

NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION

**FISCAL YEAR 2014
UNIFIED PLANNING WORK PROGRAM (UPWP)**

October 1, 2013 through September 30, 2014

Adjusted June 2014



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TABLE OF CONTENTS

I. Introduction.....	1
MPO Overview.....	1
UPWP Overview	3
II. Issues and Requirements	5
Planning Factors & Federal Initiatives	5
Public Participation.....	6
Local and Regional Planning Activities	7
Funding Sources for Planning Activities	7
III. Work Program Tasks	9
Task 1.0 Program Administration	10
Task 2.0 Long-Range Plan & Regional Model	12
Task 3.0 Transportation Improvement Program.....	13
Task 4.0 Congestion Mitigation/ Air Quality Planning.....	14
Task 5.0 Multi-Modal Planning.....	15
Task 6.0 Land Use Integration	17
Task 7.0 Data Collection and Analysis	18
Task 8.0 Public Participation.....	19
IV. Multi-Year Planning	20
V. Funding Tables.....	22
Table 1. FY 2014 Annual Budget.....	23
Table 2. FY 2014 MPO Operating Costs by Task.....	24
Table 3. FY 2014 MPO Other Direct Costs by Task	24
Table 4. Estimated FY 2015 Budget	25
Appendix A. Map of MPO Planning Area & Census Urban Areas	A1
Appendix B. Project Planning Studies	B1
TDOT Planning Report Requests	B1
Other Project Planning Studies.....	B1
Appendix C. List of Acronyms & Definitions	C1

I. INTRODUCTION

MPO Overview

Established through federal legislation, Metropolitan Planning Organizations (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.

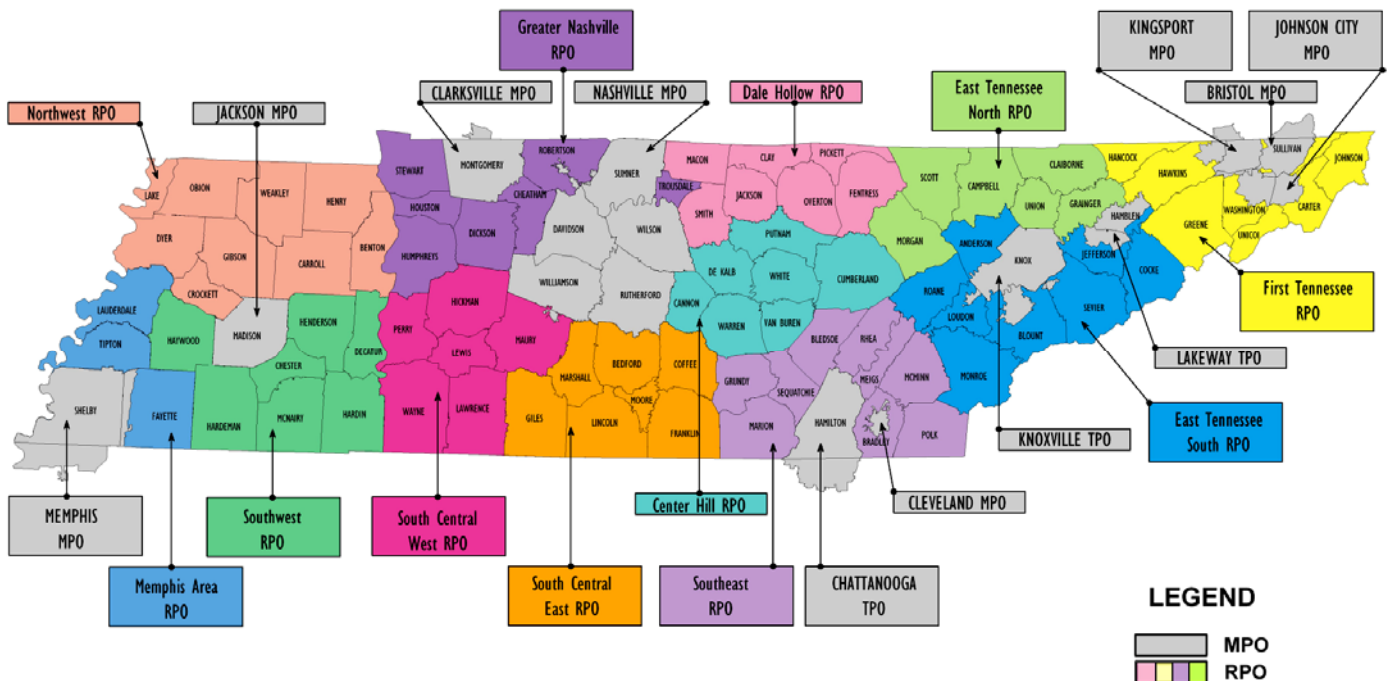
The Nashville Area MPO is the federally-designated transportation planning agency for Davidson, Rutherford, Sumner, Williamson, Wilson and parts of Maury and Robertson counties. Serving as a regional partnership among the U.S. Department of Transportation (USDOT), Tennessee Department of Transportation (TDOT), 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 Nashville Area MPO is one of eleven MPOs in the state of Tennessee that serve as the lead transportation planning and programming agencies for metropolitan areas. The state works through rural planning organizations (RPOs) to establish priorities for transportation improvements in rural areas. The Nashville Area serves over 2800 square miles and more than 1.4 million people throughout Davidson, Rutherford, Sumner, Williamson, Wilson and parts of Maury and Robertson counties. A map of the MPO planning area is provided in Appendix A.

