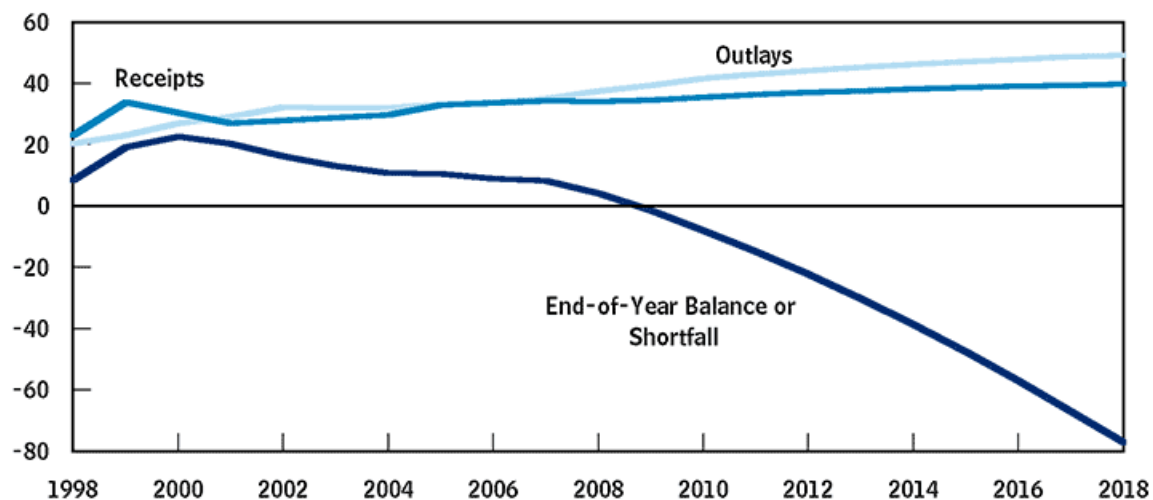


## 8.0 Investing in Transportation for Our Future

### 8.1 Fiscal Outlook

Revenue from Federal and state transportation sources are not keeping up with growing needs. As the following graphic shows, at current spending levels and without new sources of funding, the federal highway trust fund will expend all available revenues projected to be collected during 2009. State and local government purchasing power is steadily declining because the federal gas tax has not been increased since 1997, and Tennessee's state gas tax has not been increased since 1989. Since that time inflation has reduced its value by more than 40 percent. Attempts to adjust the gas tax have failed, and persistently higher pump prices for gasoline will continue to thwart any attempts to adjust the state or federal fuel tax. This will increasingly force local governments to find other means to meet their funding needs.

**Figure 52. National Highway Trust Fund Balances, 1998-2018**



Reduced purchasing power of current revenues leads to increasing competition for transportation funds, and less capability to expand, improve and maintain the transportation infrastructure we currently have. Meanwhile, the Region's transportation infrastructure continues to age, requiring increased maintenance. Over the next two decades, the gap will grow between the revenues we have and the investments we need to make just to keep interstates, streets and transit system in their current condition.

### 8.2 Grant Programs & Revenue Sources

The following sections provide an overview of the various sources of funding that are available today at the federal, state, and local levels for transportation improvements.

#### Federal Grant Programs

The largest source of funding for improvements to the region's major roadway network is from the federal government. The Federal-Aid Highway Act and the Highway Revenue Act in 1956 established the Highway Trust Fund in order to create a financing mechanism for the Interstate Highway System. SAFETEA-LU continues many grant programs established by U.S. Congress through previous transportation funding bills (e.g., ISTEA and TEA-21) but further expanded the flexibility afforded to states and MPOs for the use of federal transportation funds. 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.

Generally speaking, program funds come from a motor fuels tax and are administered by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The following programs are included in the Highway Trust Fund, some as part of the Trust Fund's embedded Mass Transit Account.

### ***National Highway System (NHS)***

Roadways eligible for this funding include rural and urban roads serving major population centers, other rural and urban principal arterials, the Interstate system, international border crossings, intermodal transportation facilities, and major travel destinations. Other areas of eligible funding are publicly owned bus terminals, infrastructure-based intelligent transportation system capital improvements, and natural habitat mitigation. These funds are distributed based on a formula that includes each state's lane miles of principal arterials (excluding interstates), vehicle miles traveled on those arterials, diesel fuel used on state highways, and per capita principal arterial lane miles. Annually, the State of Tennessee receives approximately \$127 million under this program.

### ***Interstate System/ Interstate Maintenance (IM)***

Reconstruction, maintenance, and improvement projects to the National System of Interstate and Defense Highways are eligible for this funding program. These funds are distributed based on each state's lane miles of interstate routes open to traffic, vehicle miles traveled on those interstates and contributions to the Highway Account of the Highway Trust Fund attributed to commercial vehicles. Annually, the State of Tennessee receives about \$124 million.

### ***Surface Transportation System (STP)***

Projects eligible for funding under this program include construction, reconstruction, and rehabilitation (major resurfacing) of any Federal Aid Highway, including the NHS, rural minor collectors, bridge projects on any public road, transit capital projects, enhancement projects, and public bus terminals and facilities. Additionally the program funds advanced truck stop electrification systems, project relating to intersections which are on a Federal-aid highway that have high accident rates and high congestion, and environmental restoration and pollution abatement. Funds are distributed based on each state's lane miles of Federal Aid Highways, total vehicle-miles traveled on those highways, and estimated contributions to the Highway Account of the Highway Trust Fund. The State of Tennessee will receive approximately \$141 million per year. The MPO receives approximately \$21 million in combined STP suballocations annually.

### ***Bridge Replacement and Rehabilitation (BRR)***

Tennessee receives approximately \$50 million annually for this program, which provides funding for rehabilitation and replacement of bridges on public roads. The State prioritizes projects for bridge repair based on the bridge's need for repair and maintenance.

### ***Congestion Mitigation and Air Quality (CMAQ)***

The CMAQ program was designed to assist non-attainment and maintenance areas in attaining the National Ambient Air Quality Standards for ozone, carbon monoxide (CO), and particulate matter by funding transportation projects and programs that will improve air quality by reducing transportation related emissions.

Historically, the MPO has received between \$1.5 and \$3.5 million per year from TDOT to spend on its own priorities – in addition to those TDOT-selected projects located within the area.

### ***High Priority Projects (HPP)***

SAFETEA-LU continued with the tradition of past highway bills by providing designated funding for specific projects identified by Congress. The State of Tennessee expects to receive approximately \$68 million to fund the designated projects. Projects funded within the non-attainment area total approximately \$112 million.

### ***The Transportation and Community and System Preservation Pilot Program (TCSP)***

TCSP's purpose is to increase the efficiency of the transportation system while decreasing its impact on the environment, lessening the need for costly future investments, and provide efficient access to jobs. This money can be used to design, plan, or implement projects that link transportation and land use decisions and to strengthen existing community assets. Examples include transit oriented development plans, traffic calming measures, and other community-based projects that involve transportation with a strong bias toward projects that include non-traditional partners. The Secretary of Transportation will make grants based on applications from States, tribal, regional, and local governments. The average annual amount of funding for this grant in Tennessee is \$61.25 million.

