

Received by: _____

Date: _____

FYs 14-17 TRANSPORTATION IMPROVEMENT PROGRAM GRANT APPLICATION		Infrastructure		
PROJECT NAME				
LEAD AGENCY				
PROJECT TYPE	<input type="checkbox"/> On-Road Improvements <input type="checkbox"/> Off-Road Improvements <input type="checkbox"/> Amenities/ Enhancements			
ROADWAY OR NEAREST INTERSECTION		TERMINI (TO/FROM)	LENGTH (MILES)	
COUNTIES	<input type="checkbox"/> Davidson <input type="checkbox"/> Rutherford <input type="checkbox"/> Sumner/Robertson <input type="checkbox"/> Williamson/Maury <input type="checkbox"/> Wilson			
BRIEF DESCRIPTION				
PROPOSED ELEMENTS		PROJECT HISTORY		
<input type="checkbox"/> Sidewalks <input type="checkbox"/> Curb Ramps <input type="checkbox"/> Crosswalk <input type="checkbox"/> Signalization/ Traffic Control <input type="checkbox"/> Intelligent Transportation System <input type="checkbox"/> Signage <input type="checkbox"/> Bus/ Transit Stop <input type="checkbox"/> Transit Service <input type="checkbox"/> Transit Capital <input type="checkbox"/> Pedestrian Amenities <input type="checkbox"/> Bicycle Parking (Rack, Locker) <input type="checkbox"/> Shared Lane <input type="checkbox"/> New Greenway <input type="checkbox"/> Greenway Extension <input type="checkbox"/> Greenway Amenities <input type="checkbox"/> Connection to School <input type="checkbox"/> Connection to Transit Stop		<input type="checkbox"/> Project in TIP ID# _____ <input type="checkbox"/> Not in TIP, LRTP Project ID# _____ <input type="checkbox"/> Existing Project, Not in TIP or Plan <input type="checkbox"/> New Project <input type="checkbox"/> Other: _____		
		GRANT FUNDING SUMMARY (NEW REQUESTS)		
		<i>Fiscal Year</i>	<i>Federal Requested</i>	<i>Match</i>
		2014	\$	\$
		2015	\$	\$
2016	\$	\$		
2017	\$	\$		
Total	\$	\$		
		<i>*Please complete the PROJECT BUDGET WORKSHEET form and include any funding from other sources of revenue.</i>		
AGENCY CONTACT INFORMATION				
Name		E-mail		
Title		Phone		
Department				
Agency/ Organization				

PROPOSAL NARRATIVE (Provide no more than 5 pages, responding to each of the following sections)	
Section 1. Project Description, Purpose, Need, and Objectives	Please provide a detailed description of the proposed transportation project including its purpose, need, and main objectives. Applicants also must describe the following: <ul style="list-style-type: none"> • Project History • Intended users • Anticipated number of users • Expected scope of work • Major tasks/ activities • Final deliverables / products
Section 2. Benefits to Region and Local Community	Describe how the proposed project will benefit the region and affected local communities. Specifically, consider how the project helps to promote: <ul style="list-style-type: none"> • MPO’s four guiding principles • 2035 Plan’s policy Initiatives, regional goals, and major objectives • Local neighborhood or community plans
Section 3. Project Deliverables, Schedule, & Milestones	Provide a detailed schedule for the completion of the proposed project. Identify and describe key milestones, major tasks and activities, and the final deliverables/ products. Include a description of how the project will be managed and how progress will be tracked to ensure timely and efficient implementation. Include a description of the lead agency’s recent experience in successfully implementing similar projects. This description should include the project or projects that were implemented and sufficient detail to demonstrate the project was successfully completed on time and within budget.
Section 4. Budget Narrative	Provide a descriptive narrative about the funds needed to complete the proposed project or program. Describe the source of matching funds. Applicants must provide documentation to validate that matching funds are secured and available.

OFFICIAL USE:

Received by: _____

Date: _____

FYs 14-17 TIP PROJECT BUDGET WORKSHEET PROPOSAL NAME:				Lower Station Camp Greenway			
FISCAL YEAR	PROPOSED PHASE/ TASK/ ACTIVITY	GRANT FUNDS	LOCAL MATCH	OTHER FEDERAL	OTHER LOCAL	OTHER SOURCE	TOTAL FUNDING
2014	Phase 3B/Construction of Pedestrian Bridge and Greenway Trail and CEI fees	\$616,000	\$154,000	\$68,000	\$	\$	\$838,000
2015	Phase 1/Construction of Greenway Trail along Lower Station Camp Creek Rd and CEI fees	\$360,000	\$90,000	\$55,880	\$13,970	\$	\$519,850
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
	Note: \$68,000 other fed column is being spent in FY 2013 for design of Phase 3B	\$	\$	\$	\$	\$	\$
	Note: \$69,850 other fed/local columns is for CEI fees for Phase 1	\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
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		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
TOTAL		\$976,000	\$244,000	\$123,880	\$13,970	\$	\$1,357,850

Lower Station Camp Greenway

FY 14-17 Transportation Improvement Program Grant Application

Section 1. Project Description, Purpose, Need, and Objectives

The Lower Station Camp Greenway is located in unincorporated Sumner County, TN where the city limits of Gallatin and Hendersonville are coming together. The Greenway parallels Station Camp Creek and Lower Station Camp Creek Road from Long Hollow Pike (SR174) to Big Station Camp Boulevard to Vietnam Veterans Boulevard (SR386). The greenway is situated in the vicinity of the Station Camp Elementary, Middle, and High School. The Lower Station Camp Greenway is a priority project pinpointed in Sumner County's 2035 Comprehensive Plan. Sumner County is in need of a multi-use transportation route for safe pedestrian/bike access.

