

# ATTACHMENT 1 – TDOT’s Metropolitan Groupings Crosswalk

## **Allowable Work Types for TDOT’s Metropolitan Groupings**

Activities delivered from TDOT’s metropolitan groupings are limited to work types that are:

1. Located in metropolitan areas – any located in a non-metropolitan or rural area must be programmed in the STIP,
2. Not considered to be of appropriate scale for individual identification in a given program year,
3. Environmentally-neutral as categorical exclusions under [23 CFR 771.117\(c\) and \(d\)](#),
4. Non-regionally significant, in nonattainment and maintenance areas, and
5. Exempt as defined in the EPA’s transportation conformity regulations in [40 CFR Part 93](#), in nonattainment and maintenance areas.

Activities that do not meet these requirements must be individually identified in the respective MPO’s TIP or TDOT’s STIP.

## **Metropolitan, Non-metropolitan, and Rural Areas**

TDOT’s map of metropolitan, non-metropolitan, and rural areas is available at: <http://www.tdot.state.tn.us/longrange/mpo.htm>

## **Regional Significance and Air Quality Attainment Status**

Regionally significant project means a transportation project that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area’s transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel, per [23 CFR 450.104](#). Regional significance is collaboratively determined by each nonattainment and/or maintenance area’s respective Interagency Consultation group, per [40 CFR 93.105](#).

The EPA’s “Green Book” of nonattainment and maintenance statuses is available at:

[http://www.epa.gov/oagps001/greenbk/anay\\_tn.html](http://www.epa.gov/oagps001/greenbk/anay_tn.html).

## **NHPP and STP Funding Qualifications**

National Highway Performance Program (NHPP) funds are limited to projects on the National Highway System (NHS) unless otherwise noted in Title 23 of the U.S. Code. FHWA’s NHS maps are available at:

[http://www.fhwa.dot.gov/planning/national\\_highway\\_system/nhs\\_maps/tennessee/index.cfm](http://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/tennessee/index.cfm).

Surface Transportation Program (STP) funds can only be used on Federal-aid Highways – any functionally-classified road except local roads and rural minor collectors – unless otherwise noted in Title 23 of the U.S. Code. TDOT’s functional classification maps are available at: <http://www.tdot.state.tn.us/longrange/functionalclass.htm>.

<b>Grouping Category</b>	<b>Function of Grouping Activities</b>	<b>Allowable Work Types</b>
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<p><b>Surface Transportation Program (STP) Grouping</b></p> <p><b>TIP# - S2013-033</b></p> <p><b>STP</b></p>	<p>Projects for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads, including:</p> <ul style="list-style-type: none"> <li>• Rehabilitation, resurfacing, restoration, preservation, and operational improvements on Federal-aid highways and designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 U.S.C. 14501,</li> <li>• Traffic operations on Federal-aid highways,</li> <li>• Bridge and tunnel improvements on public roads,</li> <li>• Safety improvements on public roads,</li> <li>• Bicycle and pedestrian improvements on public roads, and</li> <li>• Environmental mitigation.</li> </ul>	<ul style="list-style-type: none"> <li>• Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance</li> <li>• Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition</li> <li>• Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps</li> <li>• Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: <ul style="list-style-type: none"> <li>○ Infrastructure-based intelligent transportation systems (ITS) capital improvements</li> <li>○ Traffic Management Center (TMC) operations and utilities</li> <li>○ Freeway service patrols</li> <li>○ Traveler information</li> </ul> </li> <li>• Bridge and tunnel construction, replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures</li> <li>• Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure</li> <li>• Rail-highway grade crossing improvements</li> <li>• Highway safety improvements: <ul style="list-style-type: none"> <li>○ Installation of new or improvement of existing guardrail</li> <li>○ Installation of traffic signs and signals/lights</li> <li>○ Spot safety improvements</li> </ul> </li> <li>• Sidewalk improvements</li> <li>• Pedestrian and/or bicycle facilities</li> <li>• Traffic calming and traffic diversion improvements</li> <li>• Transportation Alternatives as defined by 23 U.S.C. 213(B), 23 U.S.C. 101(A)(29), and Section 1122 of MAP-21</li> <li>• Noise walls</li> <li>• Wetland and/or stream mitigation</li> <li>• Environmental restoration and pollution abatement</li> <li>• Control of noxious weeds and establishment of native species</li> </ul>
<b>Grouping Category</b>	<b>Function of Grouping Activities</b>	<b>Allowable Work Types</b>
<p><b>National Highway Performance Program</b></p>	<p>Projects for the preservation and improvement of the conditions and performance of the National Highway</p>	<ul style="list-style-type: none"> <li>• Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance</li> </ul>

