

Cleveland Urban Area

METROPOLITAN PLANNING ORGANIZATION



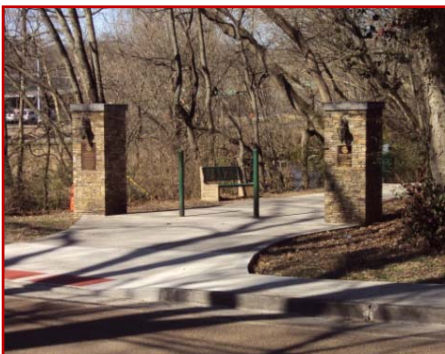
UNIFIED PLANNING WORK PROGRAM



Fiscal Year 2011



Adopted: August 4, 2010



CLEVELAND URBAN AREA METROPOLITAN PLANNING ORGANIZATION

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Cleveland Urban Area
METROPOLITAN PLANNING ORGANIZATION

**Resolution Adopting the
Fiscal Year 2011 Unified Planning Work Program**

WHEREAS, a comprehensive, cooperative and continuing transportation planning process is to be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Cleveland Urban Area; and,

WHEREAS, a prospectus has been developed to establish a multi-year framework for this program; and,

WHEREAS, the Unified Planning Work Program (UPWP) describes all transportation planning activities to be undertaken by local, regional, or state agencies pertinent to the Cleveland Urbanized Area during Fiscal Year 2011; and,

WHEREAS, 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, the City of Cleveland, and the Cleveland Urban Area Metropolitan Planning Organization (MPO), have cooperatively developed a Unified Planning Work Program for Fiscal Year 2011; and,

WHEREAS, members of the MPO's Technical Coordinating Committee agree that this Unified Planning Work Program will effectively advance the transportation planning program in FY 2011; and,

WHEREAS, it is the function of the MPO to approve and adopt an annual transportation planning work program for the Cleveland Urbanized Area.

NOW, THEREFORE, BE IT RESOLVED, that the MPO does hereby approve and adopt the Unified Planning Work Program as the annual transportation planning work program for the Cleveland Urban Area for the Fiscal Year 2011 which underwent public review and comment for a period of 30 days, and hereby certifies that it meets all the requirements of 23 CFR, Part 450 relating to the Urban Transportation Planning Process.



Mayor Tom Rowland
Chairman, Executive Board

8/4/10

Date



Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334, the Cleveland Urban Area Metropolitan Planning Organization (MPO) does hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

(a) The MPO and State shall certify the metropolitan planning process every 4 years is in accordance with:

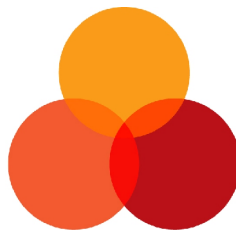
- (1) 23 USC 134, 49 USC 5303 (Highways and Transit)
- (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended 942 U.S.C. 7504, 7506 (c) and (d) and 40 CFR par 93.
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21
- (4) 49 U.S.C. 5332, prohibiting discrimination, on the basis of race, creed, national origin, sex or age in employment or business opportunity.
- (5) Section 1101 (b) of the SAFETEA-LU (Pub. L 109-59) and 49 CFR part 26 regarding the Involvement of disadvantaged business enterprises in USDOT funded projects.
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity Program on Federal and Federal-aid highway construction contracts.
- (7) Provisions of the Americans with Disabilities Act of 1990 (42 U. S. C. 12101 et. Seq).
- (8) The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the Basis of age in programs or activities receiving Federal financial assistance.
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U. S. C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.


Chair, MPO Executive Board
Mayor Tom Rowland


Date



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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 Acronyms

FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FRA	Federal Railroad Administration
TDOT	Tennessee Department of Transportation
TDOT/MTR	Multimodal Transportation Resources
MPO	Metropolitan Planning Organization
LPA	Office of Local Planning Assistance
SETHRA	Southeast Tennessee Human Resources Agency
CUATS	Cleveland Urban Area Transit System
SETDD	Southeast Tennessee Development District
UPWP	Unified Planning Work Program
TIP	Transportation Improvement Program
L RTP	Long Range Transportation Plan
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
TN 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

For a complete list and definition of each acronym, please refer to Appendix C

INTRODUCTION

The Safe, Accountable, Flexible Transportation Equity Act – a Legacy for Users (SAFETEA-LU) provides an enhanced role for local governments through the Metropolitan Planning Organization (MPO). The MPO's purpose is the allocation and distribution of highway project funds and transportation planning within the MPO boundary area (see Appendix B for a map). The MPO is responsible for developing a long-range plan and a transportation improvement program for the metropolitan planning area, in cooperation with the state and affected transit operators and the public. The planning horizon for the metropolitan planning area must be at least 20 years. Therefore, the metropolitan planning study boundary must extend to the area forecasted to become urbanized in the next 20 to 25 years.

