



December 28, 2011

Ms. Teresa Estes  
 Local Programs Development Office  
 Tennessee Department of Transportation  
 505 Deaderick Street, Suite 600  
 Nashville, Tennessee 37243

Dear Ms. Estes:

Enclosed is Administrative Modifications 2011-038 through 2011-040 to the FY 2011-2015 Transportation Improvement Program requested by the City of Goodlettsville involving CMAQ funds. The following projects are being modified:

TIP #	Project	Modification
2011-57-124	Long Hollow Pike Traffic Signal Synchronization	Update FY and phase amounts
2011-17-019	Caldwell Drive/Indian Hills Pedestrian Control	Update FY and phase amounts
2011-57-026	Madison Creek/Long Hollow Pike Traffic Signal	Update FY and phase amounts

I have included original and revised copies of the affected TIP pages for your reference. The Administrative Modifications have been made according to the procedures identified in the MPO's federally-approved Public Participation Plan and results in a fiscally constrained TIP.

Thank you for your assistance in processing this request. If you have any questions or comments, please contact me or Félix Castrodad at 862-7204.

Best,

A handwritten signature in black ink, appearing to read "M. Skipper".

Michael Skipper  
 Executive Director

CC w/enclosures: Ms. Angie Midgett, TDOT  
 Mr. Larry McGoogin, TDOT  
 Mr. Alan Jones, TDOT  
 Mr. Rick Gregory, City of Goodlettsville  
 Mr. Tim Ellis, City of Goodlettsville  
 Mr. Tom Brashear, Wilson County, MPO TCC Chair  
 Mayor Karl Dean, MPO Executive Board Chair

Enclosures

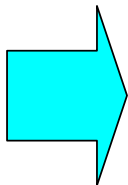
**Administrative Modification to The Fiscal Years 2011-2015  
Transportation Improvement Program**

**Administrative Modification #:** 2011-038  
**TIP Number:** 2011-57-124

**FROM:**

TIP# 2011-57-024						
Jurisdiction:		City of Goodlettsville				
Project:		Long Hollow Pike Traffic Signal Synchronization				
Termini:		Beginning on South Main Street at Memorial Drive north to Long Hollow Pike then east along Long Hollow Pike to Loretta Drive.				
Description:		Install a coordinated (fiber optic) traffic signal system for several Long Hollow Pike intersections. Cameras will be installed at each intersection and existing incandescent signal heads will be converted to LED.				
FY	Work	Funding	Total	Fed	State	Local
2011	PE-N	CMAQ	1,000	1,000	0	0
2011	PE-D	CMAQ	29,000	29,000	0	0
2011	CONST	CMAQ	270,000	270,000	0	0
<b>TOTAL</b>			<b>300,000</b>	<b>300,000</b>	<b>0</b>	<b>0</b>

**TO:**



TIP# 2011-57-024						
Jurisdiction:		City of Goodlettsville				
Project:		Long Hollow Pike Traffic Signal Synchronization				
Termini:		Beginning on South Main Street at Memorial Drive north to Long Hollow Pike then east along Long Hollow Pike to Loretta Drive.				
Description:		Install a coordinated (fiber optic) traffic signal system for several Long Hollow Pike intersections. Cameras will be installed at each intersection and existing incandescent signal heads will be converted				
FY	Work	Funding	Total	Fed	State	Local
<b>2012</b>	PE-N	CMAQ	<b>20,000</b>	<b>20,000</b>	0	0
<b>2012</b>	PE-D	CMAQ	<b>75,000</b>	<b>75,000</b>	0	0
<b>2012</b>	CONST	CMAQ	<b>205,000</b>	<b>205,000</b>	0	0
<b>TOTAL</b>			<b>300,000</b>	<b>300,000</b>	<b>0</b>	<b>0</b>

\*This project is being adjusted to update the FY and amounts for the PE NEPA, PE Final Design and Construction phases. The total project cost remains the same.

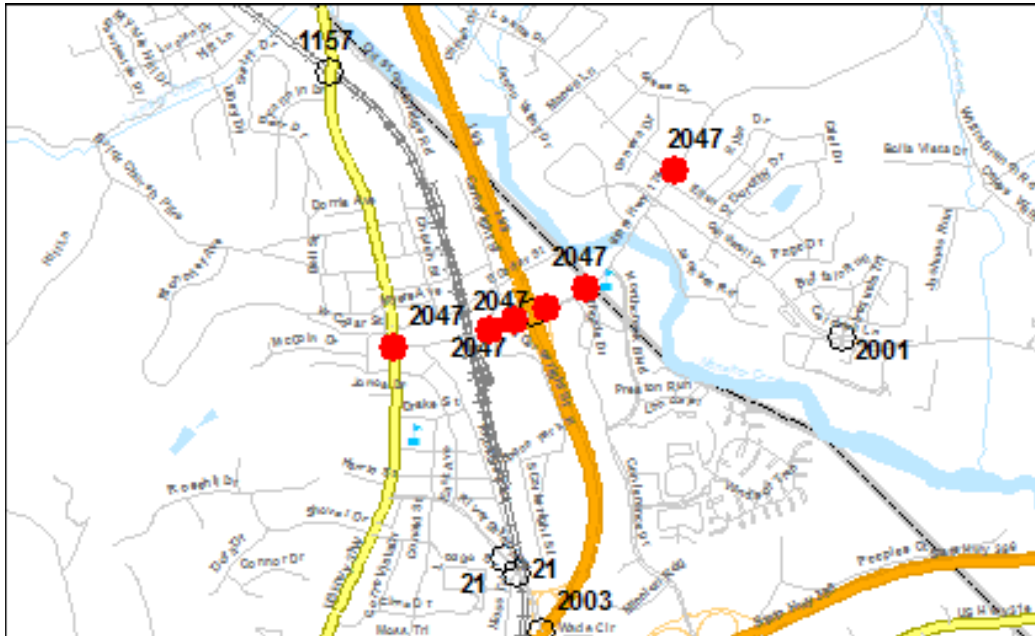


## Nashville Area MPO Fiscal Years 2011-2015 Transportation Improvement Program

<b>TIP #</b>	<input type="text" value="2011-57-024"/>	<b>TDOT PIN #</b>	<input type="text" value="115227.00"/>	<b>Improvement Type</b>	<input type="text" value="Signalization"/>	<b>Lead Agency</b>	<input type="text" value="Goodlettsville"/>
<b>County</b>	<input type="text" value="Sumner"/>	<b>Length</b>	<input type="text" value="0.0"/> mi	<b>RTP#</b>	<input type="text" value="1017-267"/>	<b>Conformity Status</b>	<input type="text" value="Exempt"/>
<b>Route/Project Name</b>	<input type="text" value="Long Hollow Pike Traffic Signal Synchronization"/>					<b>Total Project Cost</b>	<input type="text" value="\$300,000"/>
<b>Termini or Intersection</b>	<input type="text" value="Beginning on South Main Street at Memorial Drive north to Long Hollow Pike then east along Long Hollow Pike to Loretta Drive."/>						
<b>Project Description</b>	<input type="text" value="Install a coordinated (fiber optic) traffic signal system for several Long Hollow Pike intersections. Cameras will be installed at each intersection and existing incandescent signal heads will be converted to LED."/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2011"/>	<input type="text" value="PE-N"/>	<input type="text" value="CMAQ"/>	<input type="text" value="\$1,000"/>	<input type="text" value="\$1,000"/>	<input type="text"/>	<input type="text"/>
<input type="text" value="2011"/>	<input type="text" value="PE-D"/>	<input type="text" value="CMAQ"/>	<input type="text" value="\$29,000"/>	<input type="text" value="\$29,000"/>	<input type="text"/>	<input type="text"/>
<input type="text" value="2011"/>	<input type="text" value="CONST"/>	<input type="text" value="CMAQ"/>	<input type="text" value="\$270,000"/>	<input type="text" value="\$270,000"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