Sumner County intends to utilize TIP monies to construct Phase 1 and Phase 3B of the greenway. The attachment section includes a project map. The proposed phases will extend the Lower Station Camp Greenway system by constructing new greenway trail and a pedestrian bridge. The proposed phases will provide connectivity to the home and safe pedestrian access to the Station Camp school campus.

The Lower Station Camp Greenway project is divided into three phases; the three phases are in various stages of development. The environmental review has been completed and a Categorical Exclusion has been received for the project. A portion of the greenway is currently open from Ocana Community Center to the Douglass-Clark House property along Long Hollow Pike. This section of the greenway was constructed and donated to the County by Centex Homes. Phase 2 addresses development of the historic Douglass-Clark House site as a trailhead facility and provided site access, parking, and a restroom facility. The trail continues south twenty (20) feet west of Station Camp Creek for a total length of 3,290 feet. Near the end of Phase 2, the trail crosses Station Camp Creek with a bridge and ends at a trailhead facility on Lower Station Camp Creek Road at the Stone Creek Subdivision. The County held a grand opening ceremony for Phase 2 of the greenway in October 2012.

Phase 1 of the greenway will pick up at the Phase 2 Stone Creek Subdivision trailhead and run to Lower Station Camp Creek Road for a total length of 4,600 linear feet ending at Bison Trail. Phase 1 design has been completed and the project is currently in the right-of way stage. The County requests TIP funding for the construction of Phase 1. Phase 3A will begin at the southeast quadrant of Bison Trail and construct 2175 linear feet of trail parallel to Lower Station Camp Creek Road. The trail then turns east, along the southern boundary of the school property for 3200 linear feet and ends at Big Station Camp Boulevard. Phase 3A engineering design has been completed with funding from the Department of Energy EECBG program. The County received Active Transportation funding to complete the construction of Phase 3A. The County issued the notice of award for the construction of Phase 3A in November 2012 with construction proposed to be completed by May 2013.

Phase 3B will provide connectivity to the City of Hendersonville. Phase 3B will include the construction of a pedestrian bridge to cross Station Camp Creek to connect to the Saundersville Station subdivision and consist of approximately 2000 linear feet of greenway trail construction. The roads in the vicinity of the Station Camp Greenway and Station Camp school campus are two lane and lack sidewalk infrastructure. In addition to providing a connection to the greenway, the planned connecting bridge and trail will provide a safe mode of transportation for students to walk/bike to the Station Camp School Campus. The County plans to start design in January 2013 utilizing \$68,000 in ARRA TDOT funding designated for engineering design with design completion by April 2013. The County requests TIP funding for the construction and construction engineering inspection fees of Phase 3B.

The purpose of the greenway project is to address a top priority for the community and region by providing adequate pedestrian and bicycle facilities. The county is currently lacking the necessary

Lower Station Camp Greenway

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infrastructure in the project area. The project goals are to increase mobility while reducing traffic volumes, improve safety and connectivity and improve the pedestrian/bicycle infrastructure in the county. This greenway infrastructure project will make a difference in the surrounding community by improving the transportation options available to residents.

The intended users are the residents of the households in the surrounding area. In July 2011, the county completed a basic study of the potential area users for the Department of Energy. The user study is based on many assumptions, see attachment 3 for data sheets. The county pinpointed an area surrounding the greenway, with approximately 1,138 parcels highlighted, of which 848 parcels were residences. In attachment 3 is a parcel map pinpointing the potential affected area outlined in red. The county utilized average household size data for Sumner County at 2.61 from the American Community Survey Census data. The county made an assumption that 200/0 of the area residents will utilize the greenway; based on the assumptions approximately 169 households and 442 area residents would utilize the greenway. These numbers are very preliminary; they were utilized to calculate estimated transportation fuel savings and greenhouse gas reduction data for the Department of Energy.

The greenway will also consist of users from the Station Camp school campus (high school-1181 students, middle school-623 students, and elementary school-940 students) as well as recreational users from the county and tourists visiting Sumner County. A focal point of the Greenway will be the Civil War Site Douglass-Clark House trailhead. Sumner County is currently completing restoration work on the Douglass-Clark House which will serve as a trailhead to the greenway (mid-1800's restoration). The County plans to advertise for bids December 28, 2012 with bid opening January 31, 2013. The Douglass-Clark House will be a visitor and interpretive center once restoration work is complete in the fall of 2013.

The intent of this project is to increase the number of residents walking/biking, reduce the existing traffic congestion, improve air quality, and enhance the quality of life in the surrounding area by providing a link to the Station Camp School campus. In the morning and afternoon, cars are lined up dropping off and picking up students. The project has the potential to improve air quality and reduce congestion if more students walk/bike to school by utilizing the greenway. The project is also an opportunity for residents to enjoy the outdoors and exercise daily.