### ***Transportation Enhancements***

The Transportation Enhancement (TE) program a 10 percent set-aside of the STP program funds and serves to provide a major source of funding for bicycle and pedestrian projects, the preservation of historic transportation resources, and projects that increase the usability or aesthetics of the existing transportation system. There are 12 categories of programs and projects eligible for TE funds:

- Provision of pedestrian and bicycle facilities,
- Provision of pedestrian and bicycle safety and education activities,
- Acquisition of scenic or historic easements and sites,
- Scenic or historic highway programs including tourist and welcome centers,
- Landscaping and scenic beautification,
- Historic Preservation,
- Rehabilitation and operation of historic transportation buildings, structures, or facilities,
- Conversion of abandoned railway corridors to trails,
- Control and removal of outdoor advertising,
- Archaeological planning and research,
- Environmental mitigation of highway runoff pollution, reduce vehicle-caused wildlife mortality, maintain habitat connectivity,
- Establishment of transportation museums.

Each State administers its own program and develops its own procedures to solicit and select projects for funding.

### ***Safe Routes to School Program (SRTS)***

This program was established by SAFETEA-LU in order to encourage and enable walking and bicycling to schools. Eligible activities include planning, design, and construction of projects that improve the connectivity and availability of students to walk and bike to school. Projects may include sidewalk improvements and construction, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking and traffic diversion improvements in the vicinity of schools (within two miles). States must set aside from this program 10 to 30 percent of the funds for non infrastructure-related activities to encourage walking and bicycling. These activities may include public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health and environment, and training volunteers and managers of safe routes to school program. The average yearly authorization for this program is \$122.3 million, of which the State of Tennessee will receive about \$1 million each year.

### ***Federal Transit Administration Large Urban Area Transit (FTA Section 5307)***

This program provides funding to urban areas with at least 50,000 in population for planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

### ***Federal Transit Administration Bus & Bus Facility (FTA Section 5309)***

The Buses and Bus Related Equipment and Facilities program provides capital assistance for new and replacement buses, related equipment, and facilities. Eligible capital projects include the purchasing of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment.

### ***Federal Transit Administration Rural and Small Urban Area Transit (FTA Section 5311)***

This program provides funding to rural areas and small urban areas with less than 50,000 in population for planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

### ***Federal Transit Administration Transportation for the Elderly and Disabled (FTA Section 5310)***

This program provides funding to assist private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or

inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.

### ***Federal Transit Administration Job Access and Reverse Commute (FTA Section 5316)***

The Job Access and Reverse Commute (JARC) program was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city, urban, or rural neighborhoods. In addition, many entry level-jobs require working late at night or on weekends when conventional transit services are either reduced or non-existent. Finally, many employment related-trips are complex and involve multiple destinations including reaching childcare facilities or other services.

### ***Federal Transit Administration New Freedom (FTA Section 5317)***

The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that only 60 percent of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

## **State Funding Programs**

The State of Tennessee levies a motor fuels tax on top of the federal fuel tax to generate state revenues for the administration and construction of transportation projects. State transportation funds are used for matching funds for federal grant programs, ongoing maintenance and operations of the statewide transportation system, and for state-aid grant programs. Currently, the state's gasoline tax rate is 21.4 cents per gallon which yields approximately \$642.3 million per year. Of that amount, approximately \$237 million is distributed to cities and counties and \$380 million is retained by TDOT, with the remaining \$25 million being deposited into the State General Fund.

### ***State-Aid Grant Programs***

**Tennessee Roadscapes Program:** A relatively new initiative from The Tennessee Department of Transportation (TDOT) that provides opportunities for a variety of environmental and beautification programs in Tennessee. Through Tennessee Roadscapes, TDOT partners with city, county and community organizations for environmentally friendly landscaping projects along interstates and highways throughout the state. Well-planned landscaping programs create inviting spaces that boost our economy and improve our quality of life.

- These programs help attract tourists, new residents and new businesses.
- They create welcoming places where people live and work.
- They build a sense of pride in local communities.
- Naturalized landscapes keep maintenance costs down.

**Local Interstate Connector Program:** TDOT provides funding for the construction, reconstruction or widening of existing roadways that connect to the interstate system using LIC funds. The local agency is responsible for 50



percent of the facility cost. Once the project is complete, the local agency is responsible for the maintenance of the facility.

**Sate Industrial Access Program:** Local agencies can enter into agreements with the State to assist in providing access to new or expanding industrial facilities. Examples of the type of assistance are: design, right-of-way acquisition, and utility relocation. To be eligible for this type of funding, a public roadway must be designated as an "industrial highway". Once the project is complete, the local agency is responsible for the maintenance of the facility.

### ***Toll Roads***

There are approximately 240 toll facilities in the United States today, accounting for more than 5,000 miles of highways. Most of these miles have not been financed with federal support, rather, financing has come from borrowing in the tax-exempt markets. Tolls offer good revenue potential for facilities with sufficient traffic, however, they are sensitive to inflation due to the difficulty of adjusting tolls to match the change in costs. The construction and design costs are usually financed through debt with the money repaid over 20 to 30 years. Tolls are seen as an equitable source of revenue since like vehicles are charged the same amount to use a particular facility. Costs are also allocated to the user and are a direct benefit to the participants choosing to use the facility. The Tennessee Legislature has authorized two roadway/bridge projects as part of a new tolling pilot program.

### **Local Revenue Sources**

Local towns, cities, and counties use their respective General Fund as the primary source of funding for operations and maintenance. Some counties have instituted a local wheel tax in addition to the State motor vehicle registration fee to build the general fund. Local jurisdictions also provide funding in full or to match federal or state funds for local transportation projects. Money for capital investments in streets and highways may also come from the sale of bonds.

Locally, the jurisdictions in the MPO area have alternative sources of funding authorized by the state enabling legislation to finance transportation projects. These sources of funding can include toll facilities, rail authorities, local gasoline tax, local motor vehicle taxes and road improvement districts. These sources help to generate a steady flow of funding for transportation improvements. The following describes these options as well as other local funding available to the MPO member jurisdictions.

### ***Special Assessment Districts***

Special Assessment Districts are designated areas within which commercial and residential property is assessed a charge sufficient to defray the costs of capital improvements that benefit the property within the district. Transportation Development Districts (TDDs) are one example of these districts used to finance transportation improvements. The TDD has the power to issue bonds to pay for construction that can benefit the area instead of waiting for the local jurisdiction to fund the project. These districts work best in small, fast growing suburban areas where the tax base is low and the tax rate is high.

### ***Impact and Utility Fees***

This one-time fee is imposed by local governments on new developments to help pay for the capital facilities, mainly extending utilities and putting in traffic enhancements and transit facilities that serve it. A fee is typically assessed on a square footage of the planned development and in some cases the granting of a building permit is made contingent on payment of the fee. To implement this impact fee, it must be demonstrated that 1.) improvements are necessary and are caused by the new development, 2.) each developer is being charged a fair

share of the cost of the improvements, and 3.) funds to be collected are being used in close proximity to the new development and for the intended purposes only. These fees are enacted by the local ordinance and are usually favorable because the new development is creating these development needs. The upper limit on impact fees is around 3 percent of project value, however, enforcing and administering this fee is burdensome to the local government.

### ***Bond Financing***

Bond financing helps local government pay for projects by establishing a type of payment plan that allows capital costs to be spread out over a number of years.

### ***Property Tax***

This is the chief source of local revenue. The funds are distributed to a General Fund and then appropriated for transportation purposes. These taxes are dependent on local economic conditions, although, they remain a steady and reliable source of revenue. A separate tax for transit operations and capital can be administered by voter approval.

### ***State Street-Aid Fund***

Section 54-4-Part 4 of the Tennessee Code established monthly distributions of a portion of the State's fuel tax revenues to incorporated cities and towns to help improve municipal streets. The distribution amount is based on the jurisdiction's area and population.