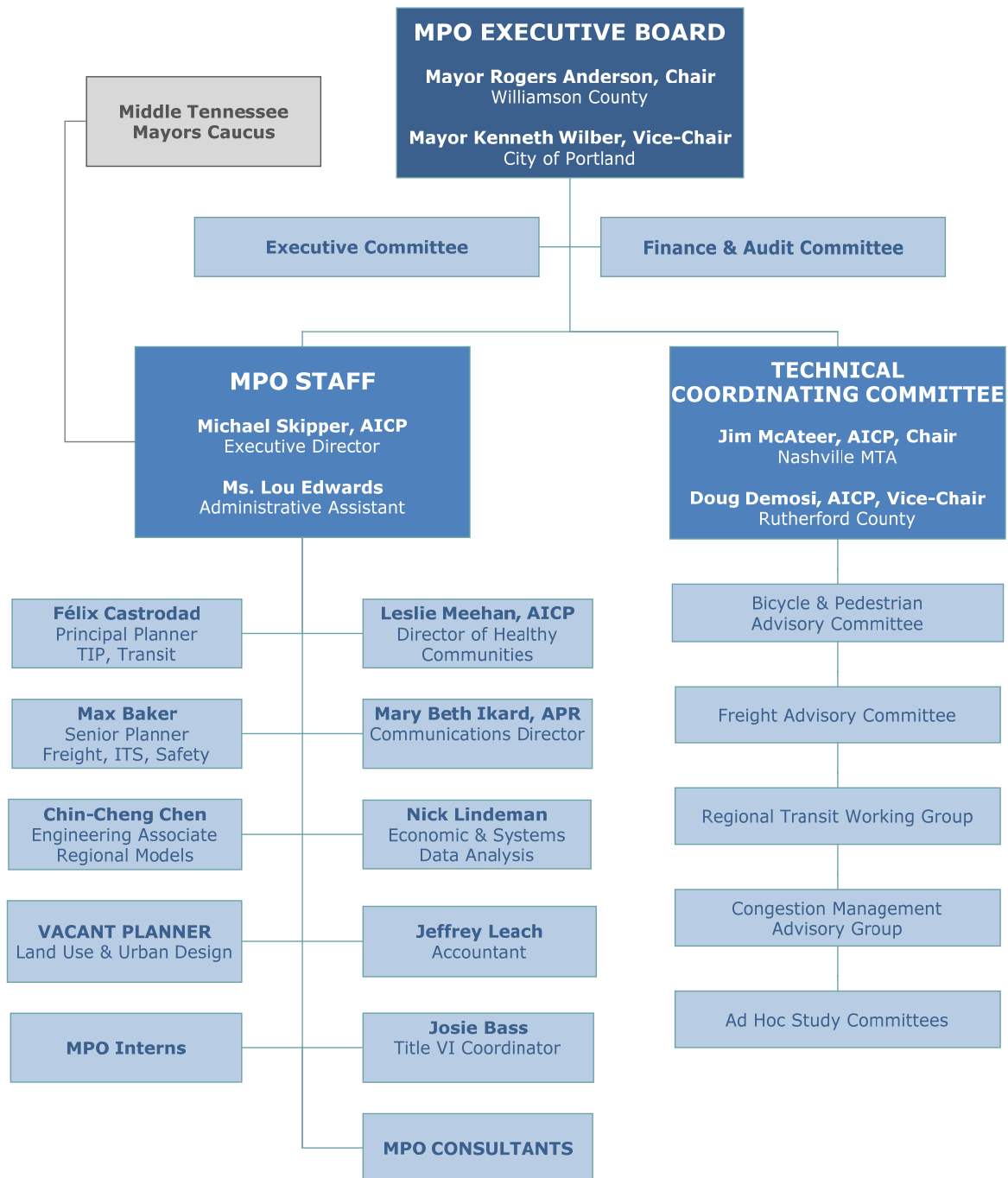
Figure 1. Tennessee Transportation Planning Areas



Organizational Structure

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

Figure 2. MPO Organizational Chart - FY 2014



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, the Governor of the State of Tennessee and an elected official representing the Greater Nashville Regional Council serve on the Executive Board. Representatives from the U.S. Department of Transportation Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) serve as non-voting members.

The **Technical Coordinating Committee** (TCC) 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 serve on the TCC (e.g., the Transportation Management Association Group and the Regional Transportation Authority). Representatives from FHWA and FTA serve as non-voting members 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.

In addition to the committees included in the formal structure of the MPO, staff works closely with the **Middle Tennessee Mayors Caucus**. The Middle Tennessee Mayors Caucus was formed on July 22, 2009 in order to provide leadership on important issues facing a rapidly changing regional landscape. Transportation, and particularly the pursuit of a modern mass transit system, served as the early catalyst, but in its brief history the Caucus has served as an effective forum to build personal relationship among the mayors, improve relationships among jurisdictions, and helped local governments support each other on issues ranging from flood recovery to proposed state regulation.

The Caucus includes approximately 40 city and county mayors from across the 10 Middle Tennessee counties of Cheatham, Davidson, Dickson, Maury, Montgomery, Robertson, Rutherford, Sumner, Williamson, and Wilson.

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) 2014 (October 1, 2013 through September 30, 2014). 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:

- City and county governments, transit operators, and regional agencies;
- State agencies including the Tennessee Department of Transportation (TDOT) and Tennessee Department of Environment and Conservation (TDEC); and
- Federal agencies including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of the United States Department of Transportation (U.S. DOT), the U.S. Department of Housing and Urban Development, the U.S. Centers for Disease Control, and the U.S. Environmental Protection Agency.

This document outlines metropolitan planning requirements and issues and presents a work program of planning activities to address them during federal fiscal year 2014. The MPO's FY 2014 UPWP is highlighted by the following projects.

- **Southeast Area Transportation & Land Use Study** – The MPO will continue its work 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.
- **Regional Freight & Goods Movement Study (Phase III)** – The MPO will begin the third phase of the regional freight & goods movement study. The phase will focus on the local impacts of freight movement and the development of strategies to align economic development, land use decisions, and urban design considerations with freight and local delivery needs while minimizing conflicts with quality of life principles. Prior phases have profiled the region's freight characteristics, provided tools for forecasting freight movement, and developed methods for integrating freight needs into the regional transportation planning and programming process.
- **Regional Bicycle & Pedestrian Study** – The MPO will refresh the 2009 Regional Bicycle and Pedestrian Study findings with an updated inventory of facilities, measures of bicycle and pedestrian levels of service, latent

demand analysis, and provide new measures of walkability within communities throughout the region. The work will include the documentation and evaluation of local, regional, and statewide policies, programs, and regulations that are intended to support the advancement of active transportation throughout the region.

