



Multimodal Access Grant

2020-21 Guidelines



Notices of Intent to Apply must be received by **Friday, July 31, 2020** at **11:59 PM (Central)**



Multimodal Access Grant 2020-21 Guidelines

Table of Contents	
Topic	Page
Multimodal Access Grant Program Overview	2
Eligibility for the Multimodal Access Grant Program	3-5
Applicant Eligibility	3
Eligible Improvement Types	3
Eligible Scopes of Work	4
Eligible Phases of Work	4
Transportation Need	4
State Route Adjacency	5
Funding Considerations	6
Reimbursement Funding Structure	6
Match Requirements	6
Avoiding Overages through Identification of Potential Scope Reductions	6
Competing in Multiple Multimodal Access Grant Cycles	6
Application Process	7-8
Notice of Intent to Apply	7
Invitation to Apply	7
Supporting Documentation / Letters of Support	8
Project Selection	9-10
Selection Process Overview	9
Feasibility Review	9
Scoring Committee Review	9
Scoring in MPO/TPO and RPO areas	10
Geographic Balance	10
Scoring Criteria	11-12
Attachment A: Post Award Information	13
Attachment B: MPO/TPO Contact Information	14
Attachment C: RPO Contact Information	15
Attachment D: MPO/TPO/RPO Map	16

Multimodal Access Grant Program

Multimodal facilities are an essential transportation need for people across Tennessee. With half of all trips in the United States occurring within three miles or less, walking, bicycling, and transit facilities are central to the continued growth and success of our towns and cities. In 2013, TDOT set aside state funds to create the Multimodal Access Grant in order to support the transportation needs of pedestrians, bicyclists, and transit-users through infrastructure projects that address accessibility and existing gaps along state routes and at transit hubs. Applicants awarded via the competitive Multimodal Access Grant process may receive up to **95%** in State grant funds. Applicants are responsible for a minimum **5%** local match. The State portion of a Multimodal Access project may not exceed \$950,000.

The Multimodal Access Grant is a competitive grant and submission of a project application does not guarantee a project will be awarded funding.

Eligibility for the Multimodal Access Grant Program

Applicant Eligibility

Cities, Counties, and Towns in Tennessee are eligible to submit applications to compete for Multimodal Access Grant funding. Applicants with projects awarded will sign a grant agreement committing the Municipal or County government to a five percent (5%) local match and ongoing maintenance responsibility for the completed project.

Communities may work with a consultant, MPO/RPO, or external agency to develop a project application, but the municipality is viewed as the lead agency for the project. At least one municipal representative should be identified as a contact to be included in all correspondence throughout the application process.

Additionally, applicants using consultants at the application phase are advised to consult the *Local Government Guidelines for the Management of Federal and State Funded Transportation Projects* on the Local Programs Development Office's [Documents and Forms](#) page, as this manual describes the process for procuring services if awarded.

Eligible Improvement Types

Multimodal Access Grant funding is available to improve transportation access for pedestrians, bicyclists, and transit-users along State Routes using the following improvement types:

- Sidewalks
- Pedestrian crossing improvements, including high-visibility crosswalks, curb ramps, signs and pavement markings, signalization, and median refuge islands
- Bicycle facilities (including on-road bike lanes/cycle tracks)
- Multi-use paths (pedestrian plus bicycle traffic) located within the transportation corridor. All such paths must be a minimum of 10-feet wide.
- Transit stop amenities (shelters, benches, sidewalks, curb ramps, lighting)
- Complete streets, road diet, or traffic calming measures
- Bicycle, pedestrian and transit-related improvements that address requirements of the Americans with Disabilities Act (ADA)
- Pedestrian-scale lighting (will not rank highly as a standalone project, but is eligible as a project component)
- Other improvements which primarily improve access for multimodal users

Projects may be combinations of any of the above facilities and **MUST** meet ADA and PROWAG (Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way) standards.

Note that utility relocation is *only* eligible as a reimbursable cost if the utility is located on private property, or if the need to move the utility is identified in an urban revitalization plan.