### ***Local Option Gasoline Taxes***

Counties, municipalities and metropolitan governments are authorized under Section 67-3-101 to 67-3-1013 of the Tennessee Code Annotated to impose a local gasoline tax to support local public transportation services. Imposition of the tax requires a majority vote in public referendum. The tax revenue depends on tax rate, driver sensitivity to price, administrative costs, population, and real travel patterns. The Tennessee Gasoline Tax is 21.4 cents per gallon. That yields approximately \$642.3 million per year of which TDOT collects about \$380.1 million (or 12.7 cents per gallon).

### ***Local Option Sales Tax***

This is one of the most commonly used and the second largest source of local revenue for local jurisdictions in the state. This tax is placed on the sale of consumer goods and services, and purchases by business firms of items for business use. The tax is a function of the tax rate, use of funds and of redistribution formulas. A sales tax is generally more acceptable to citizens than other taxes since the tax is collected in small amounts that are not highly visible to consumers. Sales tax within MPO counties range from a low of 1.00 percent to the state maximum of 2.75 percent.

### ***Wheel Tax***

Counties are authorized under Section 5-8-102 of the Tennessee Code Annotated to impose a local motor vehicle tax to provide revenue for county purposes. Imposition of the tax requires a majority vote in public referendum of a two-thirds vote from the county legislators at two consecutive meetings. Revenue potential of the local motor vehicle tax depends on the tax rate, driver sensitivity to price, administrative costs and the number of registered vehicles. The high tax rate may encourage some motorists to register their vehicle in a county that does not have local motor vehicle tax. Administrative costs are likely to be low because local motor vehicle departments are already organized to collect state taxes and fees. A disadvantage of this tax is that the tax revenues do not have to be earmarked for transportation.



### ***Other Taxes***

Other taxes that can be used to generate revenue include payroll tax, income tax, severance tax, driver's license fees, and a parking tax. The payroll, income, and parking tax are used in relatively few states but can offer a small additional revenue source. The severance tax can be imposed on resources extracting industries such as oil, gas, coal, or other natural products. This tax is used to help pay for the cost of providing roads to these industries. The driver's license fee has limited revenue potential but it does offer a stable source of money.

### **Alternative Revenue Sources**

It is safe to say that the traditional "pay-as-you-go" method of funding transportation projects is in need of some assistance. With recent increases in construction costs outpacing inflation - coupled with the decrease in the Highway Trust Fund balance, the Middle Tennessee Region - as well as the rest of the nation - needs to explore new and creative ways of financing transportation projects. A brief overview of some of the more popular options follows.

#### ***Distance-Based Tax***

Instead of using a tax on fuel consumption as a way of financing road infrastructure, a distance-based tax (i.e., vehicle miles traveled or VMT) would charge users based on their consumption by measuring their mileage. VMT could be implemented via the use of GPS units inside every vehicle that would record distance and charge motorists accordingly. VMT charges could also be expanded to charge motorists based on vehicle class, when they drive, where they drive, and the type road surface they drive on and could be linked to other methods, like congestion pricing, to help manage the real-time demand for roadways as a way fighting congestion.

#### ***Public-Private Partnerships***

Public-private partnerships are cooperative agreements between the public and private sectors in which the private sector has the option to share in the design, delivery, operation, or maintenance of certain transportation projects. These partnerships allow the public sector to transfer some risk to the private sector and also allows the private sector to share in the proposed revenue or other incentive. There are many forms of public-private partnerships ranging from simple design-build contracts, where the public sector hires a single contractor to design and build a facility, to the most complex partnership, like a Design/Build/Finance/Operate, where the public sector privatizes nearly every aspect associated with a transportation facility to the highest bidding and/or most qualified private company.

#### ***Tolling & Congestion Pricing***

Some states and local governments utilize toll roads as a way to help generate revenue. Depending on how the laws are written for each state, these revenue streams can either be used to help pay for the operation and maintenance costs of these tolled roadways, or could be used as a general fund revenue stream.

Tolling can also help manage traffic demand. One example of using tolls to manage congestion is the concept of road pricing. This is essentially a form of toll, but instead of the toll being a fixed price, the cost of using the roadway or lane will vary based on the demand. The more demand for the use of that roadway, the higher the price.

Depending on the laws established in each particular state, toll roads can be managed by private, independent agencies, or by the state. In the State of Tennessee, current legislation allows tolls to be established for a total of two new facilities (roadway and/or bridge), with the State acting as the tolling authority.



### ***State Infrastructure Banks***

State infrastructure banks (SIB) are essentially revolving accounts that function similar to a traditional bank. These banks - which are set up by each state - may be funded using federal dollars, state dollars or a combination of both. As with traditional banks, SIBs provide a variety of funding mechanisms such as loans and credit assistance for highway and transit projects.

### ***Transportation Infrastructure Finance and Innovation Act***

This provision of SAFETEA-LU helps local jurisdictions focus on finding other means of financing larger-scale projects. More specifically, the idea is to shift the jurisdiction's mindset away from always using direct funding by the federal government toward realizing the potential money available from private capital leveraged by federal loan guarantees. These programs and options allow governments to finance projects and are able to start projects at a quicker pace instead of waiting years to get to the front of the line for federal funding and matches.

The Transportation Infrastructure Finance and Innovation Act (TIFIA) promotes using public-private financing options to fund transportation projects. These financing options include direct loans, loan guarantees, lines of credit, recognition of donated funds, property, in-kind contributions, and joint public-private financing of transit-oriented community economic development surrounding public transit properties. Projects such as transit, highways, and inter-city rail can be financed during planning, design work, environmental mitigation, construction, buying real property, reconstruction, and rehabilitation. All projects funded under TIFIA must be included in the Transportation Improvement Program and be approved by the local planning process.

### ***Local or Regional Dedicated Funding for Mass Transit***

First and foremost, dedicated funding means providing a reliable source of annual revenues that provides support to transit operations and capital costs. It does not necessarily mean “new” or “increased” funding, but the expansion of existing transit service will necessitate new revenue.

Revenues, which can be implemented in a variety of ways, are established on the front-end, by a legislative body or by the voters, to be dedicated for transit without being subject to the same kind of discretion associated with general fund revenues. This approach reduces the annual burden placed on local governments to find funding for public transportation and minimizes the uncertainty for public transit customers, operators, and the business community looking to invest along fixed transit routes.

## **8.3 Financial Forecasts**

The 2035 Regional Transportation Plan is required to include a financial plan that demonstrates how the program of projects can be implemented within reasonable assumptions for future revenue. The MPO is tasked with developing a rational methodology for predicting future revenues. The following sections provide an overview of that methodology, and the resulting projections for the short-, mid-, and long-range planning horizons.

### **Short-Term Revenue Projections, 2011-2015**

Predicting federal funding levels for the near-term is relatively accurate so long as Congress has recently authorized transportation spending for the corresponding time period. In cases where transportation legislation expires or is extended without significant revision, the MPO typically chooses to assume that revenue levels will stay relatively static until a new transportation funding bill is passed by Congress. Today, SAFETEA-LU continues

to be the driving force behind revenue assumptions for the region, but the Act, passed in 2005, is currently being extended beyond its original lifespan. A new transportation bill will be required in the coming year or two.