- **Regional Transit Master Planning** – The MPO will work with area transit partners to update local and regional master plans to further integrate the vision established by the 2035 Regional Transportation Plan. The effort will provide the analysis needed to identify and prioritize transit projects for the 2040 Regional Transportation Plan and local agency capital and operating budgets.
- **Regional Modeling & Scenario Planning** – The MPO will continue updating and improving the regional land use and travel demand models for the 2040 Regional Transportation Plan. The models will be used to predict future land development patterns and travel behaviors based on trends, and to evaluate the performance of alternative land use scenarios and transportation investments to help guide policy discussions.
- **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.
- **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.
- **State Route 109 Access Management Study** – The MPO will begin an effort 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.
- **Major Transit Study for Northwest Corridor** – The study will evaluate major transit investment options between downtown Nashville and Clarksville including the commuter rail alternatives identified in the recently completed initial feasibility study (2009).

II. ISSUES AND REQUIREMENTS

Planning Factors & Federal Initiatives

Moving Ahead for Progress in the 21st Century (MAP-21), the federal transportation legislation passed by U.S. Congress and signed by the President in 2012, 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 enhances 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 FY 2014, 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 MAP-21, the MPO considered other federal initiatives relevant the metropolitan planning process in the development of this UPWP. Tasks 2, 4, 5, 6, and 7 propose activities specific to addressing the following federal initiatives:

- **Climate Change and Extreme Weather** – The MPO has increased its focus on activities that promote transportation policies, plans, and programs that lead to cleaner air and help reduce climate-changing greenhouse gas emissions. The UPWP includes air quality public awareness campaigns and regional studies that closely align transportation and land use planning and provide an evaluation of multi-modal transportation options. In addition, the MPO will be assisting TDOT in its proposed extreme weather project.
- **Sustainability and Livability** – Over the last several years, the MPO has evolved into a strong regional partnership that supports ongoing conversations about issues such as land use, economic development, climate change and the environment, safety and security, and personal health to improve multi-jurisdictional and interdisciplinary cooperation to advance sustainability and livability initiatives. The MPO

served as the lead applicant for the Middle Tennessee region in response to the FY 2010 and FY 2011 Housing and Urban Developments Sustainable Communities Regional Planning grant programs and continues align the UPWP with the goals presented by those applications. In addition, the MPO is committed to evaluating the sustainability of its system-level planning using the Federal Highway Administration's *Infrastructure Voluntary Evaluation Sustainability* (INVEST) tool which the MPO helped pilot in advance of its full-scale release.

- **Planning for Operations** – The MPO has begun to develop a new “planning for operations” committee to provide increase coordination on Intelligent Transportation Systems (ITS), incident management, and other traffic/transit operations issues. The emphasis placed on efficient operation of the transportation network is increasing significantly as capital funding for capacity improvements becomes more limited and as communities turn to alternative solutions to help protect quality-of-life.
- **Linking Planning and Environment** – In recent years, federal and state agencies have sought to streamline the transportation project delivery process by linking the planning process with the environmental review required by the National Environmental Policy Act (NEPA). To assist in this effort, the MPO has placed an emphasis on integrating analyses of environmental, community, and economic goals into long-range planning. The UPWP includes significant resources to ensure that the project evaluation and prioritization processes used in the development of the Regional Transportation Plan includes documentation that is useful as projects move toward implementation.
- **Freight & Goods Movement** – The MPO continues build its capacity for regional freight planning through the UPWP. FY 2014 activities include funding for the third phase of the Regional Freight and Goods Movement Study which will provide recommendations for how to mitigate conflicts between freight facilities and adjacent land uses. Prior efforts have produced tools that allow the MPO to forecast future freight movements on the region network and evaluate potential transportation improvements for their ability to accommodate goods movement.

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 a Long-Range Transportation Plan that includes at least a 20-year horizon, a short-term Transportation Improvement Program, and an 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 prior to adoption, as well as for any subsequent amendments to the adopted 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 at www.NashvilleMPO.org and in public libraries across the region.

More information about the public involvement process is provided by the MPO's PPP available on the MPO's website at http://www.nashvillempo.org/docs/PPP/PPP_Adopted_071807.pdf and at MPO offices. 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.

Nashville 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 “Rover” (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 Partnership (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 grant funds (also known as “PL,” or metropolitan planning funds)

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

FHWA State Planning and Research (SPR) grant 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 percent match is required that can be provided by either TDOT or local jurisdictions, depending on the project.

FTA Section 5303 grant funds

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

Other federal or state funding

In addition, other federal (e.g., FTA 5307, FHWA STP, etc.) or state funding that is not specifically designed for metropolitan planning activities can be allocated for planning purposes. Funds used for metropolitan planning activities will be shown in budget tables for the corresponding UPWP tasks. Funds used on project planning activities will be programmed in the MPO's Transportation Improvement Program and included in the UPWP as part of Appendix B.

Local matching funds

All federal grant funds require at least a 20 percent 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 2014.

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 BUDGET 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 2013 Accomplishments

This is a continuing work activity.

FY 2014 Activities (Responsible Agency)

- Manage the implementation of tasks within the FY 2014 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 the National Academies Transportation Research Board (TRB), the American Planning Association (APA), the Association of MPOs (AMPO), the American Public Transportation Association (APTA), the American Association of State Highway and Transportation Officials (AASHTO), among others. (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 TDOT and MPO members to revise the metropolitan planning area boundary, Federal-Aid Urban Boundary, federal functional classification system, and organizational structure as a result of the new Urban Area designations resulting from the 2010 U.S. Census. (MPO)
- Work with TDOT and MPO members to make any necessary changes in the planning process as a result of MAP-21 rule-making and guidance. (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)
- Prepare annual Title VI Report for submission to TDOT. (MPO)
- Prepare the Fiscal Year 2015 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)
- Revised MPO planning area boundary and board composition. (December)
- 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 2015 Unified Planning Work Program. (Draft – April / 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	\$206,470	\$51,618	\$0	\$0	\$0	\$0	\$6,586	\$823	\$823	\$266,320
TDOT	\$0	\$0	\$19,507	\$4,877	\$0	\$0	\$0	\$0	\$0	\$24,384
Consultant	\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
Total	\$246,470	\$61,618	\$19,507	\$4,877	\$0	\$0	\$6,586	\$823	\$823	\$340,704

Matching Funds

- \$52,441 provided by Metro Nashville through in-kind contributions and incurred indirect costs.
- \$4,877 provided by TDOT for MPO activities, and \$4,805 for TDOT activities.
- \$10,000 provided by MPO member dues.