The MPO for the City of Cleveland and Bradley County Urban Area is called the Cleveland Urban Area MPO. The City of Cleveland, in conjunction with Bradley County formed the Cleveland Urban Area MPO. The State of Tennessee and the Southeastern Tennessee Human Resource Agency are also participants in the process. As a result of the 2000 Census, the "urbanized area" has increased in land area and population, and therefore, in 2003, the Cleveland Urban Area MPO was formed. The total revised land area for the urbanized area is approximately 50 square miles with an estimated population of 69,992.

The MPO is led by an Executive Board comprised of the Governor of Tennessee (usually represented by a TDOT official), City of Cleveland Mayor Tom Rowland, City of Cleveland Vice-Mayor Avery Johnson, County Mayor Gary Davis and Executive Director of the South East Tennessee Human Resources Agency Ray Evans. A Technical Coordinating Committee (TCC) evaluates all transportation issues and reports or recommends an action on each to the MPO Executive Board. The TCC works with the MPO Coordinator and the transportation planner to perform all of the MPO planning and programming duties.

The MPO works in close cooperation with officials from the State of Tennessee, the Tennessee Department of Transportation (TDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Southeast Tennessee Human Resources Agency (SETHRA) to develop the Unified Planning Work Program and works closely with these agencies as well as other agencies as appropriate to carry-out the responsibilities of the MPO. The TDOT has created a Rural Planning Organization (RPO), managed by the Southeast Tennessee Development District, to help address rural transportation needs regionally. The MPO and the RPO work collaboratively with these federal agencies to ensure the "3-C" approach for transportation planning for the Cleveland Urban Area, and the surrounding rural area, for both short and long-range, is effectively implemented.

The Unified Planning Work Program (UPWP) identifies the metropolitan and regional transportation and transportation-related planning activities anticipated within the area during Fiscal Year (FY) 2011. FY2011 begins October 1, 2010, and ends September 30, 2011.

SAFETEA-LU CHALLENGES

The Cleveland Urban Area MPO FY2011 Unified Planning Work Program was 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 aspect of the organization. The intention 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 fiscal year.

SAFETEA-LU identified eight (8) major planning factors that should be considered when developing transportation plans and programs. Plans and programs should:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the accessibility and mobility options available to people and for freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation;
7. Emphasize the preservation of the existing transportation system;
8. Increase the security of the transportation system for motorized and non-motorized users.

FY2011 MPO CHALLENGES

1. Coordination with other agencies on the LIC South, LIC North, and US-64/US-74 Interchange Projects

In FY2011, the MPO is determined to work collaboratively with local officials and planning staff to ensure smart and strategic comprehensive planning practices are executed for the three projects listed above, to prepare for an increase in residential, industrial and commercial growth as a result of the Volkswagen plant beginning its operations in Hamilton County. The economic growth will have an impact on the MPO area and as a result, the MPO will be faced with the challenge of updating and maintaining the existing transportation network to accommodate the anticipated growth.

2. Adoption of the 2035 Long Range Transportation Plan

The MPO anticipates the final draft of the 2035 LRTP will be submitted to TDOT, FHWA and FTA in the first quarter of FY2011 and the MPO faces the challenge of

managing the consultant for the project, coordinating public meetings and hearings and ensuring that the adopted 2035 LRTP meets the requirements of SAFETEA-LU (listed above). The 2035 LRTP will meet the goals of the MPO, the City of Cleveland, Bradley County and all other partners that serve on the LRTP Advisory Team.

3. Effective Implementation of Projects in the FY2011-FY2014 TIP

With the recent adoption of the FY2011-FY2014 TIP, the MPO faces the challenge of managing the TIP and collaborating and coordinating with the local officials to ensure the projects that have been programmed in the TIP are advanced in a timely and efficient manner.

PUBLIC INVOLVEMENT

Notice shall be placed in the *Cleveland Daily Banner* when the Technical Coordinating Committee (TCC) recommends the Unified Planning Work Program (UPWP) for public review and comment.

The notice shall state that copies of the draft Unified Planning Work Program, as endorsed by the Technical Coordinating Committee, are available on the MPO website (<http://www.cityofclevelandtn.com/MPO/mpo.html>) and at the following locations:

1. The Department of Community Development, 185 2nd Street NE;
2. City of Cleveland Municipal Building, 190 Church Street NE;
3. Cleveland Main Public Library, 795 Church Street NE;
4. Bradley County Court Annex, 155 Broad Street NW;
5. Cleveland Bradley County Chamber of Commerce, 225 Keith Street SW

The notice shall specify the dates, times, and location of forthcoming public hearings and meetings. 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 Cleveland Urban Area.

SCHEDULED MEETINGS

Notices of MPO meetings are published in the legal ads of *The Cleveland Daily Banner*, at least one week prior to the meeting. The meeting schedule is also posted on the MPO website. The TCC and the Executive Board meet on the first Wednesday of every month.