Short-term revenue projections for TDOT-managed federal funds (e.g., IM, NHS, STP, etc.) were provided by TDOT and generally equal the programmed expenditures for the same period of time. MPO-managed federal funding sources (e.g., urban STP, FTA Section 5307, etc.) are generally assumed to grow at 3 percent per year above the observed 2010 appropriations and are added to carry-over balances of unobligated funding from prior years. Specific assumptions for each MPO-managed federal grant source follows:

- **Urban FHWA STP**– 3 percent annual growth starting in FY 2012 for allocations to the Nashville-Davidson Urbanize Area and the Murfreesboro Urbanized Area.
- **Local Urban FHWA STP** – TDOT has published a four-year award cycle for local STP funds for use by urban areas of 5,000 to 50,000 in population. No additional growth beyond TDOT’s estimates for FYs 2010 through 2013 has been assumed. Local STP revenues for FYs 2014 and 2015 are assumed to be the annual average of the allocation for FYs 2010 through 2013.
- **Large Urban Transit FTA Section 5307** – 3 percent annual growth starting in FY 2011, with an increase in the base funding amount in FY 2013 to \$16 million due to the area’s eligibility for the bonus awarded to areas with commuter rail service and a population of 750,000 or more.
- **Bus and Rail Facilities/ Transit Earmarks FTA Section 5309** –Earmarks are contingent upon requests of the Tennessee Congressional delegation. The short-range forecasts include only those earmarks already identified.
- **Job Access Reverse Commute FTA Section 5316** – 3 percent annual growth starting in FY 2011.
- **New Freedom FTA Section 5317** – 3 percent annual growth starting in FY 2011.

**Table 33. FY 2011-2015 Revenue Projections (Year of Expenditure)**

<b>Grant Program</b>	<b>Total Revenue</b>
<b>TDOT-MANAGED</b>	<b>\$ 363,933,289</b>
Bridge Repair & Replacement	\$ 14,592,000
National Highway System	\$ 7,784,000
Interstate Maintenance	\$ 144,715,500
High Priority Projects	\$ 31,622,103
CMAQ	\$ 20,388,168
STP TDOT	\$ 37,809,270
Other Federal Funding	\$ 34,235,590
State Matching Funds	\$ 72,786,658
<b>MPO Managed Funds</b>	<b>\$ 330,509,520</b>
STP Urban	\$ 165,122,574
STP Local	\$ 6,639,706
5307 Large Urban	\$ 87,823,493
5309 Bus & Rail Facilities	\$ 69,413
5316 Job Access Reverse Commute	\$ 2,889,550
5317 New Freedom	\$ 1,862,880
State (matching amounts for federal funds)	\$ 11,580,667
Local (matching amounts for federal funds)	\$ 54,521,237.00

## Mid- and Long-Term Projections, 2016-2035

While the process for predicting the funding levels for the mid- and long-term horizons is similar to that used for the short-term, the results come with significantly reduced certainty as laws may change or revenue sources are added or deleted. The following describes the set of assumptions used to project future federal grant sources:

- **TDOT Bridge Repair & Replacement (BRR)** – Revenues are expected to grow by 4 percent per year beginning with a 2010 base year assumption of \$5,000,000, which accounts for historical allocations through both the BRR-L and BRR-S programs.
- **National Highway System (NHS)** - For the mid-term, revenues are expected to equal the cost estimates associated with the projects TDOT will sponsor during the 2025 horizon. For the long-term, revenues are equal to a 4 percent per year growth in revenue beginning with a 2010 base year assumption of \$25,000,000 per year in funding for projects in the greater Nashville region.
- **Interstate Maintenance (IM)** – For the mid-term, revenues are expected to equal the cost estimates associated with the projects TDOT will sponsor during the 2025 horizon. For the long-term, revenues are equal to a 4 percent per year growth in revenue beginning with a 2010 base year assumption of \$27,000,000 per year in funding for projects in the greater Nashville region.
- **High Priority Projects (HPP)** – HPP funding is made available through congressional earmarking and is contingent upon requests of the Tennessee Congressional delegation. For long-range planning purposes, the MPO anticipates a 4 percent per year growth in revenues beginning with a 2010 base year assumption of \$23,000,000.
- **Congestion Mitigation Air Quality (CMAQ)** – Revenues are expected to grow by 4 percent per year beginning with a 2010 base year assumption of \$3,800,000.
- **TDOT Surface Transportation Program** - For the mid-term, revenues are expected to equal the cost estimates associated with the projects TDOT will sponsor during the 2025 horizon. For the long-term, revenues are equal to a 4 percent per year growth in revenue beginning with a 2010 base year assumption of \$27,000,000 per year in funding for projects in the greater Nashville region.
- **Other TDOT Federal Funding** – Other federal grant programs administered by TDOT that are not individually identified in the revenue projections (e.g., Transportation Enhancements, Safe Routes to School, Highway Safety Improvement Program, etc.) are assumed to be part of this category. Revenues are expected to grow by 4 percent per year beginning with a 2010 base year assumption of \$10,000,000.
- **MPO Surface Transportation Program** - Revenues are expected to grow by 4 percent per year beginning with a 2010 base year assumption of \$21,687,884 which reflects a combination of the individual MPO STP funding pots (e.g., Nashville-Davidson UZA STP, Murfreesboro UZA STP, local STP, etc.) which are expected to merge due to urban area expansion prior to the year 2025.
- **FTA Section 5307 Large Urban Area Transit** – Revenues are expected to grow by 4 percent per year beginning with a 2013 base year assumption of \$19,000,000 which reflects a combination of the individual 5307 funding pots (e.g., Nashville-Davidson UZA, Murfreesboro UZA, etc.) which are expected to merge due to urban area expansion prior to the year 2025. 2013 is used as the base year since the region is expected to become eligible for a fixed-guideway bonus starting after the results of the 2010 Census are finalized.
- **FTA Section 5309 Bus and Rail Facilities/ Transit Earmarks** – Revenues are expected to grow by 4 percent per year beginning with a 2010 base year assumption of \$5,000,000 and an additional

\$2,000,000 starting in 2016 for rail modernization. Earmarks are contingent upon requests of the Tennessee Congressional delegation.

- **FTA Section 5316 Job Access & Reverse Commute** – Revenues are expected to grow by 4 percent per year beginning with a 2010 base year assumption of \$450,000.
- **FTA Section 5317 New Freedom** – Revenues are expected to grow by 4 percent per year beginning with a 2010 base year assumption of \$275,000.