Section 2. Benefits to Region and Local Community

The Lower Station Camp Greenway project will improve walking and bicycling conditions in Sumner County. The proposed greenway project will connect existing and planned residences between Long Hollow Pike (SR174) and Vietnam Veterans Boulevard (SR386). The greenway will provide a non-motorized travel option to planned commercial services in the area, provide connectivity to the Station Camp school complex (includes elementary, middle, and high school), and a planned private college. Because of planned growth, this project is a vital connector in reducing motorized travel trips between residences, schools, and commercial services in the Station Camp area between SR174 and SR386. This project will reduce energy consumption, improve health and safety, and enhance the quality of life for area residents that utilize the greenway for everyday errands, commutes, and recreation.

This project will address a top priority for the community and region by providing adequate pedestrian and bicycle facilities. The County is currently lacking adequate pedestrian facilities. Currently, there are no sidewalks for the residents in the area to walk to the Station Camp school area. The mode of transportation for most students at the Station Camp Elementary, Middle, and High school is by car or bus. In March 2011, Sumner County viewed the school dismissal procedures and determined that a very limited number of students walk or bike to/from school due to lack of pedestrian and bicycle

Lower Station Camp Greenway

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infrastructure. The Lower Station Camp Greenway will provide connectivity to the schools. This project will provide a shared path for pedestrians, bicyclists, and inline skaters to utilize as an alternative mode of transportation. This greenway infrastructure project is necessary to provide a safe mode of travel for cyclists and pedestrians.

The project will address livability by providing a recreational transportation resource to the community as well as providing an alternative mode of transportation. The project will have a positive impact on the environment by reducing air pollution. The greenway is located in a high growth area. With increased use of the greenway, the number of car trips and miles driven should decrease thus decreasing the amount of emissions in the area. The greenway's proximity to SR386 and SR174 will be beneficial in the future as options for mass transit are examined and pursued throughout the Northeast Corridor. As the area continues to grow, the greenway could provide connectivity to the home.

The Lower Station Camp Greenway project was identified as a priority project in unincorporated Sumner County since the adoption of the 2000 Sumner County Bicycle and Pedestrian Master Plan. The Bicycle and Pedestrian Master Plan includes goals to increase mobility while reducing traffic volumes on the roadway system, reducing air pollution, increase recreational opportunities, and provide an enhanced quality of life. This project will provide an opportunity to meet the goals of the Master Plan.

In 2006, Sumner County contracted with Wisner Company to complete a Master Plan specifically for the Lower Station Camp Greenway project. In 2008, the Nashville Area Metropolitan Planning Organization (MPO) completed a Bicycle and Pedestrian Master Plan for the region which includes this project. Throughout the development planning process, Sumner County has coordinated with the City of Gallatin, City of Hendersonville, and the Nashville MPO with connectivity being a key priority.

The Nashville MPO is a supporter of the pedestrian and bicycle infrastructure activities involved in the project. The guiding principles of the Nashville MPO of livability, sustainability, prosperity, and diversity have been considered with this project. The project will improve the quality of life and transportation choices in the surrounding area by providing an alternative mode of transportation. The extension of the greenway will provide an opportunity to increase accessibility to the schools in the Station Camp area and provide a recreational amenity for county residents to enjoy. The proposed project is consistent with the active transportation and walkable community initiative.

This project is located in a high growth area where the City of Gallatin and City of Hendersonville city limits are coming together. The project will provide pedestrians an alternate route to access community resources such as schools, homes, commercial businesses, and will provide a recreational resource for residents to enjoy nature. The greenway is convenient to SR386 and SR174 which are major thoroughfares in Sumner County. The project will provide necessary physical infrastructure for pedestrians and bicyclists to travel. The project will address air quality efforts by developing a zero emission transportation infrastructure.

In 2010, Sumner County's 2035 comprehensive plan was completed. As part of the planning process, online surveys were completed in December 2009 and May 2010. The December 2009 survey asked residents about the future of the county. The top three issues were 1) lack of sidewalks/connectivity, 2) traffic/congestion, and 3) few transit options. In May 2010, the online survey addressed transportation issues, the results listed the concerns as 1) Congestion, 2) Connectivity, 3) Develop bicycle, pedestrian, and transit infrastructure, 4) Safety, and 5) Economic Growth. (2035 Sumner County Comprehensive Plan, transportation survey results) These results highlight the need for this Transportation Improvement Program grant funding. The public were given multiple opportunities to comment on the comprehensive

Lower Station Camp Greenway

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plan throughout the planning process. In the documented survey results, the lack of sidewalks/connectivity and bicycle/pedestrian infrastructure were two of the top priorities or concerns chosen by residents. There is a need for pedestrian and bicycle infrastructure throughout the county based on the Sumner County 2035 Comprehensive Plan.

Based on the Tennessee Department of Education statistics, there are economically disadvantaged students that may potentially benefit from the proposed project. The 2010 report card data states that 79/14.2% of the middle school students and 121/15.2% of the elementary students are economically disadvantaged. The Sumner County report card lists 26,723 students across 46 schools, a total of 6,403/23.6% of the students are listed as Title 1 and 10,461/40.8% are economically disadvantaged. Based on the Low to Moderate Income data, 32 percent of the county population is low to moderate income. The project will provide the infrastructure needed to increase pedestrian accessibility and improve public safety.

