

**CLEVELAND URBAN AREA
METROPOLITAN PLANNING ORGANIZATION
FISCAL YEAR 2010
UNIFIED PLANNING WORK PROGRAM (UPWP)
October 1, 2009 through September 30, 2010**



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AMENDED MARCH 2, 2010

AMENDED JULY 07, 2010

CLEVELAND URBAN AREA METROPOLITAN PLANNING ORGANIZATION

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This report was prepared in cooperation with the United States Department of Transportation, the Federal Highway Administration, Federal Transit Administration, the Tennessee Department of Transportation, Southeast Tennessee Human Resources Agency, Bradley County, Tennessee and the City of Cleveland, Tennessee.

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IMPLEMENTATION OF THE AMERICANS WITH DISABILITIES ACT

Major planning activities should focus on complying with the key provisions of the Americans with Disabilities Act (ADA), such as: public transit authorities providing fixed route transit service must provide comparable level para-transit service to handicapped individuals who cannot otherwise use the fixed route service; transit authorities providing Elderly & Handicap oriented demand responsive service must also buy or lease accessible vehicles unless it can be demonstrated that the system provides a level of service to the disabled equivalent to that provided to the general public; key rapid rail and light rail stations must be made accessible as soon as practicable, but not later than July 1993; at least one car per train on light and rapid rail systems must be accessible by July 26, 1995; and new facilities built must be accessible and existing facilities with major alterations must be made accessible to the maximum extent feasible.

TITLE VI COMPLIANCE

Section 601 of Title VI of the Civil Rights Act of 1964 states: "No person in the United States shall, on the grounds of race, color, or national origin, shall be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." In compliance with Title VI, the Cleveland Urban Area Metropolitan Planning Organization will, on an ongoing basis, ensure that: any programs, services, or benefits are equally distributed without regard to race, color, or national origin; and opportunities to participate in the planning and decision making processes are provided to persons without regard to race, color, or national origin.

LIST OF ABBREVIATIONS

FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FRA	Federal Railroad Administration
TDOT	Tennessee Department of Transportation
TDOT/PD	Planning Division
TDOT/MTR	Multimodal Transportation Resources
MPO	Metropolitan Planning Organization
LPA	Office of Local Planning Assistance
SETHRA	Southeast Tennessee Human Resources Agency
SETDD	Southeast Tennessee Development District
CUAMPO	Cleveland Urban Area Metropolitan Planning Organization
UPWP	Unified Planning Work Program
TIP	Transportation Improvement Program
TSM	Transportation Systems Management
TEMA	Tennessee Emergency Management Agency
TCC	Technical Coordinating Committee
TDEC	Tennessee Department of Energy and Conservation
PL/Sec. 112	FHWA Section 112 Planning Funds
Sec. 5303	FTA Section 5303 Technical and Planning Funds
SPR	State Planning and Research Funds
Sec. 5307	FTA Section 5307 Transit Planning Funds
ISTEA	Inter-modal Surface Transportation Efficiency Act of 1991
TEA-21	Transportation Equity Act for the 21 st Century
ITS	Intelligent Transportation Systems
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act- A legacy for users

INTRODUCTION

The City of Cleveland in conjunction with Bradley County formed the Cleveland Urban Area Metropolitan Transportation Planning Organization (CUAMPO) in 2003. The CUAMPO Executive Board is solely responsible for distribution of the Cleveland Urban Area Metropolitan Transportation Planning Organization Funds. The CUAMPO serves the City of Cleveland and the urbanized portions of Bradley County. The CUAMPO Executive Board members include the Governor of Tennessee (usually represented by a TDOT official), City of Cleveland Mayor Tom Rowland, City of Cleveland Vice-Mayor Avery Johnson, County Executive Gary Davis and Executive Director of the South East Tennessee Human Resources Agency Ray Evans. The CUAMPO's purpose is allocation and distribution of highway project funds and transportation planning within the CUAMPO boundary area. Federal Law mandates that US Census designated Urbanized Areas (geographical area in excess of 50,000 people) are required to have an MPO. A MPO is required by federal law to conduct an on-going planning process for the expenditure of federal and state highway monies for roads that are part of the classified road network of interstate highways, arterial streets, and collector streets. A MPO is made up of all municipalities that are located with the designated US Census Urban Area (UA). The CUAMPO presently has two municipalities within the Cleveland Urban Area: the City of Cleveland and Bradley County.

Typical projects include road widening, bridgework, intersection improvements, traffic signalization, etc. The CUAMPO is also involved in planning for other transportation modes such as air, rail, transit services, bicycle, and pedestrian travel. The CUAMPO is concerned with both passenger and freight traffic. The CUAMPO seeks input from all user groups such as commuters, freight haulers, special needs populations, lower income populations, the traditionally underserved, etc. The CUAMPO is concerned with issues of traffic management and traffic safety now and in the future. The CUAMPO follows a process defined in federal law including a 20-year long-range transportation plan, a three-year Transportation Improvement Program, and an annual Unified Planning Work Program. The CUAMPO works in close cooperation with officials from the Tennessee Department of Transportation (TDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), Southeast Tennessee Human Resources Agency (SETHRA) as well as other agencies as appropriate.

