

NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION

**TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2014-2017**



**Adopted by the MPO Executive Board
December 11, 2013**



Nashville Area Metropolitan Planning Organization

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MPO RESOLUTION 2013-009

**A RESOLUTION ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM
FOR FEDERAL FISCAL YEARS 2014 THROUGH 2017**

WHEREAS, the Nashville Area Metropolitan Planning Organization (MPO) is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process throughout Davidson, Rutherford, Sumner, Williamson, Wilson and portions of Maury and Robertson counties; and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21), passed by the United States Congress and signed into law by the President in 2012, requires that each MPO adopt a short-range work program that consists of federally funded and/or regionally significant transportation improvement projects within the metropolitan area; and

WHEREAS, various federal, state, regional, and local agencies and organizations concerned with transportation planning for the MPO area have cooperatively developed the Transportation Improvement Program (TIP) for Federal Fiscal Years 2014 through 2017 to satisfy federal planning requirements of MAP-21; and

WHEREAS, the TIP is comprised of projects that are derived from the MPO's adopted 2035 Regional Transportation Plan, is consistent with local and state transportation plans, and has met the requirements of Title 23 Code of Federal Regulations Part 450.324; and

WHEREAS, the MPO has involved the public and interested stakeholders in an open and transparent process as detailed by the MPO's Public Participation Plan which includes a public review and comment period of no less than 21 days and two formal public hearings;

NOW, THEREFORE, BE IT RESOLVED by the Executive Board of the Nashville Area MPO, that Transportation Improvement Program for Federal Fiscal Years 2014 through 2017 is adopted in order to ensure the continued livability, sustainability, prosperity, and diversity of Middle Tennessee by implementing the short-range component of the 2035 Regional Transportation Plan.

Adopted this 11th day of December, 2013 by the Executive Board of the Nashville Area Metropolitan Planning Organization.



The Honorable Mayor Rogers Anderson
Chairman, MPO Executive Board

Attest:



Michael Skipper, AICP
Executive Director & Secretary of the Board

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Acronyms & Definitions

3R Projects: The 3R projects term refers to resurfacing, restoration and rehabilitation projects. They focus primarily on the preservation and extension of the service life of existing facilities and on safety enhancements. Under the classification of 3R projects, the types of improvements to existing federal aid highways include: resurfacing, pavement structural and joint repair, minor lane and shoulder widening, minor alterations to vertical grades and horizontal curves, bridge repair, and removal or protection of roadside obstacles.

Active Transportation: Transportation which requires physical activity as part of the mode. Typically, active transportation refers to walking, bicycling and to transit, as transit trips begin and end with a walking or bicycling trip.

ADA - Americans with Disabilities Act of 1990: Federal law that requires public facilities (including transportation services) to be accessible to persons with disabilities including those with mental disabilities, temporary disabilities, and the conditions related to substance abuse.

ADT - Average Daily Traffic: The number of vehicles passing a fixed point in a day, averaged over a number of days. The number of count days included in the average varies with the intended use of data.

AVL – Automated Vehicle Locator: A device that makes use of the Global Positioning System (GPS) to enable a business or agency to remotely track the location of its vehicle fleet by using the Internet.

AVO - Average Vehicle Occupancy: The ratio of person trips to vehicle trips; often used as a criteria in judging the success of trip reduction programs.

BPAC - Bicycle & Pedestrian Advisory Committee: The BPAC was established to provide guidance to the MPO on issues related to the non-motorized modes of transportation. The BPAC is comprised of stakeholders from the local governments, transit agencies, law enforcement, and private non-profits.

BRT – Bus Rapid Transit: A high speed bus system operated within an exclusive right-of-way. BRT incorporates exclusive transit ways, modern stations, on-board fare collection, high-tech vehicles and frequent service. BRT systems can be built incrementally and designed for vehicles - rather than people - transfer from local bus routes to the high speed lines.

CAAA - Clean Air Act Amendments: 1990 amendments to the federal Clean Air Act which classify non-attainment areas and provide for rules dealing with air pollution in such areas; specifically brought transportation decisions into the context of air quality control.

CAD – Computer Aided Design: A CAD system is a combination of hardware and software used to design detailed two- or three-dimensional models of physical objects.

CCTV – Closed Circuit Television: Use of video monitoring to detect and verify incidents, monitor congestion, and check road conditions in inclement weather. Video images from incidents can be shared with public safety dispatchers as well as emergency management centers.

CEI – Construction Engineering Inspection: Project implementation practice to monitor a contractor’s compliance with engineering plans and track project funding documentation.

CFR – Code of Federal Regulations: The Code of Federal Regulations (CFR) is the codification of the general and permanent rules published in the Federal Register by the departments and agencies of the Federal Government. It is divided into 50 titles that represent broad areas subject to Federal regulation. The 50 subject matter titles contain one or more individual volumes, which are updated once each calendar year, on a staggered basis.

CMAQ - Congestion Mitigation and Air Quality Improvement Program: A categorical funding program created under ISTEA, which directs funding to projects that contribute to meeting national air quality standards in both non-attainment and maintenance areas for ozone, carbon monoxide, and/or particulate matter.

CMP - Congestion Management Process (previously known as Congestion Management System): A systematic process required under MAP-21 for all TMAs that shall address congestion management through the metropolitan planning process that provides for effective management and operation, based on a cooperatively developed and implemented

metropolitan-wide strategy of new and existing transportation facilities eligible for funding under title 23 and chapter 53 of title 49 through the use of travel demand reduction and operational management strategies. The CMP is required under 23 CFR 500.109 and shall include methods to monitor and evaluate the performance of the multi-modal transportation system, identify causes of congestion, identify and evaluate alternative actions, provide information supporting the implementation of actions, and evaluate the efficiency and effectiveness of implementation actions. The CMP is periodically reviewed for efficiency and effectiveness of the implemented strategies, the results of this evaluation shall be provided to decision-makers to provide guidance on selection of effective strategies for future implementation purposes.

Complete Streets – Streets that offer transportation choices that are safe and convenient for all ages and ability levels. These choices may include transit, walking, bicycling and automobile travel.

CONST – Construction (phase of a project): The phase of a project after the preliminary environmental and engineering work is completed, where the project is being built and the improvements are prepared for implementation.

DMS – Dynamic Message Signs: DMS post traveler information messages that provide motorists with details about incidents, construction, special events, and evacuations.

DOT - Department of Transportation: Agency responsible for transportation at the local, state, or federal level. For title 23 U.S.C. federal-aid highway actions, this would mean the Federal Highway Administration and for federal-aid transit actions under title 49 U.S.C, this would mean the Federal Transit Administration.

E+C – Existing plus Committed Transportation Network: Also called a No-Build network, this is a test of how a roadway network, consisting of an existing network plus currently funded future roadway projects, could withstand the demand of projected population and employment growth.

EA – Environmental Assessment: Document part of the Environmental Review Process of a project. The purpose of the assessment is to help determine if the project will have significant environmental impacts.

EAC – Early Action Compact: Voluntary program in which communities establish agreements pledging to reduce ground-level ozone pollution earlier than required by the Clean Air Act. Communities had to meet a number of criteria, and had to agree to meet certain milestones.

EIS - Environmental Impact Statement: A National Environmental Policy Act (NEPA) document that explains the purpose and need for a project, presents project alternatives, analyzes the likely impact of each, explains the choice of a preferred alternative, and finally details measures to be taken in order to mitigate the impacts of the preferred alternative. Actions which significantly affect the environment require an EIS. Examples of actions that normally require an EIS include a new access controlled freeway, or a highway project with four or more lanes on new location.

EJ - Environmental Justice: The Environmental Justice Executive Order, EO 12898, directs every Federal agency to make environmental justice a part of its mission by identifying and addressing disproportionately high and adverse health or environmental effects of all its programs, policies, and activities on minority populations and low-income populations. The goals of EJ are to avoid disproportionately high and adverse effects, to ensure full and fair participation by affected communities, and to prevent the denial of, reduction in, or significant delay in the receipt of benefits.

EPA – U.S. Environmental Protection Agency: is an agency of the federal government of the United States charged with protecting human health and with safeguarding the natural environment: air, water, and land.

ERP – Environmental Review Process: The process for preparing for a project an environmental impact statement, environmental assessment, categorical exclusion, or other document prepared under the National Environmental Policy Act

Executive Board: A standing committee created for the purpose of serving as spokespersons for the citizens of the metropolitan area and is the designated MPO to prioritize and direct federal transportation funds to local projects. The Board is comprised of elected officials from the cities over 5,000 population and the counties of Nashville-Davidson, Rutherford, Sumner, Williamson and Wilson in the urbanized area. The Executive Board also has representatives from TDOT, representing the Governor. The Board is responsible for creating policies regarding transportation planning issues. The Executive Board meetings are open to the public and where any member of the public can address the MPO on any transportation issue.

FAUB – Federal Aid Urban Boundary: An adjusted census-defined urban boundary developed to be more consistent with transportation needs. States, in coordination with local planning partners, may adjust the urban area boundaries so fringe areas having “...residential, commercial, industrial, and/or national defense significance” (as noted in the December 9, 1991 Federal-Aid Policy Guide), are included.

FHPP - Federal High Priority Projects: Discretionary projects earmarked by the U.S. Congress as high priorities at the federal level during the Congressional appropriations and re-authorization process. This amounts to roughly 5% of the total transportation budget.

FHWA - Federal Highway Administration: Agency of the U.S. Department of Transportation responsible for administering federal highway transportation programs under title 23 U.S.C.

Fiscal Constraint: A requirement, originally of ISTEA, that all plans be financially – constrained, balanced expenditures to reasonably expected sources of funding over the period of the TIP or Long-Range Transportation Plan.

FTA - Federal Transit Administration: Agency of the U.S. Department of Transportation responsible for transit planning and programs under title 49 U.S.C.

Functional Classification: Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a highway network.

FY - Fiscal Year: A federal fiscal or budget year; runs from October 1 through September 30 for the MPO and the federal government. State and local governments operate on a fiscal year beginning July 1 and ending June 30.

GIS – Geographic Information System: a system for capturing, storing, analyzing and managing data which is spatially referenced to the earth. GIS is a tool that allows users to create interactive queries (user created searches), analyze the spatial information, edit data, maps, and present the results of all these operations.

GNRC – Greater Nashville Regional Council: a regional organization created by state law to serve as the development district for 13 counties in northern Middle Tennessee. GNRC serves as the Area Agency on Aging and Disability, the Middle Tennessee Tourism Council, and provides community planning and economic development assistance to its local government members.

HBP – Highway Bridge Program: The Highway Bridge Program provides funding to enable States to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance. The program was consolidated into the NHPP under MAP-21.

HIA – Health Impact Assessment: An assessment conducted ideally in the planning phases of a built environment project which estimates any positive or negative impacts that a project may have on environmental or personal health. The assessment makes recommendations for improvements to the project to mitigate negative impacts such as reducing emissions or improving positive impacts such as increasing physical activity.

HOV - High Occupancy Vehicle: In Tennessee, vehicles carrying two (2) or more people receive this designation and may travel on freeways, expressways and other large volume roads in lanes designated for high occupancy vehicles. Motorcycles are also authorized to use these lanes.

HUD – United States Department of Housing and Urban Development: Federal agency charged with helping to create strong, sustainable, inclusive communities and quality, affordable homes.

HTS (or HHTS) – Household Travel Survey: A major survey effort conducted periodically to collect socio-economic and travel behavior information from a random selection of households across the planning area. Data from the survey are used in travel demand modeling to predict future transportation trends.

IM – Interstate Maintenance: A funding category created by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the IM authorizes funding for activities that include the reconstruction of bridges, interchanges, and over crossings along existing Interstate routes, including the acquisition of right-of-way where necessary, but shall not include the

construction of new travel lanes other than high occupancy vehicle lanes or auxiliary lanes. IM was consolidated into NHPP under MAP-21.

IMS - Incident Management System: A systematic process required under SAFETEA-LU to provide information on accidents and identify causes and improvements to the Transportation system to increase safety of all users.

ISTEA - Intermodal Surface Transportation Efficiency Act of 1991: Federal law which restructured transportation planning and funding by requiring consideration of multimodal solutions, emphasis on the movement of people and goods as opposed to traditional highway investments, flexibility in the use of transportation funds, a greater role of MPOs, and a greater emphasis on public participation. ISTEA preceded TEA-21, SAFETEA-LU, and MAP-21.

ITE - Institute of Transportation Engineers: An international society of professionals in transportation and traffic engineering; publishes Trip Generation (a manual of trip generation rates by land use type).

ITS - Intelligent Transportation System: Use of computer and communications technology to facilitate the flow of information between travelers and system operators to improve mobility and transportation productivity, enhance safety, maximize the use of existing transportation facilities, conserve energy resources and reduce adverse environmental effects; includes concepts such as "freeway management systems," "automated fare collection" and "transit information kiosks."

Intergovernmental Agreement: Legal instrument describing tasks to be accomplished and/or funds to be paid between government agencies.

LIC – Local Interstate Connector: The Local Interstate Connecting Route Act of 1965, as amended, authorized the Department of Transportation to contract with cities and counties to establish and construct a system of connector routes to furnish the citizens of Tennessee adequate access to the interstate highway system from existing road and street networks along the interstate system.

LOS - Level of Service: A qualitative assessment of a road's operating condition, generally described using a scale of A (little congestion) to E/F (severe congestion).

LRT – Light Rail Transit: a particular class of urban and suburban passenger railway that utilizes equipment and infrastructure that is typically less massive than that used for rapid transit systems, with modern light rail vehicles usually running along the system.

MAP-21 – Moving Ahead for Progress in the 21st Century: Federal legislation authorizing funding for surface transportation programs and signed into law on July 6, 2012. MAP-21 guarantees funding for highway, highway safety and transit projects through the end of September 2014. MAP-21 replaced SAFETEA-LU.

MG - Minimum Guarantee: A funding category created in TEA-21 that guarantees a 90% return of contributions on formula funds to every state.

MPO Activities: Are plans, programs and projects related to the MPO process.

MPO - Metropolitan Planning Organization: The forum for cooperative transportation decision-making; required for urbanized areas with populations over 50,000.

M-RSV – Murfreesboro Urbanized Area Reserve Funds: These are funds identified for project construction in the TIP's Construction Reserve List. Projects within the Murfreesboro Urbanized area showing M-RSV code for construction will have those funds formally programmed in the TIP upon completion of Preliminary Engineering.

MTA – Metropolitan Transit Authority: The public transit agency serving Nashville/Davidson County.

NEPA – National Environmental Policy Act: Passed in 1970, NEPA requires federal agencies to integrate environmental values into their decision making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions.

NHPP – National Highway Performance Program: The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. MAP-21 consolidates the previous National Highway System, Interstate Maintenance and Highway Bridge Repair programs into the NHPP.

NHS - National Highway System: The program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors. NHS was consolidated into the NHPP program under MAP-21.

NOx – Nitrogen Oxides: The third largest greenhouse gas, nitrous oxide also attacks ozone in the stratosphere, aggravating the excess amount of UV light striking the earth's surface.

Obligated Funds: Funds that have been authorized by and committed to legally by a federal agency to pay for the federal share of the project cost.

Officials: Are people who have governmental decision-making, planning or administrative responsibilities that relate to MPO activities.

PE – Preliminary Engineering (phase of project): a process to begin developing the design of the facilities and system, to analyze the function and operation of the system, evaluate cost efficiencies and prepare for the final design of the project.

PEM – Printing-Encoding Machine: Equipment used by transit agencies to process magnetic cards or optional smart cards for use with fare collection equipment.

