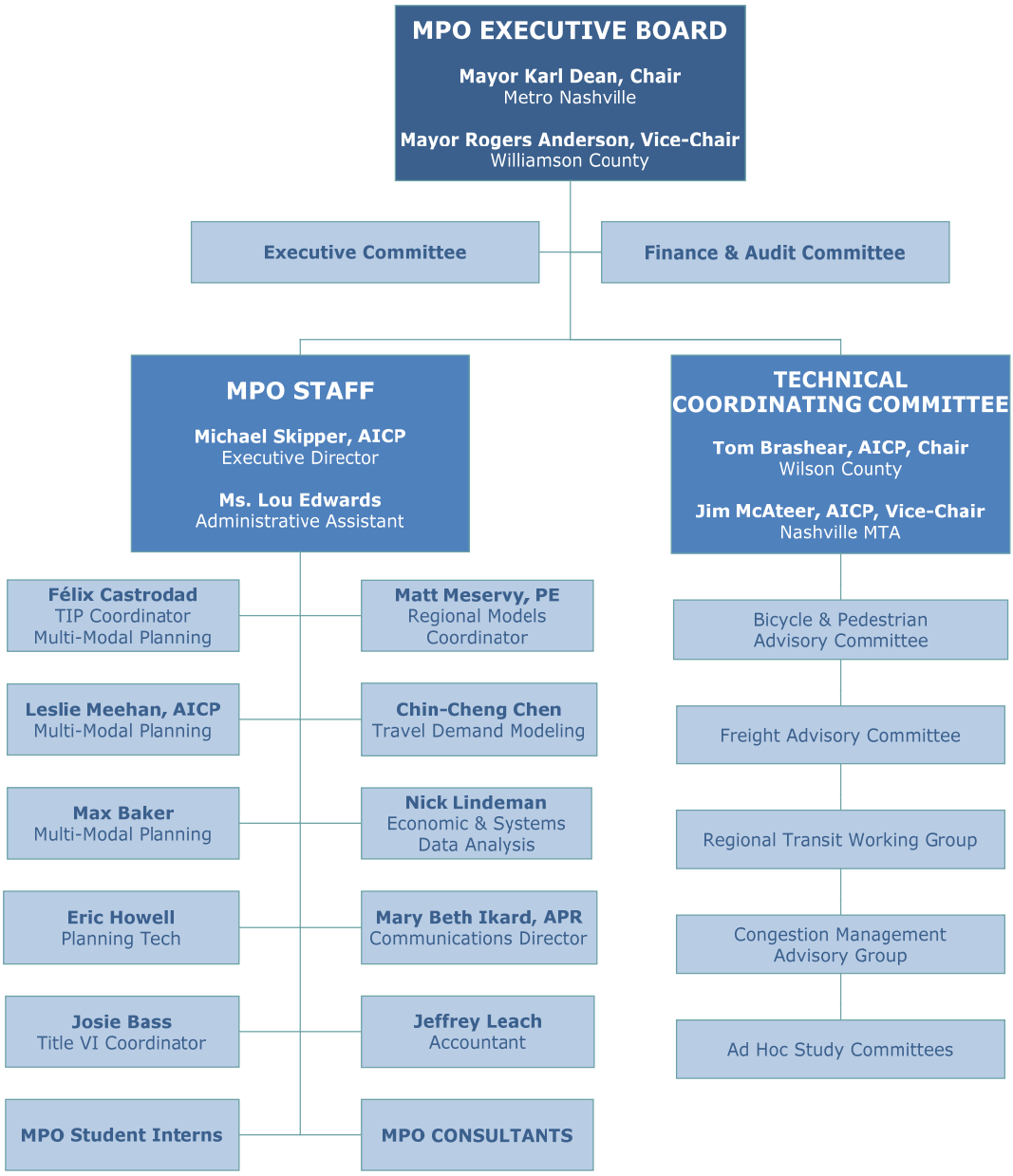
The MPO serves over 2800 square miles and more than 1.3 million people throughout Davidson, Rutherford, Sumner, Williamson, Wilson and parts of Maury and Robertson counties.



Organizational Structure

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

MPO Organizational Chart - FY 2012



The **Executive Board** consists of the chief elected official of each county within the planning area and each city with a population of at least 5,000 people according to the latest decennial U.S. Census. Due to the nature of metropolitan government, Davidson County has two representatives on the Board. In addition, an elected official (not already on the board) representing the Greater Nashville Regional Council and the Governor of the State of Tennessee also serve on the Executive Board.

