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FYs14-17TRANSPORTATIONIMPROVEMENTPROGRAMGRANTAPPLICATION		Non-Infrastructure		
PROJECT NAME	Local Bus Service Preventive Maintenance and Capitalization- Franklin			
LEAD AGENCY	Franklin Transit Authority			
PROJECT TYPE	<input type="checkbox"/> Program Admin <input type="checkbox"/> Encouragement/ Promotion <input type="checkbox"/> Education <input type="checkbox"/> Planning <input type="checkbox"/> Enforcement <input type="checkbox"/> Evaluation <input type="checkbox"/> Other: <u>Implementation</u>			
COUNTIES	<input type="checkbox"/> Davidson <input type="checkbox"/> Rutherford <input type="checkbox"/> Sumner/Robertson <input checked="" type="checkbox"/> Williamson/Maury <input type="checkbox"/> Wilson			
BRIEF DESCRIPTION	Capital funds to maintain and expand current transit system.			
TARGET AUDIENCE(S)		PROGRAM HISTORY		
X Pedestrians X Bicyclists X Other non-motorized users X Motorists <input type="checkbox"/> Police <input type="checkbox"/> Teachers <input type="checkbox"/> Planners <input type="checkbox"/> Engineers X Elected Officials X Community Leaders X Transportation Disadvantaged Populations X Populations with High Health Disparities X Other Disadvantaged Populations (non-native English speakers, physically/mentally challenged)		<input type="checkbox"/> Project in TIP ID# _____ <input type="checkbox"/> New program by new organization <input type="checkbox"/> New program by agency delivering similar services X Enhancement/expansion of existing program <input type="checkbox"/> Other: _____		
		GRANT FUNDING SUMMARY (NEW REQUESTS)		
		<i>Fiscal Year</i>	<i>Federal Requested</i>	<i>Match</i>
		2014	\$ 938,065	\$ 234,517
		2015	\$ 2,033,977	\$ 508,495
2016	\$ 1,388,655	\$ 347,163		
2017	\$ 1,324,914	\$ 331,229		
Total	\$ 5,685,611	\$ 1,421,404		
AGENCY CONTACT INFORMATION				
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Title	Grants and Funding Manager	Phone	615-628-0270	
Department				
Agency/ Organization	The TMA Group/Franklin Transit Authority			

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

Project History: Franklin Transit Authority (FTA) has been operating the City of Franklin's public transportation system since its inception in 2003. The Fixed Route service has had a steady annualized growth of 5.8% in trips each year since the 2003 start date. In 2007, The Franklin Transit Authority expanded its service to include Transit on Demand. This service has experienced a steady annualized growth of 15% in passenger trips since its inception. Franklin Transit continues to evaluate and fine tune the routes to better serve the needs of the City of Franklin.

Intended Audience: The goal of the Franklin Transit Authority is to provide a safe and comprehensive transportation network that will maintain mobility and accessibility while the city grows and prospers. Thirty one percent of Fixed Route and Transportation on Demand trips are disabled and seniors. Thirty four percent of Fixed and Transportation on Demand trips are for employment. The City of Franklin is experiencing tremendous growth on the east side of Franklin, including residential, commercial and educational development. Franklin Transit is analyzing the data of our current services along with the projected growth data of residential and commercial development to improve connectivity throughout the city. The expanded service will provide more efficient transit connectivity to places of employment, medical appointments and overall use of transit as a choice ride for Franklin residents and visitors along with workers commuting to Franklin.

Anticipated Size of Audience: The city of Franklin has an estimated 2013 population of 67,523, and it is projected to have an 11.6% increase through the year 2017. There are 30,000 daily commuter trips entering into Williamson County from bordering counties, with the eastern section of Franklin (Cool Springs), having the heaviest concentration of current and future employment growth. According to Washington research firm Woods and Poole Economics Inc., Williamson County is expected to see growth of more than 3% in employment through 2040 compared the rest of the country which will see just over a 1% growth.

Expected Scope of Work: Analysis of ridership patterns both on the Fixed Route and Transportation on Demand service. Change of Fixed Route structure to improve trip efficiency and accessibility. Increased operational and capital expense to expand service. Service expansion will include planning, infrastructure, frequency on trunk routes, expanded Transportation on Demand service and new connecting circulator routes.