**Table 34. FY 2016-2035 Revenue Projections (Year of Expenditure)**

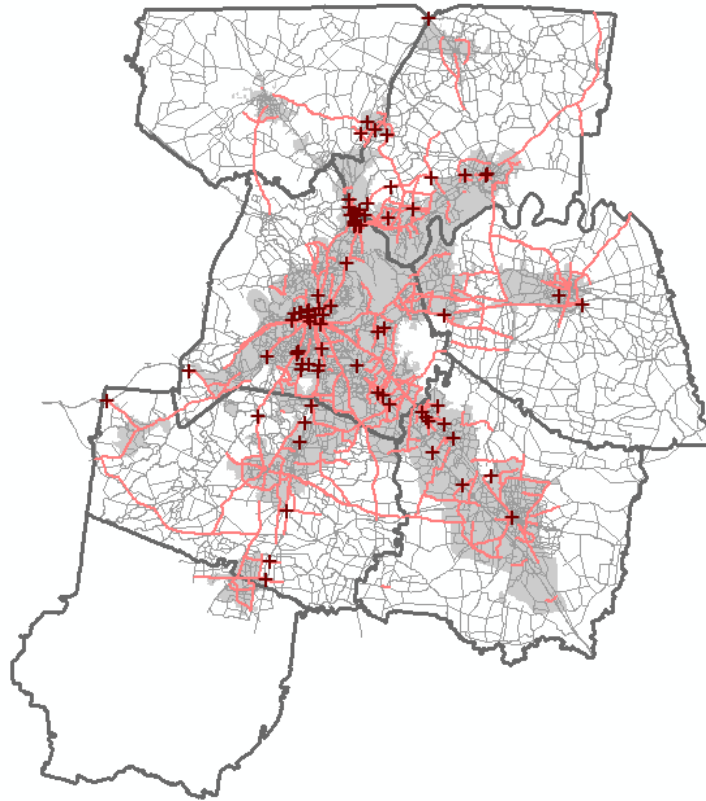
<b>Grant Program</b>	<b>2016-2025 (FV)</b>	<b>2026-2035 (FV)</b>
<b>TDOT Managed Funds</b>	<b>\$ 2,507,438,319</b>	<b>\$ 2,959,171,394</b>
Bridge Repair & Replacement	\$ 70,267,493	\$ 104,013,054
National Highway System	\$ 629,268,752	\$ 520,065,271
Interstate Maintenance	\$ 412,625,779	\$ 416,052,217
High Priority Projects	\$ 323,230,466	\$ 478,460,050
CMAQ TDOT	\$ 53,403,294	\$ 79,049,921
STP TDOT	\$ 376,619,886	\$ 561,670,493
Other Federal Funding	\$ 140,534,985	\$ 208,026,109
State (includes matching amounts for federal funds)	\$ 501,487,664	\$ 591,834,279
<b>MPO Managed Funds</b>	<b>\$ 829,239,190</b>	<b>\$ 1,227,476,571</b>
STP MPO	\$ 304,790,646	\$ 451,164,611
FTA 5307 Large Urban Area Transit	\$ 254,132,213	\$ 376,177,756
FTA 5309 Bus & Rail Facilities/ Earmarks	\$ 94,279,707	\$ 139,556,997
FTA 5316 Job Access Reverse Commute	\$ 6,324,074	\$ 9,361,175
FTA 5317 New Freedom	\$ 3,864,712	\$ 5,720,718
State Matching Funds	\$ 44,825,088	\$ 66,352,081
Local Matching Funds	\$ 121,022,750	\$ 179,143,233

## 8.4 Transportation Needs and Priorities

In response to the call-for-projects issued by the MPO in February 2010, MPO member jurisdictions submitted applications for more than \$6 billion in funding requests for roadway improvements and more than \$100,000 million in off-road greenway costs. Those figures are in 2010 dollars and are in addition to the more than \$4 billion that could be spent implementing the region’s transit vision (section 5), or the \$800,000 million to fully implement the region’s strategic vision for active walking and bicycling (section 6) – again, those figures are estimated in today’s dollars.

Needless to say, the MPO faces a difficult challenge in setting priorities for future spending. The following sections present an overview of the MPO’s process to evaluate and prioritize projects for federal funding.

**Figure 53. Regional Roadway & Intersection Needs, 2011-2035**



### **Project Evaluation & Prioritization**

The MPO has developed a priority scoring system to help determine which projects will best facilitate the region's long term vision. The scoring system is based on both federally-defined planning factors and locally developed project evaluation factors.

#### ***Federal Planning Factors***

Project prioritization and selection is based, in part, on the eight planning factors identified in the current federal transportation legislation (SAFETEA-LU), which 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.

Moreover, 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 also is expected to consider land use implications, strategies to improve transit service, transportation system management, intermodal connectivity, and urban congestion management. Projects to relieve congestion are given particular priority. As such, project prioritization is consistent with the MPO's Congestion Management Process (CMP) created as an integral part of the 2035 Regional Transportation Plan. In brief, the CMP provides a strategy and mechanism for identifying the appropriate transportation solution for congested roadways.

### ***MPO Project Prioritization & Selection***

Although the MPO's project evaluation criteria meet the requirements of the federal planning factors, the MPO developed a comprehensive set of factors that were determined to provide the best approach, given the available data, to evaluate projects for their consistency with the MPO's guiding principles, regional goals, and major objectives described in Section 2 of this plan. The following factors were considered in evaluating projects for funding:

- Congestion management,
- Multi-modal accommodations,
- Freight and goods movement,
- Safety and security,
- System preservation,
- Quality growth and sustainable development,
- Economic prosperity,
- Health and environment, and
- State and local support.

The MPO selection process focused largely on the identification of high-scoring projects eligible for MPO-managed funds including FHWA Surface Transportation Program (STP), FHWA Congestion Mitigation and Air Quality (CMAQ), and FTA Section 5307 Urban Transit grant funds. Projects more appropriately suited for state-managed funds were evaluated and scored primarily for the purpose of communicating priorities to the Tennessee Department of Transportation. Those projects with local or state funding commitments or prior federal funding commitments were given priority for funding in the new work program.

Appendix B (MPO Project Evaluation and Scoring) to the plan includes a comprehensive list of MPO evaluation criteria, project scoring weights, and an example of a project information sheet which was compiled to show relevant data and information for each project being considered for funding.

### **MPO Urban Surface Transportation Program Investment Strategy**

Shaped by extensive input from regional leadership, the MPO has established a new direction for future investments made with MPO-managed grant funds received through the Federal Highway Administration Surface Transportation Program. The new strategy aligns the region's transportation investments with stated

goals and objectives, particularly those related to diversifying the set of transportation options available to those living, working, and doing business in the Nashville area.

The MPO’s new strategy calls for a minimum level of investment of future revenues appropriated to the MPO through the Surface Transportation Program (STP) on projects in each of the following target areas, assuming such projects exist for consideration. Should there be no candidates in one of the three categories, funding may be awarded to roadway improvement projects that best meet overall regional goals and objectives.

- Fifteen percent (15%) to encourage the development of active transportation choices and walkable communities.
- Ten percent (10%) to support other regional investments in public transportation and mass transit.
- Five percent (5%) to improve the efficiency of the transportation system through innovative management and operations upgrades.

Of the remaining amount (roughly 70%), roadway improvement projects that best meet overall goals and objectives for a safe, efficient, multi-modal transportation system will compete for the remainder of funding. Historically, more than 90 cents of every dollar awarded to MPO projects with STP revenues has been used to pay for roadway capacity projects. This new direction provides an opportunity to build “complete streets” throughout the region.

Currently, the MPO receives Urban or Local STP on behalf of the Nashville-Davidson Urbanized Area, Murfreesboro Urbanized Area, and the Urban Areas of Lebanon, Fairview, Portland, Spring Hill, and White House. While specific revenues and expenditures for each of the region’s STP accounts has been identified for the period of this TIP, those accounts for the 2025 and 2035 planning horizons of the 2035 Regional Transportation Plan have been combined into one, single pot of urban STP revenue as the MPO assumes these individual funding allocations will be collapsed in the future as the geographies of the census-defined areas are merged due to urban growth. The following presents the anticipated levels of funding for each category of investment available over the three planning horizons of the 2035 regional plan, beginning with the FY 2011-2015 Transportation Improvement Program. Please note that the new investment strategy applies only to funding available after the MPO’s fulfills its commitment to existing TIP projects.

**Table 35. U-STP Investment Strategy – Revenue Distribution by Horizon Year**

Category	Target	2011-2015*	2016-2025	2026-2035
Multi-Modal Roadway Capacity & Safety	70%	\$11,448,000	\$213,353,452	\$315,815,227
Active Transportation & Walkable Communities	15%	\$2,500,000	\$45,718,597	\$67,674,692
Public Transportation/ Mass Transit	10%	\$1,650,000	\$30,479,065	\$45,116,461
System Management & Operations	5%	\$825,000	\$15,239,532	\$22,558,231
<b>TOTAL URBAN STP</b>	<b>100%</b>	<b>\$16,423,000*</b>	<b>\$304,790,646</b>	<b>\$451,164,611</b>

*\*FY 11-15 revenues available after prior commitments are funded.*



The following provides an overview of the primary objective of and method of administration for each of the investment categories.