Eligible Scopes of Work

Projects may include construction of new facilities, reconstruction of existing facilities to meet current design standards, and/or rehabilitation of existing facilities. Project must be contiguous, meaning the applicant is not applying for two unconnected projects in different areas under one application. **Operating costs, rolling stock, and preventative maintenance are NOT considered eligible activities.**

When considering projects, applicants are recommended to consider the scope of work carefully. While construction, reconstruction/upgrade, and rehabilitation of multimodal infrastructure are all *eligible* scopes of work, this does not guarantee each type of improvement will be equally competitive. Projects offering substantial safety and connectivity improvements will be prioritized by the scoring process. Projects only upgrading or rehabilitating existing infrastructure often address safety and connectivity needs, but may require additional evidence to compete with projects in locations without existing multimodal infrastructure.

Eligible Phases of Work

Multimodal Access Grant funding is intended to support the construction of pedestrian, bicycle and transit infrastructure along State Routes. As such, applications should request construction funding. Applications may also request funds for scoping, design, and right-of-way acquisition. While all listed phases of work are eligible, projects having already completed significant preliminary engineering are likely to score highly on project readiness criteria.

All applications should include construction, but partial funding may be offered by the Office of Multimodal Planning for certain projects to complete only pre-construction phases. As an example, projects that receive construction funding from an alternate source during the scoring process may be eligible for preliminary engineering or ROW funding.

Additionally, to support the development of competitive projects in rural communities, projects in RPO areas that do not score well enough to receive a full funding award may be offered partial funding for preliminary engineering. This is designed to provide an opportunity for rural communities to improve competitiveness for later Multimodal Access Grant cycles. Candidates for such partial awards are projects that receive low readiness scores, but score well on other scoring categories, demonstrating strong purpose and need.

Transportation Need

Projects that do not primarily serve a transportation purpose are ineligible for funding.

Projects may have recreational or other non-transportation benefits. However, these non-transportation benefits cannot serve as the primary scope of the project. When considering transportation purpose, applicants should consider transportation patterns between the proposed origins and destinations connected by the project, as well as the improved accessibility for likely users of the proposed improvements. Examples of ineligible projects include recreational trails, trailhead facilities, beautification projects, or facilities that do not serve population centers and destinations.

State Route Adjacency

Multimodal Access Grant projects are required to be located along a State Route. In some locations, there may be important origins or destinations located within .25 miles of the State Route. Applicants may submit projects that deviate from the State Route to connect these origins and destinations to the broader multimodal network. In these cases, applicants should provide robust support showing that the proposed deviations provide connections to essential services for the community.

Applicants should only submit projects where a substantial majority of the project scope is along the State Route. Projects with significant deviations from the State Route may be removed from consideration in the Notice of Intent to Apply phase.

Funding Considerations

Reimbursement Funding Structure

The Multimodal Access Grant is a reimbursement program. Awardees will submit paid invoices for project expenses to TDOT for reimbursement. Funding will be capped at the amount initially awarded for a specific project.

Match Requirements

Multimodal Access projects can receive up to 95% in State funds at a maximum of \$950,000. The applicant is responsible for a minimum 5% match. The local match must be a cash match and project sponsors must indicate an ability to contribute the budgeted local match in the application.

If construction costs for an awarded project exceed the original estimate provided in the final application, the grantee will have the following options:

1. Request a scope reduction to fit within the budget,
2. Secure additional local funds to complete the project, or
3. Cancel the project. In this case, the grantee shall be obligated to repay TDOT for any expenses invoiced against a project that is cancelled before completion.

Avoiding Overages through Identification of Potential Scope Reductions

Applications which identify plausible scope reductions (or phasing within the project termini) will be scored favorably. These applications illustrate an ability to modify project scope if initial budget estimates are insufficient, while still providing meaningful infrastructure improvements.