PMS - Pavement Management System: A systematic process utilized by state agencies and MPOs to analyze and summarize pavement information for use in selecting and implementing cost-effective pavement construction, rehabilitation, and maintenance programs; required for roads in the National Highway System as a part of ISTEA; the extent to which the remaining public roads are included in the process is left to the discretion of state and local officials; criteria found in 23 CFR 500.021-209.

PPP – Public Participation Plan: a federally-required document that describes the MPO's process for involving the public and interested stakeholders in the development and adoption of required plans and programs, and the formal procedures used to adopt or amend the Long-Range Transportation Plan, the Transportation Improvement Program, and Unified Planning Work Program.

Public: Includes citizens, public agencies, advocacy groups and the private sectors that have an interest in or may be affected by MPO activities.

Public Participation: Is an integral part of a planning or major decision-making process. It provides opportunities for the public to be involved with the MPO in an exchange of data and ideas. Public participation offers an open process in which the rights of the community, to be informed to provide comments to the Government and to receive a response from the Government, are met through a full opportunity to be involved and to express needs and goals.

ROW - Right-of-Way: Real property that is used for transportation purposes; defines the extent of the corridor that can be used for the road and associated drainage.

RTA – Regional Transportation Authority: Nine-county regional agency that plans and develops regional transit in the Nashville area.

RTDM - Regional Travel Demand Model: This is a tool for forecasting impacts of urban developments on travel patterns as well as testing various transportation alternative solutions to traffic patterns. The travel patterns are determined from US Census results and in simple terms tell where residents live and where they go to work or school on a regional wide basis.

RTP – Regional Transportation Plan: A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years. It is fiscally constrained, i.e., a given program or project can reasonably expect to receive funding within the time allotted for its implementation.

SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users - legislation enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. SAFETEA-LU preceded MAP-21.

School Siting: the process by which a community decides where to locate a new public school. The placement of schools and the zones of populations assigned to attend a school affect transportation patterns in the community as well as the modal types used to make a home to school trip.

SHSP – State Highway Safety Plan: A Strategic Highway Safety Plan is a major component and requirement of the Highway Safety Improvement Program (HSIP) (23 U.S.C. § 148). It is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. An SHSP identifies a State's key safety needs and guides investment decisions towards strategies and countermeasure with the most potential to save lives and prevent injuries.

SIA – State Industrial Access: The State Industrial Access Program provides transportation funding for new and expanding industries throughout the state of Tennessee.

SIP – State Implementation Plan (for air quality): the regulations and other materials for meeting clean air standards and associated Clean Air Act requirements.

SR – State Route: a roadway owned, financed and maintained by a state.

SRTS – Safe Routes to School: the name of a national movement and a component of SAFETEA-LU by which communities provide infrastructure and education to enable and encourage children to walk and bicycle to school.

STA – State gas tax fund: Also called motor fuel excise tax, this is a tax charged by the gallon and collected as consumers pay at the pump. The tax goes primarily towards basic operating costs, highway maintenance contracts, resurfacing, bridges, major reconstruction, new construction, consultant contracts, right-of-way purchases, and to match federal funds.

STIP - State Transportation Improvement Program: A priority list of transportation projects developed by the Tennessee Department of Transportation that is to be carried out within the four (4) year period following its adoption; must include documentation of federal and state funding sources for each project. Transportation projects in the state's 11 urban areas are determined through Metropolitan Planning Organization process.

STP – Surface Transportation Program (L-STP or U-STP): A program funded by the National Highway Trust Fund.

L-STP provides funding to areas of 5,000 to 50,000 in population for improvements on routes functionally classified urban collectors or higher. **U-STP** Provides funding to Census designated urbanized areas over 50,000 in population (e.g. MPO areas based on US Census) for improvements on routes functionally classified urban collectors or higher.

TCC - Technical Coordinating Committee: A standing committee of most metropolitan planning organizations (MPOs); function is to provide advice on plans or actions of the MPO from planners, engineers and other staff members (not general citizens).

TDM – Transportation Demand Management: a method of planning for and implementing transportation improvement in a manner that reduces traffic congestion and pollution by influencing changes in travel behavior.

TDEC – Tennessee Department of Environment and Conservation: State agency responsible for protecting and improving the quality of Tennessee's land, air, water and recreation resources.

TDOT – Tennessee Department of Transportation: State agency responsible for the planning and implementation of Tennessee's multimodal transportation system including roads and bridges, aviation, public transit, waterways, and railroads.

TOD - Transit Oriented Development: a mixed-use development that is anchored by a transit station. The transit mode may include bus or rail, and the development may include uses such as housing, office and retail.

TAP - Transportation Alternatives Program: A new program established by MAP-21 to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source.

Transportation Disadvantaged: People who are unable to transport themselves or to purchase transportation due to disability, income status or age.

Transportation Enhancements: Specific activities which can be funded with Surface Transportation Program (STP) funds; activities include pedestrian/bicycle facilities, acquisition of scenic easements and scenic historic sites, scenic or historic highway programs, scenic beautification, historic preservation, rehabilitation/operation of historic transportation structures, railway corridor preservation, control/removal of outdoor advertising, archeological planning/research and mitigation of highway runoff water pollution.

TEA-21 - Transportation Equity Act for the 21st Century: Federal Legislation that authorized funds for all modes of transportation and guidelines on the use of those funds. Successor to ISTEA, the landmark legislation clarified the role of the MPOs in the local priority setting process. TEA-21 emphasized increased public involvement, simplicity, flexibility, fairness, and higher funding levels for transportation. TEA-21 preceded SAFETEA-LU and MAP-21.

TIFIA - Transportation Infrastructure Finance & Innovation Act: The TIFIA program provides Federal credit assistance to eligible surface transportation projects, including highway, transit, intercity passenger rail, some types of freight rail, and intermodal freight transfer facilities. The program is designed to fill market gaps and leverage substantial private co-investment by providing projects with supplemental or subordinate debt.

TIP - Transportation Improvement Program: A priority list of transportation projects developed by a metropolitan planning organization that is to be carried out within the four (4) year period following its adoption; must include documentation of federal and state funding sources for each project and be consistent with adopted MPO long range transportation plans and local government comprehensive plans.

TMA - Transportation Management Area: An area designated by the U.S. Department of Transportation given to all urbanized areas with a population over 200,000 (or other area when requested by the Governor and MPO); these areas must comply with special transportation planning requirements regarding congestion management systems, project selection and certification; requirements identified in 23 CFR - 450.300-33.6.

The TMA Group: A local non-profit organization headquartered in Williamson County responsible for carrying out certain transit services on behalf of the Regional Transportation Authority and the Franklin Transit Authority, and for the administration of the regional Clean Air Partnership of Middle Tennessee, under contract to Williamson County and the Nashville Area MPO.

TSM - Transportation Systems Management: Strategies to improve the efficiency of the transportation system through operational improvements such as the use of bus priority or reserved lanes, signalization, access management, turn restrictions, etc.

TVM – Ticket Vending Machine: Automatic fare collector kiosk where transit passengers can buy a ticket in advance for their trip. Usually sit outside of a transit station.

UPWP - Unified Planning Work Program: Developed by Metropolitan Planning Organization (MPOs); identifies all transportation and planning activities anticipated within the next one to two years, including a schedule for the completion of the identified tasks and activities.

U-RSV – Nashville-Davidson Urbanized Area Reserve Funds: These are funds identified for project construction in the TIP's Construction Reserve List. Projects within the Nashville-Davidson Urbanized Area showing U-RSV code for construction will have those funds formally programmed in the TIP upon completion of Preliminary Engineering.

USC – United States Code: The United States Code is the codification by subject matter of the general and permanent laws of the United States. It is divided by broad subjects into 51 titles and published by the Office of the Law Revision Counsel of the U.S. House of Representatives.

V/C Ratio (Volume to Capacity Ratio): This is the ratio of demand flow rate to capacity of a traffic facility. As the V/C ratio approaches 1.0, traffic delays and queuing may occur. Once the demand exceeds the capacity (V/C is greater than 1.0), traffic becomes unstable and excessive delays and queuing are expected.

VMT - Vehicle Miles Traveled: This is an output of the travel demand model and is a measure of traffic flow over a highway segment. One thousand vehicles travelling over one mile of road and one vehicle travelling over 1,000 miles of road are both equivalent to 1,000 VMT.

VOC – Volatile Organic Compounds: are organic chemical compounds that have high enough vapor pressures under normal conditions to significantly vaporize and enter the atmosphere. Included among these compounds are dry-cleaning solvents and some constituents of petroleum fuels.

1.0 Introduction

1.1 About the Nashville Area MPO

Established through federal legislation, Metropolitan Planning Organizations (MPOs) exist throughout the United States in all urbanized areas of more than 50,000 people and have the authority to plan, prioritize, and select transportation projects in urban / metropolitan areas for federal funding and to coordinate any major transportation initiative that has significance to the region. The Nashville Area MPO is the federally-designated transportation planning agency for over 2800 square miles and more than 1.5 million people throughout Davidson, Rutherford, Sumner, Williamson, Wilson and parts of Maury and Robertson counties.

Serving as a regional partnership among the U.S. Department of Transportation (USDOT), Tennessee Department of Transportation (TDOT), local elected leadership, local planning and public works directors, the business community, and citizens across the five-plus county planning area, the MPO leads in the development of the region's long-range transportation plan and short-range Transportation Improvement Program and contributes to ongoing conversations about issues such as land use, economic development, climate change and the environment, safety and security, and health.

The Nashville Area MPO is committed to providing leadership to the region in the planning, funding, and development of a regional multi-modal transportation system -- one that promotes personal and social economic prosperity while encouraging sustainable growth and development practices to protect and preserve valuable community and natural assets.

1.2 Purpose of Document

The purpose of this document is to provide information to the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the U.S. Environmental Protection Agency (EPA), Tennessee Department of Transportation (TDOT), the Tennessee Department of Environment and Conservation (TDEC), the public, and other interested parties to indicate that the Nashville Area Metropolitan Planning Organization (MPO) has met the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) for the development of a Transportation Improvement Program (TIP). The TIP is consistent with the MPO's *2035 Regional Transportation Plan* and local transportation plans including those of transit operators, and meets the requirements of subsection (h)(2) and (k)(5) of Section 134 of Title 23, United States Code (USC) and 23 Code of Federal Regulations (CFR) Part 450.334 (a).

This document provides a TIP that is financially feasible and that depicts the MPO's regional priorities for the expenditure of federal funds for fiscal years 2014-2017. Projects within the TIP for federal fiscal years 2014-2017, once approved by the Governor, will become part of Tennessee's State Transportation Improvement Program (STIP). Additionally, per 23 CFR 450.218, the STIP needs to be approved by the Federal Highway Administration and the Federal Transit Administration.

1.3 Metropolitan Planning Requirements

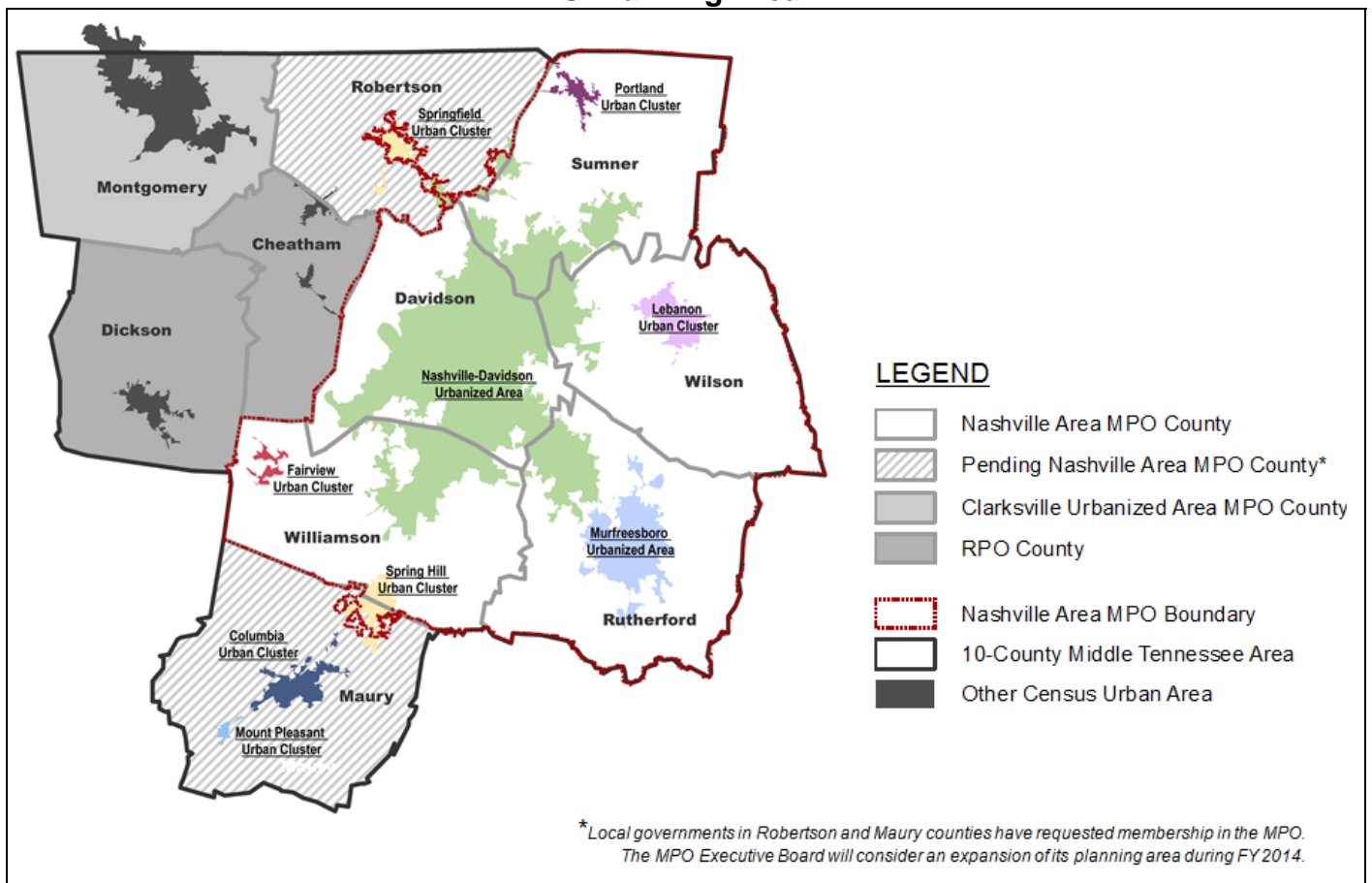
Federal law requires all urbanized areas with a population of at least 50,000 to maintain a "3-C" transportation planning process that is "Continuing, Comprehensive, and Cooperative." In the Nashville region, the organization responsible for managing this process is the Nashville Area Metropolitan Planning Organization (MPO). The MPO is responsible for:

- Monitoring the conditions of the existing transportation network;

- Identifying existing capacity or safety problems through detailed planning studies to develop candidate transportation improvements;
- Forecasting future population and employment growth for the region;
- Evaluating the effects that future land use plans will have on transportation infrastructure within major growth corridors throughout the region;
- Developing alternative growth scenarios to evaluate the effects that land use and transportation choices made today will have on the region's future;
- Estimating the impact that an expanding transportation system will have on air quality; and
- Developing a financial plan that identifies the costs and revenues associated with the continued operation and maintenance, and future expansion of the region's transportation system.

The MPO is comprised of eligible local governments within the counties of Davidson, Rutherford, Sumner, Wilson, and Williamson, the City of Springfield in Robertson County, the City of Spring Hill in Maury County, the Tennessee Department of Transportation, and other transportation-related agencies such as transit operators and airports.