The **Technical Coordinating Committee** consists of the administrative and technical leadership of functional agencies, authorities, commissions, departments, divisions and bureaus of the entities comprising the Executive Board. Organizations not represented on the Executive Board may also serve on the TCC (e.g., the Transportation

Management Association Group and the Regional Transportation Authority). A representative of each modal administration of the United States Department of Transportation serves as a non-voting member of the TCC.

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

UPWP Overview

This Unified Planning Work Program (UPWP) for the Nashville Area Metropolitan Planning Organization (MPO) documents the transportation planning activities and related tasks to be accomplished during federal fiscal year (FY) 2012 (October 1, 2011 through September 30, 2012). 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 2012. The MPO's FY 2012 UPWP is highlighted by the following projects. Where proposed activities are proposed to span multiple years, the scheduled is provided in parenthesis.

- **Update to Public Participation Plan** – The MPO will continue its evaluation of the techniques and methods used to encourage and support stakeholder and public involvement in the planning process. Findings will be used to update the agency's Public Participation Plan.
- **Update to Coordinated Human Services Transportation Plan** – The MPO will begin work with the area's transit providers and human service agencies to update the region's plan to ensure the proper coordination among organizations in the delivery of transportation services to seniors, the low-income, and persons with a disability.
- **Regional Visioning for the 2040 Regional Transportation Plan** – The MPO will begin working with area partners to establish a regional vision for growth and development for Middle Tennessee. The effort will be carried out with public and private sector partners as proposed by the MPO's recent application for funding under the HUD Sustainable Communities Regional Planning Grant program. Proposed FY 2012 tasks include the development of baseline data, the construction of a web-based clearinghouse for information related to plans for growth, and the administration of values research with key stakeholders and the general public.
- **Southeast Area Transportation & Land Use Study** – The MPO will conduct a study to provide regional analysis of transportation needs across communities in Rutherford County and adjacent areas in neighboring counties. The study will evaluate growth and development scenarios, identify transportation deficiencies, and will result in an array of multimodal transportation solutions. The findings of the study will serve as a key input into the MPO's long range planning efforts and local comprehensive plans.
- **State Route 109 Access Management Study** – The MPO will work with TDOT and local partners to provide specific recommendations for the continued development of the regional corridor stretching from I-65 in Sumner County to just south of I-40 in Wilson County. The effort is a follow-up to the Tri-County Transportation & Land Use Study which established a preferred growth strategy for the three-county area as well as recommendations for improvements to the area's transportation system including the SR 109 corridor, and serves as an early step in the implementation of a proposed corridor management agreement among affected stakeholders.

- **Continuation of Data Collection for Regional Models** – The MPO will continue its work with TDOT and the Clarksville Urbanized Area MPO to administer a 10-county household travel survey. The HTS is the primary source of data for assumptions about household and personal travel behaviors in Middle Tennessee and is used to predict future travel demand. A new survey is needed as the MPO begins to prepare its 2040 travel demand model and as the region pursues major transit corridor studies and alternatives analyses. As part of the study, the MPO anticipates a subset of survey households to participate in an add-on study to provide research on the relationship among transportation, physical activity, and personal heath of citizens across the region.
- **Continuation of Congestion Management Data Collection** – The MPO will continue data collection and analysis to monitor regional congestion in accordance with federal planning requirements for a congestion management process. Work includes the collection of regional travel time data – either from technology vendors like INRIX and ATRI or from the administration of a regional travel time survey, or some combination of both approaches.
- **Continuation of Transit Circulation Studies** – The MPO will continue studies to assess local transit needs in the region's emerging markets (e.g., Mt. Juliet, Smyrna, and La Vergne) along the east and southeast regional transit corridors.
- **Continuation of MTA's Lower Broadway/ West End Transit Alternatives Analysis** – The MPO will continue its support of MTA as it evaluates major transit investments in along the West End corridor, stretching from Riverfront to Belle Meade/ Harding Town Center.
- **Air Quality Planning & Outreach** – The MPO will continue its support for the Clean Air Partnerships in Middle Tennessee including planning/ outreach for ridesharing programs and other techniques to minimize driving on ozone action days.
- **Transportation, Urban Design, and Land Use Integration** – The MPO will continue its support for the integration of transportation planning, urban design, and land use planning through additional work with regional partners to explore transit-oriented development (TOD) and other quality growth toolbox concepts. The MPO is prepared to compete for additional grant funding made available at the federal and state levels to advance livable community initiatives.