<p><b>(NHPP) Grouping</b></p> <p><b>TIP# S2013-032</b></p> <p><b>NHPP</b></p>	<p>System (NHS), including</p> <ul style="list-style-type: none"> <li>• Rehabilitation, resurfacing, restoration, preservation, and operational improvements,</li> <li>• Traffic operations,</li> <li>• Bridge and tunnel improvements,</li> <li>• Safety improvements,</li> <li>• Bicycle and pedestrian improvements, and</li> <li>• Environmental mitigation.</li> </ul>	<ul style="list-style-type: none"> <li>• Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition</li> <li>• Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps</li> <li>• Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: <ul style="list-style-type: none"> <li>○ Infrastructure-based intelligent transportation systems (ITS) capital improvements</li> <li>○ Traffic Management Center (TMC) operations and utilities</li> <li>○ Freeway service patrols</li> <li>○ Traveler information</li> </ul> </li> <li>• Bridge and tunnel construction, replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures</li> <li>• Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure</li> <li>• Rail-highway grade crossing improvements</li> <li>• Highway safety improvements: <ul style="list-style-type: none"> <li>○ Installation of new or improvement of existing guardrail</li> <li>○ Installation of traffic signs and signals/lights</li> <li>○ Spot safety improvements</li> </ul> </li> <li>• Sidewalk improvements</li> <li>• Pedestrian and/or bicycle facilities</li> <li>• Traffic calming and traffic diversion improvements</li> <li>• Noise walls</li> <li>• Wetland and/or stream mitigation</li> <li>• Environmental restoration and pollution abatement</li> <li>• Control of noxious weeds and establishment of native species</li> </ul>
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<p><b>Highway Safety Improvement Program (HSIP) Grouping</b></p>	<p>Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or</p>	<ul style="list-style-type: none"> <li>• Intersection safety improvements</li> <li>• Pavement and shoulder widening (including a passing lane to remedy an unsafe condition)</li> <li>• Installation of rumble strips or another warning devices, if they do not adversely affect the safety or mobility of bicyclists and pedestrians</li> <li>• Installation of skid-resistant surface at intersections or locations with high crash frequencies</li> <li>• Improvements for pedestrian or bicyclist safety</li> <li>• Construction and improvement of a railway-highway grade crossing safety feature, including</li> </ul>

<p><b>TIP# S2008-84-013</b></p> <p><b>HSIP</b></p>	<p>feature or addresses a highway safety problem, including workforce development, training and education activities.</p> <p>Eligibility of specific projects, strategies, and activities is generally based on:</p> <ul style="list-style-type: none"> <li>• Consistency with SHSP,</li> <li>• Crash experience, crash potential, or other data-supported means,</li> <li>• Compliance with the requirements of Title 23 of the U.S. Code, and</li> <li>• State’s strategic or performance-based safety goals to reduce fatalities and serious injuries on all public roads.</li> </ul>	<ul style="list-style-type: none"> <li>• installation of protective devices</li> <li>• The conduct of a model traffic enforcement activity at a railway-highway crossing</li> <li>• Construction of a traffic calming feature</li> <li>• Elimination of a roadside hazard</li> <li>• Installation, replacement, and other improvements of highway signage and pavement markings, or a project to maintain minimum levels of retroreflectivity that addresses a highway safety problem consistent with the SHSP</li> <li>• Installation of emergency vehicle priority control systems at signalized intersections</li> <li>• Installation of traffic control or other warning devices at locations with high crash potential</li> <li>• Transportation safety planning</li> <li>• Collection, analysis, and improvement of safety data</li> <li>• Planning integrated interoperable emergency communications equipment or operational or traffic enforcement activities (including police assistance) related to work zone safety</li> <li>• Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes), and crash attenuators</li> <li>• The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife</li> <li>• Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones</li> <li>• Construction and operational improvements on high risk rural roads</li> <li>• Geometric improvements to a road for safety purposes that improve safety</li> <li>• Road safety audits</li> <li>• Roadway safety infrastructure improvements consistent with FHWA’s “Highway Design Handbook for Older Drivers and Pedestrians” (FHWA-RD-01-103)</li> <li>• Truck parking facilities eligible for funding under Section 1401 of MAP-21</li> <li>• Systemic safety improvements</li> <li>• Workforce development, training, and education activities</li> </ul>
<p><b>Grouping Category</b></p>	<p><b>Function of Grouping Activities</b></p>	<p><b>Allowable Work Types</b></p>
<p><b>PM 2.5 Emission Reductions Strategies Grouping</b></p> <p><b>TIP# S2013-052</b></p> <p><b>CMAQ</b></p>	<p>Projects to reduce PM 2.5 emissions from on-road heavy-duty diesel engines and non-road construction equipment, including:</p> <ul style="list-style-type: none"> <li>• Diesel retrofits,</li> <li>• Idling reduction, and</li> <li>• Other strategies to reduce PM 2.5</li> </ul>	<ul style="list-style-type: none"> <li>• Diesel retrofit and idling reduction projects for on-road motor vehicles and non-road construction equipment, including: <ul style="list-style-type: none"> <li>○ Vehicle replacement</li> <li>○ Repowering</li> <li>○ Engine rebuilding</li> <li>○ Other technologies as determined by EPA as appropriate for reducing emissions from diesel engines</li> <li>○ Outreach activities that provide information exchange and technical assistance to diesel owners and operators on retrofit option</li> </ul> </li> </ul>

emissions.

This grouping is open to public and private entities in CMAQ eligible counties.