MPO Planning Area



In order to carry out its responsibilities, the MPO produces three major work products: a Regional Transportation Plan (also known as a long-range transportation plan), a Transportation Improvement Program, and a Unified Planning Work Program. MPO plans and programs are available to the public and interested

parties at the MPO's website (NashvilleMPO.org), by calling the MPO at (615) 862-7204, or by visiting the MPO offices at 800 Second Avenue South, Nashville, Tennessee, 37201.

Regional Transportation Plan (RTP)

The Regional Transportation Plan (RTP) is a long-range, twenty-five year multimodal strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities to help manage congestion, increase regional mobility options, and conform to national air quality standards. The RTP is updated every four or five years and may be amended as a result of changes in anticipated federal, state, and local funding; major investment studies; congestion management systems plans; interstate interchange justification studies; and environmental impact studies. The MPO's current plan, adopted in December 2010, extends through the year 2035.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a four or five-year work program that lists all regionally significant and federally funded projects and transportation services in the MPO planning area including highway and street projects, public transit projects, and bicycle/pedestrian enhancement projects. Any project included in the TIP must be consistent with, or be selected from an approved regional transportation plan. Additionally, the TIP must be fiscally constrained by estimated future revenues. As such, the TIP can be amended to account for changes in funding or need.

Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) is a one or two-year plan developed to focus work efforts of staff and consultants using planning funds in the upcoming fiscal year. All federally funded planning activities must conform to federal planning requirements and be listed in the UPWP.

1.4 Statewide Transportation Improvement Program

While the primary purpose of the Nashville Area MPO is to provide coordinated long and short-term transportation planning within the greater Nashville region, the Tennessee Department of Transportation (TDOT) performs both long and short-term planning across the entire state, taking a lead in rural areas, and working with MPOs in urban areas.

As part of the federal requirements for transportation planning, TDOT develops a 4-year short-term improvement program called the Statewide Transportation Improvement Program (STIP). To develop the STIP, TDOT works directly with the Rural Planning Organizations (RPOs) and MPOs throughout the state to determine project needs. For urban areas, the state participates in the metropolitan planning process to ensure the inclusion of state projects in the appropriate MPO Transportation Improvement Program. Upon adoption, each project within the Nashville Area MPO's TIP, within the federal fiscal years 2014-2017, will become, without exception, a part of the larger STIP. The STIP is available on the web at www.tdot.state.tn.us/programdev/ or by contacting TDOT at (615) 741-2848.

1.5 Coordination with other Plans and Programs

As presented in prior sections of this chapter, the TIP represents the short-range component of the 2035 *Regional Transportation Plan (RTP)* and is an integral part of the *Tennessee Statewide Transportation Improvement Program (STIP)*. In addition, development of the TIP is coordinated with other planning and programming efforts to ensure consistency across agencies and compliance with federal planning and programming regulations. Those other efforts include:

- **Tennessee Strategic Highway Safety Plan:** The Strategic Highway Safety Plan (SHSP) guides spending priorities for infrastructure improvements in the state around roadway safety, including utilization of funding sources such as Highway Safety Improvement Program funds. The plan also includes priorities for non-infrastructure spending such as promoting seat belt usage, discouraging distractive driving and reminding motorists not to drink and drive.
- **Regional ITS Architecture:** The MPO works with federal, state, and local agencies develop a regional Intelligent Transportation Systems (ITS) architecture and deployment plan to ensure that we build a transportation network that incorporates technology and communications systems that work across modes of travel and political jurisdictional boundaries. ITS projects include traffic control systems, camera systems to monitor traffic flow, traffic operations centers, electronic signage and messaging systems, among others. ITS supports emergency response, law enforcement, freight movement, and the communication of roadway information to the traveling public.
- **Coordinated Human Services Transportation Plan:** The Coordinated Human Services Transportation Plan (CHSTP) documents local coordination on the funding and delivery of public transit services aimed at persons with disabilities, older adults, and low-income individuals. The plan sets a regional policy framework and provides a process to evaluate award federal funds targeted at services that enhance mobility for the traditionally underserved.
- **FTA Program of Projects for area Transit Agencies:** The MPO TIP is a multi-modal and comprehensive list of all projects in the region that are funded in part by federal grants. As such, the TIP also serves to meet Federal Transit Administration requirements for public participation in the development of the Program of Projects for the Regional Transportation Authority, the Nashville Metropolitan Transit Authority, the Franklin Transit Authority, and the Murfreesboro Rover.

2.0 Program Development

2.1 Guiding Principles, Goals, and Objectives

The FYs 2014-2017 TIP is a four-year work program of planned transportation improvements that are derived from the MPO's adopted *2035 Regional Transportation Plan*. It is developed by the MPO through a comprehensive, continuing and cooperative effort with the Federal Highway Administration, Federal Transit Administration, Tennessee Department of Transportation, local transit operators, the public, and other interested parties.

The development of the MPO's TIP provides a tremendous opportunity to fund and implement projects from the region's 2035 plan that are determined to be the most suitable to the region's current needs. In preparing the work program, significant consideration is given to determine the most appropriate set of short-term projects that advance the long-term goals of the region as embodied by a set of guiding principles, regional goals, and major objectives developed through extensive public and stakeholder involvement.

Guiding Principles

Guiding principles direct how the Nashville Area MPO -- working as part of a larger regional context comprised of the interests of local governments, non-profit organizations, the business community, and public citizens -- will contribute to overall quality of life for the region.

Guiding Principle #1: *Livability*

MPO plans and programs will work to enhance the quality of life in the region by supporting initiatives that increase opportunities for affordable housing, education, jobs, recreation, and civic involvement without increasing the burden on citizens to enjoy their community.

Guiding Principle #2: *Sustainability*

MPO plans and programs will strive to support growth and prosperity without sacrificing the health, environment, natural and socio-cultural resources, or financial stability of this or future generations.

Guiding Principle #3: *Prosperity*

MPO plans and programs will contribute to the continued economic well-being of the greater Nashville area by investing 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.

Guiding Principle #4: *Diversity*

MPO plans and programs 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.

Regional Goals

The regional goals embody a general set of strategies by which the Nashville Area MPO will seek to help the region in its pursuit of quality growth as directed by the overarching guiding principles.

- Goal # 1:** Maintain and Preserve the Efficiency, Safety, and Security of the Region's Existing Transportation Infrastructure.
- Goal # 2:** Manage Congestion to Keep People and Goods Moving.

- Goal # 3:** Encourage Quality Growth and Sustainable Land Development Practices.
- Goal # 4:** Protect the Region’s Health & Environment.
- Goal # 5:** Support the Economic Competitiveness of the Greater Nashville Area.
- Goal # 6:** Offer Meaningful Transportation Choices for a Diverse Population including the Aging.
- Goal # 7:** Encourage Regional Coordination, Cooperation, & Decision-Making.
- Goal # 8:** Practice Thoughtful, Transparent Financial Stewardship by Ensuring that Transportation Improvements meet Regional Goals.

Major Objectives

The major objectives represent specific strategies and actions that the MPO seeks to implement en route to achieving the regional goals of the *2035 Regional Transportation Plan*.

- Objective #1:** Adopt a “fix-it-first” mentality in directing transportation funding. Initial focus should always be on the maintenance or improvement of existing facilities.
- Objective #2:** Strive for quality over quantity. Build out all elements of priority projects or phases rather than stringing funding out over several incomplete projects or incomplete phases.
- Objective #3:** Shift investment strategies towards providing a diversification of modes, rather than solely on strategies focused on roadway capacity.
- Objective #4:** Improve marketing and promotion of successful existing transportation services. It is acceptable to use federal transportation funds to do this.
- Objective #5:** Provide opportunities and define roles for all types of organizations and/or individuals (public or private) to assist in the implementation of programs and projects.
- Objective #6:** Improve the coordination of land use, urban design, transportation, rural and environmental feature preservation, and economic development policies and decisions through incentives and/or policies.
- Objective #7:** Encourage the development of context sensitive solutions to ensure that community values are not sacrificed for a mobility improvement.
- Objective #8:** Increase efforts to improve the form and function of transportation corridors in order to contribute to the “sense of place.” Such investments can: improve attractiveness to visitors or prospective businesses or residents; compliment existing natural and cultural resources; improve the function of the road for a variety of users; and foster civic pride toward public investments in infrastructure.
- Objective #9:** Consider how transportation policies, programs, and investment strategies affect the overall health of people and the environment including air quality, physical activity, biodiversity, and the natural resources.
- Objective #10:** Invest in the development of walkable communities that offer citizens the ability to access residences, jobs, retail, recreation, and other community amenities without the need to rely on an automobile.
- Objective #11:** Invest in a modern regional mass transit system to maintain the region’s economic competitiveness with other metropolitan regions, and to ensure continued economic

prosperity in the face of growing energy costs, environmental concerns, and increasingly expensive automobile traffic.

Objective #12: Work to ensure that Middle Tennessee is given priority consideration in proposed national plans for high-speed rail. Identify opportunities to coordinate regional mass transit planning efforts with super-regional and national efforts to invest in rail infrastructure.

Objective #13: Provide proper guidance to the region for how to bridge the gap between the MPO's "cost-feasible" plan and the ultimate vision for how transportation will shape the future of the region.

2.2 Programming Policies

In order to demonstrate compliance with federal transportation planning requirements, and to ensure that state and local agencies have access to federal transportation funding for roadways, bridges, transit, and facilities for non-motorized modes, the MPO's Transportation Improvement Program must include all projects that are funded wholly or in part with federal funds, or are determined to be regionally significant. Though the TIP is required to be developed in its entirety every four years, routine maintenance is necessary to accurately reflect anticipated federal expenditures, and to provide transparency to the public interested in short-term transportation improvements in the area.

The MPO has identified the following policies to provide guidance for the development and maintenance of the regional work program, and to assist in the effective administration of MPO-managed federal grant funds. Currently, the MPO manages federal grant funding appropriated by the U.S. Congress through the Federal Highway Administration and Federal Transit Administration to local government and agencies within the MPO planning area. Specifically, the MPO manages grant funds from the FHWA Surface Transportation Program (STP) and FTA Section 5307 grant programs set-aside for urbanized areas. From time to time, the MPO may receive a suballocation of revenues from other funding sources (e.g., FHWA Congestion Mitigation Air Quality, Economic Recovery, etc.), for which spending discretion also is provided.

Policy 1. Compliance with Regional Plan

For a project to be eligible for the TIP, it first must be included in the adopted regional transportation plan. Large capital projects, roadway capacity, and/or general purpose roadway projects must be individually listed or clearly part of a larger project included in the fiscally-constrained component of the plan. Certain projects seeking to improve safety, increase multi-modal opportunities, or enhance the existing transportation system may be programmed in the TIP without individual identification in the regional plan, so long as they are consistent with the established goals and objectives of the plan, are funded with revenue identified by the plan, and are included in the assumptions of the air quality conformity determination (if required).

Policy 2. Compliance with Air Quality Standards

Prior to the adoption of a TIP or the approval of any subsequent amendment or modification to the TIP, the MPO shall ensure that the collection of projects comprising the work program conform to applicable air quality standards and/ or meet state and federal air quality regulations or requirements. Such regulations or requirements may necessitate that members of the MPO submit to the MPO detailed information about any project that adds vehicular capacity to the major roadway system -- whether funded with federal grants or not.

Policy 3. Compliance with State Transportation Work Program

No TIP project may assume the receipt of state revenues or state-managed federal grant funds unless those funds are included in the state's three-year work program presented annually to the Tennessee General Assembly, or unless otherwise authorized in writing by the Tennessee Commissioner of Transportation. Valid contractual agreements between the State of Tennessee and a local grant recipient may serve as sufficient proof of the State's commitment.

Policy 4. Fiscal Constraint Limitations

The MPO shall not program in the TIP any MPO-managed federal grant funds for which funding cannot be identified, either as part of unobligated amounts appropriated by Congress in the current or previous federal fiscal years, or as part of the MPO's adopted financial forecast for the corresponding TIP year(s).

Policy 5. Illustrative Priorities

Upon adoption of the TIP and in each year thereafter, the MPO shall endorse or reaffirm its commitment to seeking resources for regional priority projects not funded by grants provided by the TIP. The endorsed list of priorities shall be used to identify next-in-line projects to receive additional funding available to the MPO, either through higher-than-expected appropriations or new federal grant programs, or from funding that is returned to the MPO general fund from any project not able to use its award. The list also shall be used to communicate the region's top priorities for other funding opportunities to TDOT, state legislators, the U.S. Congressional delegation, and other interested parties.

Policy 6. Eligibility for MPO-Managed Federal Grant Funds

At minimum, any proposed project to improve the safety, capacity, operations, or physical condition of roadways identified on the MPO's federal-aid network are eligible for MPO-managed federal grant funds. In addition, projects that improve safety or multi-modal opportunities on routes not identified on the federal-aid system (e.g., sidewalks on local roads, greenways, transit routes, etc.) also are eligible as long as they meet any applicable federal codes and regulations. Certain MPO-managed federal grant funds may require additional conditions be met in order to be considered eligible (e.g., CMAQ funds require an air quality benefit).

In general, MPO-managed federal grant funds should be awarded to projects that serve locations contained within the geographic area of the associated grant program (e.g., urbanized area Surface Transportation Program funds), but exceptions may be granted in cases where an MPO priority project located outside of the area is shown to have benefit to the region as a whole, and where that project has no other opportunity for funding within the desired implementation schedule. Such exception must be approved by the MPO Executive Board and be supported by the communities located within the area for which the funds were originally suballocated.

Policy 7. MPO Commitment to Projects

With the adoption of the TIP, or its subsequent amendment, the MPO formally commits to ensuring that MPO-managed federal grant funds identified for a project are provided as programmed unless such funding is not available due to changes in law or federal regulations, or if funding is not appropriated at anticipated levels, or is lost to the periodic rescission of unobligated balances. Should MPO-managed federal grant funding be removed from a project as a result of a decrease in funding levels, that project shall remain a top priority for funding once revenues are identified or restored.

Any project programmed in the TIP with MPO-managed federal grant funds, which continues to meet all eligibility requirements while maintaining the proper support of the project sponsor, shall continue to be a priority for the MPO as the region develops a new TIP. Projects with federal funding already obligated shall

automatically have unobligated programmed funds carried forward to the new TIP, along with the appropriate increase in funding to cover inflation (see Policy 11) unless that project is proven to have a fatal flaw, loses support from the project sponsor, or is estimated to cost more than 10% beyond previous cost estimates provided to the MPO (see Policy 12).

Policy 8. Project Sponsor Commitment to Projects

Project sponsors hold ultimate responsibility for ensuring that project information contained in the TIP is correct, that it accurately represents the scope of work being performed, and the amount of funding being requested. The sponsor is responsible for providing to the MPO an honest accounting of project details including: costs, implementation schedules, and local matching fund sources, at the time of the application for federal funds and anytime such details change, or at the request of the MPO.

For a project funded with MPO-managed federal funds to remain eligible for those funds, the project's sponsor must provide proof of stated local matching funds at least 3-months prior to the beginning of the federal fiscal year for which the funds are programmed for use. Should a sponsor fail to satisfy the requirement, the project may be allowed a one-year grace period (see Policy 10).

Policy 9. Construction Funding

To facilitate the timely delivery of projects and to prevent the lapse of obligation authority provided by Congress to the state and MPO, the construction phase of projects shall not be formally programmed with MPO-managed federal grant funds until all preliminary engineering (PE) work is completed. This approach assists in the management of federal funds by providing a realistic construction cost estimate and implementation schedule, thus preventing large amounts of funding from being held up on delayed projects.