II. Issues and Requirements

Planning Factors & Federal Initiatives

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

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

Each of these factors is addressed through various work program tasks selected for fiscal year 2012, as shown below:

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

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

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

Public Participation

Federal legislation requires MPOs to include provisions in the planning process to ensure the involvement of the public in the development of transportation plans and programs including the 25-year Long-Range Transportation Plan, the short-term 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 hearings prior to the adoption of the Long Range Plan, TIP, and other major planning documents.

Local and Regional Planning Activities

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

Regional Transportation Authority (RTA)

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

Metropolitan Transit Authority (MTA)

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

The TMA Group / Franklin Transit Authority (FTA)

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

City of Murfreesboro Public Transportation Department (MPT)

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

Greater Nashville Regional Council (GNRC)

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

Clean Air Partnerships (CAP)

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

Funding Sources for Planning Activities

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

FHWA Section 112 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 funds to pay for MPO staff salaries, benefits, and operating expenses. Match amounts for regional studies conducted by consultants is provided by each MPO member jurisdictions on a proportionate fair-share basis using population distribution as published by the most recent decennial census. Additional contributions are provided by MPO members to cover special efforts that affect only a subset of regional partner agencies or jurisdictions.

III. Work Program Tasks

MPO planning activities are developed to ensure the region maintains a certified transportation planning process. As such, each planning activity identified in the UPWP is integrated into the region's Long Range Transportation Plan, subsequently leading to implementation by way of the Transportation Improvement Program. This section provides detailed information, outlined by general tasks, for each work element that the MPO will undertake in FY 2012.

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

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

EXAMPLE FUNDING TABLE – AGENCY BY FUNDING TYPE

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

Task 1.0 Program Administration

Purpose

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

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

FY 2011 Accomplishments

This is a continuing work activity.

FY 2012 Activities (Responsible Agency)

- Manage the implementation of tasks within the FY 2012 UPWP. (MPO)
- Prepare and review requests for proposals, contracts, quarterly progress reports and invoices, maintain membership lists, prepare meeting agendas, and record meeting minutes. (MPO)
- Monitor best practices for transportation planning through industry associations such as TRB, AMPO, APTA, AASHTO, etc. (MPO)
- Participate in meetings, workshops and conferences in order to stay current on innovative planning techniques. (MPO, TDOT)
- Host or co-host/ sponsor symposiums or summits on current regional issues for outreach and/or education purposes. (MPO)
- Assist member jurisdictions with MPO related activities, including orientation sessions. (MPO)
- Work with the Rural Planning Organizations (RPOs) to coordinate transportation opportunities. The RPOs have assigned a person to coordinate their activities with any MPO which borders the RPO. In addition, each MPO has been requested to assign a staff liaison to coordinate information, agendas, plans, and other factors. This is an evolving process since many of the RPOs only meet quarterly or semi-annually. (MPO)
- 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 2013 Unified Planning Work Program. (MPO)
- Work with the MPO area to establish the administrative and technical procedures required, prepare contractual agreements as required, attend all study meetings, distribute special and annual reports and study documents, review and analyze individual transportation planning projects and studies and undertake general administrative activities. (TDOT)
- Coordinate FTA Section 5303, 5307, 5309, and 5310 programs in Tennessee and assist the MPO with matters pertaining to river transportation, urban public transit, rail service, ridesharing, and transportation systems management. (TDOT)

End Products (Schedule)

- An ongoing transportation planning program through the execution of the tasks outlined in the work program (ongoing).
- Purchase technology equipment to assist in program administration (as needed).
- Regular Technical Coordinating Committee meetings and Executive Board meetings (monthly).
- Regional symposiums/ summits on transportation-related issues (as needed).
- Quarterly invoices and progress reports (November, February, May, August).
- Current MPO membership list and directory (December / January).
- Annual Title VI Report (May).
- FY 2013 Unified Planning Work Program (Draft – February / Adoption - August).

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	Local	Federal	State	Local	
MPO	$187,700	$46,925	$0	$0	$0	$0	$5,255	$751	$751	$241,382
TDOT	$0	$0	$18,379	$4,595	$0	$0	$0	$0	$0	$22,974
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	$217,700	$54,425	$18,379	$4,595	$0	$0	$5,255	$751	$751	$301,856

Local Match Sources

- $47,676 provided by Metro Nashville through in-kind contributions to match FHWA PL and FTA 5303 funds for MPO operating expenses.
- $751 provided by TDOT to match FTA 5303 funds for MPO operating expenses and $4,595 for match for SPR funds for TDOT activities.
- $7,500 provided by MPO member dues for regional symposium/ summit activities.