		<b>Remarks</b>		
<b>Amendment 1 #</b>	<input type="text"/>	<b>Admin Modification 1#</b>	<input type="text"/>	
<b>Amended on</b>	<input type="text"/>	<b>Modified on</b>	<input type="text"/>	
<b>Amendment 2 #</b>	<input type="text"/>	<b>Admin Modification 2#</b>	<input type="text"/>	
<b>Amended on</b>	<input type="text"/>	<b>Modified on</b>	<input type="text"/>	



This map is for illustrative purposes only. Drawings depict conceptual project corridors and areas, not approved alignments.

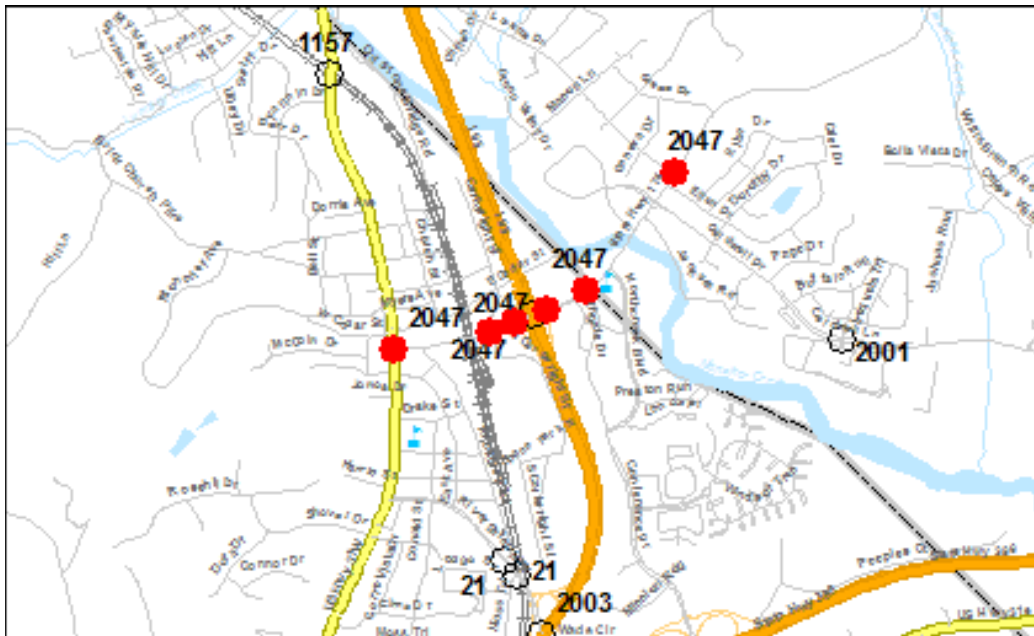


## Nashville Area MPO Fiscal Years 2011-2015 Transportation Improvement Program

<b>TIP #</b>	<input type="text" value="2011-57-024"/>	<b>TDOT PIN #</b>	<input type="text" value="115227.00"/>	<b>Improvement Type</b>	<input type="text" value="Signalization"/>	<b>Lead Agency</b>	<input type="text" value="Goodlettsville"/>
<b>County</b>	<input type="text" value="Sumner"/>	<b>Length</b>	<input type="text" value="0.0"/> mi	<b>RTP#</b>	<input type="text" value="1017-267"/>	<b>Conformity Status</b>	<input type="text" value="Exempt"/>
<b>Route/Project Name</b>	<input type="text" value="Long Hollow Pike Traffic Signal Synchronization"/>					<b>Total Project Cost</b>	<input type="text" value="\$300,000"/>
<b>Termini or Intersection</b>	<input type="text" value="Beginning on South Main Street at Memorial Drive north to Long Hollow Pike then east along Long Hollow Pike to Loretta Drive."/>						
<b>Project Description</b>	<input type="text" value="Install a coordinated (fiber optic) traffic signal system for several Long Hollow Pike intersections. Cameras will be installed at each intersection and existing incandescent signal heads will be converted to LED."/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2012"/>	<input type="text" value="PE-N"/>	<input type="text" value="CMAQ"/>	<input type="text" value="\$20,000"/>	<input type="text" value="\$20,000"/>	<input type="text"/>	<input type="text"/>
<input type="text" value="2012"/>	<input type="text" value="PE-D"/>	<input type="text" value="CMAQ"/>	<input type="text" value="\$75,000"/>	<input type="text" value="\$75,000"/>	<input type="text"/>	<input type="text"/>
<input type="text" value="2012"/>	<input type="text" value="CONST"/>	<input type="text" value="CMAQ"/>	<input type="text" value="\$205,000"/>	<input type="text" value="\$205,000"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

		Remarks
<b>Amendment 1 #</b>	<input type="text"/>	<b>Admin Modification 1#</b> <input type="text" value="2011-038"/>
<b>Amended on</b>	<input type="text"/>	<b>Modified on</b> <input type="text" value="12/28/2011"/>
<b>Amendment 2 #</b>	<input type="text"/>	<b>Admin Modification 2#</b> <input type="text"/>
<b>Amended on</b>	<input type="text"/>	<b>Modified on</b> <input type="text"/>



This map is for illustrative purposes only. Drawings depict conceptual project corridors and areas, not approved alignments.

This page left blank intentionally

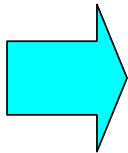
**Administrative Modification to The Fiscal Years 2011-2015  
Transportation Improvement Program**

**Administrative Modification #:** 2011-039  
**TIP Number:** 2011-17-019

**FROM:**

TIP# 2011-17-019						
Jurisdiction:		City of Goodlettsville				
Project:		Caldwell Drive/Indian Hills Pedestrian Control				
Termini:		Intersection of Caldwell Drive and Indian Hills				
Description:		Add signalization at the intersection of Caldwell Drive and Indian Hills to provide safe crossing for pedestrian access to Moss-Wright Park.				
FY	Work	Funding	Total	Fed	State	Local
2011	PE-N	CMAQ	1,000	1,000	0	0
2011	PE-D	CMAQ	6,000	6,000	0	0
2011	CONST	CMAQ	63,000	63,000	0	0
<b>TOTAL</b>			<b>70,000</b>	<b>70,000</b>	<b>0</b>	<b>0</b>

**TO:**



TIP# 2011-17-019						
Jurisdiction:		City of Goodlettsville				
Project:		Caldwell Drive/Indian Hills Pedestrian Control				
Termini:		Intersection of Caldwell Drive and Indian Hills				
Description:		Add signalization at the intersection of Caldwell Drive and Indian Hills to provide safe crossing for pedestrian access to Moss-Wright Park.				
FY	Work	Funding	Total	Fed	State	Local
<b>2012</b>	PE-N	CMAQ	<b>10,000</b>	<b>10,000</b>	0	0
<b>2012</b>	PE-D	CMAQ	<b>15,000</b>	<b>15,000</b>	0	0
<b>2012</b>	CONST	CMAQ	<b>45,000</b>	<b>45,000</b>	0	0
<b>TOTAL</b>			<b>70,000</b>	<b>70,000</b>	<b>0</b>	<b>0</b>

\*This project is being adjusted to update the FY and amounts for the PE NEPA, PE Final Design and Construction phases. The total project cost remains the same.