The Cleveland Urban Area Metropolitan Planning Organization (CUAMPO) has a planning staff that consists of a MPO Coordinator, and one full time Transportation Planner to perform many of the MPO planning duties. The staff conducts planning analysis of transportation needs, based on existing and projected land use; they also perform GIS data mapping and analysis; update and forecast population and economic factors as well as updating and maintaining the transportation network model. The traffic engineer and other engineering staff support the CUAMPO. The Director of Community Development serves as the MPO Coordinator. The Community Development administrative assistant serves as the recording secretary. The CUAMPO has a Technical Coordinating Committee (TCC) that is made up of both city and county transportation personnel, transit operators, TDOT representative, FHWA representative, FTA representative, Title VI representative, and the MPO Coordinator. The TCC evaluates all transportation issues and reports or recommends an action on each to the CUAMPO Executive Board. The CUAMPO Executive Board has the sole power to approve or disapprove any recommendation or issue.

This Unified Planning Work Program for the Cleveland Urban Area Metropolitan Planning Organization (MPO) documents the transportation planning activities and related tasks to be accomplished by the MPO and its member governments during the fiscal year of 2010.

The goal is to ensure the "3-C" approach for transportation planning for the Cleveland Urban Area, both short and long-range, with proper coordination among

- MPO member governments and agencies,
- Southeast Tennessee Human Resources Agency (SETHRA),
- Tennessee Department of Transportation (TDOT),
- Federal Highway Administration (FHWA), and
- Federal Transit Administration (FTA).

MAJOR TASKS SCHEDULED FOR FY2010

This document outlines selected planning issues and challenges, and then lists a work program of planning activities to be addressed during fiscal year 2010. The major tasks that have been scheduled for this period are the creation of a Freight Users Study as part of the LRTP process; continued evaluation of Transit Routes for the existing transit system; continuation of the Safe Walks to School program; continued amendments to the TIP; reviewing of proposals received in response to the RFP for consultant services for the creation of the 2035 LRTP; drafting of the 2035 LRTP; preparation of the FY2011 – 2014 TIP; and preparation of the FY2011 Unified Planning Work Program.

PUBLIC INVOLVEMENT PROCESS FOR THE UPWP

- A. Notice shall be placed in the newspapers listed in Section 2 when the Technical Coordinating Committee (TCC) recommends the Unified Planning Work Program (UPWP) for public review and comment.
- B. The notice shall state that copies of the draft Unified Planning Work Program, as endorsed by the Technical Coordinating Committee, are available at the Department of Community Development, 185 2nd Street NE; City of Cleveland Municipal Building, 190 Church Street NE; Cleveland Main Public Library, 795 Church Street NE; Bradley County Court Annex, 155 Broad Street NW; Cleveland Bradley County Chamber of Commerce, 225 Keith Street SW for public review and comment. The notice shall specify the dates, times, and location of forthcoming public hearings. Press releases shall also be furnished to all other news organizations registered with the Transportation Planning Coordinator (TPC). Special efforts shall be made to provide information on the Unified Planning Work Program to media and organizations serving the low-income and minority populations in the urban area.
- C. The notice and press release of the public hearing shall be published and mailed a minimum of seven (7) days prior to the next scheduled Executive Board meeting. Comments received at this public hearing shall be provided to the Executive Board prior to the public hearing. Copies of the draft shall also be distributed to the locations listed in Appendix A for a minimum of seven (7) days prior to this meeting.
- D. At the public hearing, the Transportation Planning Coordinator (TPC) shall report, in writing, to the Board all comments received prior to the meetings.
- E. The public shall be allowed an opportunity for comment at the public hearing. The Chairman of the Executive Board will establish reasonable time limits for each presentation, considering the time constraints of the meeting and complexity of the issue.
- F. In the event the Board determines there are significant unresolved comments on the Unified Planning Work Program it may defer the work program until a subsequent meeting. The Metropolitan Planning Organization (MPO) staff will then prepare a written response to the comments to be incorporated into the document, or suggest amendments to the draft document. Another review period shall be allotted to the public when these amendments are determined to be significant by the Executive Board.
- G. The Executive Board must close the final public hearing prior to a vote on the Unified Planning Work Program.
- H. Major amendments to the Unified Planning Work Program (those that involve the addition or deletion of tasks) must follow the same process and procedure outlined above (Section 5 A-H). The public hearing shall be held by the Executive Board prior to voting on the Unified Planning Work Program. Minor adjustments, such as those

that involve adjustments to funding amounts (adjustments are up to 15% of funding amounts between work tasks); do not require a public input process.