In order to ensure the availability of MPO-managed federal grant funds for projects ready for construction, the MPO will reserve at least 80% of the amount of funding needed for construction on projects programmed in the TIP (which have not completed PE) as unprogrammed funds. Funding will be programmed on projects in the TIP after the completion of the PE phase on a first-come, first-serve basis as funding is made available.

In order to be eligible for MPO-managed federal grant funds for a construction phase, the project sponsor must submit a construction cost estimate at the time of the MPO's call-for-projects associated with the development of a new TIP. If the project is selected for funding, the MPO's federal share of construction costs will be shown as "illustrative," until the PE phase has been completed.

Should the construction cost estimate identified after the completion of PE exceed the original estimate by 10% or more, the project sponsor must find an alternative source of revenue, make a special request to the MPO Executive Board for additional funding, or compete for the additional funding as part of the MPO's next call-for-projects. In such competition, priority will be given to viable projects previously programmed in the TIP (see Policy 7).

Policy 10. Dormant or Inactive Projects

Project sponsors are given a one-year grace period to obligate funding on projects beyond the originally programmed year of work. Failure to do so may cause federal funds to be returned to the MPO general fund and re-programmed to the next highest eligible MPO priority as identified by the MPO's annual list of priorities (see Policy 5).

Project phases which have been obligated, but have not realized any activity within a 12-month timeframe, may be subject to de-obligation and grant funds returned to the MPO general fund. Returned funds will be re-programmed to the next-highest eligible MPO priority, as identified by the MPO's annual list of priorities.

Policy 11. Inflation Adjustments

Whenever a project is deferred or carried over from one TIP to another, the MPO shall automatically increase the project award by 5% and up to 10%, unless evidence suggests that such adjustment is not necessary. Should evidence show that project cost estimates have increased by more than 10% on a project in a previous TIP, the project sponsor must compete for the additional funding. In such competition, priority will be given to viable projects previously programmed in the TIP (see Policy 7).

Policy 12. Cost Increases/ Cost Over-Runs

In cases where a project that is awarded MPO-managed federal grant funds does not have sufficient funding to fulfill the scope of the project as originally programmed, the project sponsor may be granted the flexibility to shift funding across phases and/or years (pending the availability of funding) to cover increased cost estimates for the affected phase. Should additional funding be required to implement the phase, the project sponsor will be responsible for securing that additional funding from an alternative source of revenue or compete for additional funds at the next available MPO call-for-projects. In such competition, priority will be given to viable projects previously programmed in the TIP (see Policy 7).

The responsibility for any cost over-run on a project already under contract shall be determined by the prevailing contractual agreement between TDOT and the project sponsor. Such contractual agreement shall not bind the MPO to pay for cost-overruns with MPO-managed federal grant funds. The project sponsor may shift funding across phases and/or years (pending the availability of funding) to cover increased costs, however, should additional funding be required to conduct the programmed phase, the project sponsor will be responsible for securing that additional funding from an alternative source of revenue or compete for additional funds at the next available MPO call-for-projects. In such competition, priority will be given to viable projects previously programmed in the TIP (see Policy 7).

Policy 13. Changes in the Scope of Work

All changes to the scope of work for projects programmed in the TIP with MPO-managed federal grant funds must first be approved by the MPO. Projects are evaluated, scored, ranked, and prioritized, and selected based on the benefits and costs of the project as proposed at the time the TIP is developed. Any changes that significantly depart from the original scope may require that project to compete for federal funds during the next MPO call-for-projects.

Policy 14. Project Tracking

In order to facilitate the implementation of the TIP policies, the MPO will work with TDOT and project sponsors to present to MPO members, at least quarterly, a full accounting of the funds obligated for each project and any changes in the status of those projects.

Policy 15. TIP Amendment Cycles

MPO will consider amendments to the TIP on a quarterly basis. The annual schedule of amendment cycles shall be adopted by the MPO prior to the beginning of each federal fiscal year (October 1). Any project sponsor requesting an amendment not deemed to be an emergency must wait for the next amendment cycle or reimburse the MPO for the direct costs incurred to pay for the required public noticing.

2.3 Project Prioritization & Selection

Projects under consideration for the TIP must first be determined as short-term priorities of the Regional Transportation Plan. As such, candidate TIP projects are evaluated and prioritized as part of a broader process that looks to address regional transportation needs as far ahead as 25 years into the future. The development of the FY 2014-2017 work program initially began with the development of the 2035 plan, and as such, projects seeking funding through the TIP were first evaluated for the 2035 plan. To that end, the MPO has developed a priority scoring system to help determine which projects will best facilitate the region's long term vision. The scoring system is based on both federally-defined planning factors and locally developed project evaluation factors.

Federal Planning Factors

Project prioritization and selection is based, in part, on the eight planning factors identified in the current federal transportation legislation (MAP-21), which requires this and other MPOs to focus efforts on the development and implementation of regional strategies that:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

Moreover, since the Nashville urban area has a population greater than 200,000, it is federally designated as a Transportation Management Area (TMA). In a TMA, the planning and programming process also is expected to consider land use implications, strategies to improve transit service, transportation system management, intermodal connectivity, and urban congestion management. Projects to relieve congestion are given particular priority. As such, project prioritization is consistent with the MPO's Congestion Management Process (CMP) created as an integral part of the *2035 Regional Transportation Plan*. In brief, the CMP provides a strategy and mechanism for identifying the appropriate transportation solution for congested roadways.

MPO Project Prioritization & Selection

In addition to implementing the minimum federal planning requirements, the MPO developed a comprehensive process to evaluate projects for their consistency with the MPO's guiding principles, regional goals, and major objectives described in section 2.1 of this document. The following factors were considered in evaluating projects for funding:

- Congestion management,
- Multi-modal accommodations,

- Freight and goods movement,
- Safety and security,
- System preservation,
- Quality growth and sustainable development,
- Economic prosperity,
- Health and environment, and
- State and local support.

The MPO selection process focused largely on the identification of high-scoring projects eligible for MPO-managed funds including FHWA Surface Transportation Program (STP), FHWA Congestion Mitigation and Air Quality (CMAQ), and FTA Section 5307 Urban Transit grant funds. Projects more appropriately suited for state-managed funds were evaluated and scored primarily for the purpose of communicating those priorities to the Tennessee Department of Transportation. Those projects with local or state funding commitments or prior federal funding commitments were given priority for funding in the new work program.

Appendix B (MPO Project Evaluation and Scoring) of this document includes a comprehensive list of MPO evaluation criteria, project scoring weights, and an example of a project information sheet which was compiled to show relevant data and information for each project being considered for funding.

2.4 Air Quality Conformity

Transportation conformity is a mechanism to ensure that federal funding is given to transportation activities that are consistent with the air quality goals of the State Implementation Plans (SIP) for Tennessee. According to the Clean Air Act Amendments of 1977 and 1990, transportation plans and programs must be coordinated with, and conform to, local air quality budgets in the local SIP in geographic areas designated by the EPA as non-attainment or maintenance for any of the criteria pollutants.

The MPO counties of Davidson, Rutherford, Sumner, Williamson and Wilson were designated non-attainment in 1978 and declared maintenance areas in 1996 for the ozone precursor pollutants of Nitrogen Oxides (NO_x) and Volatile Organic Compounds (VOC). In April, 2004, EPA developed new regulations for air quality conformity and established an 8-hour standard overwriting the existing 1-hour standard in most areas including Nashville. This 8-hour standard established a longer period of sustained clean air than the previous standard.

On December 29, 2004, the region entered into an Early Action Compact (EAC) in order to defer a non-attainment designation long enough to “fast-track” towards air quality attainment. As of April 15, 2009, the counties of the Nashville Area MPO are considered by the EPA to be in compliance with National Ambient Air Quality Standards and, as such, the MPO is no longer required to demonstrate conformity with established motor vehicle emissions budgets. The region does remain part of Tennessee’s State Implementation Plan, and as such, continues to be eligible to receive Congestion Mitigation Air Quality funding from the Federal Highway Administration, at the discretion of the Tennessee Department of Transportation.

2.5 Public & Stakeholder Involvement

Public involvement is a critical element of all planning that is done through the Nashville Area MPO. Such involvement ensures that the planning process conforms to the vision, goals, and objectives of the region. The MPO's MAP-21 compliant Public Participation Plan (PPP) provides guidelines for how the public and interested stakeholders will be involved in the development of the TIP.

Projects included in the TIP went through a lengthy public involvement process as part of the development and adoption of the *2035 Regional Transportation Plan*. That process included several workshops and meetings held around the region to provide an opportunity for members of the public and stakeholder groups to help identify transportation problem areas, make suggestions for system improvements, and evaluate proposed projects. Other local, state, and federal agencies involved in natural resources, land use management, environmental protection, conservation, and historic preservation also were given an opportunity to participate.

In addition to the opportunity to provide input as part of the formal public review and comment period for the 2035 plan, MPO staff consulted with interested parties and stakeholders affected by transportation plans and programs during the development of the FYs 2014-2017 TIP. Specifically, two regional workshops were held with staff from local jurisdictions, transit agencies, state agencies involved in the transportation planning process, and representatives from the FHWA. Those workshops were useful in discussing TIP development procedures and schedule, available funding opportunities and limitations, the project evaluation and prioritization process, and staff's recommendations for grant awards for the program period.

Following the endorsement of the draft TIP by the MPO's Technical Coordinating Committee (TCC) and Executive Board, the program was sent to TDOT and federal partners at FHWA and FTA for review and comment prior to the start of the adoption process. Once state and federal comments were addressed, the general public and key stakeholders were given minimum of twenty-one days to review and comment on the TIP in advance of two public hearings held by the TCC and MPO Executive Board. Copies of the TIP were made available on the MPO's website and at local branch libraries throughout the MPO region throughout the duration of the public comment period.

Comments received through public involvement will be addressed accordingly and provided to the MPO Executive Board prior to adoption (Appendix F).

3.0 Financial Plan

3.1 Fiscal Constraint

The TIP is required to include a financial plan that demonstrates how the program of projects can be implemented. The detailed financial tables located in Section 3.5 include the estimated amount of available funds, programmed funds, and the remaining funds, by jurisdiction and fund type for each program year. TDOT, local jurisdictions, transit operators, and other agencies with projects in the TIP have indicated that they have the financial resources available to provide the necessary matching funds to complete their projects. The tables show that programmed expenditures are within budget of the expected fund allocations. In accordance with the requirements of MAP-21, the TIP is “fiscally constrained.”

Financial Planning Assumptions

Accounting for Inflation: Unless otherwise noted, all project costs reported in the TIP are estimated for the expected year of expenditure, meaning that cost estimates include an adjustment to account for the annual inflation of prices. While the MPO assumes the responsibility of estimating the effect of inflation for projects scheduled in the mid-, and long-range horizons of the regional plan, the process used to account for inflation on TIP projects was left to the judgment of the sponsoring agency, as short-term inflationary pressures vary drastically by project type and schedule.

Revenue Projections: Revenue projections for TDOT-managed federal funds (e.g., NHPP, STP, etc.) were provided by TDOT and generally equal the programmed expenditures for the same period of time. MPO-managed federal funding sources (e.g., urban STP, FTA Section 5307, etc.) are assumed to grow at 1.2 percent per year above the observed 2013 appropriations.

Matching funds: In most cases, federal grant programs require a non-federal match contribution in order to implement projects identified in the MPO’s work program. The TIP identifies the state or local contribution to each project in the TIP. In addition, state and local matching funds also are programmed within the appropriate capital improvement budget or program managed by the sponsor agency of each project. Non-federal matching dollars are typically generated through the state gas tax, local property taxes, local option sales taxes, or wheel taxes.

3.2 Revenue Sources

MAP-21 gives significant flexibility for the use of federal transportation funds at the state and local levels. Once used primarily for highway improvements on state and federal roadways, these funds can now be used for a multitude of transportation related activities. Certain funds can be used for projects such as roadway aesthetics, pedestrian and bicycle facilities, environmental impact mitigation, preservation of historic transportation facilities, transit facilities, and right-of-way corridor preservation. The following table presents an overview of the various funding sources available to pay for transportation projects and programs in MAP-21 & the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Table 1. Transportation Funding Programs

MAP-21 Federal Programs	SAFETEA-LU Federal Programs	DESCRIPTION	PRIMARY FUNDING DECISION	FUNDING RATIO	PRIMARY FUNDING PURPOSE
HIGHWAY PROGRAMS					
National Highway Performance Program (NHPP)					

MAP-21 Federal Programs	SAFETEA-LU Federal Programs	DESCRIPTION	PRIMARY FUNDING DECISION	FUNDING RATIO	PRIMARY FUNDING PURPOSE
Combines the Interstate Maintenance, National Highway System and on-system Federal-Aid Highway Bridges Programs into one program.	INTERSTATE MAINTENANCE (IM)	Provides funding to rehabilitate, restore, and resurface the Interstate System. Reconstruction is also eligible if it does not add new capacity, with the exception of High-Occupancy-Vehicle (HOV) lanes or auxiliary lanes in non-attainment areas, which can be added.	TDOT	90% Federal, 10% Non-Federal	Reconstruction
	NATIONAL HIGHWAY SYSTEM (NHS)	Provides funding for major roads including the Interstate System, a large percentage of urban and rural principal arterials, the Strategic Defense Highway Network (STRAHNET), and strategic highway connectors.	TDOT	80% Federal, 20% Non-Federal	Construction
	BRIDGE REPLACEMENT AND REHABILITATION STATE & LOCAL (BRR or BR)	State – Provides funding for on-system bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings. Local - Provides funding for off-system bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings.	TDOT	80% Federal, 20% Non-Federal	Bridge Reconstruction and Bridge Replacement
Surface Transportation Program (STP)					
Program is largely the same as under SAFETEA-LU with the exception that STP can be used on bridge projects on any public road and for Appalachian Development Highway System (ADHS) projects.	STATE - SURFACE TRANSPORTATION PROGRAM (S-STP)	Provides funding for roads functionally classified as rural major collector and above. Funds may be utilized on projects in Rural Areas, Urbanized Areas, Small Urban Areas, Enhancement, Safety, and Rail-Highway Crossings.	TDOT	80% Federal, 20% Non-Federal	PE, ROW, Construction
	URBANIZED AREAS - SURFACE TRANSPORTATION PROGRAM (U-STP)	Provides funding to Census designated urbanized areas over 50,000 in population (e.g. MPO areas based on US Census) for improvements on routes functionally classified urban collectors or higher.	MPO	80% Federal, 20% Non-Federal	Construction
	LOCAL-SURFACE TRANSPORTATION PROGRAM (L-STP)	Provides funding to areas of 5,000 to 50,000 in population for improvements on routes functionally classified urban collectors or higher.	MPO	80% Federal, 20% Non-Federal	Construction
Highway Safety Improvement Program (HSIP)					
Program is largely the same as under SAFETEA-LU	HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	A set-aside program with the STP intended to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. HSIP funds may be used to carry out highway safety improvement projects on any public road or publicly owned bicycle or pedestrian pathway or trail or SRTS activities.	TDOT	90% Federal, 10% Non-Federal	Construction Operational Improvements
Congestion Mitigation and Air Quality Improvement Program (CMAQ)					
Program is largely the same under MAP-21	CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (STATE CMAQ)	Provides funding for transportation projects in air quality non-attainment or maintenance areas. CMAQ projects are designed to contribute toward meeting the national ambient air quality standards.	TDOT	Generally 80%. Some projects eligible for 100% Federal	PE, ROW, Construction, Operations, Capital, and Promotional Activities.
Transportation Alternatives Program (TAP)					
Combines the Transportation Enhancement Program,	TRANSPORTATION ENHANCEMENT SET ASIDE OF THE	Provides funding for 12 exclusive activities such as pedestrian facilities, rehabilitation, and restoration of historic	TDOT	80% Federal, 20% Non-	Construction and Promotional