## Nashville Area MPO Fiscal Years 2011-2015 Transportation Improvement Program

<b>TIP #</b>	<input type="text" value="2011-17-019"/>	<b>TDOT PIN #</b>	<input type="text" value="115227.01"/>	<b>Improvement Type</b>	<input type="text" value="Signalization"/>	<b>Lead Agency</b>	<input type="text" value="Goodlettsville"/>
<b>County</b>	<input type="text" value="Sumner"/>	<b>Length</b>	<input type="text" value="0.0"/> mi	<b>RTP#</b>	<input type="text" value="1057-248"/>	<b>Conformity Status</b>	<input type="text" value="Exempt"/>
<b>Route/Project Name</b>	<input type="text" value="Caldwell Drive/Indian Hills Pedestrian Control"/>					<b>Total Project Cost</b>	<input type="text" value="\$70,000"/>
<b>Termini or Intersection</b>	<input type="text" value="Intersection of Caldwell Drive and Indian Hills"/>						
<b>Project Description</b>	<input type="text" value="Add signalization at the intersection of Caldwell Drive and Indian Hills to provide safe crossing for pedestrian access to Moss-Wright Park."/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2011"/>	<input type="text" value="PE-N"/>	<input type="text" value="CMAQ"/>	<input type="text" value="\$1,000"/>	<input type="text" value="\$1,000"/>	<input type="text"/>	<input type="text"/>
<input type="text" value="2011"/>	<input type="text" value="PE-D"/>	<input type="text" value="CMAQ"/>	<input type="text" value="\$6,000"/>	<input type="text" value="\$6,000"/>	<input type="text"/>	<input type="text"/>
<input type="text" value="2011"/>	<input type="text" value="CONST"/>	<input type="text" value="CMAQ"/>	<input type="text" value="\$63,000"/>	<input type="text" value="\$63,000"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

				Remarks
<b>Amendment 1 #</b>	<input type="text"/>	<b>Admin Modification 1#</b>	<input type="text"/>	
<b>Amended on</b>	<input type="text"/>	<b>Modified on</b>	<input type="text"/>	
<b>Amendment 2 #</b>	<input type="text"/>	<b>Admin Modification 2#</b>	<input type="text"/>	
<b>Amended on</b>	<input type="text"/>	<b>Modified on</b>	<input type="text"/>	



This map is for illustrative purposes only. Drawings depict conceptual project corridors and areas, not approved alignments.

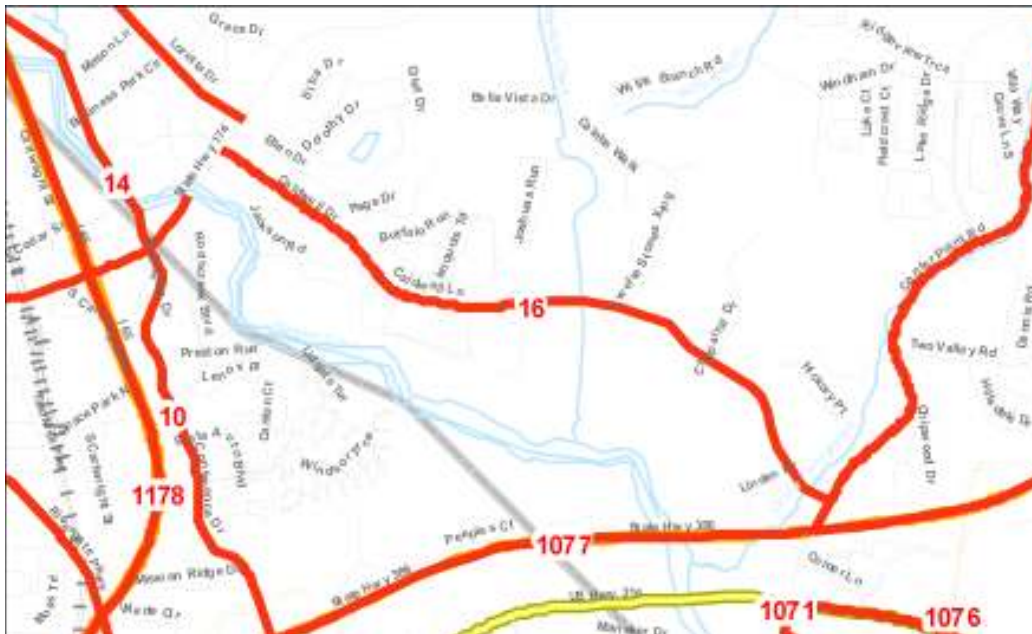


## Nashville Area MPO Fiscal Years 2011-2015 Transportation Improvement Program

<b>TIP #</b>	<input type="text" value="2011-17-019"/>	<b>TDOT PIN #</b>	<input type="text" value="115227.01"/>	<b>Improvement Type</b>	<input type="text" value="Signalization"/>	<b>Lead Agency</b>	<input type="text" value="Goodlettsville"/>
<b>County</b>	<input type="text" value="Sumner"/>	<b>Length</b>	<input type="text" value="0.0"/> mi	<b>RTP#</b>	<input type="text" value="1057-248"/>	<b>Conformity Status</b>	<input type="text" value="Exempt"/>
<b>Route/Project Name</b>	<input type="text" value="Caldwell Drive/Indian Hills Pedestrian Control"/>					<b>Total Project Cost</b>	<input type="text" value="\$70,000"/>
<b>Termini or Intersection</b>	<input type="text" value="Intersection of Caldwell Drive and Indian Hills"/>						
<b>Project Description</b>	<input type="text" value="Add signalization at the intersection of Caldwell Drive and Indian Hills to provide safe crossing for pedestrian access to Moss-Wright Park."/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2012"/>	<input type="text" value="PE-N"/>	<input type="text" value="CMAQ"/>	<input type="text" value="\$10,000"/>	<input type="text" value="\$10,000"/>	<input type="text"/>	<input type="text"/>
<input type="text" value="2012"/>	<input type="text" value="PE-D"/>	<input type="text" value="CMAQ"/>	<input type="text" value="\$15,000"/>	<input type="text" value="\$15,000"/>	<input type="text"/>	<input type="text"/>
<input type="text" value="2012"/>	<input type="text" value="CONST"/>	<input type="text" value="CMAQ"/>	<input type="text" value="\$45,000"/>	<input type="text" value="\$45,000"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

		Remarks
<b>Amendment 1 #</b>	<input type="text"/>	<b>Admin Modification 1#</b> <input type="text" value="2011-039"/>
<b>Amended on</b>	<input type="text"/>	<b>Modified on</b> <input type="text" value="12/28/2011"/>
<b>Amendment 2 #</b>	<input type="text"/>	<b>Admin Modification 2#</b> <input type="text"/>
<b>Amended on</b>	<input type="text"/>	<b>Modified on</b> <input type="text"/>



This map is for illustrative purposes only. Drawings depict conceptual project corridors and areas, not approved alignments.