- I. All tasks and studies in the work program shall be designed to afford the public reasonable opportunity for input as the study progresses. In the event an appointed citizen's committee is established, all efforts to have adequate representation of the population shall be made. For planning efforts such as major thoroughfare plans, bikeway and pedestrian plans, and corridor studies, a minimum of one (1) public meeting shall be held.

SAFETEA-LU PLANNING FACTORS

The Cleveland Urban Area MPO FY 2010 Unified Planning Work Program is being developed to insure that all federal and state mandates pertaining to the regulations set forth by the Safe Accountable Flexible Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) are incorporated into every document and aspects of the organization. The intentions of this work program is to insure that the planning factors of SAFETEA-LU listed below, are carried out in all tasks through the MPO Executive Board and through administration of all projects and activities throughout the MPO 2010 fiscal year.

- **Emphasize the preservation of the existing transportation system;**

The MPO will continue to emphasize to the local municipalities the need to continue seeking effective maintenance programs for the transportation network that will maintain and protect the system and provide a quality level of service for all motorists and modes of travel. The MPO will also look to new technology, such as rubberized pavement, for extension of roadway life and the preservation of existing facilities. The MPO will continue to work with TDOT as an informant to the local municipalities, as to how roadways should be maintained so that the life of the network system is maximized. The MPO will emphasize the need for new roadway construction, capacity improvements, and alternative modes of transportation that will help alleviate current problems on the existing network and preserve the current system form over use as well.

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

Transportation planning activities within the Cleveland Urban Metropolitan Area will support and promote the growth of the urbanized area economy by improving accessibility to developing properties, improving traffic flow problems in congested areas, and by ensuring access to employment to all segments of the Cleveland Urban Area population. With the recent addition of a deviated fixed bus service, even more of the traditionally underserved population will gain access to all work, shopping and service areas within the urbanized boundary.

- **Increase the security of the transportation system for motorized and non-motorized users;**

The MPO will work with local, state and federal law enforcement agencies to emphasize security on existing facilities as well as planning and designing security features on new roadways and modes of travel. The new bus service will be equipped with all handicapped accessible features and GPS units so that in cases of emergency the vehicle can be located at any time. The new ITS project will help with monitoring major travel routes in the case of an emergency.

- **Increase the safety of the transportation system for motorized and non-motorized users;**

The MPO will emphasize safety on existing facilities as well as planning and designing safety features on new roadways, intersections and modes of travel. The MPO will continue to work on the ITS projects to ensure that major traffic routes remain open and flowing. The MPO will work with the City of Cleveland to look at the feasibility of placing additional intersection cameras at intersections within city limits to help make intersections safer by enforcing laws on speeders and red light violations.

- **Increase the accessibility and mobility of people and for freight;**

The MPO will search for alternate modes of transportation for people and goods and to enhance the accessibility and movement of people and freight in a coordinated manner. With the addition of the new transit service (July 1, 2005) accessibility and mobilization has been increased for the traditionally underserved population. This service will continue to provide more consistent service than the previous rural service that was in place within the urbanized boundary. The MPO staff will continue work on the relationship between government and freight movers (rail, ground and air) so that freight can move more efficiently in and out, as well as within the urbanized boundary.

- **Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;**

The MPO will strive to ensure that connectivity and integration is maintained or enhanced as a part of the long range and short range planning process. The planning area continues to need additional east west connectors to ensure adequate connectivity within the boundary and throughout the region. The MPO will continue to pursue road improvement projects that will help meet the needs of connectivity within our planning area and beyond.

- **Protect and enhance the environment, promote energy conservation, and improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns**

The MPO will emphasize the importance of protecting the environment and quality of life in planning new and/or improving existing transportation facilities, while supporting

energy conservation. Planning for an efficient and adequate transportation network will help ensure a better quality of life as well as protecting the environment for all citizens within the MPO planning area. An efficient transportation network and proper planning will ensure that traffic delays and pollution will occur less frequently, therefore helping to improve the environment. The MPO will continue to update the transit needs within the MPO boundary, to ensure that a more energy efficient mode of travel is always an option for the urban population, such as biking or walking or carpooling. The MPO will continue to stress the importance of promoting energy conservation as well as environmentally save fuel alternatives. The promotion of well maintained vehicles (emissions and fuel consumption aspects) within our region will continue to be a major area of concern.

- **Promote efficient system management and operation;**

The MPO will seek suggestions, from local, State, public, private and Federal agencies, for improvements to effectively manage traffic, safety needs, multi-modal services, and provide opportunities for effective movement of people and goods. The MPO will emphasize to the local municipalities the need to research and utilize tools such as traffic signalization, signs, striping, and ITS technology, to address this issue.

UNIFIED PLANNING WORK PROGRAM TASKS

I. ADMINISTRATIVE ACTIVITIES

Responsible Agencies: Tennessee Department of Transportation, Project Planning Division; Cleveland Urban Area Metropolitan Planning Organization.