Technology Purchases

- \$8,000 for hardware including computer equipment and related software for MPO staff activities.

Consultant/ Vendor Activities

- \$50,000 for expenses related to conferences and 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 2013 Accomplishments

- Continued implementation and maintenance of the 2035 Regional Transportation Plan.
- Continued work on regional models for the next regional transportation plan (2040), including the design and administration of a regional household travel survey.
- Continued community visioning efforts to guide the development of the 2040 Regional Transportation Plan.

FY 2014 Activities (Responsible Agency)

- Continue work on regional models for the 2040 Regional Transportation Plan. (MPO)
- Begin work on existing conditions and trends analysis for the 2040 Plan. (MPO)
- Perform self-evaluation of the long-range planning process using FHWA's INVEST tool. (MPO)
- Participate in the TDOT statewide long-range transportation plan including attending meetings related to the plan and supporting technical models and studies. (MPO, TDOT)

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	\$135,862	\$33,965	\$0	\$0	\$0	\$0	\$10,980	\$1,373	\$1,373	\$183,553
TDOT	\$0	\$0	\$52,879	\$13,220	\$0	\$0	\$0	\$0	\$0	\$66,099
Consultant	\$491,420	\$122,855	\$0	\$0	\$120,000	\$30,000	\$180,000	\$22,500	\$22,500	\$989,275
Total	\$627,282	\$156,820	\$52,879	\$13,220	\$120,000	\$30,000	\$190,980	\$23,873	\$23,873	\$1,238,926

Matching Funds

- \$35,338 provided by Metro Nashville through in-kind contributions and incurred indirect costs.
- \$13,248 provided by TDOT for MPO activities, and \$13,220 for TDOT activities.
- \$175,355 provided by MPO member dues and regional partners.

Consultant Activities

- \$939,275 for general planning related to the 2040 Regional Transportation Plan (continuing from FY 13).
- \$50,000 for civic and urban design services.

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 2013 Accomplishments

- Managed the FYs 2011-2015 TIP through formal amendments and administrative adjustments.
- Published Annual Listing of Federally Obligated Projects for FY 2012.
- Improved/ maintained web-based tracking system for TIP amendments and adjustments.
- Began work on the FYs 2014-2017 TIP.

FY 2014 Activities (Responsible Agency)

- Adopt and maintain a financially feasible TIP for FYs 2014-2017. TIP projects and programs will be consistent with the MPO's 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)

- Adoption of the FYs 2014-2017 TIP. (October)
- Maintenance of the Transportation Improvement Program for FYs 2011-2015. (Ongoing)
- Annual Listing of Federally Obligated Projects FY 2013. (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	\$69,245	\$17,311	\$0	\$0	\$0	\$0	\$30,722	\$3,840	\$3,840	\$124,959
Total	\$69,245	\$17,311	\$0	\$0	\$0	\$0	\$30,722	\$3,840	\$3,840	\$124,959

Matching Funds

- \$21,152 provided by Metro Nashville through in-kind contributions and incurred indirect costs.
- \$3,840 provided by TDOT for MPO activities.

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 2013 Accomplishments

- Continued coordination with TDOT, the Tennessee Department of Environment and Conservation (TDEC), and local health departments towards meeting annual emission reduction goals.
- Assist local jurisdictions prepare estimates of emissions reductions for Congestion Mitigation Air Quality (CMAQ) grant program proposals.
- 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 U.S. Environmental Protection Agency (EPA) air quality standards.
- Analyzed data to measure levels of congestion throughout the region in accordance with the region's Congestion Management Process.

FY 2014 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	\$30,897	\$7,724	\$0	\$0	\$0	\$0	\$4,389	\$549	\$549	\$44,108
CAP	\$0	\$0	\$0	\$0	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
Total	\$30,897	\$7,724	\$0	\$0	\$40,000	\$10,000	\$4,389	\$549	\$549	\$94,108

Matching Funds

- \$8,273 provided by Metro Nashville through in-kind contributions and incurred indirect costs.
- \$549 provided by TDOT for MPO activities.
- \$10,000 provided by MPO member dues and regional partners.

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), and
- Connections between modes of travel/transport.

FY 2013 Accomplishments

- Maintained the region's ITS Architecture.
- Published the Northeast Corridor Mobility Study to identify mobility solutions between Nashville, Goodlettsville, Hendersonville, and Gallatin;
- Completed 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 Surface Transportation Program (U-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.
- Participated in TDOT's I-24 Corridor Study.
- Continued work on improving crash data to identify safety hot spots.

FY 2014 Activities (Responsible Agency)

- Conduct phase III of the *Regional Freight & Goods Movement Study*. (MPO)
- Update the *Regional Bicycle & Pedestrian Plan*. (MPO)
- Update the *Regional Transit Master Plan*. (MPO, Transit Partners)
- 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)
- Update and continued maintenance of the regional ITS architecture. (MPO)
- Continue participation in TDOT's *I-24 Corridor Study*. (MPO)
- Continue support for regional freight planning activities through the Freight Advisory Committee. (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 audit and evaluation of signage along major controlled-access routes to identify possible safety improvements at approaching junctions and interchanges. (MPO, TDOT)

- Continue work to develop and implement a new MPO Planning for Operations committee to provide increase coordination on ITS, incident management, and other traffic/transit operations issues. (MPO)
- Begin *NW Corridor Transit Study* to identify alternatives for major capital investments and service strategies between Clarksville and Nashville. (RTA, MPO, Clarksville MPO)
- Participate in TDOT's *Tennessee Extreme Weather Project*. (MPO)

End Products

- Regional safety / security study findings. (Ongoing)
- Regional employer/ employee research findings and implementation strategies for commuter assistance programs. (Ongoing)
- Coordinated Human Services Transportation Planning. (Ongoing)
- Regional Freight Study Final Report. (September)
- Regional Bicycle & Pedestrian Plan Update. (September)
- Regional Transit Master Plan Update. (September)
- NW Corridor Transit Study. (FY 2015)

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	Local	Federal	State	Local	
MPO	\$110,851	\$27,713	\$0	\$0	\$0	\$0	\$39,500	\$4,937	\$4,937	\$187,938
RTA	\$75,000	\$18,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,750
MTA	\$0	\$0	\$0	\$0	\$0	\$0	\$128,000	\$16,000	\$16,000	\$160,000
MPT	\$0	\$0	\$0	\$0	\$0	\$0	\$46,280	\$5,785	\$5,785	\$57,850
Consultant	\$315,000	\$78,750	\$0	\$0	\$240,000	\$60,000	\$160,000	\$20,000	\$20,000	\$893,750
Total	\$500,851	\$125,213	\$0	\$0	\$240,000	\$60,000	\$373,516	\$46,689	\$46,689	\$1,392,958

Matching Funds

- \$32,650 provided by Metro Nashville through in-kind contributions and incurred indirect costs.
- \$46,722 provided by TDOT for MPO activities.
- \$158,750 provided by MPO member dues and regional partners.