AMENDMENTS TO THE WORK PROGRAM

There may be an occasion to modify this Work Program by adding or deleting a project, or amending the scope of work or funding for a work task. On such occasion, an amendment to the Work Program must be recommended by the Technical Committee and approved by the Executive Board. All meetings of the Technical Committee and Executive Board are publicly advertised meetings. The 2007 Public Participation Plan further defines the process for amending the Work Program.

METROPOLITAN PLANNING ORGANIZATION WORK PROGRAM TASKS

This section addresses those transportation planning work tasks which are required for the Cleveland Urban Area MPO to have a certified transportation planning process, and to maintain continued federal funding for transportation projects and programs.

The work tasks that the MPO will carry out in fiscal year 2011 (FY2011) are categorized into five (5) major categories. The five categories are Administrative Activities, Long Range Transportation Planning, Transportation Improvement Program, Transit Planning and Travel Data Collection. Each category is described in detail below.

The primary work tasks include, but are not limited to, the completion of the Freight Users Study as part of the 2035 LRTP process; continued evaluation of Transit Routes for the existing transit system; continuation of the Safe Routes to School program; completion and adoption of the 2035 LRTP process; management of the FY2011 – FY2014 TIP; and preparation of the FY2012 Unified Planning Work Program.

I. ADMINISTRATIVE ACTIVITIES

Responsible Agencies

Tennessee Department of Transportation, Long Range Planning Division, the Local Program Development Department, and the Cleveland Urban Area Metropolitan Planning Organization

Purpose

To manage and administer the transportation planning program and ensure the participation and cooperation with all involved agencies, citizen groups, and individuals is a transparent and public process.

To conduct continuing, cooperative, and comprehensive (the “3-C”) transportation planning activities consistent with the Urban Area's comprehensive plan and ensure that all transportation planning projects meet federal and state requirements and allow state and local governments to continue to receive federal capital and operating assistance.

Previous Work

The MPO staff arranged, advertised, conducted and recorded all of the MPO Executive Board and TCC meetings during FY2010. The MPO staff prepared quarterly billings for the 2010 fiscal year. Each year the MPO staff prepares the Unified Planning Work Program (UPWP) and attends various Federal Highway Administration and Tennessee Department of Transportation training sessions.

FY2011 Tasks

1. Develop and oversee work schedules and study agreements, coordinate

- activities of the MPO Executive Board and TCC and provide information upon request.
2. Develop and maintain agreements with appropriate parties of the planning process and update Prospectus and By-laws when needed, 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.
 3. Develop the Unified Planning Work Program for Fiscal Year 2012 for the MPO Executive Board adoption and submittal to TDOT, FHWA, and FTA. Make amendments to the FY2011 UPWP as required.
 4. Encourage a cooperative and open transportation planning process through the participation of interested individuals, organizations, and local/state governments.
 5. Participate in the Association of Metropolitan Planning Organizations and Tennessee Association of MPO Coordinators Meetings.
 6. Serve as a source of state and federal policy review, study documentation and reports, and coordinate FTA funds and FTA programs 49 CFR 5309, 5303, 5307 and 5310 in Tennessee. TDOT 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 Division 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.
 7. The MPO staff, in cooperation with the CDBG Coordinator, will pursue any transportation grants available such as Safe Routes to Schools.
 8. The MPO staff will collaborate with SETHRA's transit system in the Cleveland Urbanized Area, CUATS, to pursue any transit grants available and to ensure a comprehensive and collective approach to transportation planning is practiced to guarantee the citizens public transportation.
 9. The Long Range Planning Division of TDOT will work jointly with the MPO 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.

Products

Products of the MPO staff include minutes of MPO meetings, monthly meeting packets, quarterly progress reports, various contracts and agreements, files and records as required, and the FY2012 UPWP. Additionally, MPO staff will perform all work necessary to maintain an ongoing transportation planning program that meets FTA, FHWA and TDOT requirements and regulations.

Product	Schedule
FY2012 Work Program	Winter/Spring 2011
Amendments / Adjustments to the UPWP	As needed
Quarterly Invoices and Reports	Quarterly
Administration and Coordination of meetings	On-going

Funding Sources

MPO	FHWA – PL 112	FTA - 5303
Federal	\$27,891	\$0
State	\$0	\$0
Local	\$6,973	\$0
TDOT (SPR)		
Federal	\$9,360	\$0
State	\$2,340	\$0
TOTAL	\$46,564	\$0

II. LONG RANGE TRANSPORTATION PLANNING

Responsible Agencies

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 continue to work with PB America, Inc to develop and adopt the SAFETEA- LU compliant 2035 Long-Range Transportation Plan for the Cleveland 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

The MPO has prepared an updated land use database to be used to develop the 2035 LRTP. The MPO has assembled a 2035 LRTP Advisory Team that has offered guidance to the MPO staff and the consultant to ensure the LRTP meets all TDOT, FHWA and FTA requirements. The MPO has begun to gather additional local data including, but is not limited to, existing and future population, employment, and key traffic generators. The MPO has managed the consultant, PB America, Inc. through the development of the 2035 LRTP. The MPO staff and PB America, Inc have hosted public meetings to enlist input from the public early in the development of the 2035 LRTP.