Purpose: To conduct continuing, cooperative, and comprehensive transportation planning activities consistent with the urban area's comprehensive general plan and ensure that all transportation planning projects meet federal and state requirements.

Previous Work: Arranged, advertised, conducted and recorded all the CUAMPO Executive Board meetings during FY2009. Arranged, advertised, conducted and recorded all the CUAMPO Technical Coordinating Committee meetings during FY 2009. Prepared quarterly billings for the 2009 fiscal year. Prepared the 2009 Unified Planning Work Program (UPWP) and attended various Federal Highway Administration and Tennessee Department of Transportation training sessions. Updated the Annual Title VI compliance report.

Study Design: All work to be completed on this task will be in compliance with the CUAMPO adopted Public Participation Plan, to ensure that public involvement is included in the end products. Administrative activities will include arranging, advertising, conducting, and recording meetings of the MPO Executive Board and the Technical Coordinating Committee; preparation of progress reports, billings, and the FY 2011 UPWP.

The MPO Staff will update as necessary, the MPO By-Laws and Prospectus to reflect any changes to the MPO board and any other amendments to bring the document(s) into compliance. This will include the means for remaining proactive; ensure compliance with ADA legislation; and ways to seek out the underserved. Organizational and outreach activities for the Title VI Program will continue throughout the year and the MPO will update as needed the Annual Title VI compliance report. The MPO staff will also continue to poll and survey the general public (especially the traditionally underserved) to keep aware of their transportation wants, needs, problems and concerns.

The MPO Staff will continue attendance of seminars and workshops; maintenance of appropriate files, records, and documents; coordination among agencies; and encouraging citizen participation in the planning process. The MPO staff, in cooperation with the CDBG Coordinator, will pursue any transportation or transit grants available such as Safe Routes to Schools.

The MPO Staff will add as needed any necessary computer equipment to maintain the planning needs of our adopted boundary. These items include but are not limited to a common computer server for loading of floating license software and data storage (approximate cost of server \$5,500.00); computer monitor/s for GIS and graphics work (approximate cost \$800.00) and any needed RAM (approximate cost \$500.00) and hard drive space (approximate cost \$600.00) for current computers. The Cleveland Urban Area MPO is the agency principally responsible for carrying out all these activities.

The Long Range Planning Division of TDOT will work jointly with the CUAMPO 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. The MPO will continually look for guidance from the Long Range Planning Division at TDOT on all issues pertaining to the MPO.

Multimodal Transportation Resources will administer correspondence and telephone contacts regarding river transportation, urban public transit, rail service, ridesharing, and transportation systems management. Representatives of the Multimodal Transportation Resources office will participate in MPO meetings; distribute federal guidelines and requirements; conduct seminars and work sessions; provide advice and assistance concerning feasibility of river transportation development; review study documentation and reports; administer funds for port development. This office will coordinate with our designated public transit fund recipient South East Tennessee Human Resources Agency SETHRA and FTA for use of all funding supplied to the MPO boundary through Section 5310, 5316, 5307, and 5309 programs in Tennessee.

Products: Minutes of MPO meetings, quarterly progress reports, various contracts and agreements, files and records as required, and the FY 2011 UPWP. All work necessary to maintain an ongoing transportation planning program that meets FTA, FHWA and TDOT requirements and regulations.

Work Schedule: The FY 2011 UPWP will be prepared during second, third and fourth quarters of 2010. The MPO Executive Board will meet on a quarterly basis as needed. Executive Board meetings will be held in February, May, August and November. The Technical Coordinating Committee will meet quarterly, at a minimum, as well as when needed. Computer equipment purchases will occur as needed throughout the year. Organizational and outreach activities for the Title VI Program will continue throughout the year. Updates to the Environmental Justice report of the LRTP will occur when projects are added or modified in the TIP.

Proposed FY 2010 Funding Sources by Task for the Cleveland Urban Area								
TASK	Federal Highway Administration				Federal Transit Administration			TOTALS
	PL 112	Local Match	TN SPR	TDOT SPR Match	Section 5303 Funds	Local 5303 Match	State 5303 Match	
I. Administration Activities	\$28,764.00	\$7,191.00	\$9,643.00	\$2,411.00	\$0	\$0	\$0	\$48,009.00

II. LONG RANGE TRANSPORTATION PLANNING

RESPONSIBLE AGENCY: Cleveland Urban Area Metropolitan Planning Organization; City of Cleveland, Bradley County; Tennessee Department of Transportation, Long Range Planning Division.

PURPOSE: The Cleveland Area Metropolitan Planning Organization, in conjunction with Bradley County, City of Cleveland, FTA, FHWA, and TDOT, will be updating the 2030 Long-Range Transportation Plan for the Cleveland, Tennessee Urbanized Area. TDOT's purpose is to contribute the following on-going analysis for the Long Range Transportation Plan:

Modeling – To assist the MPOs with their modeling needs, including technical assistance for MPO staff, training, and review of models and oversight of consultants contracted to work on the models.