Technology Purchases

- $5,000 for hardware including PCs and related software for MPO Staff Activities.

Consultant Activities

- $37,500 for regional symposiums/ summits.

Task 2.0 Long-Range Plan & Regional Model

Purpose

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

FY 2011 Accomplishments

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

FY 2012 Activities (Responsible Agency)

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

End Products (Schedule)

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

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	State/Loc	Federal	State	Local	
MPO	$124,180	$31,045	$0	$0	$0	$0	$7,803	$1,115	$1,115	$165,258
TDOT	$0	$0	$49,904	$12,476	$0	$0	$0	$0	$0	$62,380
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	$280,000	$70,000	$0	$0	$0	$0	$0	$0	$0	$350,000
Total	$404,180	$101,045	$49,904	$12,476	$0	$0	$7,803	$1,115	$1,115	$577,638

Local Match Sources

- $32,160 provided by Metro Nashville through in-kind contributions to match FHWA PL and FTA 5303 funds for MPO operating expenses.
- $1,115 provided by TDOT as match to FTA 5303 funds for MPO operating expenses and $12,476 for match for SPR funds for TDOT activities.
- $70,000 provided by MPO members and partners as match for consultant activities.

Consultant Activities

- $350,000 for consultant services to conduct regional visioning activities including public outreach, social and attitudinal research, civic design services, and scenario planning.

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 2011 Accomplishments

- Managed the FYs 2008-2011 TIP through formal amendments and administrative adjustments.
- Adopted/ maintained the FYs 2011-2015 TIP.
- Published Annual Listing of Federally Obligated Projects for FY 2010.
- Developed/ maintained web-based tracking system for TIP amendments and adjustments.

FY 2012 Activities (Responsible Agency)

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

End Products (Schedule)

- Maintenance of the adopted Transportation Improvement Program for FYs 2011-2015 (Ongoing);
- Annual Listing of Federally Obligated Projects FY 2011 (December).

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	Local	Federal	State	Local	
MPO	$76,650	$19,163	$0	$0	$0	$0	$27,869	$3,981	$3,981	$131,644
TDOT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
RTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
GNRC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
FTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CAP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Consultant	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	$76,650	$19,163	$0	$0	$0	$0	$27,869	$3,981	$3,981	$131,644

Local Match Sources

- $23,144 provided by Metro Nashville through in-kind contributions to match FHWA PL and FTA 5303 funds for MPO operating expenses.
- $3,981 provided by TDOT to match FTA 5303 funds for MPO operating expenses.

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 2011 Accomplishments

- Conducted committee meetings on necessary revisions to the MPO's Congestion Management Process.
- Documented progress towards meeting annual emission reduction goals, including an annual CMAQ report. Helped local jurisdictions prepare estimates of emissions reductions for CMAQ proposals.
- Refined CMP as part of the 2035 Regional Transportation Plan.
- Increased public awareness of air quality issues, specifically how current travel behaviors and future transportation plans will affect the region's ability to maintain conformity with EPA air quality standards.

FY 2012 Activities (Responsible Agency)

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

End Products (Schedule)

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

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	Local	Federal	State	Local	
MPO	$45,080	$11,270	$0	$0	$0	$0	$3,981	$569	$569	$61,469
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	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	$85,080	$21,270	$0	$0	$0	$0	$3,981	$569	$569	$111,469

Local Match Sources

- $11,839 provided by Metro Nashville through in-kind contributions to match FHWA PL and FTA 5303 funds and $569 from TDOT to match FTA 5303 funds for MPO operating expenses.
- $10,000 provided by MPO member dues to match funds used by the Clean Air Partnership of Middle Tennessee on behalf of the MPO for air quality planning & outreach activities.