Section 3. Project Deliverables, Schedule, and Milestones

Phase 1:

Design Completed in 2010

Currently in Right of Way Stage - updated appraisal and review appraisal completed in April 2011, negotiations began with property owner in May 2011. Negotiation with property owner continues.

Construction funding for Phase 1 is included in this TIP request. The construction of the Phase 1 greenway trail is anticipated to last 150 days.

Phase 2:

Design Completed in 2011

Right of Way Stage Complete and approved by TDOT

Advertised for Bids in August 2011 - Notice to Proceed to Contractor for Construction in December 2011

Construction completion in July 2012

Phase 2 Grand Opening Event held in October 2012

Phase 3:

Phase 3A

Engineering Design Completion December 2011

Submittal of Design Plans to funding agency January 2012

Active Transportation Grant Announcement January 2012

Advertised for Bids in October 2012 - Notice of Award given to Contractor in November 2012.

Construction Completion is anticipated to be May 2013

Phase 3B

Phase 3B Engineering Design will begin in January 2013 with design completion in April 2013

Construction funding for Phase 3B is included in this TIP request. The construction of the Phase 3B greenway trail and pedestrian bridge is anticipated to last 180 days.

The County will utilize Wisser Company for the Phase 3B design. Wisser Company has completed all of the design for the Lower Station Camp Greenway phases. Phase 3B design should be completed in April 2013. The TIP funding will be utilized for construction and construction engineering inspection fees.

Lower Station Camp Greenway

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Once design is complete in April and construction funds are obtained, Phase 3B will be ready to proceed to construction. Phase 1 design has been completed; Phase 1 will be ready to proceed to construction once the right of way is obtained. The Lower Station Camp Greenway is a priority project for Sumner County.

Kim Ark, Sumner County Grant Administrator, will be responsible for the administration of the greenway project. She will be involved in the daily project management duties to ensure that the project phases are moving forward in an efficient manner. Ms. Ark has over six years of grant management experience. Wisner Company, project engineers, will complete the preliminary engineering design and construction engineering inspection for this project. The County holds periodic meetings of the Greenways of Sumner County committee to review the design and construction progress. The County will provide oversight for the project to ensure that deadlines are met. The County will continue to hold Greenway Committee meetings in the future and the County General Operations Committee will approve all contracts associated with the grant. During the construction phase, there will be monthly progress meetings to ensure that construction is progressing as scheduled and pay requests are being processed. Sumner County has successful experience with completing grants from various state and federal funding agencies. The County has completed Phase 2 of the greenway which involves a mix of public and private funding: Department of Energy EECBG funding, TDOT Transportation Enhancement, HPP, local and CMAQ funding.

Section 4. Budget Narrative

The County and Greenway committee have coordinated efforts to obtain funding for the project. The County has received a mix of local, state, federal and private funding for the project. The greenway project was divided into three phases to ensure that the design and construction phases could be completed. Phase 1 design has been completed and is currently in the right of way stage. Phase 2 has been constructed. Sumner County received Active Transportation funding for Phase 3A and the notice of award has been given to the contractor. The county intends to utilize TIP monies to construct Phase 1 and Phase 3B of the greenway.

The estimated construction cost for Phase 3B is \$660,000 and construction engineering inspection fees for Phase 3B are estimated at \$110,000. The engineering design for Phase 3B is \$68,000 from ARRA TDOT funding. The design is currently being completed by Wisner Company. A drawing of the Phase 3B preliminary trail alignment is in attachment 2. The total Phase 3B costs are \$838,000. Sumner County requests \$616,000 in TIP funding for Phase 3B. The \$154,000 local match will be provided with local funding from Sumner County.

Phase 1 design has been completed. The estimated construction cost for Phase 1 is \$450,000 and the estimated construction engineering fees for Phase 1 are \$69,850. Sumner County will utilize \$69,850 in other federal funding for construction engineering fees for Phase 1. The total Phase 1 costs are \$519,850. Sumner County requests \$360,000 in TIP funding for Phase 1. The \$90,000 local match will be provided with local funding from Sumner County.

Attachment 1 includes a letter from County Executive Anthony Holt documenting the local match for Phase 1 and Phase 3B.

Phase 1

TIP Grant \$360,000 Construction fees
Local Match \$90,000 Construction fees
Other funding federal/local: \$69,850 CEI fees

Phase 3B

TIP Grant \$616,000 Construction/CEI fees
Local Match \$154,000 Construction/CEI fees
Other funding federal: \$68,000 Design fees

FY 14-17 Transportation Improvement Program Grant Application
Attachments
Lower Station Camp Greenway Sumner County, TN

Attachment 1: Support Letter for Local Match

Attachment 2: Lower Station Camp Greenway Maps

- Project Location of Greenway Figure 2
- Master Plan January 2012 Alignment Map
- Proposed Phase 3B Alignment

Attachment 3: Department of Energy calculations for transportation fuel savings
Parcel Map

FY 14-17 Transportation Improvement Program Grant Application
Attachments
Lower Station Camp Greenway Sumner County, TN



ANTHONY HOLT
SUMNER COUNTY EXECUTIVE

December 14, 2012

FY14-17 Transportation Improvement Program
c/o Nashville Area MPO
800 Second Avenue South
Nashville, TN 37210

Re: Sumner County Transportation Improvement Program Grant Application
Lower Station Camp Greenway

To Whom It May Concern:

As County Executive and Chairman of the Greenways of Sumner County, Inc., I am eager to express my support for Sumner County's Transportation Improvement program grant application. Sumner County respectfully requests \$616,000 in TIP funding for Phase 3B of the Lower Station Camp Greenway for FY 2014 and \$360,000 in TIP funding for Phase 1 of the Lower Station Camp Greenway for FY 2015. In 2000, Sumner County adopted a Bicycle and Pedestrian Master Plan that included the development of the Lower Station Camp Greenway that will eventually connect with the city of Hendersonville's and city of Gallatin's greenway networks. This project has been pinpointed as a priority.