Major Tasks and Activities:

- Coordinated planning with the City of Franklin, large employers, Regional strategies and riders to evaluate needs.
- Creation of routes, transit shelters and off sight regional commute connections.
- Educational and TDM meetings with Stake holders.
- Implementation of service to include infrastructure, capital purchase, operations and marketing.

Final Deliverables: At the conclusion of the project, the Franklin Transit Authority will have a comprehensive connectivity for the growing city of Franklin. Citizens of Franklin will have an improved opportunity to access jobs, education, recreation and supportive services within the city. In addition, new circulator routes will connect residents, workers and visitors to business and retail destinations within the city including shopping, dining and tourist attractions enhancing the quality of life and promoting economic activity in the city. Regional commuters will be provided with an alternative to Single Occupied Vehicle commute by connecting local transit with Regional Ride Share solutions.

Section 2: Benefits to Region and Local Community

Franklin Transit Authority is working with the City, region and citizens to promote the Nashville Area Metropolitan Planning Organization's four guiding principles.

1. **Livability:** It is the goal of the FTA to study, change, and add, where necessary additional routes and stops to best suit the citizens of the City of Franklin. These would include high traffic areas to mitigate road congestion and ease the traffic burden of the citizens.
2. **Sustainability:** With the expected growth within the City of Franklin, public transportation will be paramount to continue to make traveling, visiting, and living in Franklin continue to be quick and efficient. With the support of officials within the City of Franklin, public transportation will be available on the front end of growth.
3. **Prosperity:** The Nashville Area MPO population and job growth projections for Williamson County will equate to an estimated 34% increase in both categories by the year 2025. The investment in transportation solutions through this growth period will contribute to the economic well-being of Franklin, making the city a more attractive place to invest, live and work in.
4. **Diversity:** Current expectations and planning have points within Franklin a destination for alternative transportation. With commuter fixed route service, Transit On Demand, and vanpools all being at the forefront of development.

In addition to the MPO's four guiding principles, Franklin Transit has focused on policy initiatives, regional goals, and major objectives. With the expected growth within Franklin, traffic congestion and mobility has become a concern. It is the desire of the Franklin Transit Authority to make public transportation the top of mind choice for getting to and moving around our city. A top of mind transit choice will ease congestion, improve the air quality, increase accessibility, contribute to better health and make Franklin a better place to live work and play. This choice can only be made when the customer sees that transit will meet their many diverse needs of this growing city. This project will promote this change as it will provide increased connectivity for customers to work, health, education, affordable housing, recreation and leisure activities in a safe and convenient matter.

Section 3: Project Deliverables, Schedule, and Milestones

Milestone	Deliverable	Schedule
Completion of Analysis and Planning	Recommendation for route change and expanded circulator route Phase 1	Q2 2013
Phase 1 Expansion East West Connection	Implementation of Phase 1 route changes and frequency increase. Implementation of Phase 1 circulator route. Expansion of TODD service.	Q1, Q2 2014
Phase 2 Expansion East Corridor Carothers Expansion	Capital purchase of vehicles, Shelters, infrastructure, educational.	Q1 2015
Phase 2 Expansion East Corridor Carothers Expansion	Implementation of Phase 2 circulator routes and frequency increase. Expansion of TODD service	Q2,Q3 2015
Expansions East-West, Carothers	Continued operations. Connectivity to regional commute connection points.	Fiscal 2016
Operation East West , Carothers	Continued operations. Connectivity to regional commute connection points.	Fiscal 2017



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FYs14-17TIPPROJECTBUDGETWORKSHEET PROPOSALNAME:							
FISCAL YEAR	PROPOSED PHASE/TASK/ACTIVITY	GRANTFUNDS	LOCAL MATCH	OTHER FEDERAL	OTHER STATE	OTHER SOURCE	TOTAL FUNDING
2014	Phase I – East/West Connection	\$938,065	\$117,259	\$	\$117,259	\$	\$1,172,583
2015	Phase II – East Corridor Carothers Expansion	\$2,033,977	\$254,248	\$	\$254,248	\$	\$2,542,473
2016	Expansions East-West , Carothers	\$1,388,655	\$173,582	\$	\$173,582	\$	\$1,735,819
2017	Capital Cost of Contracting East-West, Carothers	\$1,324,914	\$165,615	\$	\$165,615	\$	\$1,656,144
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TOTAL		\$	\$	\$	\$	\$	\$