MAP-21 Federal Programs	SAFETEA-LU Federal Programs	DESCRIPTION	PRIMARY FUNDING DECISION	FUNDING RATIO	PRIMARY FUNDING PURPOSE
Safe Routes to School Program and the Recreational Trails Program into one program	STP (TE or ENH)	transportation related structures, and environmental mitigation to address water pollution due to highway runoff.		Federal	Activities
	SAFE ROUTES TO SCHOOL (SRTS)	Provides funding to infrastructure and educational programs for bicycle and pedestrian safety at elementary and middle schools.	TDOT	80% Federal 20% Non-Federal (Previously 100% Federal)	70-90% Engineering, Construction 10-30% Education
	RECREATIONAL TRAILS PROGRAM (RTP)	Provides funding for the creation, rehabilitation, and maintenance of multi-use recreational trails.	TDEC	80% Federal, 20% Non-Federal	Construction and Promotional Activities
Federal Lands and Tribal Transportation Programs					
Restructure the Indian Reservation Roads Program, Parks Roads & Parkways Program, Refuge Roads Program, and Public Lands Highways Program in to three programs	FOREST HIGHWAY/PUBLIC LANDS OR PUBLIC LANDS HIGHWAYS (FH/PL or PLHD)	Provides funding for roads providing access to and within Federal and Indian lands. Under MAP-21, the restructured programs include: <ul style="list-style-type: none"> • Tribal Transportation Program (TTP) • Federal Lands Transportation Program (FLTP) • Federal Lands Access Program (FLAP) • 	Eligible Federal Agencies	100% Federal or 80% Federal 20% Non-Federal	Admin, Planning, PE, CONST, Resurfacing, restoration & rehabilitation (3R), Preventative Maintenance, Operations
	HIGH PRIORITY PROJECTS SET ASIDE OF SAFETEA (HPP)	Provides designated funding for specific projects identified by Congress.	CONGRESS	80% Federal, 20% Non-Federal	As described in Law
	OTHER STATE HIGHWAY PROGRAMS				
	LOCAL INTERSTATE CONNECTOR (LIC)	State funding targeted at improving access to an interstate interchange.	TDOT	50% State, 50% Local	Construction
	STATE (STA)	This program provides 100% state funding for various projects on the State Route System.	TDOT	100% State	PE, ROW, Construction
	STATE INDUSTRIAL ACCESS PROGRAM (SIA)	This program provides funding to improve access to new or expanding industrial facilities.	TDOT	Up to 100% State	PE, ROW, Construction
TRANSIT PROGRAMS					
Urbanized Area Formula Grant (Section 5307)					
This program provides grants to Urbanized Areas for public transportation capital, planning, job-access and reverse commute projects, as well as operating expenses in certain circumstances. The Job-Access and Reverse Commute Program (JARC) was eliminated in MAP-21 but the activities carried out under the program are an eligible expense under Section 5307.	FEDERAL TRANSIT ADMINISTRATION (FTA-5307)	Section 5307 is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation.	MPO/Transit Agencies	80% Federal, 20% Non-Federal (Capital) 50% Federal, 50% Non-Federal (Operating)	Capital, Operating, Planning
	JOB ACCESS/REVERSE COMMUTE (JARC-5316)	A Job Access project is one that provides new or expanded transportation service designed to fill gaps that exist for welfare recipients and other low-income individuals to and from jobs and other employment-related services. Reverse Commute projects facilitate the provision	MPO/Transit Agencies	50% FTA, 50% Other-Federal	Operating

MAP-21 Federal Programs	SAFETEA-LU Federal Programs	DESCRIPTION	PRIMARY FUNDING DECISION	FUNDING RATIO	PRIMARY FUNDING PURPOSE
		<p>of new or expanded public mass transportation services for the general public from urban, suburban, and rural areas to suburban work sites.</p> <p>Under MAP-21 this program has been eliminated but job-access and reverse commute projects are eligible under the Section 5307 Program and Section 5310 Program.</p>			
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)					
<p>MAP-21 consolidates the Elderly & Disabled Program and New Freedom Program into one program.</p> <p>Operating assistance is now available under this program.</p>	FEDERAL TRANSIT ADMINISTRATION (FTA-5310)	This program provides transit capital assistance, through the state, to private non-profit organizations and public bodies that provide specialized transportation services to elderly and/or disabled persons. Annually eligible applicants apply to OPT for funding to acquire equipment to provide specialized transportation need of elderly and/or disabled persons.	TDOT	80% Federal, 20% Non-Federal	Capital Investments
	NEW FREEDOM (5317)	Encourages services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act.	MPO/Transit Agencies	80% FTA, 20% Non-Federal (Capital) 50% Federal, 50% Non-Federal (Operating)	Capital , Operating; 10% eligible for Planning, Administration and Technical Assistance
Formula Grant for Rural Areas (Section 5311)					
The program is largely the same as under SAFETEA-LU, with the exception that job-access and reverse commute projects are eligible under this program.	RURAL TRANSIT (5311)	This program enhances access of people in non-urbanized areas to health care, shopping, education, employment, public services and recreation; assists in the maintenance, development, improvement and use of public transportation in rural and small-urban areas.	TDOT	80% Federal, 20% Non-Federal 50% Federal, 50% Non-Federal	Capital, Administrative Assistance Operating
Bus and Bus Facilities (Section 5339)					
<p>This program provides capital funding to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.</p> <p>Replaces the Section 5309 Bus and Bus Facilities Program.</p>	FEDERAL TRANSIT ADMINISTRATION (FTA-5309)	Provides funding for the establishment of new rail or busway projects (new starts), the improvement and maintenance of existing rail and other fixed guideway systems that are more than seven years old, and the upgrading of bus systems.	CONGRESS/ FTA	80% Federal, 20% Non-Federal	Capital Investments
Metropolitan & Statewide and Non metropolitan Transportation Planning (Section 5303, 5304, 5305)					
Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous, and comprehensive, resulting	FEDERAL TRANSIT ADMINISTRATION (FTA-5303) – PLANNING GRANTS	This program provides funds to Metropolitan Planning Organizations (MPO) to support the costs of transit planning and research studies.	MPO/Transit Agencies	80% Federal, 20% Non-Federal	Planning

MAP-21 Federal Programs	SAFETEA-LU Federal Programs	DESCRIPTION	PRIMARY FUNDING DECISION	FUNDING RATIO	PRIMARY FUNDING PURPOSE
in long-range plans and short-range programs of transportation investment priorities.					
PLANNING PROGRAMS					
	FHWA SECTION 112 "PL" – MPO PLANNING	This program provides funds to Metropolitan Planning Organizations (MPO) to support the costs of preparing long range transportation plans and financially feasible Transportation Improvement Plans and conducting inter-modal transportation planning and technical studies.	MPO	80% Federal, 20% Non- Federal	Planning
	FHWA SECTION 5313(B) "SPR" – STATE PLANNING & RESEARCH	Through this program, funding is available to each state for the purposes of technical studies and assistance, demonstrations, planning, management training and cooperative research activities.	TDOT/ MPO	80% Federal, 20% State	Planning

3.3 Urban STP Investment Strategy

Shaped by extensive input from regional leadership, the MPO has established a new direction for future investments made with MPO-managed grant funds received through the Federal Highway Administration Surface Transportation Program. The new strategy aligns the region’s transportation investments with stated goals and objectives, particularly those related to diversifying the set of transportation options available to those living, working, and doing business in the Nashville area.

The MPO’s new strategy calls for a minimum level of investment of future revenues appropriated to the MPO through the Surface Transportation Program (STP) on projects in each of the following target areas, assuming such projects exist for consideration. Should there be no viable candidates submitted for each of the three categories, funding may be awarded to roadway improvement projects that best meet overall regional goals and objectives.

1. 15% to encourage the development of active transportation choices and walkable communities.
2. 10% to support other regional investments in public transportation and mass transit.
3. 5% to improve the efficiency of the transportation system through innovative management and operations upgrades.

Of the remaining amount (roughly 70%), roadway improvement projects that best meet overall goals and objectives for a safe, efficient, multi-modal transportation system will compete for the remainder of funding. Historically, more than 90 cents of every dollar awarded to MPO projects with STP revenues has been used to pay for roadway capacity projects. This new direction provides an opportunity to provide “complete streets” throughout the region.

Currently, the MPO receives Urban or Local STP on behalf of the Nashville-Davidson Urbanized Area, Murfreesboro Urbanized Area, and the Urban Areas of Lebanon, Fairview, Portland, Spring Hill, and Springfield. While specific revenues and expenditures for each of the region’s STP accounts has been identified for the period of this TIP, those accounts for the 2025 and 2035 planning horizons of the *2035 Regional Transportation Plan* have been combined into one, single pot of urban STP revenue as the MPO assumes these individual funding allocations will be collapsed in the future as the geographies of the census-defined areas are merged due to urban growth. The following presents the anticipated levels of funding for each category of investment available over the three planning horizons of the 2035 regional plan, beginning with the FY 2011-2015 Transportation Improvement Program that was adopted in December 2010.

U-STP Investment Strategy – Estimated Revenue by each Horizon of the 2035 Regional Transportation Plan

Category	Target	2011-2015	2016-2025	2026-2035
Multi-Modal Roadway Capacity & Safety	70%	\$11,448,000	\$ 168,919,239	\$ 227,013,332
Active Transportation Enhancements	15%	\$2,500,000	\$ 36,196,980	\$ 48,645,714
Public Transportation/ Mass Transit	10%	\$1,650,000	\$ 24,131,320	\$ 32,430,476
System Management & Operations	5%	\$825,000	\$ 12,065,660	\$ 16,215,238
TOTAL URBAN STP	100%	\$16,423,000*	\$ 241,313,199	\$ 324,304,760

The following table provides the funding amounts provided with the FYs 2014-2017 TIP which supersedes the FYs 2011-2015 TIP.

U-STP Investment Strategy – Revenue Programmed in the FYs 2014-2017 TIP

Category	Target	2014-2017
Multi-Modal Roadway Capacity & Safety	70%	\$26,411,122
Active Transportation Enhancements*	15%	\$5,659,526
Public Transportation/ Mass Transit	10%	\$3,773,017
System Management & Operations	5%	\$1,886,509
TOTAL NEW URBAN STP FOR PROGRAMS	100%	\$37,730,174*

**The Active Transportation Program will also add approximately \$1.3 million per year from the Transportation Alternative Program established by MAP-21. Those amounts are not included in the table as they are a separate federal grant program.*

The following provides an overview of the primary objective of and method of administration for each of the investment categories.

Active Transportation and Walkable Communities

Objective: The MPO will program at least 15% of its suballocation of Urbanized Area Surface Transportation Program funding to projects that proactively address goals for walkable communities and increased active transportation choices to respond to mounting challenges related to energy costs, health and environmental concerns, and the efficient use of land resources. Investments in the non-motorized modes will help increase accessibility to transit, provide safe and reliable transportation choices for trips of short distances, promote physical activity, and encourage infill and redevelopment of existing centers and corridors that may already have reached or be nearing the expected capacity on the supporting roadway infrastructure.

Eligibility: Any project that meets the federal requirements of the Surface Transportation Program and or Transportation Alternatives Program that improves or expands infrastructure to accommodate non-motorized modes of transportation shall be eligible including sidewalks, bicycle lanes, shared lanes, transit stop amenities, bicyclist and pedestrian amenities, pedestrian crossings, intersection upgrades, greenways, etc. Funding may be used to implement a stand-alone project or supplement an existing project to ensure the inclusion of non-motorized modes (e.g., adding sidewalks to a road widening project). Highest priority will be given to the projects that address needs identified by the MPO’s recently completed regional bicycle and pedestrian study. Further details about application process and project scoring will be developed in coordination with the MPO’s Bicycle and Pedestrian Advisory Committee (BPAC) and TCC.

Process: Urban Surface Transportation Program funds will be programmed in combination with the MPO’s suballocation of Transportation Alternatives Program funds to be used explicitly for the purposes of improving walking and bicycling opportunities and safety throughout the area. Following the adoption of the multi-year Transportation Improvement Program, the MPO will announce a call for projects to solicit project ideas. Candidate projects will be scored, ranked, and prioritized by MPO staff working alongside the MPO’s BPAC. Grant awards will be made to the selected projects after endorsement by the TCC and adoption by the Executive Board. Projects that are selected for funding will be amended into the TIP. All TIP policies related to local matching requirements, construction funding availability, and project tracking will apply.

Public Transportation and Mass Transit

Objective: To enhance the revenue already made available by grant programs through the Federal Transit Administration for transit projects, the MPO will program at least 10% of its suballocation of

Federal Highway Administration Urbanized Area Surface Transportation Program funding to projects that proactively address goals for increased public transportation service and the expansion of a safe and convenient regional mass transit system. Investments in transit infrastructure will 1) assist the region in expanding the capacity of the transportation system, particularly in areas with constrained corridors; 2) ensure that citizens and visitors without access to a personal automobile, either by choice or circumstance, have reliable transportation to access the local economy, educational and employment opportunities, and medical services; 3) address mounting challenges related to energy costs, health and environmental concerns, and the efficient use of land resources; and 4) stimulate economic development opportunities that keep the region competitive with a changing national and global economy.

Eligibility: Any project that meets the federal requirements of the Surface Transportation Program that improves or expands infrastructure to accommodate existing or future transit service or promotes or implements various other transportation demand management strategies such as ridesharing, telecommuting, etc. shall be eligible. Funding may be used to conduct transit alternatives analyses for regionally significant transit projects, implement a stand-alone transit project, or supplement an existing project to ensure the inclusion of the appropriate transit accommodations. Highest priority will be given to the projects that help implement the regional vision for mass transit as identified by the MPO's *2035 Regional Transportation Plan*. Further details about application process and project scoring will be developed in coordination with the MPO's transit working group and the TCC.

Process: Urban Surface Transportation Program funds will be programmed to be used explicitly for the purposes of improving transit and transportation demand management opportunities throughout the area. Following the adoption of the multi-year Transportation Improvement Program, the MPO will announce a call for projects to solicit project ideas. Candidate projects will be scored, ranked, and prioritized by MPO staff working alongside the MPO's transit working group. Grant awards will be made to the selected projects after endorsement by the TCC and adoption by the Executive Board. Projects that are selected for funding will be amended into the TIP. All TIP policies related to local matching requirements, construction funding availability, and project tracking will apply.

System Management and Operations

Objective: The MPO will program at least 5% of its suballocation of Urbanized Area Surface Transportation Program funding to projects that improve the management or operations of the existing transportation system including roadways, transit, and non-motorized modes of transportation.

Eligibility: Any project that meets the federal requirements of the Surface Transportation Program that improves the region's ability to effectively manage and operate a multi-modal transportation system through the use of technology, signage, lighting, or incident management strategies shall be eligible. Funding may be used to implement a stand-alone project or supplement an existing project. Highest priority will be given to the projects that address needs identified by the MPO's Intelligent Transportation Systems (ITS) master plan and any other MPO plan or study that addresses system management and operations needs. Further details about application process and project scoring will be developed in coordination with the TCC.

Process: Urban Surface Transportation Program funds will be programmed to be used explicitly for the purposes of improving system efficiency through projects that use technology or intelligent transportation systems, signage, lighting, or incident management strategies. Following the adoption of the multi-year Transportation Improvement Program, the MPO will announce a call

for projects to solicit project ideas. Candidate projects will be scored, ranked, and prioritized by MPO staff working alongside the MPO's TCC and ITS working group. Grant awards will be made to the selected projects after endorsement by the TCC and adoption by the Executive Board. Projects that are selected for funding will be amended into the TIP. All TIP policies related to local matching requirements, construction funding availability, and project tracking will apply.