Consultant Studies

- \$393,750 for phase III of the Regional Freight & Goods Movement Study (continuing from FY 2013).
- \$300,000 for an update to the Regional Active Transportation Study (continuing from FY 2013).
- \$200,000 for the Northwest Corridor Transit Study.

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 2013 Accomplishments

- Updated and maintained the region's CommunityViz based regional land-use model.
- Coordinated with local comprehensive plan updates including *NashvilleNext*.

FY 2014 Activities (Responsible Agency)

- Continued maintenance of the regional land use model. (MPO)
- Continue support for the integration of transportation, urban design, and land use planning through work with regional partners to explore TOD and other quality growth toolbox concepts. (MPO, GNRC)
- Continue 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)
- Begin 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. (FY 2015)

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	Local	Federal	State	Local	
MPO	\$41,778	\$10,445	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,223
GNRC	\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
Consultant	\$105,000	\$26,250	\$0	\$0	\$385,000	\$96,250	\$0	\$0	\$0	\$612,500
Total	\$186,778	\$46,695	\$0	\$0	\$385,000	\$96,250	\$0	\$0	\$0	\$714,723

Matching Funds

- \$10,445 provided by Metro Nashville through in-kind contributions and incurred indirect costs.
- \$122,500 provided by MPO member dues and regional partners.

Consultant Studies

- \$312,500 for the Southeast Area Transportation & Land Use Study (continuing from FY 2013).
- \$300,000 for the SR 109 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 2013 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.
- Analyzed traffic accident data from the Tennessee Department of Safety and TDOT. Compiled high hazard accident data for safety studies as needed.
- Maintained socioeconomic data and geographic data for regional planning models.
- Completed 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 2014 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 traffic count data for planning and project design. (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 the collection of travel speed data for use in the MPO's congestion management process. (MPO)
- Begin partnership with Nashville Area Chamber of Commerce to produce an annual indicators report. (MPO)

End Products (Schedule)

- Data on daily traffic, peak hour volume, directional distribution, vehicle miles, and accidents. (Ongoing)
- Updated data from TDOT TRIMS file. (Ongoing)
- Data for the MPO's regional models and congestion management process. (Ongoing)
- Annual Indicators Report. (October)

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	Local	Federal	State	Local	
MPO	\$107,433	\$26,858	\$0	\$0	\$0	\$0	\$35,154	\$4,394	\$4,394	\$178,234
TDOT	\$0	\$0	\$16,269	\$4,067	\$0	\$0	\$0	\$0	\$0	\$20,336
Consultant	\$150,000	\$37,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$187,500
Total	\$257,433	\$64,358	\$16,269	\$4,067	\$0	\$0	\$35,154	\$4,394	\$4,394	\$386,071

Matching Funds

- \$31,253 provided by Metro Nashville through in-kind contributions and incurred indirect costs.
- \$4,394 provided by TDOT for MPO activities, and \$4,067 for TDOT activities.
- \$37,500 provided by regional partners.

Consultant Studies

- \$187,500 for regional indicators report.

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 2013 Accomplishments

- Public review and a series of public hearings for amendments to the FY 2011-15 TIP and the 2035 Plan.
- Public involvement in the development of the FYs 2014-2017 TIP.
- Maintained MPO website and communication tools.
- Provided presentations to numerous public, private, and civic organizations to promote inclusion in the MPO's regional planning process.
- Began update to the MPO's *Public Participation Plan*.

FY 2014 Activities (Responsible Agency)

- Maintain contact list of citizens 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 planning issues. (MPO, GNRC)
- Manage list of historically under-represented populations (e.g., minorities, low-income, seniors, and other traditionally-underserved groups) by contacting agencies serving those populations. (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, including outlets that serve minority citizens and other transportation-disadvantaged groups, to publicize the development and adoption of MPO products. (MPO)
- Continue the evaluation and improvement of the MPO's public involvement techniques. (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)

Budget

AGENCY	FHWA						FTA			TOTAL
	Section 112 (PL)		SPR-TDOT		SPR-MPO		Section 5303			
	Federal	Local	Federal	State	Federal	Local	Federal	State	Local	
MPO	\$176,156	\$44,039	\$0	\$0	\$0	\$0	\$4,389	\$549	\$549	\$225,681
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
Total	\$206,156	\$51,539	\$0	\$0	\$0	\$0	\$4,389	\$549	\$549	\$263,181

Matching Funds

- \$44,588 provided by Metro Nashville through in-kind contributions and incurred indirect costs.
- \$549 provided by TDOT for MPO activities.
- \$7,500 provided by MPO member dues and regional partners.

