

Received by: \_\_\_\_\_

Date: \_\_\_\_\_

FYs 14-17 TRANSPORTATION IMPROVEMENT PROGRAM GRANT APPLICATION		Infrastructure	
<b>PROJECT NAME</b>	Transit Signal Prioritization and Pedestrian Access		
<b>LEAD AGENCY</b>	Metro Nashville		
<b>PROJECT TYPE</b>	<input type="checkbox"/> <b>x</b> On-Road Improvements <input type="checkbox"/> Off-Road Improvements <input type="checkbox"/> Amenities/ Enhancements		
<b>ROADWAY OR NEAREST INTERSECTION</b>	Several corridors in Davidson County	<b>TERMINI (TO/FROM)</b>	<b>LENGTH (MILES)</b>
		Various	75.4
<b>COUNTIES</b>	<input type="checkbox"/> <b>x</b> Davidson <input type="checkbox"/> Rutherford <input type="checkbox"/> Sumner/Robertson <input type="checkbox"/> Williamson/Maury <input type="checkbox"/> Wilson		
<b>BRIEF DESCRIPTION</b>	Upgrade signalized intersections along prospective "BRT-lite" corridors including Murfreesboro Pike and Nolensville Pike to include Signal Prioritization for transit vehicles, sidewalks and curb ramps, signal reconstruction and/or replacement of controllers, Central Signal Control Software, computers, work stations, and integration.		
<b>PROPOSED ELEMENTS</b>		<b>PROJECT HISTORY</b>	
<input type="checkbox"/> <b>x</b> Sidewalks <input type="checkbox"/> <b>x</b> Curb Ramps <input type="checkbox"/> <b>x</b> Crosswalk <input type="checkbox"/> <b>x</b> Signalization/ Traffic Control <input type="checkbox"/> <b>x</b> Intelligent Transportation System <input type="checkbox"/> Signage <input type="checkbox"/> Bus/ Transit Stop <input type="checkbox"/> <b>x</b> Transit Service <input type="checkbox"/> <b>x</b> Transit Capital <input type="checkbox"/> <b>x</b> 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"/> <b>x</b> Connection to Transit Stop		<input type="checkbox"/> <b>x</b> Project in TIP   ID# __2011-15-139_____ <input type="checkbox"/> Not in TIP, LRTP Project   ID# __1015-314_____ <input type="checkbox"/> Existing Project, Not in TIP or Plan <input type="checkbox"/> New Project <input type="checkbox"/> Other: __Increase scope of existing project____	
		<b>GRANT FUNDING SUMMARY (NEW REQUESTS)</b>	
		<i>Fiscal Year</i>	<i>Federal Requested</i>
		<i>Match</i>	
		2014	\$ 14,400,000
		2015	\$ 9,760,000
		2016	\$ 10,480,000
		2017	\$ 1,840,000
		<b>Total</b>	\$ 36,480,000
			\$ 9,120,000
		*Please complete the PROJECT BUDGET WORKSHEET form and include any funding from other sources of revenue.	
<b>AGENCY CONTACT INFORMATION</b>			
Name	<b>Jonathan Cleghon</b>	E-mail	Jonathan.cleghon @ nashville.gov
Title	<b>Engineer 3</b>	Phone	862-8595
Department	Public Works		
Agency/ Organization	Metro Nashville		

<b>PROPOSAL NARRATIVE</b> (Provide no more than 5 pages, responding to each of the following sections)	
<p><b>Section 1.</b> <b>Project Description, Purpose, Need, and Objectives</b></p>	<p>Please provide a detailed description of the proposed transportation project including its purpose, need, and main objectives. Applicants also must describe the following:</p> <ul style="list-style-type: none"> <li>• Project History</li> <li>• Intended users</li> <li>• Anticipated number of users</li> <li>• Expected scope of work</li> <li>• Major tasks/ activities</li> <li>• Final deliverables / products</li> </ul>
<p><b>Section 2.</b> <b>Benefits to Region and Local Community</b></p>	<p>Describe how the proposed project will benefit the region and affected local communities. Specifically, consider how the project helps to promote:</p> <ul style="list-style-type: none"> <li>• MPO’s four guiding principles</li> <li>• 2035 Plan’s policy Initiatives, regional goals, and major objectives</li> <li>• Local neighborhood or community plans</li> </ul>
<p><b>Section 3.</b> <b>Project Deliverables, Schedule, &amp; Milestones</b></p>	<p>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.</p> <p>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.</p>
<p><b>Section 4.</b> <b>Budget Narrative</b></p>	<p>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.</p>