Competing in Multiple Multimodal Access Grant Cycles

Awarded applicants can apply for additional funding in future years of the program to fund later phases of an awarded project, or may compete for funding for an unrelated project.

Applications submitted in earlier years will not impact scoring. Resubmitted applications will not be given favorable scoring status based solely on resubmission of the application. Non-awarded applicants are encouraged to consult the Office of Multimodal Planning to identify strategies to improve the application, which may improve competitiveness.

Similarly, applicants who have received prior awards will not lose points in the scoring process unless the community is currently managing an ongoing Multimodal Access Grant project that is facing significant delays or other notable challenges to project delivery.

Application Process

Notice of Intent to Apply

Submitting a Notice of Intent to Apply (NOI) is the first step in competing for a 2020-21 Multimodal Access Grant award. The NOI collects general project information and allows the Office of Multimodal Planning to assess whether the project fulfills minimum eligibility requirements. The NOI form and detailed instructions for completing this document are posted on the [Multimodal Access Grant website](#).

Applicants must submit their completed NOI via an e-mail to tdot.multimodalplanning@tn.gov. NOIs must be received by July 31, 2020 at 11:59pm Central.

After review by the Office of Multimodal Planning, applicants will either 1.) be invited to submit a full application, or 2.) be notified that the project does not meet basic eligibility requirements.

More detail regarding the NOI review process can be found in the NOI instructions document, but eligibility at this stage will consider:

1. Whether the location of the proposed project is along a State Route
2. Whether the proposed project has primarily a transportation-purpose, and
3. Whether the scope of the proposed improvements is multimodal in nature

Applicants from prior cycles will notice new sections in the 2020-21 NOI form. These new sections encourage applicants to begin collecting preliminary data for the proposed project, so that applicants select the most competitive projects within municipal boundaries at the earliest application stages. Preliminary data collection questions emphasize project readiness and prior planning, but do not require final detail. These fields will not be used to assess eligibility at the NOI stage, unless they impact the categories listed above.

Invitation to Apply

If a project is considered eligible after NOI review, the applicant will be invited to submit a full application via [eGrants](#). Full applications will request significant additional information. If a project is awarded, the submitted application will serve as the foundation for a contract for the awarded project. As such, applicants should develop the application as much as possible when submitting the project. A PDF template of the updated 2020-21 application will be posted on the [Multimodal Access Grant](#) website when eligible applicants are invited to apply.

The 2020-21 Multimodal Access Grant application will differ from the 2019-2020 application in some ways, but there will be significant overlap between the two application documents. For reference, the 2019-2020 application template will remain posted on the Multimodal Access Grant website. Applicants are advised to review the 2019-20 application while considering projects for submission.

The NOI review does not assess project competitiveness. As such, being invited to submit a full application does *not* imply that a project will be funded or that the submitted project is competitive.

Being invited to apply simply means that the project is eligible to compete for funding. Full applications will go through a formal scoring process to determine the most competitive project submissions. Based on funding availability, only a portion of invited applications are expected to be awarded.

Supporting Documentation

When submitting a full application in eGrants, there will opportunities to support the application with relevant materials, including project maps, detailed project budgets, planning documents supporting the need for the project, identification of supportive policies adopted by the municipality, and any other relevant information.

In addition to the types of supporting documentation described above, application are **required** to be accompanied by the following letters of support:

1. Letter of support from the corresponding Rural Planning Organization (RPO) or Metropolitan Planning Organization (MPO/TPO). See Attachments A through C for a map and contact info of MPOs/TPOs and RPOs.
2. Letter of support or resolution from the county or municipal Mayor or legislative body and a written acknowledgement of the 5% local match and future maintenance responsibility. The Multimodal Access Grant is a reimbursable program. Local governments are required to pay 100% of all project invoices up-front prior to seeking reimbursement of the 95% state share.
3. Letter of support from a corresponding state legislator.

Prior applicants have described that collecting Letters of Support often takes longer than expected. Applicants should consider the timelines needed to secure these Letters of Support early in the application process.