This page left blank intentionally

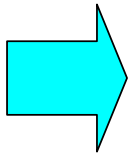
**Administrative Modification to The Fiscal Years 2011-2015  
Transportation Improvement Program**

**Administrative Modification #:** 2011-040  
**TIP Number:** 2011-57-026

**FROM:**

TIP# 2011-57-026						
Jurisdiction:		City of Goodlettsville				
Project:		Madison Creek/Long Hollow Pike Traffic Signal				
Termini:		Intersection of Long Hollow Pike and Madison Creek Rd				
Description:		Add traffic signalization to Madison Creek Road/Long Hollow Pike Intersection. Intersection is approximately 1400' from Madison Creek Elementary School.				
FY	Work	Funding	Total	Fed	State	Local
2011	PE-N	CMAQ	1,000	1,000	0	0
2011	PE-D	CMAQ	35,000	35,000	0	0
2011	CONST	CMAQ	84,000	84,000	0	0
<b>TOTAL</b>			<b>120,000</b>	<b>120,000</b>	<b>0</b>	<b>0</b>

**TO:**



TIP# 2011-17-019						
Jurisdiction:		City of Goodlettsville				
Project:		Caldwell Drive/Indian Hills Pedestrian Control				
Termini:		Intersection of Caldwell Drive and Indian Hills				
Description:		Add signalization at the intersection of Caldwell Drive and Indian Hills to provide safe crossing for pedestrian access to Moss-Wright Park.				
FY	Work	Funding	Total	Fed	State	Local
<b>2012</b>	PE-N	CMAQ	<b>10,000</b>	<b>10,000</b>	0	0
<b>2012</b>	PE-D	CMAQ	<b>25,000</b>	<b>25,000</b>	0	0
<b>2012</b>	CONST	CMAQ	<b>85,000</b>	<b>85,000</b>	0	0
<b>TOTAL</b>			<b>120,000</b>	<b>120,000</b>	<b>0</b>	<b>0</b>

\*This project is being adjusted to update the FY and amounts for the PE NEPA, PE Final Design and Construction phases. The total project cost remains the same.

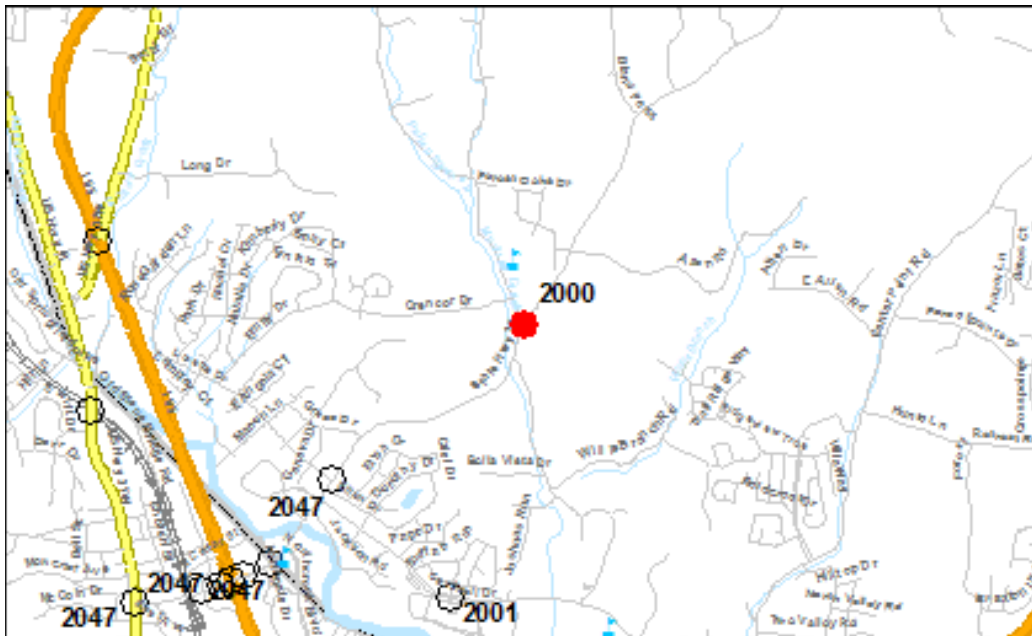


## Nashville Area MPO Fiscal Years 2011-2015 Transportation Improvement Program

<b>TIP #</b>	<input type="text" value="2011-57-026"/>	<b>TDOT PIN #</b>	<input type="text" value="115227.02"/>	<b>Improvement Type</b>	<input type="text" value="Signalization"/>	<b>Lead Agency</b>	<input type="text" value="Goodlettsville"/>
<b>County</b>	<input type="text" value="Sumner"/>	<b>Length</b>	<input type="text" value="0.0"/> mi	<b>RTP#</b>	<input type="text" value="1057-247"/>	<b>Conformity Status</b>	<input type="text" value="Exempt"/>
<b>Route/Project Name</b>	<input type="text" value="Madison Creek/Long Hollow Pike Traffic Signal"/>					<b>Total Project Cost</b>	<input type="text" value="\$120,000"/>
<b>Termini or Intersection</b>	<input type="text" value="Long Hollow Pike @ Madison Creek Rd"/>						
<b>Project Description</b>	<input type="text" value="Add traffic signalization to Madison Creek Road/Long Hollow Pike Intersection. Intersection is approximately 1400' from Madison Creek Elementary School."/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2011"/>	<input type="text" value="PE-N"/>	<input type="text" value="CMAQ"/>	<input type="text" value="\$1,000"/>	<input type="text" value="\$1,000"/>	<input type="text"/>	<input type="text"/>
<input type="text" value="2011"/>	<input type="text" value="PE-D"/>	<input type="text" value="CMAQ"/>	<input type="text" value="\$35,000"/>	<input type="text" value="\$35,000"/>	<input type="text"/>	<input type="text"/>
<input type="text" value="2011"/>	<input type="text" value="CONST"/>	<input type="text" value="CMAQ"/>	<input type="text" value="\$84,000"/>	<input type="text" value="\$84,000"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

		<b>Remarks</b>
<b>Amendment 1 #</b>	<input type="text"/>	<b>Admin Modification 1#</b> <input type="text"/>
<b>Amended on</b>	<input type="text"/>	<b>Modified on</b> <input type="text"/>
<b>Amendment 2 #</b>	<input type="text"/>	<b>Admin Modification 2#</b> <input type="text"/>
<b>Amended on</b>	<input type="text"/>	<b>Modified on</b> <input type="text"/>



This map is for illustrative purposes only. Drawings depict conceptual project corridors and areas, not approved alignments.