IV. MULTI-YEAR PLANNING

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

Current activities continuing into FY 2014

- **Southeast Area Transportation & Land Use Study** – The MPO will continue its work 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.
- **Regional Freight & Goods Movement Study (Phase III)** – The MPO will begin the third phase of the regional freight & goods movement study. The phase will focus on the local impacts of freight movement and the development of strategies to align economic development, land use decisions, and urban design considerations with freight and local delivery needs while minimizing conflicts with quality of life principles. Prior phases have profiled the region’s freight characteristics, provided tools for forecasting freight movement, and developed methods for integrating freight needs into the regional transportation planning and programming process.
- **Regional Bicycle & Pedestrian Study** – The MPO will refresh the 2009 Regional Bicycle and Pedestrian Study findings with an updated inventory of facilities, measures of bicycle and pedestrian levels of service, latent demand analysis, and provide new measures of walkability within communities throughout the region. The work will include the documentation and evaluation of local, regional, and statewide policies, programs, and regulations that are intended to support the advancement of active transportation throughout the region.
- **Regional Transit Master Planning** – The MPO will work with area transit partners to update local and regional master plans to further integrate the vision established by the 2035 Regional Transportation Plan. The effort will provide the analysis needed to identify and prioritize transit projects for the 2040 Regional Transportation Plan and local agency capital and operating budgets.
- **Regional Modeling & Scenario Planning** – The MPO will continue updating and improving the regional land use and travel demand models for the 2040 Regional Transportation Plan. The models will be used to predict future land development patterns and travel behaviors based on trends, and to evaluate the performance of alternative land use scenarios and transportation investments to help guide policy discussions.
- **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.
- **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.

New activities starting in FY 2014

- **State Route 109 Access Management Study** – The MPO will begin an effort 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.
- **Major Transit Study for Northwest Corridor** – The study will evaluate major transit investment options between downtown Nashville and Clarksville including the commuter rail alternatives identified in the recently completed initial feasibility study (2009).
- **Annual Indicators Report** – The MPO has forged a new partnership with the Nashville Area Chamber of Commerce to produce *Nashville Vital Signs*, and annual report to the region tracking performance measures and progress toward major regional initiatives.

Activities anticipated to begin in FY 2015 or beyond

- **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.

V. FUNDING TABLES

Table 1. FY 2014 Annual Budget

	FHWA PL	FTA 5303	FHWA SPR	STATE MATCH	REGIONAL DUES	IN-KIND MATCH	OTHER LOCAL	TOTAL
TOTAL MPO PROGRAM EXPENSES	\$ 2,125,113	\$ 646,000	\$ 785,000	\$ 80,750	\$ 345,950	\$ 236,138	\$ 243,035	\$ 4,461,986
NEW PROGRAM EXPENSES	\$ 1,475,113	\$ 566,000	\$ 515,000	\$ 70,750	\$ 168,450	\$ 236,138	\$ 180,535	\$ 3,211,986
FY 2014 MPO OPERATING	\$ 878,693	\$ 131,720	\$ -	\$ 16,465	\$ 16,845	\$ 236,138	\$ -	\$ 1,279,861
MPO Staff Salaries & Benefits	\$ 800,693	\$ 131,720	\$ -	\$ 16,465	\$ -	\$ -	\$ -	\$ 948,878
MPO Other Direct Expenses	\$ 78,000	\$ -	\$ -	\$ -	\$ -	\$ 236,138	\$ -	\$ 314,138
MPO Contingency/ Federal Non-Reimbursables	\$ -	\$ -	\$ -	\$ -	\$ 16,845	\$ -	\$ -	\$ 16,845
FY 2014 REGIONAL PARTNERS	\$ 145,000	\$ 174,280	\$ -	\$ 21,785	\$ -	\$ -	\$ 58,035	\$ 399,100
Greater Nashville Regional Council	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,500	\$ 87,500
Regional Transportation Authority	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,750	\$ 93,750
Metropolitan Transit Authority	\$ -	\$ 128,000	\$ -	\$ 16,000	\$ -	\$ -	\$ 16,000	\$ 160,000
Murfreesboro Public Transportation	\$ -	\$ 46,280	\$ -	\$ 5,785	\$ -	\$ -	\$ 5,785	\$ 57,850
FY 2014 REGIONAL ACTIVITIES	\$ 451,420	\$ 100,000	\$ 275,000	\$ 12,500	\$ 151,605	\$ -	\$ 42,500	\$ 1,033,025
General Planning & Regional Modeling	\$ 101,420	\$ 100,000	\$ 120,000	\$ 12,500	\$ 67,855	\$ -	\$ -	\$ 401,775
Regional Indicators Program	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,500	\$ 187,500
Regional Transportation & Urban Design Program	\$ 40,000	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 50,000
Regional Freight Study (Phase III)	\$ -	\$ -	\$ 115,000	\$ -	\$ 28,750	\$ -	\$ -	\$ 143,750
Regional Active Transportation Planning Program	\$ 120,000	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ 150,000
Air Quality Outreach Program	\$ -	\$ -	\$ 40,000	\$ -	\$ 5,000	\$ -	\$ 5,000	\$ 50,000
Regional Symposiums/ Summits/ Conferences	\$ 40,000	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 50,000
FY 2014 SUBREGIONAL STUDIES	\$ -	\$ 160,000	\$ 240,000	\$ 20,000	\$ -	\$ -	\$ 80,000	\$ 500,000
SR 109 Corridor Access Mngt Study	\$ -	\$ -	\$ 240,000	\$ -	\$ -	\$ -	\$ 60,000	\$ 300,000
Northwest Corridor Transit Study	\$ -	\$ 160,000	\$ -	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 200,000
CONTINUING PROGRAM EXPENSES	\$ 650,000	\$ 80,000	\$ 270,000	\$ 10,000	\$ 177,500	\$ -	\$ 62,500	\$ 1,250,000
REGIONAL STUDIES	\$ 545,000	\$ 80,000	\$ 125,000	\$ 10,000	\$ 177,500	\$ -	\$ -	\$ 937,500
General Planning & Regional Modeling	\$ 350,000	\$ 80,000	\$ -	\$ 10,000	\$ 97,500	\$ -	\$ -	\$ 537,500
Regional Freight Study (Phase III)	\$ 75,000	\$ -	\$ 125,000	\$ -	\$ 50,000	\$ -	\$ -	\$ 250,000
Regional Active Transportation Planning Program	\$ 120,000	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ 150,000
SUBREGIONAL STUDIES	\$ 105,000	\$ -	\$ 145,000	\$ -	\$ -	\$ -	\$ 62,500	\$ 312,500
SE Area Transportation & Land Use Study	\$ 105,000	\$ -	\$ 145,000	\$ -	\$ -	\$ -	\$ 62,500	\$ 312,500
TOTAL TDOT PARTICIPATION EXPENSES	\$ -	\$ -	\$ 88,655	\$ 22,164	\$ -	\$ -	\$ -	\$ 110,819
TOTAL FY 2014 MPO PROGRAM BUDGET	\$ 2,125,113	\$ 646,000	\$ 873,655	\$ 102,914	\$ 345,950	\$ 236,138	\$ 243,035	\$ 4,572,805