Freight – To assess current and projected demand for statewide freight and goods movement and the relative capacity of facilities in the urban areas that carry these trips.

ITS – To evaluate needs and opportunities for improved operations of the state transportation system within urban areas and plan for operational and capital solutions to these needs.

PREVIOUS WORK: Completed and adopted the first Long Range Transportation Plan for the Cleveland Urbanized Area on May 1, 2006. An update of the 2030 Long Range Transportation Plan was adopted to ensure compliance with SAFETEA-LU regulations. The MPO completed a SAFETEA-LU compliant Bike and Pedestrian Plan in 2008. TDOT worked with the MPO to help with model development, freight planning and ITS development and implementation. The MPO has begun to gather, and will continue to gather in FY09, all necessary local data to be submitted to the consultant as part of the Long Range Transportation Plan (LRTP) process. The local data includes, but is not limited to, existing and future population, employment, and land use.

STUDY DESIGN: All work to be completed on this task will be in compliance with the CUAMPO adopted Public Participation Plan, to ensure that public involvement is included in the end products. The MPO will review proposals received in response to RFP, for the design and creation of the new LRTP. The MPO will work with the selected consultant to ensure the efficient and timely preparation of the LRTP. A Freight Users Study will be created by the consultant as part of the LRTP process. Consultant work tasks will include, but not be limited to the following: Identifying need and researching opportunities for other modes of transportation including pedestrian, bicycle, as well as bus and rail transit; impact of future through traffic growth on the local infrastructure; conceptual-level evaluation of potential improvements of the existing street system and changes to existing design standards that will improve pedestrian and bicyclist mobility; and analyze the existing transit system, recommend improvements to the existing system, project future ridership and recommend future improvements to the system. In addition, the road standards are dated and do not reflect the current community with an urban city core and suburban residential growth. Therefore, the plan should recommend Traffic Impact Analysis and

Road Standards for new development, so that City staff can propose to have them codified if appropriate.

Approximately 80% of the total funding for the LRTP will be for consultant fees, leaving 20% to cover MPO Staff salaries.

The MPO will remain proactive by addressing problems before they arise, by creating a planning network with consistent up to date data and projections to use in models and plans that will show a clearer picture of future needs within the MPO boundary. Continually update the Environmental Justice portion of the LRTP to incorporate changes in the TIP and future projects. TDOT shall continue to provide assistance with model development, ITS architecture and planning and assistance with freight planning.

PRODUCTS: A new SAFETEA-LU compliant Comprehensive Long-Range Transportation Plan for the MPO Planning Area. A SAFETEA-LU compliant Freight User Study will be prepared as part of the LRTP process.

WORK SCHEDULE: The new Comprehensive LRTP for the MPO Planning Area will be submitted to TDOT for approval in December 2010. The Freight User Study will be included as an element of the LRTP. The Environment Justice updates will be a continuing function of the MPO staff.

FROM:

Proposed FY 2010 Funding Sources by Task for the Cleveland Urban Area									
TASK	PL 112	Federal Highway Administration				Federal Transit Administration			TOTALS
		Re-Programmed Funds	Local Match	TN SPR	TDOT SPR Match	Section 5303 Funds	Local 5303 Match	State 5303 Match	
II. Long-Range Transportation Plan	\$234,132	\$0	\$58,533	\$20,110	\$5,027	\$0	\$0	\$0	\$317,802

TO:

Proposed FY 2010 Funding Sources by Task for the Cleveland Urban Area									
TASK	PL 112	Federal Highway Administration				Federal Transit Administration			TOTALS
		Re-Programmed Funds	Local Match	TN SPR	TDOT SPR Match	Section 5303 Funds	Local 5303 Match	State 5303 Match	
II. Long-Range Transportation Plan	\$234,132	\$0	\$58,533	\$20,110	\$5,027	\$28,385	\$3,548	\$3,548	\$353,283

III. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

RESPONSIBLE AGENCY: Tennessee Department of Transportation, Long Range Planning Division; Cleveland Urban Area Metropolitan Planning Organization.

PURPOSE: To amend the existing FY 2008-2011 Transportation Improvement Program, as needed. To prepare FY 2011 – 2014 TIP.

PREVIOUS WORK: Amended CUAMPO FY2008- 2011 TIP as needed.

STUDY DESIGN: All work to be completed on this task will be in compliance with the CUAMPO adopted Public Participation Plan, to ensure that public involvement is included in the end products. The MPO will continue to amend the 2008-2011 TIP as need throughout the planning period. As mentioned above, adequate measures will be taken and documented for providing the opportunity for public input into the TIP and the project selection process. The MPO will also be addressing the requirements of the Final Rule, page 7279, 450.332 that pertain to the annual listing of obligated projects. A draft of FY2011 – 2014 TIP will be prepared in the first and second quarter of FY2010, and submitted during the third quarter of FY2010 to TDOT.