### ***Active Transportation and Walkable Communities***

**Objective:** The MPO will program at least 15 percent of its future allocation of Urbanized Area Surface Transportation Program funding to projects that proactively address goals for walkable communities and increased active transportation choices to respond to mounting challenges related to energy costs, health and environmental concerns, and the efficient use of land resources. Investments in the non-motorized modes will help increase accessibility to transit, provide safe and reliable transportation choices for trips of short distances, promote physical activity, and encourage infill and redevelopment of existing centers and corridors that may already have reached or be nearing the expected capacity on the supporting roadway infrastructure.

**Eligibility:** Any project that meets the federal requirements of the Surface Transportation Program that improves or expands infrastructure to accommodate non-motorized modes of transportation shall be eligible including sidewalks, bicycle lanes, shared lanes, transit stop amenities, bicyclist and pedestrian amenities, pedestrian crossings, intersection upgrades, greenways, etc. Funding may be used to implement a stand-alone project or supplement an existing project to ensure the inclusion of non-motorized modes (e.g., adding sidewalks to a road widening project). Highest priority will be given to the projects that address needs identified by the MPO's recently completed regional bicycle and pedestrian study. Further details about application process and project scoring will be developed in coordination with the MPO's Bicycle and Pedestrian Advisory Committee and TCC.

**Process:** Urban Surface Transportation Program funds will be programmed initially in a regional bucket to be used explicitly for the purposes of improving walking and bicycling opportunities and safety throughout the area. Within 6-months of the adoption of the multi-year Transportation Improvement Program containing the associated bucket funds, the MPO will announce a call for projects to solicit project ideas. Candidate projects will be scored, ranked, and prioritized by MPO staff working alongside the MPO's BPAC. Grant awards will be made to the selected projects after endorsement by the TCC and adoption by the Executive Board. Projects that are selected for funding will be amended into the TIP with funding distributed from the bucket. All TIP policies related to local matching requirements, construction funding availability, and project tracking will apply.

### ***Public Transportation and Mass Transit***

**Objective:** To enhance the revenue already made available by grant programs through the Federal Transit Administration for transit projects, The MPO will program at least 10 percent of its future allocation of Federal Highway Administration Urbanized Area Surface Transportation Program funding to projects that proactively address goals for increased public transportation service and the expansion of a safe and convenient regional mass transit system. Investments in transit infrastructure will 1) assist the region in expanding the capacity of the transportation system, particularly in areas with constrained corridors; 2) ensure that citizens and visitors without access to a personal automobile, either by choice or circumstance, have reliable transportation to access the local economy, educational and employment opportunities, and medical services; 3) address mounting challenges related to energy costs, health and environmental concerns, and the efficient use of land resources; and 4) stimulate economic development opportunities that keep the region competitive with a changing national and global economy.

**Eligibility:** Any project that meets the federal requirements of the Surface Transportation Program that improves or expands infrastructure to accommodate existing or future transit service or promotes or implements various other transportation demand management strategies such as ridesharing, telecommuting,

etc. shall be eligible. Funding may be used to conduct transit alternatives analyses for regionally significant transit projects, implement a stand-alone transit project, or supplement an existing project to ensure the inclusion of the appropriate transit accommodations. Highest priority will be given to the projects that help implement the regional vision for mass transit as identified by the MPO's 2035 Regional Transportation Plan. Further details about application process and project scoring will be developed in coordination with the MPO's transit working group and the TCC.

**Process:** Urban Surface Transportation Program funds will be programmed initially in a regional bucket to be used explicitly for the purposes of improving transit and transportation demand management opportunities throughout the area. Within 6-months of the adoption of the multi-year Transportation Improvement Program containing the associated bucket funds, the MPO will announce a call for projects to solicit project ideas. Candidate projects will be scored, ranked, and prioritized by MPO staff working alongside the MPO's transit working group. Grant awards will be made to the selected projects after endorsement by the TCC and adoption by the Executive Board. Projects that are selected for funding will be amended into the TIP with funding distributed from the bucket. All TIP policies related to local matching requirements, construction funding availability, and project tracking will apply.

### ***System Management and Operations***

**Objective:** The MPO will program at least 5 percent of its future allocation of Urbanized Area Surface Transportation Program funding to projects that improve the management or operations of the existing transportation system including roadways, transit, and non-motorized modes of transportation.

**Eligibility:** Any project that meets the federal requirements of the Surface Transportation Program that improves or the region's ability to effectively manage and operate a multi-modal transportation system through the use of technology, signage, lighting, or incident management strategies shall be eligible. Funding may be used to implement a stand-alone project or supplement an existing project. Highest priority will be given to the projects that address needs identified by the MPO's ITS master plan and any other MPO plan or study that addresses system management and operations needs. Further details about application process and project scoring will be developed in coordination with the TCC.

**Process:** Urban Surface Transportation Program funds will be programmed initially in a regional bucket to be used explicitly for the purposes of improving system efficiency through projects that use technology or intelligent transportation systems, signage, lighting, or incident management strategies. Within 6-months of the adoption of the multi-year Transportation Improvement Program containing the associated bucket funds, the MPO will announce a call for projects to solicit project ideas. Candidate projects will be scored, ranked, and prioritized by MPO staff working alongside the MPO's TCC and ITS working group. Grant awards will be made to the selected projects after endorsement by the TCC and adoption by the Executive Board. Projects that are selected for funding will be amended into the TIP with funding distributed from the bucket. All TIP policies related to local matching requirements, construction funding availability, and project tracking will apply.

### ***Multi-Modal Roadway Capacity and Safety***

**Objective:** The MPO will program approximately 70 percent of its future allocation of Urbanized Area Surface Transportation Program funding to projects that expand the multi-modal capacity of the regional roadway system in order to manage congestion, accommodate a growing population, and to address goals for increased safety and security.

**Eligibility:** Any project that meets the federal requirements of the Surface Transportation Program that improves or expands a specific roadway, intersection, or interchange to increase multi-modal capacity or

roadway safety shall be eligible including roadway widening, new roadways, roadway reconstruction and realignment, ITS upgrades, multi-modal upgrades, intersection and interchange improvements, bridge repair and replacement, etc. Highest priority will be given to the projects that address the MPO's primary project evaluation criteria including 1) system preservation and enhancement, 2) quality growth, sustainable development, and economic prosperity, 3) multi-modal options, 4) congestion management, 5) safety and security, 6) freight and goods movement, 7) health and environment, 8) project history and prior commitment.

**Process:** Urban Surface Transportation Program funds will be programmed on general roadway projects with the adoption of the multi-year Transportation Improvement Program. Prior to the adoption of a new TIP, the MPO will announce a call for projects to solicit project ideas. Candidate projects will be scored, ranked, and prioritized by MPO staff working alongside the MPO's TCC. Grant awards will be made to the selected projects after endorsement by the TCC and adoption by the Executive Board. All TIP policies related to local matching requirements, construction funding availability, and project tracking will apply.