Project Selection

Selection Process Overview

After receiving final applications, applications will be reviewed for completeness. Applications that do not enter requested data for all required fields or that do not provide all required supporting materials will be removed from consideration. Complete applications will enter a formal scoring process, with two primary components: 1.) Feasibility Review, and 2.) Scoring Committee Review.

Feasibility Review

Before reaching the scoring committee, applications will be reviewed for feasibility. This feasibility review will emphasize constructability, and will note potential challenges identified in the “readiness” category of the application. This review may also consider the scope of work, status of existing Multimodal Access Grant projects managed by the municipality, and other considerations as needed.

The 2020-21 application will provide a space for applicants to discuss strategies for managing any identified challenges to constructability. Projects with impacts to bridges or other structures, significant right of way acquisition needs, rail line impacts, significant grade or drainage challenges, need for robust utility relocation, or other challenges to constructability should consider strategies for managing these challenges as early as possible in the project development process. Applicants which identify strategies for addressing these concerns will be prioritized over those without strategies identified.

Applications with feasibility concerns at the feasibility review stage may be removed from consideration without entering the scoring committee process.

Scoring Committee Review

Applications that are complete and have no major feasibility concerns will be reviewed by a scoring committee. The scoring criteria is discussed on page 11. Membership of the scoring committee will not be advertised publicly, but will include primarily TDOT staff from various professional backgrounds, including at minimum both planning and engineering perspectives.

Applicants **should not** assume members of the scoring committee will have knowledge of the project or of the community in which the project will be constructed. *Any safety or connectivity needs faced by the community that are viewed as broadly known, or obvious, should still be described in the application at the appropriate level of detail, with the assumption that scorers will have no prior knowledge of the need.*

The final scoring committee recommendations will then be escalated to the Commissioner of Transportation for review and approval.

Scoring in MPO/TPO and RPO areas

The scoring committee will be divided into two sub-committees. One subcommittee will score projects submitted by communities in MPO/TPO areas. The other will score projects submitted by communities in RPO areas. Effectively, projects from MPO/TPO areas will compete with other projects from MPO/TPO areas, and projects from RPO areas will compete with other projects from RPO areas.

Scoring criteria will be similar across the MPO/TPO and RPO scoring categories, but scoring weights will differ slightly. The MPO/TPO-area scoring process will place additional weight on projects supported by prior planning efforts and adoption of supportive policy.

Additionally, the scoring committee for RPO areas will have an additional task: identifying potential candidates for a partial, preliminary engineering funding award. Projects considered for such funding will score well on all scoring criteria expect readiness and have no major feasibility concerns.

Geographic Balance

Scoring results will be the primary factor determining awarded projects. However, in support of TDOT's role as an agency supporting the entire State of Tennessee, final project selection may also consider the geographic distribution of awards across the State.