The Lower Station Camp greenway project is listed as the number three priority for bicycle and pedestrian improvements in Sumner County's 2035 Comprehensive Plan behind sidewalks in planned unit developments and bicycle parking in planned unit developments. This project will provide connectivity to the Station Camp school campus and the City of Hendersonville. Providing the infrastructure and accessibility to the schools is important in improving modes of transportation and quality of life.

The county will be responsible for the continued maintenance and is committed to providing public outreach to ensure that the general public is fully aware of the greenway. The county is aware of the grant requirements, has experience in completing grants, and is committed to completing the project. If awarded the Transportation Improvement monies, the County will provide \$244,000 in local matching funds to complete Phase 3B and Phase 1 of the greenway.

Thank you in advance for your consideration of the application. Sumner County and the Greenways of Sumner County, Inc. are motivated to complete Lower Station Camp Greenway as this project has been designated as a priority by the community.

Sincerely,

Anthony Holt
Sumner County Executive

FY 14-17 Transportation Improvement Program Grant Application
Attachments
Lower Station Camp Greenway Sumner County, TN

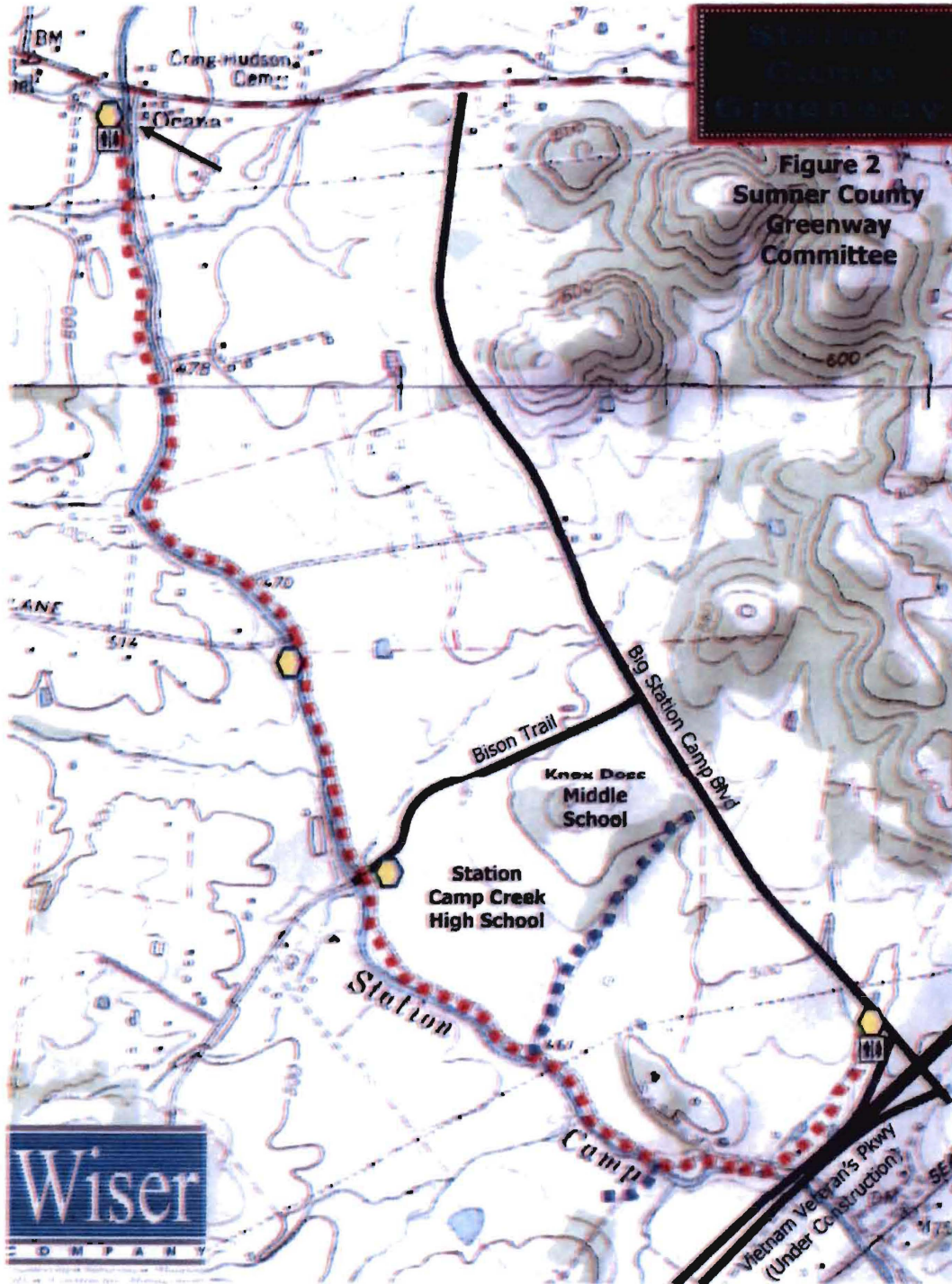




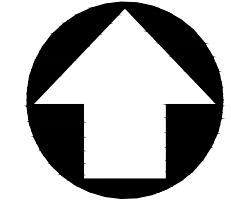


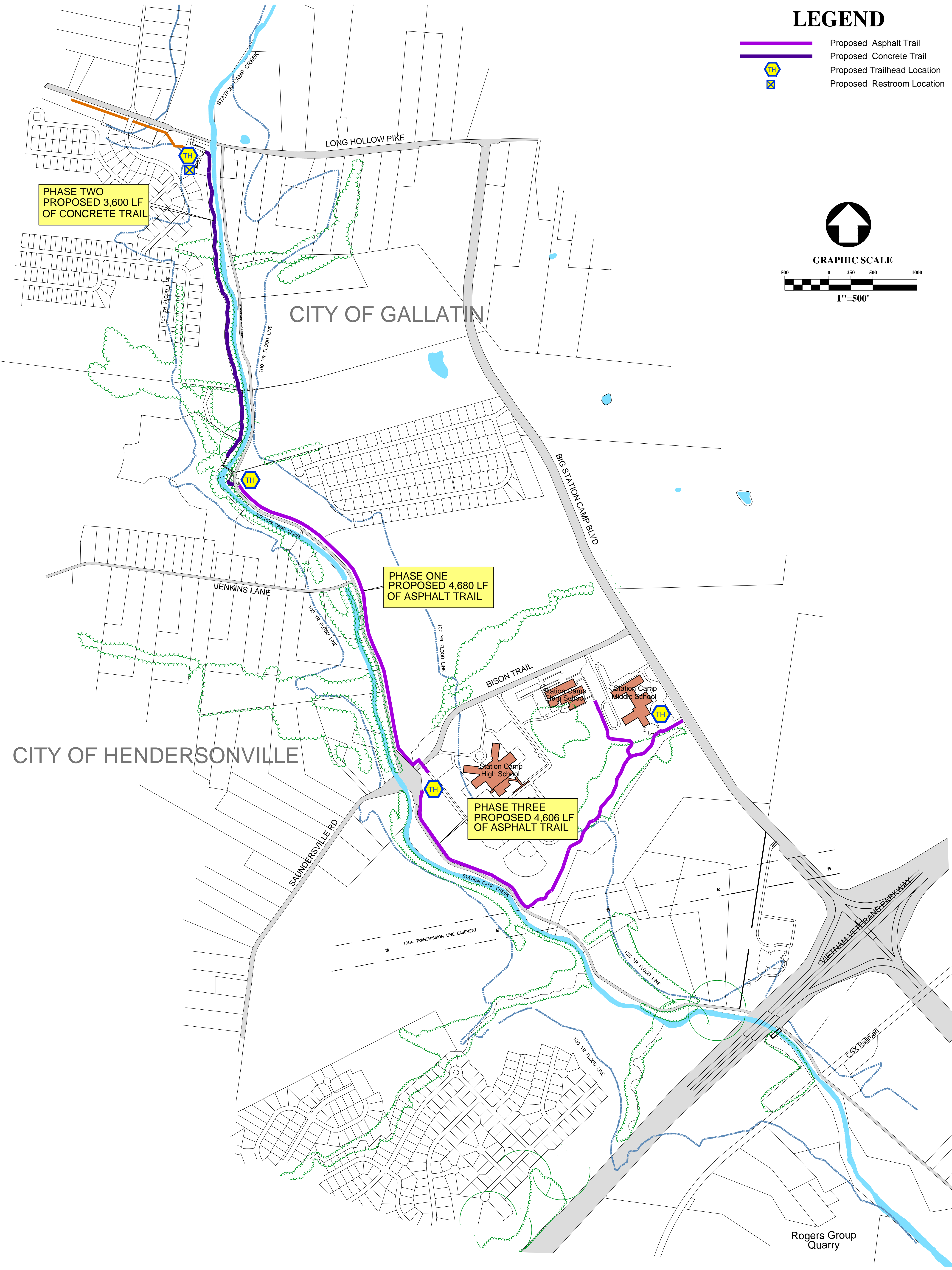
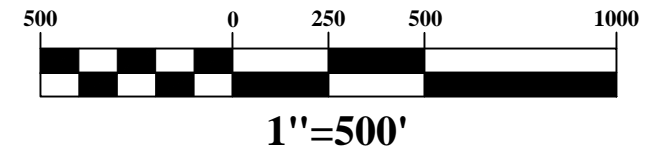
Figure 1: Project Location of the Station Camp Greenway. The Douglass-Clark House site is shown at upper left.