The purpose of this project is to upgrade the signalized intersections along existing and prospective “BRT-lite” routes to current standards consistent with increased use by pedestrians and transit users. This project began with the need to provide signal prioritization for transit vehicles in order to improve bus travel time and schedule reliability. However, the proposed project adds to this by upgrading signal infrastructure, adding pedestrian indications where not already present, adding sidewalks where not already present, and curb ramps. Some of the intersections will require ROW acquisition to make the improvements possible. This project proposes a multi-year program to address specific radial transit corridors that already have “BRT-lite” (Gallatin Pike) or may have it in the future (Murfreesboro Pike, Nolensville Pike, and others).

This project is consistent with the MPO’s four Guiding Principles because convenient public transit with improved pedestrian access increases opportunities for affordable housing, education, jobs, recreation, and civic involvement without increasing the burden on citizens to enjoy their community. Convenient public transit, with improved pedestrian access, supports growth and prosperity without sacrificing the health, environment, natural and socio-cultural resources, or financial stability of this or future generations. Convenient public transit with improved pedestrian access contributes to the continued economic well-being of the greater Nashville area because it would be an investment in transportation solutions that increase access to education, jobs, and amenities, reduce the cost of living and doing business, and attract new investment to the region. Convenient public transit with improved pedestrian access in the identified corridors will recognize the multitude of needs and the variety of perspectives and backgrounds of the people that live and work in the greater Nashville area by promoting a range of transportation choices that are designed with sensitivity to the desired context. In addition to being consistent with the MPO Guiding Principles, the proposed project also contributes to Regional Goals because it supports the existing infrastructure, contributes to congestion management, encourages quality growth and sustainable land use, protects the region’s health and environment, and enhances at least two of the meaningful transportation choices (transit and walking). Furthermore, while the project responds to many of the specific MPO objectives, it is particularly noted that this project proposes to build out intersections that lack various elements of efficient bus transit and pedestrian mobility, thereby emphasizing quality and not just quantity.

**The multi-year schedule for this project is proposed as follows:**

**FY 2014 – Nolensville Pike and Murfreesboro Pike**

**FY 2015 – Gallatin Pike and Hillsboro Pike**

**FY 2016 – West End Avenue and Charlotte Avenue**

**FY 2017 – Dickerson Pike**

**Funding for the Metro Nashville share would come from the local Capital Improvements Budget (CIB).**



OFFICIAL USE:

Received by: \_\_\_\_\_

Date: \_\_\_\_\_

FYs 14-17 TIP PROJECT <i>BUDGET WORKSHEET</i>   PROPOSAL NAME:							
FISCAL YEAR	PROPOSED PHASE/ TASK/ ACTIVITY	GRANT FUNDS	LOCAL MATCH	OTHER FEDERAL	OTHER LOCAL	OTHER SOURCE	TOTAL FUNDING
14	Central Signal Control software, computers, workstations, integration	\$ 800,000	\$ 200,000	\$	\$	\$	\$ 1,000,000
14	Design, ROW, Construction Nolensville Pike 13.8 miles, 31 intersections	\$ 6,000,000	\$ 1,500,000	\$	\$	\$	\$ 7,500,000
14	Design, ROW, Construction Murfreesboro Pike 11 miles, 41 intersections	\$ 7,600,000	\$ 1,900,000	\$	\$	\$	\$ 9,500,000
15	Design, ROW, Construction Gallatin Pike 11 miles, 45 intersections	\$ 7,120,000	\$ 1,780,000	\$	\$	\$	\$ 8,900,000
15	Design, ROW, Construction Hillsboro Pike 3.9 miles, 22 intersections	\$ 2,640,000	\$ 660,000	\$	\$	\$	\$ 3,300,000
16	Design, ROW, Construction West End Avenue 15.5 miles, 47 intersections	\$ 6,880,000	\$ 1,720,000	\$	\$	\$	\$ 8,600,000
16	Design, ROW, Construction Charlotte Avenue 8.4 miles, 32 intersections	\$ 3,600,000	\$ 900,000	\$	\$	\$	\$ 4,500,000
17	Design, ROW, Construction Dickerson Pike 11.8 miles, 12 intersections	\$ 1,840,000	\$ 460,000	\$	\$	\$	\$ 2,300,000
		\$	\$	\$	\$	\$	\$
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		\$	\$	\$	\$	\$	\$
<b>TOTAL</b>		\$ 36,480,000	\$ 9,120,000	\$	\$	\$	\$ 45,600,000