Scoring Criteria

Criteria	Guidance	Maximum Points	
		MPO/ TPO Areas	RPO Areas
<p>Safety - Does project address location with history of bicycle or pedestrian crashes, or otherwise describe an unsafe condition for multimodal users?</p>	<p>Illustrate how this project will improve an unsafe condition and enhance pedestrian or bicyclist safety by 1.) documenting any relevant crash history, 2.) describing unsafe conditions that exist in the project area, 3.) supporting the description of unsafe conditions with data (police reports, school reports, photos, road safety audits, existing conditions, etc), and 4.) recommending specific countermeasures to address the safety need, clearly explaining how the suggested countermeasure addresses the identified safety need.</p>	25	25
<p>Connectivity - Will the project contribute to an integrated transportation system linking a variety of activity centers such as transit, residential neighborhoods, low-income housing, medical centers, schools, retail, parks, & employment centers?</p>	<p>Demonstrate how the project will link the community’s trip origins and destinations, clearly listing specific origins and destinations served by the project when possible. Including a map that shows connections between various activity centers/residential is highly recommended. This map may also show land uses, identify landmarks, or otherwise include notations which help scorers understand the improved connectivity created by the project.</p> <p>If the City/County has fixed route transit service, be sure to demonstrate how the project will address connectivity between modes of transportation. Cities/Counties without fixed route transit will not be penalized, but should show connectivity between a variety of activity centers.</p>	25	25
<p>Local Priority – Is this project identified in State and/or Local Plans? Has the municipality adopted policies which support the development of multimodal infrastructure across the local network? Has the project received robust public input?</p>	<p>Applicants are encouraged to include supporting planning documents (or relevant pages of these documents) that show alignment of the project with state and /or local plans, as well as any coordination between local governmental agencies.</p> <p>Applications that show efforts to plan for submitted projects in a comprehensive way will be prioritized. Similarly, projects with community support as documented at community meetings or other via other outreach efforts will be prioritized. Projects in communities that adopt supportive policies encouraging the development of multimodal infrastructure in the community generally will also be prioritized.</p> <p>Plans which may be referenced to support the need for a project include, but are not limited to, local neighborhood or community plans, comprehensive plans, corridor studies, major thoroughfare plans, MPO plans, TDOT Long Range Plan, TDOT Bicycle and Pedestrian Plan, etc.</p> <p>Examples of supportive policies are: Complete Streets Policies, or Sidewalk Development Ordinances</p>	20	10

<p>Readiness – Is there a likelihood the project will be ready for construction within 24 months of an executed contract based on readiness demonstrated?</p>	<p>Applicants should consider challenges that will impact the likelihood the project will move forward in a timely manner. If there are potential challenges, such as impacts to bridges or other structures, significant right of way acquisition needs, rail line impacts, significant grade or drainage challenges, need for utility relocation, or other plausible challenges to constructability, applicants are advised to develop management strategies for addressing these concerns, and describe these strategies in the final application. Applications without significant readiness challenges will be prioritized, but project with challenges can be competitive if adequate strategies for managing the challenges are identified.</p> <p>Applications which have already gone through some level of preliminary engineering are likely to score highly in this category.</p> <p>Applications from communities with ongoing Multimodal Access Grant projects that are significantly delayed or facing other challenges to project delivery will like score lowly in this category.</p>	20	20
<p>Economic Impact - Will the proposed project support economic development? Will it serve economically disadvantaged populations?</p>	<p>Applicants should explain how this project will aid economic development in the community, while keeping in mind that essentially all submitted applications will likely argue that multimodal infrastructure will support economic development in the community at a broad level. Not all applications will be able to describe specific expectations for development, and those that do so will score well. If there are specific areas likely to experience development due to an award, identify those areas specifically, and explain why it is likely the Multimodal Access Grant will lead to improved outcomes in that area. When possible, support this argument with data.</p> <p>Additionally, applicants should describe whether the project addresses a transportation need for economically disadvantaged populations. When identifying economically disadvantaged populations, use data when possible. Block group data may be useful, as well as identifying any services designated to assist economically disadvantaged populations. If possible, identify potential origins and destinations connected by the proposed infrastructure that will connect useful services for economically disadvantaged populations.</p> <p>Applications from Distressed or At-Risk Counties will be prioritized in this scoring category.</p>	10	20
Maximum Points:		100	