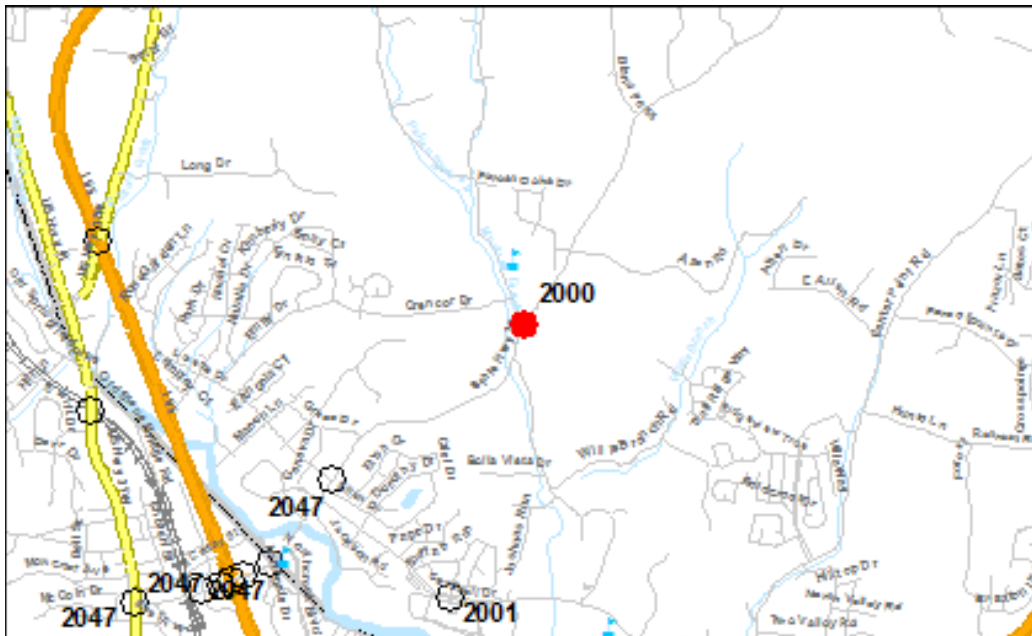


## Nashville Area MPO Fiscal Years 2011-2015 Transportation Improvement Program

<b>TIP #</b>	<input type="text" value="2011-57-026"/>	<b>TDOT PIN #</b>	<input type="text" value="115227.02"/>	<b>Improvement Type</b>	<input type="text" value="Signalization"/>	<b>Lead Agency</b>	<input type="text" value="Goodlettsville"/>
<b>County</b>	<input type="text" value="Sumner"/>	<b>Length</b>	<input type="text" value="0.0"/> mi	<b>RTP#</b>	<input type="text" value="1057-247"/>	<b>Conformity Status</b>	<input type="text" value="Exempt"/>
<b>Route/Project Name</b>	<input type="text" value="Madison Creek/Long Hollow Pike Traffic Signal"/>					<b>Total Project Cost</b>	<input type="text" value="\$120,000"/>
<b>Termini or Intersection</b>	<input type="text" value="Long Hollow Pike @ Madison Creek Rd"/>						
<b>Project Description</b>	<input type="text" value="Add traffic signalization to Madison Creek Road/Long Hollow Pike Intersection. Intersection is approximately 1400' from Madison Creek Elementary School."/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2012"/>	<input type="text" value="PE-N"/>	<input type="text" value="CMAQ"/>	<input type="text" value="\$10,000"/>	<input type="text" value="\$10,000"/>	<input type="text"/>	<input type="text"/>
<input type="text" value="2012"/>	<input type="text" value="PE-D"/>	<input type="text" value="CMAQ"/>	<input type="text" value="\$25,000"/>	<input type="text" value="\$25,000"/>	<input type="text"/>	<input type="text"/>
<input type="text" value="2012"/>	<input type="text" value="CONST"/>	<input type="text" value="CMAQ"/>	<input type="text" value="\$85,000"/>	<input type="text" value="\$85,000"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

		Remarks
<b>Amendment 1 #</b>	<input type="text"/>	<b>Admin Modification 1#</b> <input type="text" value="2011-040"/>
<b>Amended on</b>	<input type="text"/>	<b>Modified on</b> <input type="text" value="12/28/2011"/>
<b>Amendment 2 #</b>	<input type="text"/>	<b>Admin Modification 2#</b> <input type="text"/>
<b>Amended on</b>	<input type="text"/>	<b>Modified on</b> <input type="text"/>



This map is for illustrative purposes only. Drawings depict conceptual project corridors and areas, not approved alignments.

This page left blank intentionally

**Nashville Area MPO  
Transportation Improvement Program  
FYs 2011 through 2015**

Funding Tables, Before December 28, 2011 Adjustments

**Table 3. FYs 2011-2015 TDOT Program Funds**

<b>Grant Program</b>	<b>FY 2011</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>TOTAL</b>
Total Amount Programmed*	\$ 312,364,734	\$ 178,668,616	\$ 91,446,188	\$ 22,876,729	\$ 431,250	\$ 605,787,517
BRR-L (Bridge Replacement & Rehabilitation - Local)	\$ 408,000	\$ 408,000	\$ 408,000	\$ 408,000	\$ -	\$ 1,632,000
BRR-S (Bridge Replacement & Rehabilitation - State)	\$ 23,467,099	\$ 3,240,000	\$ 3,240,000	\$ 3,240,000	\$ -	\$ 33,187,099
CMAQ (Congestion Mitigation Air Quality)	\$ 11,293,043	\$ 8,261,445	\$ 6,279,300	\$ 3,024,000	\$ -	\$ 28,857,788
DEMO (Section 115 Demonstration Program)	\$ 354,172	\$ -	\$ -	\$ -	\$ -	\$ 354,172
ENH (Enhancement Grants)	\$ 4,587,871	\$ 6,526,655	\$ 3,000,526	\$ 2,000,000	\$ -	\$ 16,115,052
HPP (High Priority Projects)	\$ 16,306,651	\$ 6,401,544	\$ 5,030,166	\$ 844,800	\$ -	\$ 28,583,161
HSIP (Highway Safety Improvement Program)	\$ 7,740,000	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ -	\$ 13,140,000
H-STP (STP Set Aside for Hazard Elimination)	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
IM (Interstate Maintenance)	\$ 104,310,900	\$ 48,184,501	\$ 47,392,501	\$ 1,597,500	\$ -	\$ 201,485,402
IMD (Interstate Maintenance Discretionary)	\$ -	\$ 3,750,000	\$ -	\$ -	\$ -	\$ 3,750,000
ITS (Intelligent Transportation Systems)	\$ 1,891,073	\$ -	\$ -	\$ -	\$ -	\$ 1,891,073
NHS (National Highway System)	\$ 1,760,000	\$ 1,333,334	\$ 4,200,000	\$ 800,000	\$ -	\$ 8,093,334
NSBP (National Scenic Byways Program)	\$ 276,644	\$ 266,698	\$ -	\$ -	\$ -	\$ 543,342
PLHD (Public Lands Highways)	\$ 4,023,107	\$ -	\$ -	\$ -	\$ -	\$ 4,023,107
SRTS (Safe Routes to School)	\$ 850,000	\$ 850,000	\$ 850,000	\$ 850,000	\$ -	\$ 3,400,000
STP (State Surface Transportation Program)	\$ 55,721,742	\$ 44,473,168	\$ 4,000,480	\$ 3,428,480	\$ -	\$ 107,623,870
STP-S (STP Set Aside for Safety Improvements)	\$ -	\$ -	\$ 266,400	\$ -	\$ -	\$ 266,400
State Funds (includes matching funds)	\$ 79,274,432	\$ 53,173,271	\$ 14,978,815	\$ 4,883,949	\$ 431,250	\$ 152,741,717

\*Funds are programmed only if corresponding revenue is anticipated by TDOT.