Multi-Modal Roadway Capacity and Safety

Objective: The MPO will program approximately 70% of its suballocation of Urbanized Area Surface Transportation Program funding to projects that expand the multi-modal capacity of the regional roadway system in order to manage congestion, accommodate a growing population, and to address goals for increased safety and security.

Eligibility: Any project that meets the federal requirements of the Surface Transportation Program that improves or expands a specific roadway, intersection, or interchange to increase multi-modal capacity or roadway safety shall be eligible including roadway widening, new roadways, roadway reconstruction and realignment, ITS upgrades, multi-modal upgrades, intersection and interchange improvements, bridge repair and replacement, etc. Highest priority will be given to the projects that address the MPO's primary project evaluation criteria including 1) system preservation and enhancement, 2) quality growth, sustainable development, and economic prosperity, 3) multi-modal options, 4) congestion management, 5) safety and security, 6) freight and goods movement, 7) health and environment, 8) project history and prior commitment.

Process: Urban Surface Transportation Program funds will be programmed on general roadway projects with the adoption of the multi-year Transportation Improvement Program. Prior to the adoption of a new TIP, the MPO will announce a call for projects to solicit project ideas. Candidate projects will be scored, ranked, and prioritized by MPO staff working alongside the MPO's TCC. Grant awards will be made to the selected projects after endorsement by the TCC and adoption by the Executive Board. All TIP policies related to local matching requirements, construction funding availability, and project tracking will apply.

3.4 Ongoing Maintenance & Operations Costs

In addition to identifying programmed capital improvement projects to address capacity issues on the transportation system, the MPO and its members must also ensure the maintenance and efficient operation of the existing roadway and public transit infrastructure. Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities such as pavement resurfacing and markings, bridge repair, guardrail and sign replacement and traffic signal maintenance. Operations may include more routine items such as painting and right of way maintenance. While these activities are not funded through or scheduled in the TIP, they are included here for information purposes.

The varied and complex systems used to maintain the regional transportation network are difficult to quantify and present. Each jurisdiction and agency has unique methods of accounting for these activities. They may also have varying goals and priorities they are seeking to achieve. In order to provide a clearer picture of the efforts undertaken, the MPO will act as a reporting agency for these activities through the TIP. Table 2 presents the estimated costs incurred by each MPO jurisdictions involved in the operations and maintenance of transportation infrastructure. Each MPO member is responsible for ensuring that the local share of operations and maintenance activities is provided for through the local budget process.

Table 2. Annual Cost of Maintenance and Operations

Jurisdiction/ Agency	Annual Costs*
Roadway System	\$ 96,677,001
Metro Nashville-Davidson County	\$ 48,344,375
Rutherford County	\$ 9,788,880
La Vergne	\$ 892,588
Smyrna	\$ 1,137,412
Murfreesboro	\$ 4,115,018
Sumner County	\$ 3,203,956
Hendersonville	\$ 790,578
Gallatin	\$ 610,020
Goodlettsville	\$ 553,914
Millersville	\$ 294,809
White House	\$ 982,356
Williamson County	\$ 10,868,720
Brentwood	\$ 1,780,993
Fairview	\$ 277,365
Franklin	\$ 1,493,936
Wilson County	\$ 6,601,735
Mt. Juliet	\$ 387,638
Lebanon	\$ 1,198,618
Springfield	\$ 2,056,522
Spring Hill	\$ 249,925
Portland	\$ 1,047,643
Public Transit System	\$ 49,916,553
Regional Transportation Authority	\$ 7,000,946
Nashville Metropolitan Transit Authority	\$ 40,804,000
Franklin Transit Authority	\$ 1,106,809
Murfreesboro Rover	\$ 1,004,799

**Estimates based on recent local annual budgets.*

3.5 Funding Tables

Table 3. FY 2014-2017 TDOT Program Revenues

Funding Program	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
Total Amount Programmed	\$209,034,758.00	\$27,313,090.00	\$20,573,669.00	\$15,572,729.00	\$272,494,246.00
Congestion Mitigation Air Quality Program (CMAQ)	\$11,661,861.00	\$0.00	\$0.00	\$0.00	\$11,661,861.00
Federal Earmark - High Priority (HPP)	\$12,980,110.00	\$1,026,646.00	\$5,677,613.00	\$0.00	\$19,684,369.00
Highway Safety Improvement Program (HSIP)	\$1,934,640.00	\$1,800,000.00	\$1,800,000.00	\$1,800,000.00	\$7,334,640.00
Intelligent Transportation Systems (ITS)	\$1,891,073.00	\$0.00	\$0.00	\$0.00	\$1,891,073.00
National Highway Performance Program (NHPP)	\$114,932,500.00	\$16,640,000.00	\$5,600,000.00	\$5,600,000.00	\$142,772,500.00
Safe Routes to School (SRTS)	\$963,703.00	\$0.00	\$0.00	\$0.00	\$963,703.00
Surface Transportation Program - State Program (STP)	\$19,651,480.00	\$2,400,000.00	\$2,400,000.00	\$2,400,000.00	\$26,851,480.00
Transportation Enhancement Program (ENH)	\$8,022,389.00	\$0.00	\$0.00	\$0.00	\$8,022,389.00
State Funds (including state matching funds)	\$36,997,002.00	\$5,446,444.00	\$5,096,056.00	\$5,772,729.00	\$53,312,231.00

Table 4. FY 2014-2017 TDOT Program Expenditures

Funding Program	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
Total Amount Programmed	\$209,034,758.00	\$27,313,090.00	\$20,573,669.00	\$15,572,729.00	\$272,494,246.00
Congestion Mitigation Air Quality Program (CMAQ)	\$11,661,861.00	\$0.00	\$0.00	\$0.00	\$11,661,861.00
Federal Earmark - High Priority (HPP)	\$12,980,110.00	\$1,026,646.00	\$5,677,613.00	\$0.00	\$19,684,369.00
Highway Safety Improvement Program (HSIP)	\$1,934,640.00	\$1,800,000.00	\$1,800,000.00	\$1,800,000.00	\$7,334,640.00
Intelligent Transportation Systems (ITS)	\$1,891,073.00	\$0.00	\$0.00	\$0.00	\$1,891,073.00
National Highway Performance Program (NHPP)	\$114,932,500.00	\$16,640,000.00	\$5,600,000.00	\$5,600,000.00	\$142,772,500.00
Safe Routes to School (SRTS)	\$963,703.00	\$0.00	\$0.00	\$0.00	\$963,703.00
Surface Transportation Program - State Program (STP)	\$19,651,480.00	\$2,400,000.00	\$2,400,000.00	\$2,400,000.00	\$26,851,480.00
Transportation Enhancement Program (ENH)	\$8,022,389.00	\$0.00	\$0.00	\$0.00	\$8,022,389.00
State Funds (including state matching funds)	\$36,997,002.00	\$5,446,444.00	\$5,096,056.00	\$5,772,729.00	\$53,312,231.00

Table 5. FY 2014-2017 MPO Funds: FHWA STP Grant Revenues

Grant Program	Opening Balance*	FY 2014 Allocation	FY 2015 Allocation	FY 2016 Allocation	FY 2017 Allocation	Total Revenue
Total Revenue	\$90,340,437	\$19,480,661	\$18,585,378	\$18,771,231	\$18,958,943	\$166,136,650
STP Nash-Davidson UZA	\$77,455,561	\$16,774,871	\$16,942,620	\$17,112,046	\$17,283,166	\$145,568,264
STP Murfreesboro UZA	\$12,884,876	\$1,626,493	\$1,642,758	\$1,659,185	\$1,675,777	\$19,489,089
STP Fairview**	\$0.00	\$91,697	\$0.00	\$0.00	\$0.00	\$91,697
STP Lebanon**	\$0.00	\$311,082	\$0.00	\$0.00	\$0.00	\$311,082
STP Portland**	\$0.00	\$136,358	\$0.00	\$0.00	\$0.00	\$136,358
STP Spring Hill**	\$0.00	\$344,887	\$0.00	\$0.00	\$0.00	\$344,887
STP Springfield**	\$0.00	\$195,273	\$0.00	\$0.00	\$0.00	\$195,273

*Opening balance includes unobligated funds from prior years. **STP allocated by TDOT in four-year cycles. Amounts not yet determined by TDOT for FYs 2015-2017.

Table 6. FY 2014-2017 MPO Funds: FHWA STP Grant Program Expenditures

Grant Program	FY 2014 Programmed	FY 2015 Programmed	FY 2016 Programmed	FY 2017 Programmed	Total Programmed
Total Revenue	\$54,946,288	\$33,570,240	\$2,640,000	\$1,200,000	\$92,356,528
STP Nash-Davidson UZA	\$47,846,765	\$25,850,240	\$2,640,000	\$1,200,000	\$77,537,005
STP Murfreesboro UZA	\$6,020,226	\$7,720,000	\$0.00	\$0.00	\$13,740,226
STP Lebanon**	\$91,697	\$0.00	\$0.00	\$0.00	\$91,697
STP Spring Hill**	\$311,082	\$0.00	\$0.00	\$0.00	\$311,082
STP Fairview**	\$136,358	\$0.00	\$0.00	\$0.00	\$136,358
STP Portland**	\$344,887	\$0.00	\$0.00	\$0.00	\$344,887
STP Springfield**	\$195,273	\$0.00	\$0.00	\$0.00	\$195,273

Table 7. FY 2014-2017 MPO Funds: FHWA STP Cumulative Balance of Unprogrammed Revenues

Grant Program	FY 2014	FY 2015	FY 2016	FY 2017
Remaining Balance*	\$54,874,810	\$39,889,948	\$56,021,179	\$73,780,122
STP Nash-Davidson UZA	\$46,383,667	\$37,476,047	\$51,948,093	\$68,031,259
STP Murfreesboro UZA	\$8,491,143	\$2,413,901	\$4,073,086	\$5,748,863
STP Lebanon	\$0.00	\$0.00	\$0.00	\$0.00
STP Spring Hill	\$0.00	\$0.00	\$0.00	\$0.00
STP Fairview	\$0.00	\$0.00	\$0.00	\$0.00
STP Portland	\$0.00	\$0.00	\$0.00	\$0.00
STP White House	\$0.00	\$0.00	\$0.00	\$0.00

Table 8. FY 2014-2017 MPO Funds: FHWA Construction Reserves & Final Balances

Grant Program	FY 2014 to FY 2017
STP Nashville-Davidson UZA Unprogrammed Funds	\$68,031,259
STP Nash-Davidson UZA Construction Reserve*	\$67,745,624
STP Nash-Davidson UZA Remaining Balance	\$285,635
STP Murfreesboro UZA Unprogrammed Funds	\$5,748,863
STP Murfreesboro UZA Construction Reserve*	\$5,640,000
STP Murfreesboro UZA Remaining Balance	\$108,863

* Construction reserves are programmed following completion of PE and are available immediately to projects based on funding availability.

Table 9. FY 2014-2017 MPO Funds: FHWA Transportation Alternatives

Grant Program	FY 2014 to FY 2017
Transportation Alternatives (ALT) Nashville-Davidson UZA Revenues*	\$6,500,000
Transportation Alternatives (ALT) Nashville-Davidson UZA Programmed**	\$6,500,000
Transportation Alternatives (ALT) Nashville-Davidson UZA Remaining Balance	\$0

* Includes unobligated balance from FY 2013. **Projects will be selected via competition following the adoption of the TIP.

Table 10. FY 2014-2017 MPO Funds: FTA Grant Revenue

Grant Program	Opening Balance*	FY 2014 Allocation	FY 2015 Allocation	FY 2016 Allocation	FY 2017 Allocation	Total Revenue
Total Revenue	\$4,603,160	\$32,348,316	\$22,616,495	\$22,887,893	\$23,162,548	\$105,618,413
5307 Nash-Davidson UZA	\$1,500,000	\$20,037,600	\$20,278,051	\$20,521,388	\$20,767,644	\$83,104,683
5307 Murfreesboro UZA	\$3,046,746	\$1,139,598	\$1,153,273	\$1,167,112	\$1,181,118	\$7,687,847
5310 Nash-Davidson UZA	\$23,320	\$647,353	\$655,121	\$662,983	\$670,938	\$2,659,715
5316 Nash-Davidson UZA	\$33,094	\$0	\$0	\$0	\$0	\$33,094
5339 Nash-Davidson UZA	\$0	\$495,040	\$500,980	\$506,992	\$513,076	\$2,016,089
5339 Murfreesboro UZA	\$0	\$28,725	\$29,070	\$29,419	\$29,772	\$116,985
TIGER Discretionary Grant	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000

*Opening balance includes unobligated funds from prior years.

Table 11. FY 2014-2017 MPO Funds: FTA Grant Programmed Expenditures

Grant Program	FY 2014 Programmed	FY 2015 Programmed	FY 2016 Programmed	FY 2017 Programmed	Total Programmed
Total Amount Programmed	\$30,750,077	\$24,567,248	\$22,918,062	\$26,537,422	\$104,772,810
5307 Nash-Davidson UZA	\$18,842,545	\$22,532,077	\$20,868,669	\$20,453,636	\$82,696,927
5307 Murfreesboro UZA	\$680,000	\$850,000	\$850,000	\$4,870,000	\$7,250,000
5310 Nash-Davidson UZA	\$670,673	\$655,121	\$662,983	\$670,938	\$2,659,715
5316 Nash-Davidson UZA	\$33,094	\$0	\$0	\$0	\$33,094
5339 Nash-Davidson UZA	\$495,040	\$500,980	\$506,992	\$513,076	\$2,016,089
5339 Murfreesboro UZA	\$28,725	\$29,070	\$29,419	\$29,772	\$116,985
TIGER Discretionary Grant	\$10,000,000	\$0	\$0	\$0	\$10,000,000

Table 12. FY 2014-2017 MPO Funds: FTA Cumulative Balance of Unprogrammed Revenues

Grant Program	FY 2014	FY 2015	FY 2016	FY 2017
Remaining Balance*	\$6,201,399	\$4,250,646	\$4,220,477	\$845,603
5307 Nash-Davidson UZA	\$2,695,055	\$441,029	\$93,748	\$407,756
5307 Murfreesboro UZA	\$3,506,344	\$3,809,617	\$4,126,729	\$437,847
5310 Nash-Davidson UZA	\$0	\$0	\$0	\$0
5316 Nash-Davidson UZA	\$0	\$0	\$0	\$0
5339 Nash-Davidson UZA	\$0	\$0	\$0	\$0
5339 Murfreesboro UZA	\$0	\$0	\$0	\$0
TIGER Discretionary Grant	\$0	\$0	\$0	\$0

* Annual cumulative balance.

4.0 Amendment & Modification Process

4.1 Formal Amendments

Changes to an approved TIP are documented by either an amendment or an administrative adjustment. Amendments are intended to document major changes to the TIP and require state review and federal approval. The following list contains some typical examples of changes requiring an amendment to the TIP. A TIP amendment which requires *MPO Executive Board approval*:

- A major change in the total project cost (excluding groupings). See details for project cost change thresholds on Appendix G.
- Adding a new project or deleting a project from the TIP.
- A major change of project scope; examples include, but are not limited to, changing the number of through-lanes, adding/deleting non-motorized facilities, changing mode (e.g., rolling stock or facility type for transit), changing capital category (i.e., transit funding), or changing termini.
- Any change requiring a new regional air quality conformity finding, where applicable (including a grouping).