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 2011 Accomplishments

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

FY 2012 Activities (Responsible Agency)

- Continue data collection and analysis of *regional safety and security* issues to identify high-crash locations and needed improvements, and the ability of the region to respond to security threats.
- Continue work with RTA, MTA, Franklin Transit, and Murfreesboro Transit, Mid-Cumberland Human Resource Agency and other interested agencies to implement the *Coordinated Human Services Transportation Plan*. (MPO, RTA, MCHRA)
- Continue the development of a *commuter assistance program* to help employees at major employment sites throughout the region identify alternative ways of traveling to work. The effort will begin with employees / worksites in the downtown Nashville area. (MPO, TMA Group, GNRC, RTA).
- Collect and *analyze data to improve efficiency* of existing routes and future route expansion. (MPO, MTA)
- Work with RTA to assess performance of regional transit corridors. (MPO, RTA)
- Continue maintenance of recently updated ITS Architecture. (MPO)
- Continue to support regional freight planning activities through the Freight Advisory Committee. (MPO)
- Continue *research to identify transportation needs of major employers/ employees* to identify the potential of various transportation demand management strategies for the region. (MPO, CAP)
- Continue *MTA's Lower Broadway/ West End Transit Alternatives Analysis* to identify possible major transit investments along the corridor. (MTA, MPO)

- Continue *subregional transit studies* to explore short and mid-range opportunities to expand transit services in the *urban core*, *east* and *southeast corridors* of the MPO planning area. (MPO, RTA)
- Continue *an audit and evaluation of signage along major controlled-access routes* to identify possible safety improvements at approaching junctions and interchanges. (MPO, TDOT)

End Products

- Regional safety / security study findings (Ongoing).
- Subregional transit studies assessment findings (May, ongoing).
- Regional employer/ employee research findings and implementation strategies for commuter assistance programs (September).
- Recommendations for improved signage/ way finding on controlled-access routes (November).
- Updated route schedules and operations studies (Ongoing).
- Coordinated Human Services Transportation Planning (Ongoing).
- Lower Broadway/ West End AA Final Report (December).
- Transit Circulator Study Final Report (December).

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	Local	Federal	State	Local	
MPO	$106,890	$26,723	$0	$0	$0	$0	$35,831	$5,119	$5,119	$179,681
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	$40,000	$10,000	$0	$0	$0	$0	$0	$0	$0	$50,000
MTA	$0	$0	$0	$0	$0	$0	$127,736	$15,967	$15,967	$159,670
FTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPT	$0	$0	$0	$0	$0	$0	$46,280	$5,785	$5,785	$57,850
CAP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Consultant	$175,000	$43,750	$0	$0	$0	$0	$75,000	$9,375	$9,375	$312,500
Total	$396,890	$99,223	$0	$0	$0	$0	$284,847	$36,246	$36,246	$853,451

Local Match Sources

- $31,841 provided by Metro Nashville through in-kind contributions to match FHWA PL and FTA 5303 funds and $5,119 from TDOT to match FTA 5303 funds for MPO operating expenses.
- $21,752 provided by TDOT for match for FTA Section 5303 funds for MTA and MPT activities.
- $53,125 provided by MPO member dues for consultant activities.
- $10,000 provided by GNRC as matching funds for regional planning activities.
- $18,750 provided by RTA as matching funds for regional transit planning activities.
- $15,967 provided by MTA to match FTA Section 5303 funds.
- $5,785 provided by Murfreesboro Public Transportation to match FTA Section 5303 funds.

Consultant Studies

- $312,500 for a Transit Circulator Studies (continuing from FY 2011).

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 2011 Accomplishments

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

FY 2012 Activities (Responsible Agency)

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

End Products (Schedule)

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

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	Local	Federal	State	Local	
MPO	$41,720	$10,430	$0	$0	$0	$0	$0	$0	$0	$52,150
TDOT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
RTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
GNRC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
FTA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
MPT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CAP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Consultant	$0	$0	$0	$0	$410,000	$102,500	$0	$0	$0	$512,500
Total	$41,720	$10,430	$0	$0	$410,000	$102,500	$0	$0	$0	$564,650

Local Match Sources

- $10,430 provided by Metro Nashville through in-kind contributions to match FHWA PL funds for MPO operating expenses.
- $102,500 provided by MPO members for subregional consultant activities.

Consultant Studies

- $312,000 – Southeast Area Transportation & Land Use Study.
- $200,000 – SR 109 Corridor Access Management Study.