FY2011 Tasks

1. The MPO staff will continue to manage the development of the 2035 LRTP. The MPO will work with the selected consultant to ensure the efficient and timely preparation of the LRTP. A Freight Study will be completed by the consultant as part of the LRTP process, and will be included as an element in the 2035 LRTP. MPO staff will facilitate public meetings and hearings in accordance with the adopted MPO Public Participation Plan. MPO Staff will also present the draft plan to the TCC and Executive Board, and present the final plan for adoption by the Executive Board by May 30, 2011.
2. Consultant work tasks will include, but are not limited to the following:
 - A. Management of the environmental consultation process; and
 - B. Identifying need and researching opportunities for other modes of transportation including pedestrian, bicycle, as well as bus and rail transit; and
 - C. Update the Travel Demand Model; and
 - D. Project Future Traffic Volumes and Traffic Analysis to anticipate the impact of future through traffic growth on the local infrastructure; and
 - E. Review the adopted 2008 Cleveland Area MPO Bicycle and Pedestrian Plan and develop a summary of its recommendations; and
 - F. Describe and recommend transportation improvement alternatives, including implementation strategies; and
 - G. Analyze the existing transit system, recommend improvements to the existing system, project future ridership and recommend future improvements to the system; and
 - H. Collect and analyze base level data to provide background and current policies on global climate change and how it pertains to MPO's. Additionally, make recommendations in the LRTP based on the collected data that the Cleveland MPO can evaluate and effectively implement.
3. 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 the travel demand model and other plans that will show a clearer picture of future needs within the MPO boundary.
4. The MPO will continue to manage the updates and maintenance of the new

travel demand model to ensure the accuracy of the data and to ensure that the most recent data is available for input into the model.

5. The MPO will continually update the Environmental Justice portion of the LRTP to incorporate changes in the TIP and future projects.

Products

A new SAFETEA-LU compliant 2035 Long-Range Transportation Plan for the Cleveland Urban Area.

Product	Schedule
2035 LRTP	Winter 2011 / Spring 2011
Administration and coordination of meetings for the 2035 LRTP process	On-going

Funding Sources

MPO	FHWA - PL 112	FTA - 5303
Federal	\$70,501.00	\$0
Reserve Funds	\$49,892.67	\$0
State	\$0	\$0
Local	\$30,098.00	\$0
TDOT (SPR)		
Federal	\$19,520.00	\$0
State	\$4,880.00	\$0
TOTAL	\$174,891.67	\$0

III. TRANSPORTATION IMPROVEMENT PROGRAM

Responsible Agencies

The Tennessee Department of Transportation, Long Range Planning Division; Cleveland Urban Area Metropolitan Planning Organization

Purpose

The Cleveland Area Metropolitan Planning Organization, in conjunction with Bradley County, City of Cleveland, FTA, FHWA, and TDOT, will continue to work collaboratively to manage the adopted FY2011-FY2014 Transportation Improvement Program (TIP) and coordinate with local agencies to ensure the advancement of projects in the TIP. All work to be completed on this task will be in compliance with the MPO adopted Public Participation Plan, to ensure that public involvement is included in the end products.

Previous Work

The MPO has met with local City of Cleveland Officials and prepared an updated list of projects to include in the financially constrained TIP. The MPO developed a schedule of public hearings and public meetings to be held as part of the TIP adoption process. The MPO drafted the FY2011-FY2014 TIP. Selection of projects from the LRTP for placement in the TIP was based on a scoring system that takes into account the SAFETEA-LU planning factors used to include projects in the LRTP, and expands on those factors to consider specific needs of the MPO area. The evaluation criteria for TIP projects builds on the goals that were developed during the 2030 LRTP process, by bringing specificity to the general evaluation process, and documenting project rankings based on both quantitative and qualitative methods. The draft TIP has been submitted to TDOT, FHWA and FTA for review and comment.

FY2011 Tasks

1. The MPO will amend and adjust the FY2011-FY2014 TIP as needed.
2. The MPO will review proposed projects by TDOT, local implementing agencies, CUATS, and private developers for transportation, for Title VI impacts, and consistency with the LRTP.
3. The MPO will be addressing the requirements of the Final Rule, page 7279, 450.332 that pertain to the annual listing of obligated projects. The MPO will monitor projects that are programmed in the TIP to ensure proper funding and priorities are being met.

Products

All amendments or adjustments to the FY2011 – FY2014 TIP for the Cleveland Urban Area.

