



## 2035 Regional Transportation Plan Urban Surface Transportation Program Investment Strategy Endorsed by the MPO Executive Board, August 18, 2010

### Introduction

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.

1. 15 % to encourage the development of active transportation choices and walkable communities.
2. 10% to support *other* regional investments in public transportation and mass transit.
3. 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 provide "complete streets" throughout the region.

### Revenue Forecast

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.

#### U-STP Investment Strategy – Revenue Distribution by Planned Horizon Year

Category	Target	2011-2015*	2016-2025	2026-2035
Multi-Modal Roadway Capacity & Safety	70%	\$11,448,000	\$213,353,452	\$315,815,228
Active Transportation Enhancements	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% 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% 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% 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% 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.