Table 4. FYs 2011-2015 MPO Funds: FHWA Grant Revenues

Grant Program	Opening Balance*	FY 2011 Allocation	FY 2012 Allocation	FY 2013 Allocation	FY 2014 Allocation	FY 2015 Allocation	Total Revenue
Total Revenue	\$ 77,766,914	\$ 17,448,154	\$ 17,801,939	\$ 18,335,997	\$ 19,987,190	\$ 20,586,805	\$ 171,926,999
STP Nash-Davidson UZA	\$ 63,059,849	\$ 14,972,607	\$ 15,421,785	\$ 15,884,439	\$ 16,360,972	\$ 16,851,801	\$ 142,551,453
STP Murfreesboro UZA	\$ 10,302,617	\$ 2,310,829	\$ 2,380,154	\$ 2,451,558	\$ 2,525,105	\$ 2,600,858	\$ 22,571,122
STP Lebanon**	\$ 1,389,339	\$ 164,718	\$ -	\$ -	\$ 347,335	\$ 357,755	\$ 2,259,147
STP Spring Hill**	\$ 1,313,746	\$ -	\$ -	\$ -	\$ 328,437	\$ 338,290	\$ 1,980,472
STP Fairview**	\$ 486,114	\$ -	\$ -	\$ -	\$ 121,529	\$ 125,174	\$ 732,817
STP Portland**	\$ 612,637	\$ -	\$ -	\$ -	\$ 153,159	\$ 157,754	\$ 923,550
STP White House**	\$ 602,612	\$ -	\$ -	\$ -	\$ 150,653	\$ 155,173	\$ 908,438

\*Opening balance includes unobligated funds from prior years. \*\*Local Urban Area STP for communities 5,000 to 50,000 in population is allocated by TDOT in four-year cycles.

Table 5. FYs 2011-2015 MPO Funds: FHWA Grant Expenditures

Grant Program	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	TOTAL
Total Amount Programmed	\$ 84,515,937	\$ 10,544,495	\$ 7,398,400	\$ 3,876,000	\$ 1,500,000	\$ 107,834,832
STP Nash-Davidson UZA	\$ 74,761,515	\$ 6,719,574	\$ 660,000	\$ 500,000	\$ 1,500,000	\$ 84,141,089
STP Murfreesboro UZA	\$ 7,009,920	\$ 2,908,000	\$ 6,738,400	\$ 2,720,000	\$ -	\$ 19,376,320
STP Lebanon	\$ 307,700	\$ 916,921	\$ -	\$ 656,000	\$ -	\$ 1,880,621
STP Spring Hill	\$ 1,135,966	\$ -	\$ -	\$ -	\$ -	\$ 1,135,966
STP Fairview	\$ 184,514	\$ -	\$ -	\$ -	\$ -	\$ 184,514
STP Portland	\$ 545,110	\$ -	\$ -	\$ -	\$ -	\$ 545,110
STP White House	\$ 571,212	\$ -	\$ -	\$ -	\$ -	\$ 571,212

Table 6. FYs 2011-2015 MPO Funds: FHWA Unprogrammed Revenues

Grant Program	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Remaining Balance*	\$ 10,699,131	\$ 17,956,575	\$ 28,894,172	\$ 45,317,986	\$ 64,404,790
STP Nash-Davidson UZA	\$ 3,270,941	\$ 11,973,152	\$ 27,197,591	\$ 43,058,563	\$ 58,410,364
STP Murfreesboro UZA	\$ 5,603,526	\$ 5,075,680	\$ 788,838	\$ 633,943	\$ 3,234,801
STP Lebanon	\$ 1,246,357	\$ 329,436	\$ 329,436	\$ 20,771	\$ 378,526
STP Spring Hill	\$ 177,780	\$ 177,780	\$ 177,780	\$ 506,217	\$ 844,506
STP Fairview	\$ 301,600	\$ 301,600	\$ 301,600	\$ 423,129	\$ 548,303
STP Portland	\$ 67,527	\$ 67,527	\$ 67,527	\$ 493,310	\$ 651,064
STP White House	\$ 31,400	\$ 31,400	\$ 31,400	\$ 182,053	\$ 337,226

\* Annual cumulative balance.

Table 7. FYs 2011-2015 MPO Funds: FHWA Construction Reserves &amp; Balances

Grant Program	FY 2011 to FY 2015
STP Nash-Davidson UZA Unprogrammed Funds	\$ 58,410,364
STP Nash-Davidson UZA Construction Reserve	\$ 57,932,472
STP Nash-Davidson UZA Remaining Balance	\$ 477,892
STP Murfreesboro UZA Unprogrammed Funds	\$ 3,234,801
STP Murfreesboro UZA Construction Reserve	\$ 920,000
STP Murfreesboro UZA Remaining Balance	\$ 2,314,801



**Table 8. FYs 2011-2015 MPO Funds: FTA Grant Revenues**

Grant Program	Opening Balance*	FY 2011 Allocation	FY 2012 Allocation	FY 2013 Allocation	FY 2014 Allocation	FY 2015 Allocation	Total Revenue
Total Revenue	\$ 4,987,386	\$ 16,886,836	\$ 20,239,944	\$ 18,888,335	\$ 19,457,185	\$ 20,040,901	\$ 100,500,587
5307 Nash-Davidson UZA	\$ -	\$ 11,683,802	\$ 17,405,266	\$ 16,000,000	\$ 16,480,000	\$ 16,974,400	\$ 78,543,468
5307 Murfreesboro UZA	\$ 4,000,000	\$ 2,006,160	\$ 2,066,345	\$ 2,128,335	\$ 2,192,185	\$ 2,257,951	\$ 14,650,976
5316 Nash-Davidson UZA	\$ 539,887	\$ 440,113	\$ 455,000	\$ 470,000	\$ 485,000	\$ 499,550	\$ 2,889,550
5317 Nash-Davidson UZA	\$ 378,086	\$ 272,461	\$ 313,333	\$ 290,000	\$ 300,000	\$ 309,000	\$ 1,862,880
5309 Capital Investments	\$ 69,413	\$ 1,304,300	\$ -	\$ -	\$ -	\$ -	\$ 1,373,713
5339 Alternative Analysis	\$ -	\$ 1,180,000	\$ -	\$ -	\$ -	\$ -	\$ 1,180,000

\*Opening balance includes unobligated funds from prior years.