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 2011 Accomplishments

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

FY 2012 Activities (Responsible Agency)

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

End Products (Schedule)

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

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	Local	Federal	State	Local	
MPO	$101,080	$25,270	$0	$0	$0	$0	$20,384	$2,912	$2,912	$152,558
TDOT	$0	$0	$25,550	$6,388	$0	$0	$0	$0	$0	$31,938
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	$524,000	$131,000	$150,000	$37,500	$400,000	$100,000	$88,000	$11,000	$11,000	$1,452,500
Total	$625,080	$156,270	$175,550	$43,888	$400,000	$100,000	$108,384	$13,912	$13,912	$1,636,996

Local Match Sources

- $28,182 provided by Metro Nashville through in-kind contributions to match FHWA PL and FTA 5303 funds and $2,912 from TDOT to match FTA 5303 funds for MPO operating expenses.
- $242,000 provided by MPO member dues and $48,500 from TDOT for consultant activities.
- $6,388 provided by TDOT to match for SPR funds for TDOT activities.

Consultant Studies

- $1,452,500 Regional Models Data Collection including a Household Travel Survey (continuing from FY 2011).

Task 8.0 Public Participation

Purpose

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

FY 2011 Accomplishments

This is an ongoing work activity.

- Public review and a series of public hearings for amendments to the FY 2008-2011 TIP.
- Public review and a series of public hearings for the adoption of the FY 2012 UPWP, FYs 2011-2015 TIP, and the 2035 Regional Transportation Plan.
- Maintained MPO website and communication tools.
- Provided presentations to various public, private, and civic organizations to promote broader inclusion in the MPO's regional planning process.
- Began an evaluation of and update to the MPO's Public Participation Plan.

FY 2012 Activities (Responsible Agency)

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

End Products (Schedule)

- Maintain Comprehensive website on regional transportation planning activities (Ongoing).
- Input for MPO sponsored projects (Ongoing).
- Staff support for air quality public outreach (Ongoing).
- Update to Public Participation Plan (September).

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	Local	Federal	State	Local	
MPO	$149,800	$37,450	$0	$0	$0	$0	$3,981	$569	$569	$192,369
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	$179,800	$44,950	$0	$0	$0	$0	$3,981	$569	$569	$229,869

Local Match Sources

- $38,019 provided by Metro Nashville through in-kind contributions to match FHWA PL and FTA 5303 funds and $569 from TDOT to match FTA 5303 funds for MPO operating expenses.
- $7,500 provided by GNRC as matching funds for public involvement activities.

IV. Multi-Year Planning

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

Started in FY 2011 and continuing into FY 2012 or beyond

- **Update to Public Participation Plan** – The MPO will continue its evaluation of the techniques and methods used to encourage and support stakeholder and public involvement in the planning process. Findings will be used to update the agency's Public Participation Plan.
- **Update to Coordinated Human Services Transportation Plan** – The MPO will begin work with the area's transit providers and human service agencies to update the region's plan to ensure the proper coordination among organizations in the delivery of transportation services to seniors, the low-income, and persons with a disability.
- **Continuation of Data Collection for Regional Models** – The MPO will continue its work with TDOT and the Clarksville Urbanized Area MPO to administer a 10-county household travel survey. The HTS is the primary source of data for assumptions about household and personal travel behaviors in Middle Tennessee and is used to predict future travel demand. A new survey is needed as the MPO begins to prepare its 2040 travel demand model and as the region pursues major transit corridor studies and alternatives analyses. As part of the study, the MPO anticipates a subset of survey households to participate in an add-on study to provide research on the relationship among transportation, physical activity, and personal heath of citizens across the region.
- **Continuation of Congestion Management Data Collection** – The MPO will continue data collection and analysis to monitor regional congestion in accordance with federal planning requirements for a congestion management process. Work includes the collection of regional travel time data – either from technology vendors like INRIX and ATRI or from the administration of a regional travel time survey, or some combination of both approaches.
- **Continuation of Transit Circulation Studies** – The MPO will continue studies to assess local transit needs in the region's emerging transit markets (e.g., Smyrna, La Vergne, etc.) along regional transit corridors.
- **Continuation of MTA's Lower Broadway/ West End Transit Alternatives Analysis** – The MPO will continue its support of MTA as it evaluates major transit investments in along the West End corridor, stretching from Riverfront to Belle Meade/ Harding Town Center.
- **Air Quality Planning & Outreach** – The MPO will continue its support for the Clean Air Partnerships in Middle Tennessee including planning/ outreach for ridesharing programs and other techniques to minimize driving on ozone action days.
- **Transportation, Urban Design, and Land Use Integration** – The MPO will continue its support for the integration of transportation planning, urban design, and land use planning through additional work with regional partners to explore transit-oriented development (TOD) and other quality growth toolbox concepts. The MPO is prepared to compete for additional grant funding made available at the federal and state levels to advance livable community initiatives.