LEGEND

-  Proposed Asphalt Trail
-  Proposed Concrete Trail
-  Proposed Trailhead Location
-  Proposed Restroom Location



GRAPHIC SCALE



PHASE TWO
PROPOSED 3,600 LF
OF CONCRETE TRAIL

PHASE ONE
PROPOSED 4,680 LF
OF ASPHALT TRAIL

PHASE THREE
PROPOSED 4,606 LF
OF ASPHALT TRAIL

MASTER PLAN

STATION CAMP GREENWAY

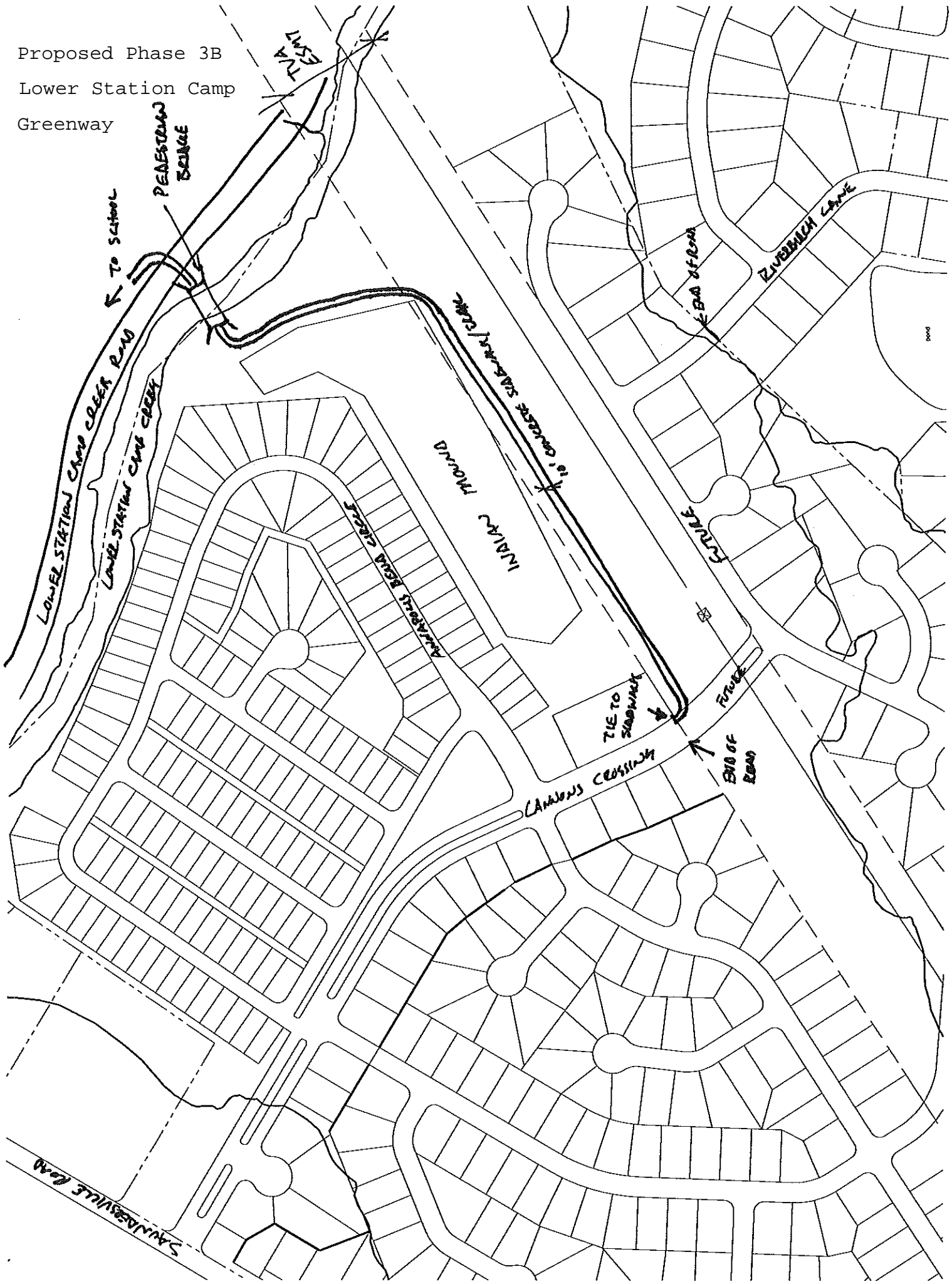
SUMNER COUNTY, TENNESSEE

JAN 2012



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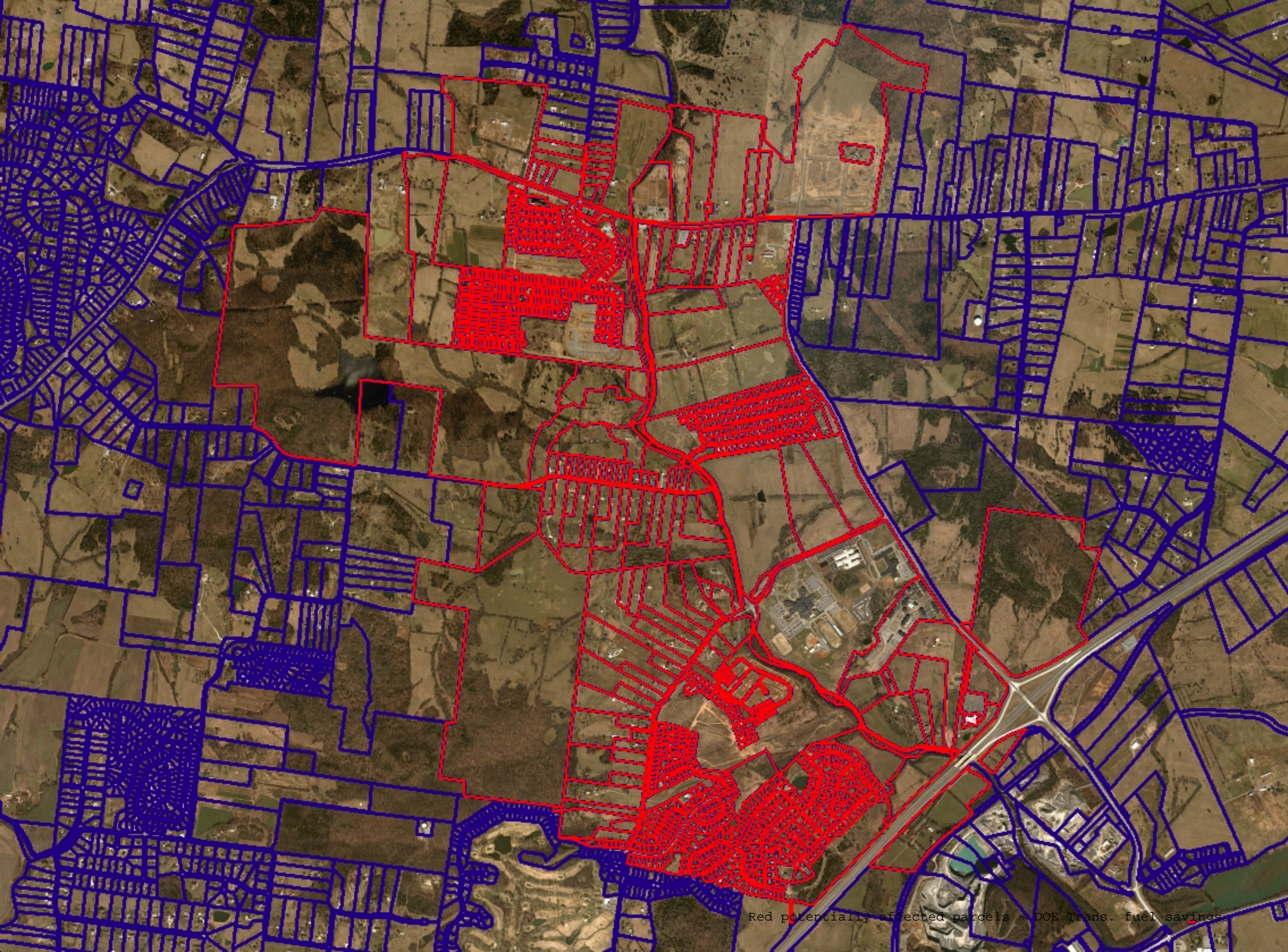
Proposed Phase 3B
Lower Station Camp
Greenway



FY 14-17 Transportation Improvement Program Grant Application
Attachments
Lower Station Camp Greenway Sumner County, TN

	<u>Lower Station Camp Creek Greenway</u>	
	<u>Estimated Transportation Fuel Savings/Greenhouse Gas Emissions Reduction Data</u>	
1)	Potential Affected Area - see attached map parcels outlined in red	
2)	1,138 parcels highlighted	
3)	Of the parcels highlighted, 848 records are residences potentially affected	
4)	Census numbers American Factfinder 2005-2009 American Community survey - average household size - 2.61	
5)	Allegheny Valley Trails Association Utilization Study-77% of the trail users traveled from other areas, 19.3% traveled 0-.5 miles. http://www.avta-trails.org/AVTA-Study-2006.html	
6)	Made assumption that 20% who live in area will utilize the greenway	
7)	Made assumption that households have two cars-848 households x2	1696