**Table 9. FYs 2011-2015 MPO Funds: FTA Grant Expenditures**

Grant Program	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	TOTAL
Total Amount Programmed	\$ 20,666,120	\$ 19,214,170	\$ 15,724,643	\$ 16,873,850	\$ 3,450,000	\$ 75,928,783
5307 Nash-Davidson UZA	\$ 11,676,110	\$ 16,764,112	\$ 13,397,265	\$ 14,474,451	\$ 3,450,000	\$ 59,761,938
5307 Murfreesboro UZA	\$ 4,805,750	\$ 1,681,725	\$ 1,567,378	\$ 1,614,399	\$ -	\$ 9,669,252
5316 Nash-Davidson UZA	\$ 980,000	\$ 455,000	\$ 470,000	\$ 485,000	\$ -	\$ 2,390,000
5317 Nash-Davidson UZA	\$ 650,547	\$ 313,333	\$ 290,000	\$ 300,000	\$ -	\$ 1,553,880
5309 Capital Investments	\$ 1,373,713	\$ -	\$ -	\$ -	\$ -	\$ 1,373,713
5339 Alternative Analysis	\$ 1,180,000	\$ -	\$ -	\$ -	\$ -	\$ 1,180,000

**Table 10. FYs 2011-2015 MPO Funds: FTA Unprogrammed Revenues**

Grant Program	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Remaining Balance*	\$ 1,208,102	\$ 2,233,876	\$ 5,397,568	\$ 7,980,903	\$ 24,571,803
5307 Nash-Davidson UZA	\$ 7,692	\$ 648,846	\$ 3,251,581	\$ 5,257,130	\$ 18,781,530
5307 Murfreesboro UZA	\$ 1,200,410	\$ 1,585,030	\$ 2,145,987	\$ 2,723,773	\$ 4,981,723
5316 Nash-Davidson UZA	\$ -	\$ -	\$ -	\$ -	\$ 499,550
5317 Nash-Davidson UZA	\$ -	\$ -	\$ -	\$ -	\$ 309,000
5309 Capital Investments	\$ -	\$ -	\$ -	\$ -	\$ -
5339 Alternative Analysis	\$ -	\$ -	\$ -	\$ -	\$ -

\* Annual cumulative balance.

This page left blank intentionally

**Nashville Area MPO  
Transportation Improvement Program  
FYs 2011 through 2015**

Funding Tables, After December 28, 2011 Adjustments

**Table 3. FYs 2011-2015 TDOT Program Funds**

<b>Grant Program</b>	<b>FY 2011</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>TOTAL</b>
Total Amount Programmed*	\$ 311,874,734	\$ 179,158,616	\$ 91,446,188	\$ 22,876,729	\$ 431,250	\$ 605,787,517
BRR-L (Bridge Replacement & Rehabilitation - Local)	\$ 408,000	\$ 408,000	\$ 408,000	\$ 408,000	\$ -	\$ 1,632,000
BRR-S (Bridge Replacement & Rehabilitation - State)	\$ 23,467,099	\$ 3,240,000	\$ 3,240,000	\$ 3,240,000	\$ -	\$ 33,187,099
CMAQ (Congestion Mitigation Air Quality)	\$ 10,803,043	\$ 8,751,445	\$ 6,279,300	\$ 3,024,000	\$ -	\$ 28,857,788
DEMO (Section 115 Demonstration Program)	\$ 354,172	\$ -	\$ -	\$ -	\$ -	\$ 354,172
ENH (Enhancement Grants)	\$ 4,587,871	\$ 6,526,655	\$ 3,000,526	\$ 2,000,000	\$ -	\$ 16,115,052
HPP (High Priority Projects)	\$ 16,306,651	\$ 6,401,544	\$ 5,030,166	\$ 844,800	\$ -	\$ 28,583,161
HSIP (Highway Safety Improvement Program)	\$ 7,740,000	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ -	\$ 13,140,000
H-STP (STP Set Aside for Hazard Elimination)	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
IM (Interstate Maintenance)	\$ 104,310,900	\$ 48,184,501	\$ 47,392,501	\$ 1,597,500	\$ -	\$ 201,485,402
IMD (Interstate Maintenance Discretionary)	\$ -	\$ 3,750,000	\$ -	\$ -	\$ -	\$ 3,750,000
ITS (Intelligent Transportation Systems)	\$ 1,891,073	\$ -	\$ -	\$ -	\$ -	\$ 1,891,073
NHS (National Highway System)	\$ 1,760,000	\$ 1,333,334	\$ 4,200,000	\$ 800,000	\$ -	\$ 8,093,334
NSBP (National Scenic Byways Program)	\$ 276,644	\$ 266,698	\$ -	\$ -	\$ -	\$ 543,342
PLHD (Public Lands Highways)	\$ 4,023,107	\$ -	\$ -	\$ -	\$ -	\$ 4,023,107
SRTS (Safe Routes to School)	\$ 850,000	\$ 850,000	\$ 850,000	\$ 850,000	\$ -	\$ 3,400,000
STP (State Surface Transportation Program)	\$ 55,721,742	\$ 44,473,168	\$ 4,000,480	\$ 3,428,480	\$ -	\$ 107,623,870
STP-S (STP Set Aside for Safety Improvements)	\$ -	\$ -	\$ 266,400	\$ -	\$ -	\$ 266,400
State Funds (includes matching funds)	\$ 79,274,432	\$ 53,173,271	\$ 14,978,815	\$ 4,883,949	\$ 431,250	\$ 152,741,717

\*Funds are programmed only if corresponding revenue is anticipated by TDOT.

**Table 4. FYs 2011-2015 MPO Funds: FHWA Grant Revenues**

Grant Program	Opening Balance*	FY 2011 Allocation	FY 2012 Allocation	FY 2013 Allocation	FY 2014 Allocation	FY 2015 Allocation	Total Revenue
Total Revenue	\$ 77,766,914	\$ 17,448,154	\$ 17,801,939	\$ 18,335,997	\$ 19,987,190	\$ 20,586,805	\$ 171,926,999
STP Nash-Davidson UZA	\$ 63,059,849	\$ 14,972,607	\$ 15,421,785	\$ 15,884,439	\$ 16,360,972	\$ 16,851,801	\$ 142,551,453
STP Murfreesboro UZA	\$ 10,302,617	\$ 2,310,829	\$ 2,380,154	\$ 2,451,558	\$ 2,525,105	\$ 2,600,858	\$ 22,571,122
STP Lebanon**	\$ 1,389,339	\$ 164,718	\$ -	\$ -	\$ 347,335	\$ 357,755	\$ 2,259,147
STP Spring Hill**	\$ 1,313,746	\$ -	\$ -	\$ -	\$ 328,437	\$ 338,290	\$ 1,980,472
STP Fairview**	\$ 486,114	\$ -	\$ -	\$ -	\$ 121,529	\$ 125,174	\$ 732,817
STP Portland**	\$ 612,637	\$ -	\$ -	\$ -	\$ 153,159	\$ 157,754	\$ 923,550
STP White House**	\$ 602,612	\$ -	\$ -	\$ -	\$ 150,653	\$ 155,173	\$ 908,438

\*Opening balance includes unobligated funds from prior years. \*\*Local Urban Area STP for communities 5,000 to 50,000 in population is allocated by TDOT in four-year cycles.