Product	Schedule
Amendments / Adjustments to the TIP	As needed
Listing of Obligated Projects	December 2010
MPO Project Priority List for TDOT	December 2010
Administration and Coordination of meetings for the TIP process	On-going

Funding Sources

MPO	FHWA – PL 112	FTA - 5303
Federal	\$15,900	\$0
Reserve Funds	\$21,000	\$0
State	\$0	\$0
Local	\$9,225	\$0
TDOT (SPR)		
Federal	\$0	\$0
State	\$0	\$0
TOTAL	\$46,125	\$0

IV. TRANSIT PLANNING

Responsible Agencies

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

Purpose

The Cleveland Area Metropolitan Planning Organization will work in partnership with Bradley County, City of Cleveland, FTA, and SETHRA, 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. The MPO integrated the Plan into the Long Range Transportation Plan (LRTP) that was adopted in August 2008. The MPO worked closely with SETHRA on the Cleveland Depot Project. MPO staff facilitated a meeting with PB America, Inc and the Executive Director of SETHRA and the Director of the Cleveland Urban Area Transit System (CUATS). The MPO and SETHRA met with PB Americas, Inc to gather data with the purpose of reviewing and analyzing the existing transit system, to make recommendations as part of the development of the Transit System Plan element of the LRTP. The Transit System Plan will recommend improvements to the existing system, project future ridership and identify potential future extensions of the system.

FY2011 Tasks

All work to be completed on this task will be in compliance with the MPO adopted Public Participation Plan, to ensure that public involvement is included in the end products.

1. 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 is 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.
2. The MPO staff will assist with the updating 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).

Products

A continuously updated Transit Systems Plan that serves the current needs of the population within the MPO planning boundary.

Product Schedule

Work tasks are a continuing collaborative effort with SETHRA and CUATS. The MPO will update or amendment the Human Services Plan as needed.

MPO	FHWA – PL 112	FTA - 5303
Federal	\$0	\$28,385
State	\$0	\$3,548
Local	\$0	\$3,548
TDOT (SPR)		
Federal	\$0	\$0
State	\$0	\$0
TOTAL	\$0	\$35,481

V. TRAVEL DATA COLLECTION

Responsible Agencies

Tennessee Department of Transportation, Long Range 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 was gathered 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 was collected for design projects as required. Accident data from Tennessee Department of Safety was coded and filed. High hazard accident data was furnished for safety studies as needed.

FY2011 Tasks

All work to be completed on this task will be in compliance with the MPO adopted Public Participation Plan, to ensure that public involvement is included in the end

products.

1. Continue to collect of annual or project-specific traffic count data will be conducted by the City of Cleveland and Bradley County for the 2035 LRTP or Strategic Plan, and the MPO will request any special traffic counts as needed for planning and design projects from TDOT.
2. Maintain accident file and furnish high hazard listings and other safety data as required.
3. Travel time studies will be conducted if needed for special studies.

Products

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 will be collected and stored for future planning and design studies. Vehicle miles of travel on functionally classified systems will also be collected. High hazard lists, collision diagrams, and other accident data will be collected from Police Services. Updated data will be sent to TDOT for the TDOT TRIMS File.

To prepare for the 2010 Census, the MPO will work with the City of Cleveland, Bradley County, and PB Americas, Inc to update traffic analysis zones (TAZ) defining Census geography for the region. The TAZ structure will be based on the final criteria established for tracts, block groups, and other geographic areas. Permanent count data will be collected and computed for computer storage weekly. Annual cycle counts to be made in November-December 2011. Accident data is coded and stored on a daily basis. Work is a continuing project.

Product Schedule

Work is a continuing project.

Funding Sources

MPO	FHWA - PL 112	FTA - 5303
Federal	\$15,000	\$0
State	\$0	\$0
Local	\$3,750	\$0
TDOT (SPR)		
Federal	\$2,942	\$0
State	\$736	\$0
TOTAL	\$22,428	\$0

Appendix A

FY2011 Summary of Funding Tables

Table 1. Funding Sources by Category

Category	Federal Highway Administration					Federal Transit Administration			TOTALS
	FHWA PL-112	Reserve Funds (PL-112) ²	Local Match	TN SPR ¹	TN SPR State Match ¹	Section FTA-5303 Funds	State FTA-5303 Match ¹	Local FTA-5303 Match	
I. Administration Activities	\$27,891	\$0	\$6,973	\$9,360	\$2,340	\$0	\$0	\$0	\$46,564
II. Long-Range Transportation Plan	\$70,501	\$49,893	\$30,098	\$19,520	\$4,880	\$0	\$0	\$0	\$174,892
III. TIP	\$15,900	\$21,000	\$9,225	\$0	\$0	\$0	\$0	\$0	\$46,125
IV. Transit Planning	\$0	\$0	\$0	\$0	\$0	\$28,385	\$3,548	\$3,548	\$35,481
V. Surveillance	\$15,000	\$0	\$3,750	\$2,942	\$736	\$0	\$0	\$0	\$22,428
TOTALS	\$129,292	\$70,893	\$50,046	\$31,822	\$7,956	\$28,385	\$3,548	\$3,548	\$325,489

NOTES:

1. Grey shaded areas are funds used by TDOT
2. Yellow highlighted areas represent the programming of Reserve PL-112 funds for work tasks II and III.