8)	Utilized trip generation data from January 1991, Institute of Transportation Engineers, Average rate of trip generation per acre based on County park studies	
	Average trip generation per acre weekday: 3.14,2.87,2.99,2.89,5.23/5	3.424
	Assume greenway/park area is approximately 9 acres	
	Assume 30.6 trip generated on a weekday beginning to end of day	30.6
	Assume that 20% of trips generated in area will be reduced because of greenway	6.12
9)	Utilize information from an EPA report "Light-Duty Automotive Technology, Carbon Dioxide Emissions, and Fuel Economy Trends: 1975 Through 2010" Page iii, 27.5 mpg cars & 23.5 mpg light trucks For 2010, the CAFE standards are 27.5 mpg for cars and 23.5 mpg for light trucks (for light trucks, individual manufacturers can choose between the fixed, unreformed 23.5 mpg standard and a reformed vehicle footprint-based standard which yields different compliance targets for each manufacturer).	
10)	Assume length of greenway 2.75 miles	
11)	Based on EPA report listed above, 41% of market share is light duty truck in 2009	

	Reviewed Air Quality Data for Region from airnow.gov	
	Most readings from past year are good or moderate. Peak figures are in summer	
	Jurisdiction of unincorporated areas of the county is 356,480 acres, the potential area of the greenway(aprox. 9 acres) is small comparitively	
	At this time, Sumner County cannot determine the greenhouse gas emission reduction data	



Red potentially affected parcels - DOE Trans. fuel savings