Attachment A: Post Award Information

Project Management	All awarded projects will be locally managed and will follow the TDOT Locally Managed Projects Process. A successful grantee may opt to procure a consultant to manage any aspect of the project.
Grant Agreement	After the award is made, the project sponsor will enter into a Grant Agreement with TDOT. The Grant Agreement identifies the responsibilities of both parties and establishes the required match to be paid by the sponsor agency. By entering into the agreement, the sponsor agrees to follow TDOT requirements and assume responsibility for the long-term maintenance of the project.
Local Project Manager	Sponsors are required to have a local project manager. Local project managers are responsible for the day-to-day management and administrative duties and advancing the project to completion. Sponsors can contract with a TDOT pre-qualified consultant. The cost of local project management by a consultant is an eligible project cost and should be included in the project budget. TDOT assigns a Program Monitor to each project who collaborates with the sponsor throughout the development of the project. TDOT Local Programs' Monitors will provide the local project manager with technical assistance in such areas as funding eligibility, procurement, right-of-way acquisition and environmental permitting to keep the project moving forward in a timely manner and to ensure that federal and state laws, policies, and standards are met.
Environmental Documentation	<p>The project will require an approved TEER document as outlined in the Tennessee Environmental Procedures Manual. TDOT will be responsible for completing the required environmental document and will submit applicable charges to the project for reimbursement by the grantee.</p> <p>If offered a partial-funding award including only preliminary engineering funding, this may trigger a need for a broader NEPA review, to allow the project to continue to compete for other non-State funding sources upon completion of the awarded engineering phase.</p>
Design Standards	Projects must be in accordance with the American Association of State Highway Transportation Officials (AASHTO), the Manual on Uniform Traffic Control Devices (MUTCD), the Americans with Disabilities Act (ADA), Public Rights of Way Guidelines (PROWAG), TDOT Design Standards, and all applicable state and federal statutes, standards, specifications and guidelines. Please refer to TDOT's Multimodal Project Scoping Manual and TDOT Roadway Design Guidelines-Section 9 (Multimodal Design).
Right-of-Way (ROW) Acquisition	Any ROW to be acquired must be done in compliance with the policy set forth under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. For more information, refer to Local Government Guidelines for the Management of Federal and State Funded Transportation Projects. For projects within the state highway ROW, municipalities are required to coordinate with TDOT's Regional Excess Land Committee.
Time Frame	Projects developed through the Multimodal Access grant program will vary in the time that it takes to have a completed project. A typical project will take 24 months from the time a grant agreement is signed until they go to construction.

Local Government Guidelines for the Management of Federal and State Funded Transportation Projects - All projects are developed in accordance with TDOT's *Local Government Guidelines for the Management of Federal and State-Funded Transportation Projects*. This guidebook can be found online at: https://www.tn.gov/content/dam/tn/tdot/programdevelopment/localprograms/documents-and-forms/LGG_Manual.pdf.

Attachment B: MPO/TPO Contact Information

BRISTOL

Rex Montgomery
Transportation Planning Coordinator
Bristol Metropolitan Planning Org.
P. O. Drawer 1189
Bristol, TN 37621-1189
(423) 989-5519
Email: rmontgomery@bristoltn.org

CLARKSVILLE

J. Stan Williams
Transportation Planning Coordinator
Clarksville-Montgomery County
Regional Planning Commission
329 Main Street
Clarksville, TN 37040
(931) 645-7448 ext.16
Email: stanwilliams@cityofclarksville.com

JACKSON

James Matthews
Transportation Planning Coordinator
Jackson Municipal Regional
Planning Commission
111 East Main Street, Suite 201
Jackson, TN 38301
(731) 425-8287
Email: jmatthews@cityofjackson.net

KINGSPORT

Bill Albright
Transportation Planning Coordinator
Kingsport Transportation Department
201 West Market Street
Kingsport, TN 37660
(423) 224-2677
Email: BillAlbright@KingsportTN.gov

LAKEWAY (Morristown & Jefferson City)

Rich DesGroseilliers
Transportation Planning Coordinator
Lakeway Area MTPO
P. O. Box 1499
Morristown, TN 37816-1499
(423) 581-6277 or (423) 581-0100
Email: richd@mymorristown.com

NASHVILLE

Sean Pfalzer
Transportation Planning Coordinator
Nashville Metropolitan Planning Organization
138 Second Ave N
Ste. 300
Nashville, TN 37201
(615) 862-8844 Email: spfalzer@gnrc.org

CHATTANOOGA

Karen Rennich
Transportation Planning Coordinator
Chattanooga-Hamilton County
Regional Planning Agency
1250 Market Street, Suite 2000 - DRC
Chattanooga, TN 37402
(423) 643-5903
Email: TPO@chattanooga.gov