Table 2. Agency Funding Sources by Category

CATEGORY	TN SPR ¹	TN SPR STATE MATCH ¹	FHWA PL-112 ³	Section FTA-5303 Funds	State FTA-5303 Match ¹	MPO / LOCAL MATCH	TOTALS ²
I. Administration Activities	\$9,360	\$2,340	\$27,891	\$0	\$0	\$6,973	\$46,564
II. Long-Range Transportation Plan	\$19,520	\$4,880	\$120,394	\$0	\$0	\$30,098	\$174,892
III. TIP	\$0	\$0	\$36,900	\$0	\$0	\$9,225	\$46,125
IV. Transit Planning	\$0	\$0	\$0	\$28,385	\$3,548	\$3,548	\$35,481
V. Surveillance	\$2,942	\$736	\$15,000	\$0	\$0	\$3,750	\$22,428
TOTALS ²	\$31,822	\$7,956	\$200,185	\$28,385	\$3,548	\$53,594	\$325,489

NOTES:

1. Grey shaded areas are funds used by TDOT
2. Figures include any applicable local match for FTA funds as well
3. Yellow highlighted areas represent the FY2011 allocation of PL-112 funds and the additional programming of Reserve PL-112 funds for work tasks II and III.

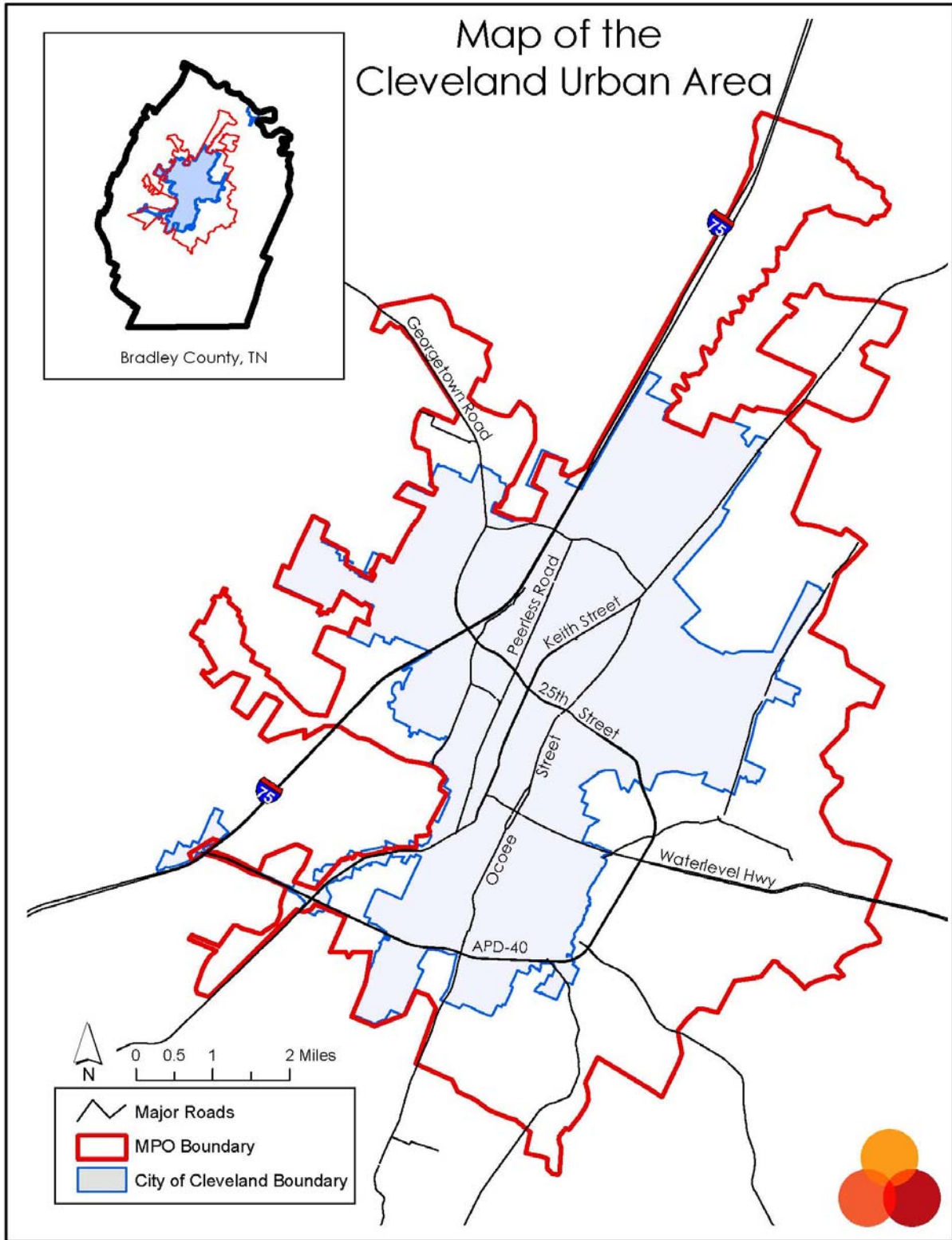
Table 3. Total Funding by Agency

AGENCY	Federal Highway Administration				Federal Transit Administration			TOTALS
	FHWA PL-112 ²	Local Match	TN SPR ¹	TDOT SPR Match ¹	Section FTA-5303 Funds	State FTA-5303 Match ¹	Local FTA-5303 Match	
TDOT-PD/PT/WRD	\$0	\$0	\$31,822	\$7,956	\$0	\$3,548	\$0	\$43,326
MPO	\$200,185	\$50,046	\$0	\$0	\$28,385	\$0	\$3,548	\$282,164
TOTALS	\$200,185	\$50,046	\$31,822	\$7,956	\$28,385	\$3,548	\$3,548	\$325,489

NOTES:

1. Grey shaded areas are funds used by TDOT
2. Yellow highlighted areas represent the FY2011 allocation of PL-112 funds and the additional programming of Reserve PL-112 funds for work tasks II and III.

Appendix B



Appendix C

Acronyms

- 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.
- BRR** **Bridge Replacement and Rehabilitation:** Thousands of highway bridges in America are undersized for the traffic volumes and loads they are needed to serve, and could potentially pose a safety hazard until they are improved. This funding program allows for the replacement or rehabilitation of these bridges. Proposed transportation projects in this document are shown by county, and within counties by city. Each project sheet includes a table with details on the project description, responsible jurisdiction/agency, type of funds to be used, program year and estimated cost. The projects are shown as a bucket fund with no specific project information the project detail section of this document.
- CAAA** **Clean Air Act Amendments:** 1990 amendments to the federal Clean Air Act which classify non-attainment areas and provide for rules dealing with air pollution in such areas; specifically brought transportation decisions into the context of air quality control.
- 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.
- 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.
- EB** **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.
- E+C** **Existing plus Committed Project List:** A list of projects that are located in the MPO area that includes projects that have been recently constructed, or projects for which funds are already committed.
- EIA** **Environmental Impact 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.
- ENH** **Transportation Enhancement:** Activities that benefit the traveling public and help communities to increase transportation choices and access, enhance the built and natural environment, and provide a sense of place.

Transportation Enhancement (TE) activities offer communities funding opportunities to help expand transportation choices such as; safe bicycle and pedestrian facilities, scenic routes, beautification, and other investments that increase recreation opportunity and access. Communities may also use TE funds to contribute toward the revitalization of local and regional economies by restoring historic buildings, renovating streetscapes, or providing transportation museums and visitors centers. To be eligible for funding, a TE project must fit into one or more of the 12 eligible categories and relate to surface transportation.