Started in FY 2012 and continuing into FY 2013

- **Regional Visioning for the 2040 Regional Transportation Plan** – The MPO will begin working with area partners to establish a regional vision for growth and development for Middle Tennessee. The effort will be carried out with public and private sector partners as proposed by the MPO's recent application for funding under the HUD Sustainable Communities Regional Planning Grant program. Proposed FY 2012 tasks include

the development of baseline data, the construction of a web-based clearinghouse for information related to plans for growth, and the administration of values research with key stakeholders and the general public.

- **Southeast Area Transportation & Land Use Study** – The MPO will conduct a study to provide regional analysis of transportation needs across communities in Rutherford County and adjacent areas in neighboring counties. The study will evaluate growth and development scenarios, identify transportation deficiencies, and will result in an array of multimodal transportation solutions. The findings of the study will serve as a key input into the MPO's long range planning efforts and local comprehensive plans.
- **State Route 109 Access Management Study** – The MPO will work with TDOT and local partners to provide specific recommendations for the continued development of the regional corridor stretching from I-65 in Sumner County to just south of I-40 in Wilson County. The effort is a follow-up to the Tri-County Transportation & Land Use Study which established a preferred growth strategy for the three-county area as well as recommendations for improvements to the area's transportation system including the SR 109 corridor, and serves as an early step in the implementation of a proposed corridor management agreement among affected stakeholders.

Anticipated to begin in FY 2013

- **Major Transit Study for South Corridor** – The study will evaluate major transit investment options between downtown Nashville and communities along the US-31 and I-65 corridors south through Williamson County. The effort will explore possible growth scenarios and strategies to link economic development, urban design, land use and transportation strategies and will include extensive public and stakeholder outreach, ridership projections, and financial modeling for select transit alternatives.
- **Regional Freight & Good Movement Study (Phase 3)** – Phase 3 of the regional freight & goods movement study will begin to evaluate and define specific strategies recommended by phase 2 including the identification of a regional truck route network and improved coordination between economic developers, land use planners, and transportation investments to ensure a common understanding of the strengths and weaknesses of different part of the region to support significant freight movement.