Amendments to the Transportation Improvement Program such as those mentioned above are required to follow a public input process. All TIP Amendments shall follow the procedures outlined below:

1. The Technical Coordinating Committee shall review and endorse the Transportation Improvement Program Amendment for consideration by the Executive Board. The Executive Board shall then review, amend if necessary and concur with the Transportation Improvement Program for public review and comment.
2. After concurrence by the Executive Board of the Transportation Improvement Program, the MPO shall publish the Transportation Improvement Program Amendment and place copies in public libraries in the region. These copies must be distributed to the libraries a minimum of twenty-one (21) days prior to final consideration and adoption by the Executive Board.
3. A notice stating that the Executive Board has endorsed a Transportation Improvement Program Amendment for public review and comment shall be placed in the notice newspapers listed in the Public Participation Plan of the MPO. The notice shall specify the dates, times and location of forthcoming public hearings. Similar press releases shall be furnished to all news organizations registered with the Transportation Planning Coordinator. Special efforts shall be made to provide information on the Transportation Improvement Program to media and organizations serving the low-income and minority populations in the region. This notice and press release shall be published/mailed a minimum of twenty-one (21) days prior to the meeting at which the Transportation Improvement Program Amendment will be considered by the Executive Board.
4. A public hearing shall be held by the Technical Coordinating Committee following the Executive Board's endorsement of the Transportation Improvement Program Amendment. Comments received at this public hearing shall be provided to the Executive Board prior to the final public hearing.
5. A final public hearing shall be held by the Executive Board prior to voting on the Transportation Improvement Program Amendment.

6. At the public meetings the MPO Director shall report to the Board all comments received in writing prior to the meetings.
7. The public shall be afforded the opportunity for comment at the public meetings. The Executive Board may establish reasonable time limits for each presentation, considering the time constraints of the meeting and complexity of the issue.
8. At the time of adoption of the amendment by the Executive Board, the MPO Director/staff shall request that TDOT include the amendment into the STIP. TIP amendments will need final approval from FHWA and FTA before becoming official.

4.2 Administrative Adjustments

Administrative adjustments can be used to document minor changes to the approved TIP. The following is a list of some typical changes to projects requiring an adjustment to the TIP. All administrative adjustments as described below will NOT require MPO Executive Board approval and will be handled by MPO staff.

The following are examples of changes that can be accomplished through the administrative adjustment process:

- A minor change in the total project cost (see details for project cost change thresholds on Appendix G.)
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non-attainment areas.
- A minor change in project description/termini that is for clarification and does not change the project scope.
- Shifting funds between projects within a TIP (i.e., funding sources and projects already identified in the TIP) if the change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, below) for the total project cost of all phases shown within the approved TIP.
- Adding an amount of funds already identified in the STIP/TIP for the current or previous year(s) if:
 - The funds are currently identified in the STIP/TIP either in an existing project or as available funds; and
 - The change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, page) for the total project cost of all phases shown within the approved TIP.
- Moving projects from year to year within an approved TIP, except those that cross air quality horizon years.
- Adding a prior phase, such as environmental or location study, preliminary engineering or right-of-way, to a project in the TIP so long as such a change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, below) for the total project cost of all phases shown within the approved TIP.
- Changes required to follow FHWA or FTA instructions as to the withdrawal of funds or reestablishment of funds withdrawn at the request of FHWA or FTA.
- Moving funds between similarly labeled groupings, regardless of percent of change.
- Adjustments in revenue to match actual revenue receipts.

4.3 Funding for Roadway Construction

MPO TIP Policy #9, detailed in Section 2.2 of this document, establishes that construction funding will be made available to MPO-managed roadway improvement projects after the completion of the preliminary engineering phase. The intent of the policy is to facilitate the timely delivery of projects and to prevent the lapse of obligation authority provided by Congress to the state and MPO. This approach assists in the management of federal funds by providing a realistic construction cost estimate and implementation schedule, thus preventing large amounts of funding from being held up on delayed projects.

In order to ensure the availability of MPO-managed federal grant funds for projects ready for construction, the MPO will hold at least 80% of the amount of funding needed for construction on projects programmed in the TIP (which have not completed PE) as unprogrammed, reserve funds. Funding will be programmed on projects in the TIP after the completion of the PE phase on a first come, first serve basis as funding is available.

In order to be eligible for MPO-managed federal grant funds for a construction phase, the project sponsor must submit a construction cost estimate at the time of the MPO's call-for-projects associated with the development of a new TIP. If the project is selected for funding, the MPO's federal share of the construction costs will be shown as "illustrative" until the PE phase has been completed.

Should the construction cost estimate identified after the completion of PE exceed the original estimate by 10% or more, the project sponsor must find an alternative source of revenue, make a special request to the MPO Executive Board for the additional funding, or compete for the additional funding as part of the MPO's next call-for-projects. In such competition, priority will be given to viable projects previously programmed in the TIP, per Policy 7.

Appendix A includes a list of projects that have met the programming requirements for construction funds held in reserve.

4.4 Transferring (Flexing) Funds among Programs

MAP-21 provides considerable flexibility in the use of FHWA and FTA funds for either highway or transit projects. MAP-21 allows the transfer of funds from FHWA to FTA and vice versa. Funds transferred to or from FHWA or FTA can only be used for purposes that would have been eligible in the original funding category from which the funds were transferred.

Throughout the TIP, several projects include a note indicating that funds may be "flexed." This notation is shown to allow the flexing of funds as described above when projects get underway. In most cases, funds are flexed in order to make them more readily accessible to the implementing agency.

4.5 Projects Identified at the State-Level

Any regionally significant project located within the boundary of the MPO and funded with federal, state, local, or private transportation funds must be included in the TIP regardless of who controls the funding. Before the preparation of a new TIP/STIP, the Nashville Area MPO will submit to TDOT a list of their priorities for proposed projects on State-controlled facilities located within the planning boundary which are to be developed with federal funds allotted for state-wide use. When the proposed state annual work program is finalized, TDOT will provide the MPO with a list of all such projects, located within the MPO boundary, that have been included in the proposed state annual work program. So that these projects may proceed, TDOT will request that the MPO include these projects in their TIP in the same manner as MPO-initiated projects.

Similarly during the period of the TIP, changes may be necessary to some of the state-wide funded projects which have been included in the TIP. When this occurs, TDOT will inform the MPO of the needed change and request that the MPO take the appropriate action to amend or adjust the TIP as required.

4.6 Funding Sources for New Projects and Cost Increases

Federal Law requires that the TIP be financially constrained to the amount of funds that have been projected to be available by year, over the length of the approved TIP. This means that the cost of projects identified for each year cannot exceed the amount of funds expected to be available for that year. Some examples of funding sources for new projects that are amended into the TIP include but are not limited to, one or more of the following:

1. Funds from new appropriations or allocations of federal funds that were not available when the TIP was developed.
 2. Funds included in the projected revenue for the appropriate TIP year, but left unprogrammed when the TIP was developed.
 3. Funds coming from the deletion or deferral of another individual project appearing in the appropriate year of the TIP.
 4. Funds coming from reductions to the cost estimates for another project or projects appearing in the appropriate year of the TIP.
- **Cost increases on projects appearing in the current TIP** can be financed by funds from any of the four (4) sources described previously. Acquiring funds by reducing the cost estimates for another project(s) as described above in the number 4 option can generally be accomplished by an administrative modification, as can the acquisition of funds from the deferral of another project in a few circumstances. All other actions described above would require an amendment.
 - **Cost increases on projects appearing only in a previous TIP** can also be financed by funds from any of the four (4) sources described above. A TIP amendment, however, would be required to accomplish any of the actions described above since the project needing additional funds must be amended back into the current TIP in the same manner as a new project.

MPO TIP Policy #12, detailed in Section 2.2 of this document, establishes that in cases where a project that is awarded MPO-managed federal grant funds does not have sufficient funding to fulfill the scope of the project as originally programmed, the project sponsor may be granted the flexibility to shift funding across phases and/or years (pending the availability of funding) to cover increased cost estimates for the affected phase. Should additional funding be required to implement the phase, the project sponsor will be responsible for securing that additional funding from an alternative source of revenue or compete for additional funds at the next available MPO call-for-projects. In such competition, priority will be given to viable projects previously programmed in the TIP (see Policy 7).

The responsibility for any cost over-run on a project already under contract shall be determined by the prevailing contractual agreement between TDOT and the project sponsor. Such contractual agreement shall not bind the MPO to pay for cost-overruns with MPO-managed federal grant funds. The project sponsor may shift funding across phases and/or years (pending the availability of funding) to cover increased costs, however, should additional funding be required to conduct the programmed phase, the project sponsor will be responsible for securing that additional funding from an alternative source of revenue or compete for additional funds at the next available MPO call-for-projects. In such competition, priority will be given to viable projects previously programmed in the TIP (see Policy 7).

5.0 TIP Projects

Transportation Improvement Program for FYs 2014-2017

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2002-028	Rockland Road Widening		Road Widening	Sumner County	\$12,624,690.00	Hendersonville

Year	Phase	Funding Source	Total	Federal	State	Local
2015	PE-D	U-STP	\$200,000.00	\$160,000.00	\$0.00	\$40,000.00
2016	ROW, UTILITIES	U-STP	\$2,500,000.00	\$2,000,000.00	\$0.00	\$500,000.00
2017	CONSTRUCTION	U-RSV	\$3,750,000.00	\$3,000,000.00	\$0.00	\$750,000.00

2002-029	Walton Ferry and Old Shackle Island Rd Improvements Project		Intersection	Sumner County	\$12,565,325.00	Hendersonville
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-STP	\$5,100,000.00	\$4,080,000.00	\$0.00	\$1,020,000.00

2004-004	Increased Guidance for Improved Mobility		Signage/Wayfinding	Davidson County	\$600,000.00	Metro Nashville
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-STP	\$450,000.00	\$360,000.00	\$0.00	\$90,000.00

2004-005	Jefferson Street Intersections		Intersection	Davidson County	\$1,410,000.00	Metro Nashville
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	LOCAL	\$250,000.00	\$0.00	\$0.00	\$250,000.00
2014	CONSTRUCTION	U-RSV	\$1,000,000.00	\$800,000.00	\$0.00	\$200,000.00
2014	ROW	U-STP	\$160,000.00	\$128,000.00	\$0.00	\$32,000.00

2004-009	Wayfinding Sign Program		ITS	Davidson County	\$1,725,250.00	Metro Nashville
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Year	Phase	Funding Source	Total	Federal	State	Local
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ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-STP	\$725,250.00	\$580,200.00	\$0.00	\$145,050.00
2004-051	SR-247 (Duplex Road) Widening		Road Widening	Williamson County	\$16,000,000.00	Spring Hill
Year	Phase	Funding Source	Total	Federal	State	Local
2014	ROW	LOCAL	\$3,500,000.00	\$0.00	\$0.00	\$3,500,000.00
2014	ROW	L-STP	\$306,109.00	\$244,887.00	\$0.00	\$61,222.00
2014	PE-D	L-STP	\$125,000.00	\$100,000.00	\$0.00	\$25,000.00
2004-058	Concord Road (SR-253) Widening		Road Widening	Williamson County	\$20,800,000.00	TDOT
Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	STP	\$16,600,000.00	\$13,280,000.00	\$3,320,000.00	\$0.00
2005-006	5307 Urban Operating for Rover Public Transit - Relax & Ride Service		Transit Operations	Rutherford County	\$940,000.00	Murfreesboro Public Transit
Year	Phase	Funding Source	Total	Federal	State	Local
2014	OPERATIONS	FTA 5307-M	\$140,000.00	\$70,000.00	\$35,000.00	\$35,000.00
2015	OPERATIONS	FTA 5307-M	\$160,000.00	\$80,000.00	\$40,000.00	\$40,000.00
2016	OPERATIONS	FTA 5307-M	\$320,000.00	\$160,000.00	\$80,000.00	\$80,000.00
2017	OPERATIONS	FTA 5307-M	\$320,000.00	\$160,000.00	\$80,000.00	\$80,000.00
2005-007	5307 Urban Operating for Rover Public Transit - Mid-Cumberland Human Resource Agency (MCHRA) Contract		Transit Operations	Rutherford County	\$520,000.00	Murfreesboro Public Transit
Year	Phase	Funding Source	Total	Federal	State	Local
2014	OPERATIONS	FTA 5307-M	\$100,000.00	\$50,000.00	\$25,000.00	\$25,000.00
2015	OPERATIONS	FTA 5307-M	\$120,000.00	\$60,000.00	\$30,000.00	\$30,000.00
2016	OPERATIONS	FTA 5307-M	\$140,000.00	\$70,000.00	\$35,000.00	\$35,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2017	OPERATIONS	FTA 5307-M			\$160,000.00	\$80,000.00 \$40,000.00 \$40,000.00
2006-013	Concord Road (SR-253) Widening		Road Widening	Williamson County	\$5,290,000.00	Brentwood
2014	CONSTRUCTION	U-STP			\$3,550,000.00	\$2,840,000.00 \$0.00 \$710,000.00
2006-014	New Shackle Island Road (SR-258) - Phase 1		Road Widening	Sumner County	\$4,964,644.00	Hendersonville
2014	ROW, UTILITIES	U-STP			\$175,000.00	\$140,000.00 \$0.00 \$35,000.00
2014	CONSTRUCTION	U-STP			\$3,244,500.00	\$2,595,600.00 \$0.00 \$648,900.00
2006-024	Franklin Greenway Bicentennial Park		Greenway	Williamson County	\$1,147,500.00	Franklin
2014	CONSTRUCTION	U-STP			\$787,500.00	\$630,000.00 \$0.00 \$157,500.00
2006-304	Jefferson Springs Greenway Extension		Greenway	Rutherford County	\$2,568,700.00	Smyrna
2014	CONSTRUCTION	HPP (TN100)			\$1,328,084.00	\$1,062,467.00 \$0.00 \$265,617.00
2015	CONSTRUCTION	HPP (TN100)			\$583,308.00	\$466,646.00 \$0.00 \$116,662.00
2016	CONSTRUCTION	HPP (TN100)			\$583,309.00	\$466,647.00 \$0.00 \$116,662.00
2006-408	SR-6/ US-31/ Franklin Road		Road Widening	Williamson County	\$33,100,000.00	Brentwood
2014	UTILITIES	NHPP			\$4,000,000.00	\$3,200,000.00 \$800,000.00 \$0.00
2014	ROW	U-STP			\$3,200,000.00	\$1,000,000.00 \$0.00 \$2,200,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2006-416	I-65/SR-109 Prop/SR-41		Interchange	Multi-County	\$48,300,000.00	TDOT

Year	Phase	Funding Source	Total	Federal	State	Local
2014	ROW	NHPP	\$7,000,000.00	\$6,300,000.00	\$700,000.00	\$0.00
2014	CONSTRUCTION	NHPP	\$37,300,000.00	\$33,570,000.00	\$3,730,000.00	\$0.00
2014	ROW	STP	\$700,000.00	\$560,000.00	\$140,000.00	\$0.00
2014	CONSTRUCTION	STP	\$2,000,000.00	\$1,600,000.00	\$400,000.00	\$0.00

2008-11-027	SR-255 Harding Place Extension (Phase 1)		New Road	Davidson County	\$11,370,000.00	Metro Nashville
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-N	U-STP	\$100,000.00	\$80,000.00	\$0.00	\$20,000.00
2014	PE-D	U-STP	\$1,270,000.00	\$1,016,000.00	\$0.00	\$254,000.00
2017	UTILITIES	U-STP	\$1,500,000.00	\$1,200,000.00	\$0.00	\$300,000.00

2008-12-095	McCrary Lane Widening		Road Widening	Davidson County	\$3,000,000.00	Metro Nashville
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	LOCAL	\$3,000,000.00	\$0.00	\$0.00	\$3,000,000.00