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

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

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

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

FTA **Federal Transit Administration:** This program makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning.

Federal Transit Administration Section 5307 (FTA-5307): Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

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

- 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.
- HSIP** **The Highway Safety Improvement Program:** This program was formally defined in an FHWA regulation titled Federal-Aid Highway Program Manual, Volume 8, Chapter 2, Section 3 (FHPM 8-2-3), dated March 5, 1979. The primary purpose of FHPM 8-2-3 was to establish the policy for the development and implementation of a comprehensive highway safety program in each state.
- IM** **Interstate Maintenance:** Funds from this program can be used for the restoration, resurfacing, and rehabilitation of existing interstate facilities, including the reconstruction of bridges, interchanges and crossing structures, and for preventive maintenance. If additional right-of-way is needed to complete these improvements, it may also be purchased with funds from this program. Interstate Maintenance funds may be used for the construction of new High Occupancy Vehicle (HOV) lanes, but not for the construction of new lanes for use by all vehicles.
- 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."
- 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).
- 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.
- MPO** **Metropolitan Planning Organization:** The forum for cooperative transportation decision making; required for urbanized areas with populations over 50,000.
- 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:** This system comprises the Interstates, the Expressways and those surface arterial roads which are a critical link in the regional transportation system. Funds from this program may be used for all types of transportation improvements, including construction, reconstruction, operational improvements and planning.

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.

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

PPP **Public Participation Plan:** Describes the process in which the MPO will provide 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.

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.

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 Program:** The purpose of this program is to address problems with children being able to walk to school. At its heart, the SRTS Program empowers communities to make walking and bicycling to school a safe and routine activity once again. The Program makes funding available for a wide variety of programs and projects, from building safer street

crossings to establishing programs that encourage children and their parents to walk and bicycle safely 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. These are state funds which are used for transportation projects that are on routes designated as part of the Tennessee or Kentucky State Highway Systems. Funds for these programs are one hundred percent State monies and may be used for all types of transportation improvements, including construction, reconstruction, operational improvements and planning.