PRODUCTS: Updated and or amended FY 2008-2011 TIP, Prepare and adopt FY2011 – 2014 TIP

WORK SCHEDULE: Amendments to the TIP will be prepared and submitted for review and approval as needed throughout the fiscal year. A draft of the FY2011-2014 TIP will be submitted to TDOT and adopted in the third quarter of the year.

Proposed FY 2010 Funding Sources by Task for the Cleveland Urban Area								
TASK	Federal Highway Administration				Federal Transit Administration			TOTALS
	PL 112	Local Match	TN SPR	TDOT SPR Match	Section 5303 Funds	Local 5303 Match	State 5303 Match	
III. TIP	\$17,210.00	\$4,302.50	\$0	\$0	\$0	\$0	\$0	\$21,512.50

IV. TRANSIT PLANNING

RESPONSIBLE AGENCY: Tennessee Department of Transportation, Project Planning Division; Cleveland Urban Area Metropolitan Planning Organization, City of Cleveland, Bradley County, Southeast Tennessee Human Resources Agency.

PURPOSE: To address the transit needs of the population within the MPO planning boundary.

PREVIOUS WORK: Adopted the Transit Plan completed by TranSystems on January 14, 2006. Integrated plan into the Long Range Transportation Plan (LRTP) that was adopted in August 2008.

STUDY DESIGN: All work to be completed on this task will be in compliance with the CUAMPO adopted Public Participation Plan, to ensure that public involvement is included in the end products. The MPO will continue to work closely with the Southeast Tennessee Human Resources Agency (SETHRA) to develop a transit network that meets the needs of the public within the MPO boundary. Work will consist of, but not limited to the following; studies needed to provide better routing of buses, changes of bus routes to meet the needs of the ridership, location of future transfer facilities and stops, the need for any additional routes, public notification of proposed transit changes. The MPO staff will assist with the up keep of the Human Service Coordination Plan as stipulated by the SAFETEA-LU legislation. Activities for this task will be provided primarily by the MPO Staff, the Tennessee Department of Transportation, in conjunction with the Southeast Tennessee Human Resources Agency (SETHRA).

PRODUCT: A constantly updated transit plan that serves the current needs of the population within the MPO planning boundary.

WORK SCHEDULE: Work is a continuing project. Updates/amendments to the Human Services Plan will occur as needed.

FROM:

Proposed FY 2010 Funding Sources by Task for the Cleveland Urban Area								
TASK	Federal Highway Administration				Federal Transit Administration			TOTALS
	PL 112	Local Match	TN SPR	TDOT SPR Match	Section 5303 Funds	Local 5303 Match	State 5303 Match	
IV. Transit Planning	\$0	\$0	\$0	\$0	\$28,385	\$3,548	\$3,548	\$35,481

TO:

Proposed FY 2010 Funding Sources by Task for the Cleveland Urban Area								
TASK	Federal Highway Administration				Federal Transit Administration			TOTALS
	PL 112	Local Match	TN SPR	TDOT SPR Match	Section 5303 Funds	Local 5303 Match	State 5303 Match	
IV. Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

V. TRAVEL DATA COLLECTION

RESPONSIBLE AGENCY: Tennessee Department of Transportation, Project Planning Division; Cleveland Urban Area Metropolitan Planning Organization

PURPOSE: To maintain the current inventory of data that supports the planning and facility-system design of the transportation network within the MPO planning boundary.

PREVIOUS WORK: Data gathering from a multitude of sources for the 2030 Long Range Transportation Plan. Traffic volumes have been collected at 109 annual cycle count stations. Special count data collected for design projects as required. Accident data from Tennessee Department of Safety coded and filed. High hazard accident data furnished for safety studies as needed.

