



## Multimodal Transportation Analysis Guideline Update

# August/September Newsletter

The update to the Traffic Impact Study (TIS) Guideline has been completed with the release of the new Multimodal Transportation Analysis (MMTA) Guideline. Over the past two months, the final stakeholder meeting was held, comments and feedback were taken from the public, and the project team worked diligently to update the final draft of the guideline. The following newsletter provides details about the MMTA Guideline updates, implementation plan, and the final steps of this project.

### Final Stakeholder Meeting

The final stakeholder meeting was held virtually on September 6<sup>th</sup>, 2023. The project team provided a summary of the project timeline, outlined major guideline updates, and walked through an example MMTA (available on the [project webpage](#)). The call provided an opportunity for public stakeholders to engage with the project team, learn about the forthcoming changes brought by the new guideline, and ask questions. NDOT is appreciative of all stakeholders who attended the meeting and took time to provide helpful feedback.

### MMTA Guideline Release

In the week following the final stakeholder meeting, NDOT received feedback from several private and public stakeholders based on the publicly available draft MMTA documents. The project team reviewed, organized, and incorporated feedback into the final version of the MMTA Guideline, Scoping Form A, Waiver Form, and reflected the changes in the Example MMTA document. Along with several modifications to guideline language and overall clarity, three adjustments reflected in the final version of the guideline are summarized below.

- **Mitigation Measures and Establishing a Rational Nexus:** An additional section was added to the “Mitigation” section, further clarifying the mitigation measure selection process. Applicants are now instructed to provide a high-level “improvements list” that address all outcomes of the MMTA. From this, the Applicant will create a “mitigation measures” list, which indicates that the developer is responsible for implementation. A critical component of this process is the establishment of a “rational nexus”, or logical connection, between the expected impact of the development and the proposed mitigation measure. See Section 6 of the MMTA Guideline.
- **Cost Estimates:** Cost estimates, while still required, are expected to be generalized, planning-level ranges (minimum and maximum) and should only be provided with proposed mitigation measures that the developer is responsible for and involve the construction or implementation of new infrastructure. The cost estimates help NDOT understand the expected scale of commitments relative to development size, but do not represent official agreement between two parties. See Section 6 of the MMTA Guideline.
- **Pedestrian Connectivity:** To reduce redundant analysis, the “Pedestrian Connectivity” section has been absorbed by the “Pedestrian Level of Traffic Stress” section. The deliverables of the “Pedestrian Level of Traffic Stress” section should reflect the connectivity of the pedestrian network within the study area and will highlight any issues due to gaps in the network or inadequate infrastructure.

The full guideline, along with the associated documents can be found on the [project webpage](#).

### Implementation Timeline and Grace Period

The following section defines when the MMTA Guideline will go into effect, including deadlines for submitting documents under the old TIS Guideline.

### **Scoping Evaluation Form (Form A)**

Starting on Monday, October 2<sup>nd</sup>, 2023, all Applicants submitting a Scoping Evaluation Form (Form A) shall use the new form. These submittals should be sent to the new email contact: [ndotmmtareview@nashville.gov](mailto:ndotmmtareview@nashville.gov).

### **MMTA Guideline**

All studies that submit their Scoping Evaluation Form (Form A) on and after October 2<sup>nd</sup>, 2023, shall follow the new MMTA Guideline.

### **Grace Period**

Any scoping forms submitted prior to October 2<sup>nd</sup> that followed the previous format will have until December 31<sup>st</sup>, 2023, to submit a fully completed study per the old TIS Guideline and Interim Instruction Bulletin\*. Starting January 1<sup>st</sup>, 2024, any study submitted to NDOT for review must have an approved new Scoping Evaluation Form (Form A) and follow the new MMTA Guideline. \*The Interim Instructional Bulletin took effect on April 3<sup>rd</sup>, 2023 and can be found on the project webpage under Helpful Links and Resources.

## **WHAT'S NEXT – DIGITAL SOLUTION DEVELOPMENT**

With the completion of the MMTA Guideline, the project team's attention will focus on developing tools to help NDOT staff efficiently track active MMATAs and better organize data submitted by Applicants such as land use, trip generation, and mitigation measures. This work will initially be internally focused and completed in coordination with NDOT IT. The goal of this task is to foster better coordination between NDOT reviewers and, over time, create an improved experience for developers through the public sharing of information. Additionally, the cataloging of traffic and development data will assist NDOT in the completion of signal timing, safety, and planning studies.

## **Staying Connected to the Study**

A [project webpage](#) has been set up to publicly share information and release updated documents. There is a contact form on the website to sign up for direct e-mails on any future feedback opportunities and updates.

For NDOT and Metro Nashville staff, we will be sending out e-mail updates and communicate future coordination opportunities as the focus shifts to integrating the new guideline.

If you have additional questions or want to discuss any element of the project further, please reach out to NDOT Project Manager Melisa Hancock at [melisa.hancock@nashville.gov](mailto:melisa.hancock@nashville.gov) or (615) 862-5056.