V. FUNDING TABLES

Table 1. FY 2012 UPWP Budget

	FHWA PL	FTA 5303	FHWA SPR	STATE MATCH	REGIONAL DUES	IN-KIND MATCH	OTHER LOCAL	TOTAL
TOTAL MPO PROGRAM EXPENSES	**$ 2,027,100**	**$ 442,121**	**$ 960,000**	**$ 94,642**	**$ 308,500**	**$ 223,290**	**$ 248,627**	**$ 4,304,280**
NEW PROGRAM EXPENSES	***$ 1,542,100***	***$ 319,121***	***$ 470,000***	***$ 41,767***	***$ 140,000***	***$ 223,290***	***$ 195,502***	***$ 2,931,780***
FY 2012 MPO OPERATING	**$ 833,100**	**$ 105,105**	**$ -**	**$ 15,015**	**$ 14,000**	**$ 223,290**	**$ -**	**$ 1,190,510**
MPO Staff Salaries & Benefits	$ 758,100	$ 105,105	$ -	$ 15,015	$ -	$ -	$ -	$ 878,220
MPO Other Direct Expenses	$ 75,000	$ -	$ -	$ -	$ -	$ 223,290	$ -	$ 298,290
MPO Contingency/ Federal Non-Reimbursables	$ -	$ -	$ -	$ -	$ 14,000	$ -	$ -	$ 14,000
FY 2012 REGIONAL PARTNERS	**$ 145,000**	**$ 174,016**	**$ -**	**$ 21,752**	**$ -**	**$ -**	**$ 58,002**	**$ 398,770**
Greater Nashville Regional Council	$ 70,000	$ -	$ -	$ -	$ -	$ -	$ 17,500	$ 87,500
Regional Transportation Authority	$ 75,000	$ -	$ -	$ -	$ -	$ -	$ 18,750	$ 93,750
Metropolitan Transit Authority	$ -	$ 127,736	$ -	$ 15,967	$ -	$ -	$ 15,967	$ 159,670
Murfreesboro Public Transportation	$ -	$ 46,280	$ -	$ 5,785	$ -	$ -	$ 5,785	$ 57,850
FY 2012 REGIONAL STUDIES	**$ 564,000**	**$ 40,000**	**$ 60,000**	**$ 5,000**	**$ 126,000**	**$ -**	**$ 35,000**	**$ 830,000**
General Planning/ Regional Models	$ 214,000	$ 40,000	$ 60,000	$ 5,000	$ 73,500	$ -	$ -	$ 392,500
Regional Symposiums/ Summits	$ 30,000	$ -	$ -	$ -	$ 7,500	$ -	$ -	$ 37,500
Air Quality Outreach Programs	$ 40,000	$ -	$ -	$ -	$ 10,000	$ -	$ -	$ 50,000
Regional Visioning Program	$ 280,000	$ -	$ -	$ -	$ 35,000	$ -	$ 35,000	$ 350,000
			.					
FY 2012 SUBREGIONAL STUDIES	**$ -**	**$ -**	**$ 410,000**	**$ -**	**$ -**	**$ -**	**$ 102,500**	**$ 512,500**
SR 109 Corridor Access Mngt Study	$ -	$ -	$ 160,000	$ -	$ -	$ -	$ 40,000	$ 200,000
SE Area Transportation & Land Use Study	$ -	$ -	$ 250,000	$ -	$ -	$ -	$ 62,500	$ 312,500
CONTINUING PROGRAM EXPENSES	***$ 485,000***	***$ 123,000***	***$ 490,000***	***$ 52,875***	***$ 168,500***	***$ -***	***$ 53,125***	***$ 1,372,500***
				$ -				
REGIONAL STUDIES	**$ 310,000**	**$ 48,000**	**$ 490,000**	**$ 43,500**	**$ 168,500**	**$ -**	**$ -**	**$ 1,060,000**
General Planning/ Regional Models Data Collection	$ 310,000	$ 48,000	$ 490,000	$ 43,500	$ 168,500	$ -	$ -	$ 1,060,000
SUBREGIONAL STUDIES	**$ 175,000**	**$ 75,000**	**$ -**	**$ 9,375**	**$ -**	**$ -**	**$ 53,125**	**$ 312,500**
Transit Circulation Studies	$ 175,000	$ 75,000	$ -	$ 9,375	$ -	$ -	$ 53,125	$ 312,500
TOTAL TDOT PARTICIPATION EXPENSES	**$ -**	**$ -**	**$ 95,241**	**$ 23,811**	**$ -**	**$ -**	**$ -**	**$ 119,052**
TOTAL FY 2011/12 MPO PROGRAM BUDGET	**$ 2,027,100**	**$ 442,121**	**$ 1,055,241**	**$ 118,453**	**$ 308,500**	**$ 223,290**	**$ 248,627**	**$ 4,423,332**

Table 2. FY 2012 MPO Operating Costs by Task

TASK		Salaries & Benefits	Direct Expenses	Indirect Costs	Total Costs
1.0	Program Administration	$ 146,706	$ 47,000	$ 47,676	$ 241,382
2.0	Long-Range Plan & Model	$ 133,098	$ -	$ 32,160	$ 165,258
3.0	Transportation Improvement Program	$ 108,500	$ -	$ 23,144	$ 131,644
4.0	Congestion & Air Quality Planning	$ 49,630	$ -	$ 11,839	$ 61,469
5.0	Multi-Modal Planning	$ 147,840	$ -	$ 31,841	$ 179,681
6.0	Land-Use Integration	$ 41,720	$ -	$ 10,430	$ 52,150
7.0	Data Collection / Analysis	$ 124,376	$ -	$ 28,182	$ 152,558
8.0	Public Involvement	$ 126,350	$ 28,000	$ 38,019	$ 192,369
	Total	$ 878,220	$ 75,000	$ 223,290	$ 1,176,510

Table 3. FY 2012 MPO Direct Expenses by Task

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

APPENDIX A. TRANSPORTATION PLANNING REPORT REQUESTS

No TPR requests at this time.

APPENDIX B. LIST OF ACRONYMS & DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LRTP – Long-Range Transportation Plan: A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years. It is fiscally constrained, i.e., a given program or project can reasonably expect to receive funding within the time allotted for its implementation.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Transportation Enhancements: Specific activities which can be funded with Surface Transportation Program (STP) funds; activities include pedestrian/bicycle facilities, acquisition of scenic easements and scenic historic sites, scenic or historic highway programs, scenic beautification, historic preservation, rehabilitation/operation of historic transportation structures, railway corridor preservation, control/removal of outdoor advertising, archeological planning/research and mitigation of highway runoff water pollution.

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

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

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

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

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

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

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

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

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