CLEVELAND

Greg Thomas
Transportation Planning Coordinator
185 Second Street N.E.
Cleveland, TN 37311
(423) 479-1913 Ext. 223
Email: gthomas@cityofclevelandtn.gov

JOHNSON CITY

Glenn K. Berry
Transportation Planning Coordinator
Johnson City Planning Department
137 West Market Street
Johnson City, TN 37601
(423) 434-6272
Email: glennberry@jcmppo.org

KNOXVILLE

Jeffrey Welch
Transportation Planning Coordinator
Knoxville Regional Transportation
Planning Organization
Suite 403 City County Building
400 Main Avenue
Knoxville, TN 37902-2476
(865) 215-3790
Email: jeff.welch@knoxtrans.org

MEMPHIS

Pragati Srivastava
Transportation Planning Coordinator
125 North Main Street, Suite 450
Memphis, TN 38103
(901) 576-7198
Email: pragati.srivastava@memphistn.gov

Attachment C: RPO Contact Information

East Tennessee RPO North

Don Brown, RPO Coordinator
East Tennessee Development District
P. O. Box 249
Alcoa, TN 37701-0249
(865) 273-6003
Email: dbrown@etdd.org

First Tennessee RPO

Chase Milner, RPO Coordinator
First TN Development District
3211 N. Roan Street
Johnson City, TN 37601
(423) 722-5217
Email: cmilner@ftdd.org

West Tennessee RPO

Kamillah Kelly, RPO Coordinator
Memphis Area Association of Governments
8289 Cordova Road, Ste 103
Cordova, TN 38016
(901) 729-2871
Email: kkelly@maagov.org

South Central Tennessee RPO East

Lisa Cross, RPO Coordinator
South Central TN Development District
101 Sam Watkins Blvd.
Mt. Pleasant, TN 38474
(931) 379-2914
Email: lcross@sctdd.org

Southeast Tennessee RPO

Chad Reese, RPO Coordinator
Southeast TN Development District
1000 Riverfront Parkway
P. O. Box 4757
Chattanooga, TN 37405-0757
(423) 424-4263
Email: CReese@sedev.org

Dale Hollow RPO

Mark Dudney, RPO Coordinator
Upper Cumberland Development District
1225 South Willow Avenue
Cookeville, TN 38506
(931) 476-4152
Email: mdudney@ucdd.org

East Tennessee RPO South

Don Brown, RPO Coordinator
East Tennessee Development District
P. O. Box 249
Alcoa, TN 37701-0249
(865) 273-6003
Email: dbrown@etdd.org

Middle Tennessee Regional RPO

Karyssa Helton, RPO Coordinator
Mid Cumberland Human Resource Agency
1101 Kermit Drive, Suite 300
Nashville, TN 37217
(615) 560-0211
Email: khelton@mchra.com

Northwest Tennessee RPO

Ben Bradberry, RPO Coordinator
P. O. Box 963
124 Weldon Drive
Martin, TN 38237-0963
(731) 587-4213
Email: ben.bradberry@nwtdd.org

South Central Tennessee RPO West

Lisa Cross, RPO Coordinator
South Central TN Development District
101 Sam Watkins Blvd.
Mt. Pleasant, TN 38474
(931) 379-2914
Email: lcross@sctdd.org