**Table 5. FYs 2011-2015 MPO Funds: FHWA Grant Expenditures**

Grant Program	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	TOTAL
Total Amount Programmed	\$ 84,515,937	\$ 10,544,495	\$ 7,398,400	\$ 3,876,000	\$ 1,500,000	\$ 107,834,832
STP Nash-Davidson UZA	\$ 74,761,515	\$ 6,719,574	\$ 660,000	\$ 500,000	\$ 1,500,000	\$ 84,141,089
STP Murfreesboro UZA	\$ 7,009,920	\$ 2,908,000	\$ 6,738,400	\$ 2,720,000	\$ -	\$ 19,376,320
STP Lebanon	\$ 307,700	\$ 916,921	\$ -	\$ 656,000	\$ -	\$ 1,880,621
STP Spring Hill	\$ 1,135,966	\$ -	\$ -	\$ -	\$ -	\$ 1,135,966
STP Fairview	\$ 184,514	\$ -	\$ -	\$ -	\$ -	\$ 184,514
STP Portland	\$ 545,110	\$ -	\$ -	\$ -	\$ -	\$ 545,110
STP White House	\$ 571,212	\$ -	\$ -	\$ -	\$ -	\$ 571,212

**Table 6. FYs 2011-2015 MPO Funds: FHWA Unprogrammed Revenues**

<b>Grant Program</b>	<b>FY 2011</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>
Remaining Balance*	\$ 10,699,131	\$ 17,956,575	\$ 28,894,172	\$ 45,317,986	\$ 64,404,790
STP Nash-Davidson UZA	\$ 3,270,941	\$ 11,973,152	\$ 27,197,591	\$ 43,058,563	\$ 58,410,364
STP Murfreesboro UZA	\$ 5,603,526	\$ 5,075,680	\$ 788,838	\$ 633,943	\$ 3,234,801
STP Lebanon	\$ 1,246,357	\$ 329,436	\$ 329,436	\$ 20,771	\$ 378,526
STP Spring Hill	\$ 177,780	\$ 177,780	\$ 177,780	\$ 506,217	\$ 844,506
STP Fairview	\$ 301,600	\$ 301,600	\$ 301,600	\$ 423,129	\$ 548,303
STP Portland	\$ 67,527	\$ 67,527	\$ 67,527	\$ 493,310	\$ 651,064
STP White House	\$ 31,400	\$ 31,400	\$ 31,400	\$ 182,053	\$ 337,226

\* Annual cumulative balance.

**Table 7. FYs 2011-2015 MPO Funds: FHWA Construction Reserves & Balances**

<b>Grant Program</b>	<b>FY 2011 to FY 2015</b>
STP Nash-Davidson UZA Unprogrammed Funds	\$ 58,410,364
STP Nash-Davidson UZA Construction Reserve	\$ 57,932,472
STP Nash-Davidson UZA Remaining Balance	\$ 477,892
STP Murfreesboro UZA Unprogrammed Funds	\$ 3,234,801
STP Murfreesboro UZA Construction Reserve	\$ 920,000
STP Murfreesboro UZA Remaining Balance	\$ 2,314,801

**Table 8. FYs 2011-2015 MPO Funds: FTA Grant Revenues**

Grant Program	Opening Balance*	FY 2011 Allocation	FY 2012 Allocation	FY 2013 Allocation	FY 2014 Allocation	FY 2015 Allocation	Total Revenue
Total Revenue	\$ 4,987,386	\$ 16,886,836	\$ 20,239,944	\$ 18,888,335	\$ 19,457,185	\$ 20,040,901	\$ 100,500,587
5307 Nash-Davidson UZA	\$ -	\$ 11,683,802	\$ 17,405,266	\$ 16,000,000	\$ 16,480,000	\$ 16,974,400	\$ 78,543,468
5307 Murfreesboro UZA	\$ 4,000,000	\$ 2,006,160	\$ 2,066,345	\$ 2,128,335	\$ 2,192,185	\$ 2,257,951	\$ 14,650,976
5316 Nash-Davidson UZA	\$ 539,887	\$ 440,113	\$ 455,000	\$ 470,000	\$ 485,000	\$ 499,550	\$ 2,889,550
5317 Nash-Davidson UZA	\$ 378,086	\$ 272,461	\$ 313,333	\$ 290,000	\$ 300,000	\$ 309,000	\$ 1,862,880
5309 Capital Investments	\$ 69,413	\$ 1,304,300	\$ -	\$ -	\$ -	\$ -	\$ 1,373,713
5339 Alternative Analysis	\$ -	\$ 1,180,000	\$ -	\$ -	\$ -	\$ -	\$ 1,180,000

\*Opening balance includes unobligated funds from prior years.

**Table 9. FYs 2011-2015 MPO Funds: FTA Grant Expenditures**

Grant Program	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	TOTAL
Total Amount Programmed	\$ 20,666,120	\$ 19,214,170	\$ 15,724,643	\$ 16,873,850	\$ 3,450,000	\$ 75,928,783
5307 Nash-Davidson UZA	\$ 11,676,110	\$ 16,764,112	\$ 13,397,265	\$ 14,474,451	\$ 3,450,000	\$ 59,761,938
5307 Murfreesboro UZA	\$ 4,805,750	\$ 1,681,725	\$ 1,567,378	\$ 1,614,399	\$ -	\$ 9,669,252
5316 Nash-Davidson UZA	\$ 980,000	\$ 455,000	\$ 470,000	\$ 485,000	\$ -	\$ 2,390,000
5317 Nash-Davidson UZA	\$ 650,547	\$ 313,333	\$ 290,000	\$ 300,000	\$ -	\$ 1,553,880
5309 Capital Investments	\$ 1,373,713	\$ -	\$ -	\$ -	\$ -	\$ 1,373,713
5339 Alternative Analysis	\$ 1,180,000	\$ -	\$ -	\$ -	\$ -	\$ 1,180,000

**Table 10. FYs 2011-2015 MPO Funds: FTA Unprogrammed Revenues**

Grant Program	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Remaining Balance*	\$ 1,208,102	\$ 2,233,876	\$ 5,397,568	\$ 7,980,903	\$ 24,571,803
5307 Nash-Davidson UZA	\$ 7,692	\$ 648,846	\$ 3,251,581	\$ 5,257,130	\$ 18,781,530
5307 Murfreesboro UZA	\$ 1,200,410	\$ 1,585,030	\$ 2,145,987	\$ 2,723,773	\$ 4,981,723
5316 Nash-Davidson UZA	\$ -	\$ -	\$ -	\$ -	\$ 499,550
5317 Nash-Davidson UZA	\$ -	\$ -	\$ -	\$ -	\$ 309,000
5309 Capital Investments	\$ -	\$ -	\$ -	\$ -	\$ -
5339 Alternative Analysis	\$ -	\$ -	\$ -	\$ -	\$ -

\* Annual cumulative balance.