Table 2. FY 2014 MPO Operating Costs by Task

TASK	Salaries & Benefits	Other Direct Costs	Indirect Costs*	Total
1.0 Program Administration	\$ 163,880	\$ 50,000	\$ 52,441	\$ 266,320
2.0 Long-Range Plan & Model	\$ 148,215	\$ -	\$ 35,338	\$ 183,553
3.0 Transportation Improvement Program	\$ 103,807	\$ -	\$ 21,152	\$ 124,959
4.0 Congestion & Air Quality Planning	\$ 35,835	\$ -	\$ 8,273	\$ 44,108
5.0 Multi-Modal Planning	\$ 155,288	\$ -	\$ 32,650	\$ 187,938
6.0 Land-Use Integration	\$ 41,778	\$ -	\$ 10,445	\$ 52,223
7.0 Data Collection / Analysis	\$ 146,982	\$ -	\$ 31,253	\$ 178,234
8.0 Public Involvement	\$ 153,093	\$ 28,000	\$ 44,588	\$ 225,681
<i>MPO Contingency Fund</i>	-	-	-	\$ 16,845
Total	\$ 948,878	\$ 78,000	\$ 236,138	\$ 1,279,861

*Indirect costs are incurred by Metropolitan Planning Department of Nashville-Davidson County as host for the MPO.

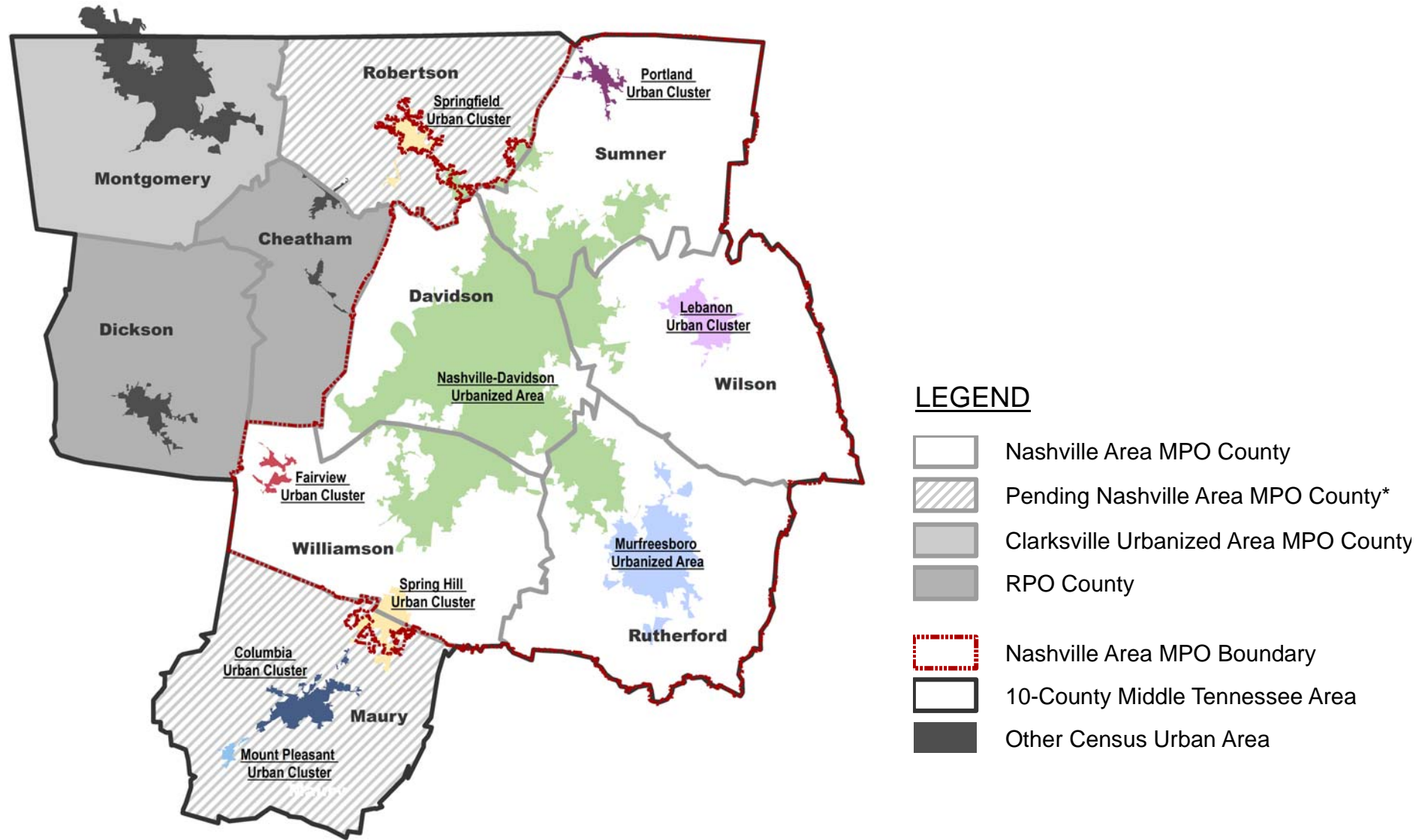
Table 3. FY 2014 MPO Other Direct Costs by Task

TASK	Travel	Supplies	Ads/ Notices	Technology	Memberships	Total
1.0 Program Administration	\$ 12,000	\$ 20,000	\$ -	\$ 8,000	\$ 10,000	\$ 50,000
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	\$ 78,000