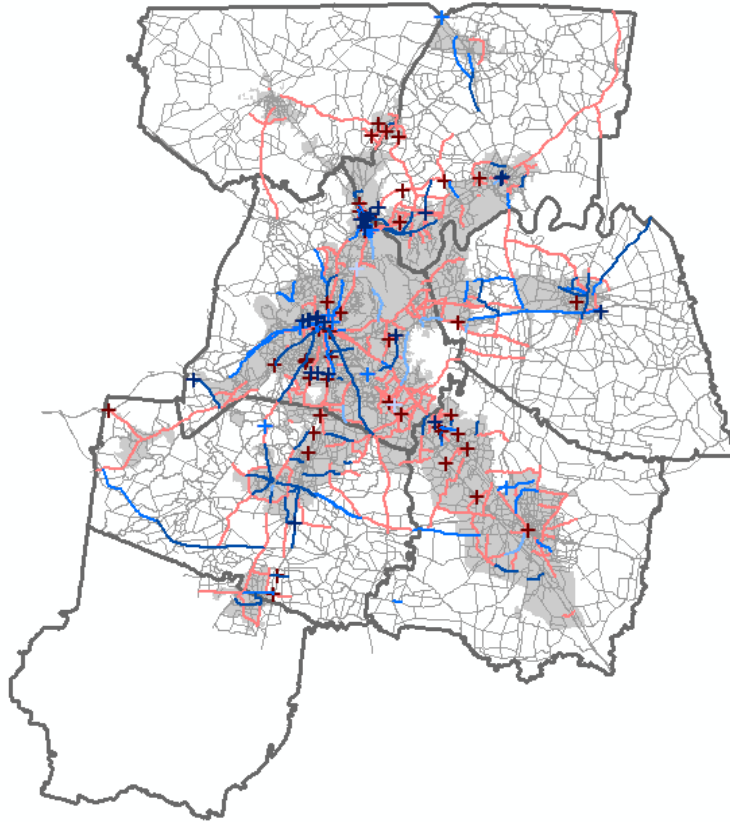
## 8.5 Cost-Feasible Projects

Using the MPO's project evaluation and prioritization process as a framework, the region selects projects for funding using the revenues projected for the next 25 years. In all, more than \$5.8 billion in projects have been identified as part of the cost-feasible plan. The financial tables included in this section compare the estimated revenues and identified project expenditures for each of the plan's horizon years. Though the financial tables may indicate a surplus of funding for some grant programs, the reality is that region's needs for transportation dollars far outpace the available revenues – by a margin of 2 to 1. Any appearance of a surplus exists as a result of the nature of grant programs that seek to identify projects as the funding is appropriated. Such projects must be consistent with the goals and objectives of the regional plan and are typically exempt from air quality conformity analysis.

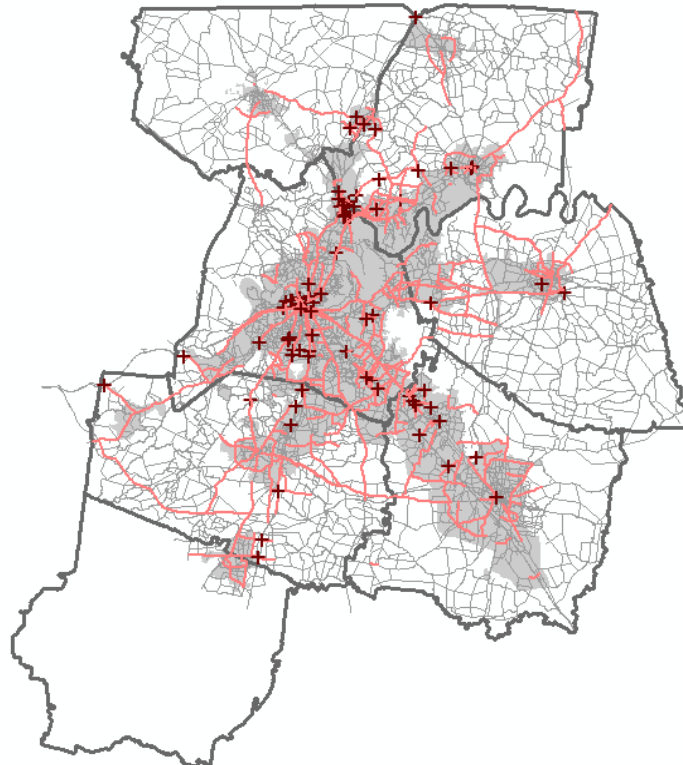
### Accounting for Inflation

Unless otherwise noted, all project costs reported in the plan are estimated for the expected year of expenditure, meaning that cost estimates include an adjustment to account the annual inflation of prices. For the short-term (2011-2015) planning horizon, project cost estimates were submitted to the MPO by sponsoring agencies in year of expenditure, as near-term inflationary pressures vary drastically by project type and schedule. For the mid-term (2016-2025), and long-term (2026-2035) planning horizons, project cost estimates for projects expected to be completed or implemented during the 2025 horizon are inflated by 4 percent per year up to the mid-point of that horizon, or to the year 2020 and 2030, respectively for the mid- and long-term horizons.

**Figure 54. Financially-Feasible Roadway & Intersection Projects**



**Figure 55. Unfunded/ Illustrative Roadway & Intersection Needs**



**Table 36. Cost-Feasible Plan: Federal Revenues vs. Expenditures (2015 Horizon Year)**

Grant Program	Short-Term: FYs 2011-2015		
	Revenues	Expenditures	Balance
<b>TDOT-MANAGED</b>	<b>\$ 363,933,289</b>	<b>\$ 363,933,289</b>	<b>\$ -</b>
Bridge Repair & Replacement	\$ 14,592,000	\$ 14,592,000	\$ -
National Highway System	\$ 7,784,000	\$ 7,784,000	\$ -
Interstate Maintenance	\$ 144,715,500	\$ 144,715,500	\$ -
High Priority Projects	\$ 31,622,103	\$ 31,622,103	\$ -
CMAQ	\$ 20,388,168	\$ 20,388,168	\$ -
STP TDOT	\$ 37,809,270	\$ 37,809,270	\$ -
Other Federal Funding	\$ 34,235,590	\$ 34,235,590	\$ -
State Matching Funds	\$ 72,786,658	\$ 72,786,658	\$ -
<b>MPO-MANAGED</b>	<b>\$ 330,509,520</b>	<b>\$ 325,059,868</b>	<b>\$ 5,449,653</b>
STP MPO	\$ 171,762,280	\$ 167,402,558	\$ 4,359,722
FTA 5307 Large Urban Area Transit	\$ 87,823,493	\$ 87,823,493	\$ -
FTA 5309 Bus & Rail Facilities/ Earmarks	\$ 69,413	\$ 69,413	\$ -
FTA 5316 Job Access Reverse Commute	\$ 2,889,550	\$ 2,889,550	\$ -
FTA 5317 New Freedom	\$ 1,862,880	\$ 1,862,880	\$ -
State Matching Funds	\$ 11,580,667	\$ 11,580,667	\$ -
Local Matching Funds	\$ 54,521,237.00	\$ 53,431,306.50	\$ 1,089,931
<b>TOTAL</b>	<b>\$ 694,442,809</b>	<b>\$ 688,993,156</b>	<b>\$ 5,449,653</b>