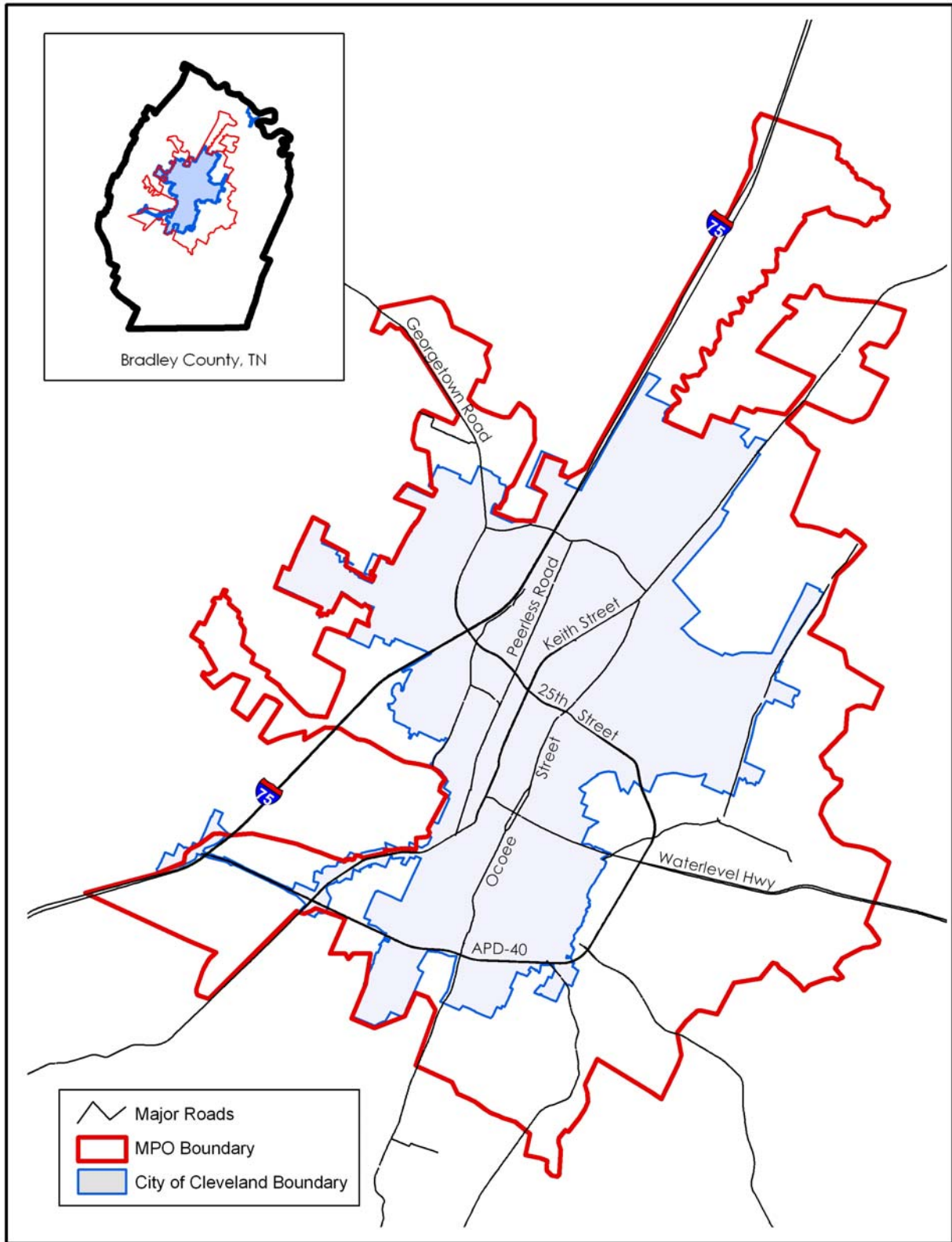
STUDY DESIGN: All work to be completed on this task will be in compliance with the CUAMPO adopted Public Participation Plan, to ensure that public involvement is included in the end products. Continue collection of annual traffic count data conducted by the City of Cleveland and Bradley County, and request any special traffic counts as needed for planning and design projects from TDOT. Continue to collect traffic count data at 109 annual cycle count stations. Conduct special traffic counts as needed for planning and design projects. Maintain accident file and furnish high hazard listings and other safety data as required. Travel time studies will be conducted if needed for special studies.

PRODUCT: A constantly updated database of information to use in the planning process and system design of the roadway network of the MPO planning boundary. Average Daily Traffic, peak hour volume, vehicle classification, directional distribution, and other traffic data for planning and design studies. Vehicle miles of travel on functionally classified systems. High hazard lists, collision diagrams, and other accident data. Updated data for TDOT TRIMS File.

WORK SCHEDULE: To prepare for the 2010 Census, update traffic analysis zones defining Census geography for the region, based on the final criteria established for tracts, block groups, and other geographic areas. Permanent count data collected and computed for computer storage weekly. Annual cycle counts to be made in November-December 2010. Other special counts as needed. Accident data coded and stored on a daily basis. Work is a continuing project.

Proposed FY 2010 Funding Sources by Task for the Cleveland Urban Area								
TASK	Federal Highway Administration				Federal Transit Administration			TOTALS
	PL 112	Local Match	TN SPR	TDOT SPR Match	Section 5303 Funds	Local 5303 Match	State 5303 Match	
V. Surveillance	\$15,000.00	\$3,750.00	\$2,942.00	\$736.00	\$0	\$0	\$0	\$22,428.00

Appendix A – Map of the Cleveland Urban Area



Appendix B – Summary of Funding Tables

FROM:

Proposed FY 2010 Funding Sources By Task For The Cleveland Urban Area								
TASK	PL 112	Federal Highway Administration			Federal Transit Administration			TOTALS
		Local Match	TN SPR	TDOT SPR Match	Section 5303 Funds	Local 5303 Match	State 5303 Match	
I. Administration Activities	\$28,764	\$7,191	\$9,643	\$2,411	\$0	\$0	\$0	\$48,009
II. Long-Range Transportation Plan	\$234,132	\$58,533	\$20,110	\$5,027	\$0	\$0	\$0	\$317,802
III. TIP	\$17,210	\$4,303	\$0	\$0	\$0	\$0	\$0	\$21,513
IV. Transit Planning	\$0	\$0	\$0	\$0	\$28,385	\$3,548	\$3,548	\$35,481
V. Surveillance	\$15,000	\$3,750	\$2,942	\$736	\$0	\$0	\$0	\$22,428
TOTALS	\$295,106	\$73,777	\$32,695	\$8,174	\$28,385	\$3,548	\$3,548	\$445,232
<i>NOTES: 1. Shaded areas are funds matched and used by TDOT</i>								

TO:

Proposed FY 2010 Funding Sources By Task For The Cleveland Urban Area								
TASK	PL 112	Federal Highway Administration			Federal Transit Administration			TOTALS
		Local Match	TN SPR	TDOT SPR Match	Section 5303 Funds	Local 5303 Match	State 5303 Match	
I. Administration Activities	\$28,764	\$7,191	\$9,643	\$2,411	\$0	\$0	\$0	\$48,009
II. Long-Range Transportation Plan	\$234,132	\$58,533	\$20,110	\$5,027	\$28,385	\$3,548	\$3,548	\$353,283
III. TIP	\$17,210	\$4,303	\$0	\$0	\$0	\$0	\$0	\$21,513
IV. Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
V. Surveillance	\$15,000	\$3,750	\$2,942	\$736	\$0	\$0	\$0	\$22,428
TOTALS	\$295,106	\$73,777	\$32,695	\$8,174	\$28,385	\$3,548	\$3,548	\$445,232
<i>NOTES: 1. Shaded areas are funds matched and used by TDOT</i>								

FROM:

Proposed Agency Participation by Task for the Cleveland Urban Area MPO FY 2010						
TASK	TDOT/SPR¹	TDOT/FHWA	TDOT/FTA	CUAMPO MATCH³	STATE MATCH	TOTALS ²
I. Administration Activities	\$9,643	\$28,764	\$0	\$7,191	\$2,411	\$48,009
II. Long-Range Transportation Plan	\$20,110	\$234,132	\$0	\$58,533	\$5,027	\$317,802
III. TIP	\$0	\$17,210	\$0	\$4,303	\$0	\$21,513
IV. Transit Planning	\$0	\$0	\$28,385	\$3,548	\$3,548	\$35,481
V. Surveillance	\$2,942	\$15,000	\$0	\$3,750	\$736	\$22,428
TOTALS ²	\$32,695	\$295,106	\$28,385	\$77,325	\$11,722	\$445,232

TO:

Proposed Agency Participation by Task for the Cleveland Urban Area MPO FY 2010						
TASK	TDOT/SPR¹	TDOT/FHWA	TDOT/FTA	CUAMPO MATCH³	STATE MATCH	TOTALS ²
I. Administration Activities	\$9,643	\$28,764	\$0	\$7,191	\$2,411	\$48,009
II. Long-Range Transportation Plan	\$20,110	\$234,132	\$28,385	\$62,081	\$8,575	\$353,283
III. TIP	\$0	\$17,210	\$0	\$4,303	\$0	\$21,513
IV. Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0
V. Surveillance	\$2,942	\$15,000	\$0	\$3,750	\$736	\$22,428
TOTALS ²	\$32,695	\$295,106	\$28,385	\$77,325	\$11,722	\$445,232

NOTES: 1. Shaded areas are funds used by TDOT

2. Total of un-shaded columns is \$ for use by CUAMPO

3. Figures include any applicable local match for FTA funds as well

Amendment #2010-02 does not affect the table below.

Proposed Funding Sources By Agency for the Cleveland Urban Area MPO FY 2010								
AGENCY	Federal Highway Administration				Federal Transit Administration			TOTALS
	PL 112	Local Match	TN SPR¹	TDOT SPR Match¹	Section 5303 Funds	5303 Local Match	5303 State Match	
TDOT-PD/PT/WRD	\$0	\$0	\$32,695	\$8,174	\$0	\$0	\$3,548	\$44,417
CUAMPO	\$295,106	\$73,777	\$0	\$0	\$28,385	\$3,548	\$0	\$400,816
TOTALS	\$295,106	\$73,777	\$32,695	\$8,174	\$28,385	\$3,548	\$3,548	\$445,232

NOTES: 1. Shaded areas are funds provided by TDOT

Attachment 1 – Transportation Planning Reports

THE CUAMPO will coordinate with TDOT and consultants on the preparations Transportation Planning Reports for the feasibility and improvements of various roads in the MPO area.

The Mouse Creek Road project remains a high priority.