Table 4. Estimated FY 2015 Budget

	FHWA PL	FTA 5303	FHWA SPR	STATE MATCH	REGIONAL DUES	IN-KIND MATCH	OTHER LOCAL	TOTAL
TOTAL MPO PROGRAM EXPENSES	\$ 1,818,000	\$ 656,000	\$ 46,500	\$ 82,000	\$ 168,450	\$ 261,250	\$ 135,270	\$ 3,167,470
FY 2015 MPO OPERATING	\$ 980,000	\$ 130,000	\$ -	\$ 16,250	\$ 16,845	\$ 261,250	\$ -	\$ 1,404,345
MPO Staff Salaries & Benefits	\$ 900,000	\$ 130,000	\$ -	\$ 16,250	\$ -	\$ -	\$ -	\$ 1,046,250
MPO Other Direct Expenses	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ 261,250	\$ -	\$ 341,250
MPO Contingency/ Federal Non-Reimbursables	\$ -	\$ -	\$ -	\$ -	\$ 16,845	\$ -	\$ -	\$ 16,845
FY 2015 REGIONAL PARTNERS	\$ 145,000	\$ 176,000	\$ -	\$ 22,000	\$ -	\$ -	\$ 58,250	\$ 401,250
Greater Nashville Regional Council	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,500	\$ 87,500
Regional Transportation Authority	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,750	\$ 93,750
Metropolitan Transit Authority	\$ -	\$ 128,000	\$ -	\$ 16,000	\$ -	\$ -	\$ 16,000	\$ 160,000
Murfreesboro Public Transportation	\$ -	\$ 48,000	\$ -	\$ 6,000	\$ -	\$ -	\$ 6,000	\$ 60,000
FY 2015 REGIONAL ACTIVITIES	\$ 554,920	\$ 200,000	\$ 46,500	\$ 25,000	\$ 151,605	\$ -	\$ 23,750	\$ 1,001,775
General Planning & Regional Modeling	\$ 399,920	\$ 200,000	\$ 6,500	\$ 25,000	\$ 126,605	\$ -	\$ -	\$ 758,025
Regional Indicators Program	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,750	\$ 93,750
Regional Transportation & Urban Design Program	\$ 40,000	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 50,000
Air Quality Outreach Program	\$ -	\$ -	\$ 40,000	\$ -	\$ 5,000	\$ -	\$ 5,000	\$ 50,000
Regional Symposiums/ Summits/ Conferences	\$ 40,000	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 50,000
FY 2015 SUBREGIONAL STUDIES	\$ 138,080	\$ 150,000	\$ -	\$ 18,750	\$ -	\$ -	\$ 53,270	\$ 360,100
South Corridor Study	\$ 138,080	\$ 150,000	\$ -	\$ 18,750	\$ -	\$ -	\$ 53,270	\$ 360,100

APPENDIX A. MAP OF MPO PLANNING AREA & CENSUS URBAN AREAS



* Local governments in Robertson and Maury counties have requested membership in the MPO. The MPO Executive Board will consider an expansion of its planning area during FY 2014.

APPENDIX B. PROJECT PLANNING STUDIES

TDOT Planning Report Requests

- **Interchange Modification Study for I-24 @ Epps Mill Road** – The MPO, on behalf of Rutherford County, requests a study of the proposed modification to the I-24 interchange with Epps Mill Road (exit 89). The interchange modification and widening of Epps Mill Road are funded in the 2035 Regional Transportation Plan as project number 1042-204.
- **Interchange Justification Study for I-40 @ Central Pike** – The MPO, on behalf of Wilson County, requests a study of a new interchange along I-40 with Central Pike (SR 265) between Old Hickory Boulevard and Mt. Juliet Road. The proposed interchange is funded in the 2035 Regional Transportation Plan as project number 1073-256. The study will replace the IJS completed in 2000 which has expired.

Other Project Planning Studies

- **Regional Transportation Authority Master Plan** – The plan will put forth a set of guiding principles and policies for improving public transportation in the Middle Tennessee region, as well as describe actions and projects to meet short-, medium-, and long-term goals. The RTA Master Plan will be closely coordinated and developed with the Nashville Area MPO's Regional Transportation Plan (RTP) update. The MPO work for the 2040 RTP will serve as the basis for the RTA Master Plan by providing extensive analysis of current and future conditions and providing tools to help guide RTA's priorities.
 - TIP#: 2014-85-057
 - Total Budget: \$212,500
 - FTA 5307: \$170,000
 - State Match: \$21,250
 - Local Match: \$21,250
- **Northwest Corridor Commuter Rail Study** – A detailed study to provide further analysis of the commuter rail options between Nashville and Clarksville identified by the Initial Feasibility Study conducted in 2008. The effort will evaluate various alternatives for alignment, technology, and station area development and produce estimates of ridership and costs. Sponsored by the Regional Transportation Authority with funding from the FTA 5307 grant program with additional contributions for the Nashville Area MPO, Clarksville Urbanized Area MPO, and local governments within the study area.
 - TIP#: 2013-89-204
 - Total Budget: \$1,000,000
 - FTA 5307: \$800,000
 - State Match: \$100,000
 - Local Match: \$100,000
- **Franklin/ Cool Springs Transit Circulator Study** – A study to determine the need for an integrated multimodal transportation network in the Cool Springs area, including but not limited to transit circulator system, ridesharing, fixed route and express bus service connectivity, park and ride facilities, and pedestrian system as integrated components. Sponsored by the Franklin Transit Authority with funding from the FTA 5307 grant program.

APPENDIX C. 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.

CAA - 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 percent of the total transportation budget.

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

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

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

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

FY - Fiscal Year: A federal fiscal or budget year; runs from October 1 through September 30 for the MPO and the federal government. 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.

GNRC – Greater Nashville Regional Council: a regional organization created by state law to serve as the development district for 13 counties in northern Middle Tennessee. GNRC serves as the Area Agency on Aging and Disability, the Middle Tennessee Tourism Council, and provides community planning and economic development assistance to its local government members.

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.

HTS (or HHTS) – Household Travel Survey: A major survey effort conducted periodically to collect socio-economic and travel behavior information from a random selection of households across the planning area. Data from the survey are used in travel demand modeling to predict future transportation trends.

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.

MAP-21 – Moving Ahead for Progress in the 21st Century: The federal transportation act passed by Congress and signed into law in 2012 that authorized federal surface transportation programs for FYs 2013 and 2014.

MG - Minimum Guarantee: A funding category created in TEA-21 that guarantees a 90 percent 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 percent) miles of road.

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.

PPP – Public Participation Plan: a federally-required document that describes the MPO's process for involving the public and interested stakeholders in the development and adoption of required plans and programs, and the formal procedures used to adopt or amend the Long-Range Transportation Plan, the Transportation Improvement Program, and Unified Planning Work Program.

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-21 emphasized 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.