**Table 37. Cost-Feasible Plan: Federal Revenues vs. Expenditures (2025 Horizon Year)**

Grant Program	Mid-Term: FYs 2016-2025		
	Revenues	Expenditures	Balance
<b>TDOT-MANAGED</b>	<b>\$ 2,507,438,319</b>	<b>\$ 1,860,977,388</b>	<b>\$ 646,460,932</b>
Bridge Repair & Replacement	\$ 70,267,493	\$ 70,267,493	\$ -
National Highway System	\$ 629,268,752	\$ 629,268,752	\$ -
Interstate Maintenance	\$ 412,625,779	\$ 412,625,779	\$ -
High Priority Projects	\$ 323,230,466	\$ -	\$ 323,230,466
CMAQ	\$ 53,403,294	\$ -	\$ 53,403,294
STP TDOT	\$ 376,619,886	\$ 376,619,886	\$ -
Other Federal Funding	\$ 140,534,985	\$ -	\$ 140,534,985
State Matching Funds	\$ 501,487,664	\$ 372,195,478	\$ 129,292,186
<b>MPO-MANAGED</b>	<b>\$ 829,239,190</b>	<b>\$ 829,211,979</b>	<b>\$ 27,211</b>
STP MPO	\$ 304,790,646	\$ 304,768,877	\$ 21,769
FTA 5307 Large Urban Area Transit	\$ 254,132,213	\$ 254,132,213	\$ -
FTA 5309 Bus & Rail Facilities/ Earmarks	\$ 94,279,707	\$ 94,279,707	\$ -
FTA 5316 Job Access Reverse Commute	\$ 6,324,074	\$ 6,324,074	\$ -
FTA 5317 New Freedom	\$ 3,864,712	\$ 3,864,712	\$ -
State Matching Funds	\$ 44,825,088	\$ 44,825,088	\$ -
Local Matching Funds	\$ 121,022,750	\$ 121,017,308	\$ 5,442
<b>TOTAL</b>	<b>\$ 3,336,677,509</b>	<b>\$ 2,690,189,366</b>	<b>\$ 646,488,142</b>

**Table 38. Cost-Feasible Plan: Federal Revenues vs. Expenditures (2035 Horizon Year)**

Grant Program	Long-Term: FYs 2026-2035		
	Revenues	Expenditures	Balance
<b>TDOT-MANAGED</b>	<b>\$ 2,959,171,394</b>	<b>\$ 1,746,609,245</b>	<b>\$ 1,212,562,149</b>
Bridge Repair & Replacement	\$ 104,013,054	\$ 104,013,054	\$ -
National Highway System	\$ 520,065,271	\$ 375,457,514	\$ 144,607,757
Interstate Maintenance	\$ 416,052,217	\$ 369,401,958	\$ 46,650,259
High Priority Projects	\$ 478,460,050	\$ -	\$ 478,460,050
CMAQ	\$ 79,049,921		\$ 79,049,921
STP TDOT	\$ 561,670,493	\$ 548,414,869	\$ 13,255,624
Other Federal Funding	\$ 208,026,109		\$ 208,026,109
State Matching Funds	\$ 591,834,279	\$ 349,321,849	\$ 242,512,430
<b>MPO-MANAGED</b>	<b>\$ 1,227,476,571</b>	<b>\$ 1,227,423,881</b>	<b>\$ 52,690</b>
STP MPO	\$ 451,164,611	\$ 451,122,459	\$ 42,152
FTA 5307 Large Urban Area Transit	\$ 376,177,756	\$ 376,177,756	\$ -
FTA 5309 Bus & Rail Facilities/ Earmarks	\$ 139,556,997	\$ 139,556,997	\$ -
FTA 5316 Job Access Reverse Commute	\$ 9,361,175	\$ 9,361,175	\$ -
FTA 5317 New Freedom	\$ 5,720,718	\$ 5,720,718	\$ -
State Matching Funds	\$ 66,352,081	\$ 66,352,081	\$ -
Local Matching Funds	\$ 179,143,233	\$ 179,132,695	\$ 10,538
<b>TOTAL</b>	<b>\$ 4,186,647,965</b>	<b>\$ 2,974,033,126</b>	<b>\$ 1,212,614,839</b>

**Table 39. Cost-Feasible Plan: Federal Revenues vs. Expenditures, 2011-2035**

Grant Program	25-Year Plan - FYs 2011-2035		
	Revenues	Expenditures	Balance
<b>TDOT-MANAGED</b>	<b>\$ 5,830,543,002</b>	<b>\$ 3,971,519,921</b>	<b>\$ 1,859,023,081</b>
Bridge Repair & Replacement	\$ 188,872,547	\$ 188,872,547	\$ -
National Highway System	\$ 1,157,118,023	\$ 1,012,510,266	\$ 144,607,757
Interstate Maintenance	\$ 973,393,496	\$ 926,743,237	\$ 46,650,259
High Priority Projects	\$ 833,312,619	\$ 31,622,103	\$ 801,690,516
CMAQ	\$ 152,841,384	\$ 20,388,168	\$ 132,453,216
STP TDOT	\$ 976,099,649	\$ 962,844,025	\$ 13,255,624
Other Federal Funding	\$ 382,796,684	\$ 34,235,590	\$ 348,561,094
State Matching Funds	\$ 1,166,108,600	\$ 794,303,984	\$ 371,804,616
<b>MPO-MANAGED</b>	<b>\$ 2,387,225,281</b>	<b>\$ 2,381,695,728</b>	<b>\$ 5,529,553</b>
STP MPO	\$ 927,717,537	\$ 923,293,894	\$ 4,423,643
FTA 5307 Large Urban Area Transit	\$ 718,133,462	\$ 718,133,462	\$ -
FTA 5309 Bus & Rail Facilities/ Earmarks	\$ 233,906,117	\$ 233,906,117	\$ -
FTA 5316 Job Access Reverse Commute	\$ 18,574,799	\$ 18,574,799	\$ -
FTA 5317 New Freedom	\$ 11,448,310	\$ 11,448,310	\$ -
State Matching Funds	\$ 122,757,836	\$ 122,757,836	\$ -
Local Matching Funds	\$ 354,687,220	\$ 353,581,310	\$ 1,105,911
<b>TOTAL</b>	<b>\$ 8,217,768,283</b>	<b>\$ 6,353,215,649</b>	<b>\$ 1,864,552,634</b>



## Ongoing 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 roadway and public transit 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.

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 region’s long range plan and transportation improvement program. The following table presents the estimated costs incurred by each MPO jurisdictions involved in the operations and maintenance of transportation infrastructure over the life of the plan.

**Table 40. Maintenance and Operations Funding by Horizon Year**

<b>Jurisdiction/ Agency</b>	<b>Annual Costs Basis*</b>	<b>2011 to 2015</b>	<b>2016 to 2025</b>	<b>2025 to 2035</b>
<b>ROADWAY EXPENSES</b>	\$ 96,677,001	\$ 513,173,216	\$ 1,192,139,983	\$ 1,453,211,987
<b>Anticipated Revenues</b>	\$ 96,677,001	\$ 513,173,216	\$ 1,192,139,983	\$ 1,453,211,987
Nashville-Davidson County	\$ 48,344,375			
Rutherford County	\$ 9,788,880			
LaVergne	\$ 892,588			
Smyrna	\$ 1,137,412			
Murfreesboro	\$ 4,115,018			
Sumner County	\$ 3,203,956			
Hendersonville	\$ 790,578			
Gallatin	\$ 610,020			
Goodlettsville	\$ 553,914			
Millersville	\$ 294,809			
White House	\$ 982,356			
Williamson County	\$ 10,868,720			
Brentwood	\$ 1,780,993			
Fairview	\$ 277,365			
Franklin	\$ 1,493,936			
Wilson County	\$ 6,601,735			
Mt. Juliet	\$ 387,638			
Lebanon	\$ 1,198,618			
Springfield	\$ 2,056,522			
Spring Hill	\$ 249,925			
Portland	\$ 1,047,643			
<b>TRANSIT EXPENSES</b>	\$ 49,916,553	\$ 264,963,101	\$ 615,529,216	\$ 750,326,680
<b>Anticipated Revenues</b>	\$ 49,916,553	\$ 264,963,101	\$ 615,529,216	\$ 750,326,680
Regional Transportation Authority	\$ 7,000,946			
Nashville MTA	\$ 40,804,000			
Franklin Transit Authority	\$ 1,106,809			
Murfreesboro Rover	\$ 1,004,799			

*\*Estimates based on recent local annual budgets.*