STIP **State Transportation Improvement Program:** The TDOT Five Year Work Program as prescribed by federal law.

STP **Surface Transportation Program (L-STP or U-STP):** These funds may be used for the same broad range of improvements as NHS funds. The significant difference in the two programs is that STP funds may be used to improve the design or operation of any road which is not a local street or a rural minor collector. As a result, the Surface Transportation Program funds a large number of projects in the TIP.

L-STP **Local Surface Transportation Program:** Provides funding to areas of 5,000 to 50,000 in population for improvements on routes functionally classified urban collectors or higher.

U-STP **Urban Surface Transportation Program:** 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 **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.

TDOT **Tennessee Department of Transportation:** The transportation planning agency for the state of Tennessee. TDOT manages federal and state funding, often applied in combination with local funding, for transportation projects across the state.

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

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.

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.

TDOT **Tennessee Department of Transportation:** State agency responsible for transportation issues in Tennessee.

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: This is a roadway performance measure to show how a highway volume compares with a highway's capacity.

VMT **Vehicle Miles Traveled:** This is 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.

Appendix D

Urban STP Project Selection Criteria and Evaluation

Selection of projects from the LRTP for placement in the TIP is based on a scoring system that takes into account the SAFETEA-LU planning factors used to include projects in the LRTP, and expands on those factors to consider the specific needs of the MPO area.

The FY2011-FY2014 TIP project selection process meets the requirements of SAFETEA-LU and furthers the LRTP's goals and objectives by the creation of "consideration clusters". These "clusters" are grouped into four categories:

1. Land Use and Economic Development,
2. Environment and Quality of Life,
3. Mode Alternatives and Relationships, and
4. System Safety and Capacity.

Table D-1 is the scoring sheet that was used during TIP project selection that builds on the four "clusters" listed above, by bringing specificity to the general evaluation process, and documenting project rankings based on both quantitative and qualitative methods.

Table D-1. Project Evaluation & Selection Criteria

TIP Pre-Screening Questions		Yes/No	Comments
1	Is project in current LRTP?		
2	Are local matching funds available?		
TIP Selection Criteria			
Economic Development		Score 1-5*	Comments
Does the Project...			
1	Connect to current or future employment areas?		
2	Enhance job creation?		
3	Support freight movement?		
4	Have local business community support?		
5	Reflect consistency with economic development plans/goals?		
6	Improve intermodal connections?		

7	Include private funding?		
Land Use Suitability		Score 1-5	Comments
Is the Project...			
1	Consistent with locally adopted land use plans?		
2	In the Urbanized Area?		
3	Enhance infill/redevelopment opportunity?		
4	Improve access between destinations?		
Environmental Sustainability or Environmental Justice		Score 1-5	Comments
Does the Project...			
1	Does project reduce VMT?		
2	Does not impact known:		
	Archaeological Resources		
	Floodplains		
	Historic Resources		
	Natural Habitats		
	Parks		
	Wetlands		

Alternative Modes of Transportation		Score 1-5	Comments
Does the project...			
1	Improve transit service?		
2	Provide a new or enhanced bikeway?		
3	Provide a new or enhanced pedestrian path?		
Reduce Need for Single Occupancy Vehicle Trips		Score 1-5	Comments
Does the project...			
1	Provide HOV or HOT lanes?		
2	Provide new transit service?		
3	Provide new bikeway?		
4	Provide new pedestrian path?		

Congestion Management		Score 1-5	Comments
Does the project...			
1	Improve Volume/Capacity ratio (v/c)?		
2	Reduce congestion on a parallel roadway?		
3	Improve signal timing?		
4	Improve intersection movement?		
5	Involve Intelligent Transportation Systems (ITS) technology?		
Operations & Maintenance		Score 1-5	Comments
Does the project involve...			
1	Reconstruction of a substandard roadway?		
2	Maintain an existing roadway?		

Safety & Security		Score 1-5	Comments
Does the project...			
1	Alleviate current roadway deficiency...		
	Inadequate roadway width?		
	Low bridge height?		
	Low bridge weight limits?		
	Horizontal or vertical deficiencies (ex. sight distance, curves...)		
2	Improve a high crash location?		
3	Improve the security of the transportation system?		
4	Provide consistency with the Strategic Highway Safety Plan?		
5	Provide consistency with the SETHRA/CUATS Security Plan?		

Enhancements	Score 1-5	Comments
Does the project include enhancements such as:		
1	Streetscaping (trees, lighting)	
2	Landscaped medians?	
3	Gateways?	
4	Decorative sidewalk/street pavers?	
<p>* Score of 1-5 is intended to be in order of magnitude of improvement. Does it have a large/small impact? (5 is the most impact) Projects can also be "scored" on a yes/no basis.</p>		

Attachment 1

Transportation Planning Reports

In FY2011 the MPO will coordinate with TDOT and consultants on the preparation of a Transportation Planning Report for the feasibility and improvements of Michigan Avenue Road.