Southwest Tennessee RPO

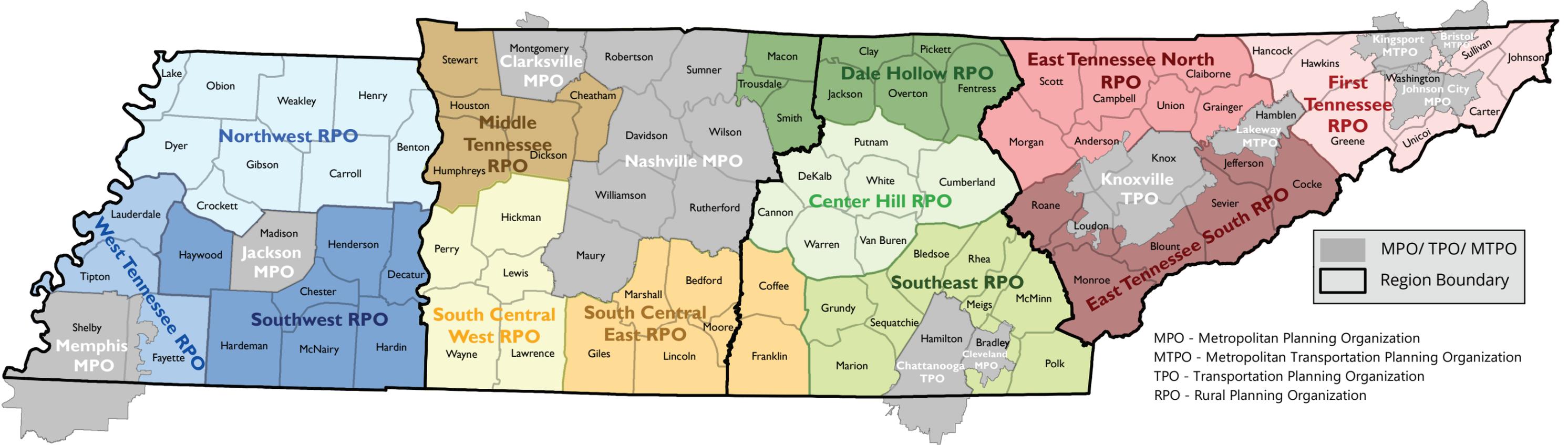
Shelton Merrell, RPO Coordinator
Southwest TN Development District
102 E. College Street
Jackson, TN 38301
(731) 668-6430
Email: smerrell@swtdd.org

Center Hill RPO

Virginia Alexander, RPO Coordinator
Upper Cumberland Development District
1255 South Willow Avenue
Cookeville, TN 38506
(931) 476-4111
Email: valexander@ucdd.org



Tennessee MPO / TPO / RPO Planning Areas



MPO - Metropolitan Planning Organization
 MTPO - Metropolitan Transportation Planning Organization
 TPO - Transportation Planning Organization
 RPO - Rural Planning Organization

Office of Community Transportation Staff RPO Coordinators MPO, MTPO, and TPO Coordinators

- OCT Manager**
 Stacy Morrison
- Headquarters Staff**
 Jennifer Marshall
- Region 1**
 Troy Ebbert
 Michelle Christian
 Ronda Sawyer
- Region 2**
 Andrea Noel
 Rachael Bergmann
- Region 3**
 Jonathan Russell
 Ian Preston
 Melanie Murphy
- Region 4**
 Antoine Hawkins
 Ashley Owens

- Center Hill RPO**
 Virginia Alexander
- Dale Hollow RPO**
 Mark Dudney
- East Tennessee North RPO**
 Don Brown
- East Tennessee South RPO**
 Don Brown
- First Tennessee RPO**
 Chase Milner
- Middle Tennessee RPO**
 Karyssa Helton
- Northwest RPO**
 Ben Bradberry
- South Central East RPO**
 Lisa Cross
- South Central West RPO**
 Lisa Cross
- Southeast RPO**
 Chad Reese
- Southwest RPO**
 Shelton Merrell
- West Tennessee RPO**
 Kamillah Kelly

- Bristol MPO**
 Rex Montgomery
- Chattanooga TPO**
 Karen Rennich
- Clarksville MPO**
 Stan Williams
- Cleveland MPO**
 Greg Thomas
- Jackson MPO**
 James Matthews
- Johnson City MPO**
 Glenn Berry
- Kingsport MTPO**
 Bill Albright
- Knoxville TPO**
 Jeff Welch
- Lakeway MTPO**
 Rich DesGroseilliers
- Memphis MPO**
 Pragati Srivastava
- Nashville MPO**
 Sean Pfalzer