2008-14-030	Various intersection improvements (FAUB routes)		Intersection	Davidson County	\$8,593,750.00	Metro Nashville
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	ROW	U-STP	\$1,406,250.00	\$1,125,000.00	\$0.00	\$281,250.00
2014	PE-D	U-STP	\$343,750.00	\$275,000.00	\$0.00	\$68,750.00
2015	CONSTRUCTION	U-RSV	\$5,000,000.00	\$4,000,000.00	\$0.00	\$1,000,000.00

2008-14-059	3rd Avenue and Union Street		Multi-Modal Upgrades	Davidson County	\$6,957,707.00	Metro Nashville
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-N	HPP (TN254)	\$400,000.00	\$320,000.00	\$0.00	\$80,000.00
2014	PE-D	HPP (TN254)	\$600,000.00	\$480,000.00	\$0.00	\$120,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
Year	Phase	Funding Source	Total	Federal	State	Local
2015	ROW	HPP (TN254)	\$500,000.00	\$400,000.00	\$0.00	\$100,000.00
2016	CONSTRUCTION	HPP (TN254)	\$5,457,707.00	\$4,366,166.00	\$0.00	\$1,091,541.00
2008-14-092	I-40 / McCrory Lane Interchange - Phase 1		Interchange	Davidson County	\$8,738,290.00	Metro Nashville
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	LOCAL	\$538,290.00	\$0.00	\$0.00	\$538,290.00
2014	CONSTRUCTION	STATE (LIC)	\$8,200,000.00	\$0.00	\$4,000,000.00	\$4,200,000.00
2008-15-046	Project Administration for Grant Programs		Transit Capital	Davidson County	\$200,000.00	Nashville MTA
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	FTA 5307	\$200,000.00	\$160,000.00	\$20,000.00	\$20,000.00
2008-15-048	Support vehicles, service vehicles, misc. support equipment, misc. shop equipment, operational software		Transit Capital	Davidson County	\$1,960,000.00	Nashville MTA
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	FTA 5307	\$1,210,000.00	\$968,000.00	\$121,000.00	\$121,000.00
2015	IMPLEMENTATION	FTA 5307	\$250,000.00	\$200,000.00	\$25,000.00	\$25,000.00
2016	IMPLEMENTATION	FTA 5307	\$250,000.00	\$200,000.00	\$25,000.00	\$25,000.00
2017	IMPLEMENTATION	FTA 5307	\$250,000.00	\$200,000.00	\$25,000.00	\$25,000.00
2008-15-049	MTA - Administration Building Rehabilitation (Nestor)		Transit Capital	Davidson County	\$2,812,500.00	Nashville MTA
Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	FTA 5307	\$625,000.00	\$500,000.00	\$62,500.00	\$62,500.00
2017	IMPLEMENTATION	FTA 5307	\$2,187,500.00	\$1,750,000.00	\$218,750.00	\$218,750.00
2008-15-051	ADA Service Capitalization		Transit Capital	Multi-County	\$8,950,000.00	MPO

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	FTA 5307	\$2,237,500.00	\$1,790,000.00	\$223,750.00	\$223,750.00
2015	IMPLEMENTATION	FTA 5307	\$2,237,500.00	\$1,790,000.00	\$223,750.00	\$223,750.00
2016	IMPLEMENTATION	FTA 5307	\$2,237,500.00	\$1,790,000.00	\$223,750.00	\$223,750.00
2017	IMPLEMENTATION	FTA 5307	\$2,237,500.00	\$1,790,000.00	\$223,750.00	\$223,750.00

2008-15-052	Paratransit Buses Purchase and Replacement		Transit Capital	Davidson County	\$12,500,000.00	Nashville MTA
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	LOCAL	\$2,800,000.00	\$0.00	\$0.00	\$2,800,000.00
2015	IMPLEMENTATION	LOCAL	\$3,000,000.00	\$0.00	\$0.00	\$3,000,000.00
2016	IMPLEMENTATION	LOCAL	\$3,200,000.00	\$0.00	\$0.00	\$3,200,000.00
2017	IMPLEMENTATION	LOCAL	\$3,500,000.00	\$0.00	\$0.00	\$3,500,000.00

2008-15-054	Bus Purchase and Replacement, electric buses, zero emission buses		Transit Capital	Davidson County	\$58,800,000.00	Nashville MTA
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	LOCAL	\$10,800,000.00	\$0.00	\$0.00	\$10,800,000.00
2015	IMPLEMENTATION	LOCAL	\$15,000,000.00	\$0.00	\$0.00	\$15,000,000.00
2016	IMPLEMENTATION	LOCAL	\$16,000,000.00	\$0.00	\$0.00	\$16,000,000.00
2017	IMPLEMENTATION	LOCAL	\$17,000,000.00	\$0.00	\$0.00	\$17,000,000.00

2008-17-021	Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL) & Intelligent Transportation System (ITS)		Transit Capital	Davidson County	\$5,000,000.00	Nashville MTA
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	FTA 5307	\$3,000,000.00	\$2,400,000.00	\$300,000.00	\$300,000.00
2015	IMPLEMENTATION	FTA 5307	\$2,000,000.00	\$1,600,000.00	\$200,000.00	\$200,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2008-17-031	Countywide Wayfinding and Traffic Guidance Program		Signage/Wayfinding	Davidson County	\$2,000,000.00	Metro Nashville

Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-STP	\$1,500,000.00	\$1,200,000.00	\$0.00	\$300,000.00

2008-17-056	Advanced Traveler Information System - Phase 2		ITS	Davidson County	\$3,468,738.00	Metro Nashville
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	HPP	\$554,000.00	\$443,400.00	\$0.00	\$110,600.00
2014	IMPLEMENTATION	HPP	\$2,258,800.00	\$1,807,040.00	\$0.00	\$451,760.00

2008-17-057	Automatic Travelers Information System (ATIS), Intelligent Transportation Systems (ITS) Communication & Closed Circuit Television (CCTV)		ITS	Davidson County	\$2,363,841.00	Metro Nashville
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	ITS	\$472,767.00	\$378,214.00	\$0.00	\$94,553.00
2014	CONSTRUCTION	ITS	\$1,891,074.00	\$1,512,859.00	\$0.00	\$378,215.00

2008-45-089	5307 Urban Operating for Rover Public Transit - Fixed Route Service		Transit Operations	Rutherford County	\$4,040,000.00	Murfreesboro Public Transit
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	OPERATIONS	FTA 5307-M	\$760,000.00	\$380,000.00	\$190,000.00	\$190,000.00
2015	OPERATIONS	FTA 5307-M	\$1,220,000.00	\$610,000.00	\$305,000.00	\$305,000.00
2016	OPERATIONS	FTA 5307-M	\$1,040,000.00	\$520,000.00	\$260,000.00	\$260,000.00
2017	OPERATIONS	FTA 5307-M	\$1,020,000.00	\$510,000.00	\$255,000.00	\$255,000.00

2008-45-090	5307 Urban Capital for Rover Public Transit - Equipment		Transit Capital	Rutherford County	\$100,000.00	Murfreesboro Public Transit
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CAPITALIZATION	FTA 5307-M	\$25,000.00	\$20,000.00	\$2,500.00	\$2,500.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
Year	Phase	Funding Source	Total	Federal	State	Local
2015	CAPITALIZATION	FTA 5307-M	\$25,000.00	\$20,000.00	\$2,500.00	\$2,500.00
2016	CAPITALIZATION	FTA 5307-M	\$25,000.00	\$20,000.00	\$2,500.00	\$2,500.00
2017	CAPITALIZATION	FTA 5307-M	\$25,000.00	\$20,000.00	\$2,500.00	\$2,500.00

2008-51-032	East-West Corridor (Albert Gallatin Avenue (SR-174) / Hatten Track Road Extension)		New Road	Sumner County	\$29,315,000.00	Gallatin
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	U-STP	\$240,000.00	\$192,000.00	\$0.00	\$48,000.00
2014	ROW	U-STP	\$3,500,000.00	\$2,800,000.00	\$0.00	\$700,000.00
2015	CONSTRUCTION	U-RSV	\$11,625,000.00	\$9,300,000.00	\$0.00	\$2,325,000.00
2015	PE-D	U-STP	\$2,325,000.00	\$1,860,000.00	\$0.00	\$465,000.00
2016	CONSTRUCTION	U-RSV	\$11,625,000.00	\$9,300,000.00	\$0.00	\$2,325,000.00

2008-54-033	Gallatin Various Intersection Improvements		Intersection	Sumner County	\$467,000.00	Gallatin
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	ROW	STATE (SAFETY H-STP)	\$30,000.00	\$30,000.00	\$0.00	\$0.00
2014	CONSTRUCTION	STATE (SAFETY H-STP)	\$208,250.00	\$166,600.00	\$41,650.00	\$0.00
2014	CONSTRUCTION	U-STP	\$228,750.00	\$183,000.00	\$45,750.00	\$0.00

2008-56-082	Lower Station Camp Creek Road Streetscape and Pavement Project (Greenway) Phase 1		Greenway	Sumner County	\$944,250.00	Sumner County
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-RSV	\$803,400.00	\$642,720.00	\$0.00	\$160,680.00
2014	PE-D	U-STP	\$17,000.00	\$13,600.00	\$0.00	\$3,400.00
2014	ROW	U-STP	\$54,000.00	\$43,200.00	\$0.00	\$10,800.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2008-56-082-B	Lower Station Camp Creek Road Streetscape and Pavement Project (Greenway) Phase 3		Greenway	Sumner County	\$701,000.00	Sumner County

Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-STP	\$155,753.00	\$124,602.00	\$0.00	\$31,151.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2008-64-037	SR-106 (Hillsboro Rd) and SR-46 Re-alignment/ Signalization.		Intersection	Williamson County	\$1,235,000.00	Williamson County

Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-N	U-STP	\$45,000.00	\$36,000.00	\$0.00	\$9,000.00
2014	PE-D	U-STP	\$105,000.00	\$84,000.00	\$0.00	\$21,000.00
2014	ROW	U-STP	\$35,000.00	\$28,000.00	\$0.00	\$7,000.00
2015	CONSTRUCTION	U-RSV	\$1,050,000.00	\$840,000.00	\$0.00	\$210,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2008-71-038	Beckwith Road/Eastern Connector		New Road	Wilson County	\$25,450,000.00	Mt. Juliet

Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-STP	\$3,750,000.00	\$3,000,000.00	\$0.00	\$750,000.00
2015	CONSTRUCTION	U-STP	\$15,000,000.00	\$12,000,000.00	\$0.00	\$3,000,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2008-76-024	Town Center Trail - Phase 2		Greenway	Wilson County	\$1,473,615.00	Mt. Juliet

Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	CMAQ	\$70,939.00	\$56,751.00	\$0.00	\$14,188.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2008-84-013	Highway Safety Improvement Program (HSIP) Grouping		Safety	Multi-County	\$8,000,000.00	TDOT

Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	HSIP	\$2,000,000.00	\$1,800,000.00	\$200,000.00	\$0.00
2015	CONSTRUCTION	HSIP	\$2,000,000.00	\$1,800,000.00	\$200,000.00	\$0.00
2016	CONSTRUCTION	HSIP	\$2,000,000.00	\$1,800,000.00	\$200,000.00	\$0.00
2017	CONSTRUCTION	HSIP	\$2,000,000.00	\$1,800,000.00	\$200,000.00	\$0.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2008-85-036	Regional Ridesharing & TDM Strategies - Program Administration		Transit Capital	Multi-County	\$3,783,700.00	MPO

Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	CMAQ	\$1,562,500.00	\$1,250,000.00	\$0.00	\$312,500.00
2014	IMPLEMENTATION	CMAQ	\$150,000.00	\$150,000.00	\$0.00	\$0.00

2008-85-091	Commuter Rail Capitalization and Preventative Maintenance		Transit Capital	Multi-County	\$10,912,500.00	RTA
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	FTA 5307	\$1,712,500.00	\$1,370,000.00	\$171,250.00	\$171,250.00
2014	IMPLEMENTATION	U-STP (Flexed to FTA)	\$625,000.00	\$500,000.00	\$0.00	\$125,000.00
2014	IMPLEMENTATION	U-STP	\$625,000.00	\$500,000.00	\$0.00	\$125,000.00
2015	IMPLEMENTATION	FTA 5307	\$2,025,000.00	\$1,620,000.00	\$202,500.00	\$202,500.00
2015	IMPLEMENTATION	U-STP	\$625,000.00	\$500,000.00	\$0.00	\$125,000.00
2016	IMPLEMENTATION	FTA 5307	\$2,650,000.00	\$2,120,000.00	\$265,000.00	\$265,000.00
2017	IMPLEMENTATION	FTA 5307	\$2,650,000.00	\$2,120,000.00	\$265,000.00	\$265,000.00

2009-16-029	Cumberland River Greenway System - TSU Connector Portion		Greenway	Davidson County	\$500,000.00	Metro Nashville
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-STP	\$450,000.00	\$360,000.00	\$0.00	\$90,000.00

2009-19-004	Pilot School Bus Diesel Retrofit - Metro Nashville Public Schools (MNPS)		Air Quality	Davidson County	\$250,000.00	TDOT
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	CMAQ (S)	\$250,000.00	\$200,000.00	\$50,000.00	\$0.00

2009-56-027	Town Creek Greenway		Greenway	Sumner County	\$5,370,766.00	Gallatin
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Year	Phase	Funding Source	Total	Federal	State	Local
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ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	CMAQ	\$240,000.00	\$192,000.00	\$0.00	\$48,000.00
2014	ROW	CMAQ	\$457,000.00	\$365,600.00	\$0.00	\$91,400.00
2014	CONSTRUCTION	CMAQ	\$1,178,000.00	\$942,400.00	\$0.00	\$235,600.00
2014	PE, ROW, CONSTRUCTION	HPP (TN120)	\$545,233.00	\$436,186.00	\$0.00	\$109,047.00
2014	CONSTRUCTION	U-RSV	\$33,750.00	\$27,000.00	\$0.00	\$6,750.00
2009-67-026	Franklin ITS Infrastructure		ITS	Williamson County	\$7,225,000.00	Franklin
Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-RSV	\$1,000,000.00	\$800,000.00	\$0.00	\$200,000.00
2014	PE-D	U-STP	\$300,000.00	\$240,000.00	\$0.00	\$60,000.00
2015	CONSTRUCTION	U-RSV	\$1,000,000.00	\$800,000.00	\$0.00	\$200,000.00
2009-69-005	Pilot School Bus Retrofit - Franklin Special School District (FSSD)		Air Quality	Williamson County	\$212,002.00	TDOT
Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	CMAQ (S)	\$212,002.00	\$169,602.00	\$42,400.00	\$0.00
2009-69-006	Pilot School Bus Diesel Retrofit - Williamson County Schools (WCS)		Air Quality	Williamson County	\$249,000.00	TDOT
Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	CMAQ (S)	\$249,000.00	\$199,200.00	\$49,800.00	\$0.00
2009-72-035	SR-109 Reconstruction & Widening		Road Widening	Wilson County	\$39,700,000.00	TDOT
Year	Phase	Funding Source	Total	Federal	State	Local
2014	ROW	NHPP	\$3,600,000.00	\$2,880,000.00	\$720,000.00	\$0.00
2009-72-036	SR-109 Reconstruction & Widening		Road Widening	Wilson County	\$36,500,000.00	TDOT

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2014	ROW	NHPP			\$3,400,000.00	\$2,720,000.00 \$680,000.00 \$0.00
2009-84-033	I-40 Ramp Improvements		Safety	Davidson County	\$4,525,000.00	TDOT
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	NHPP	\$150,000.00	\$135,000.00	\$15,000.00	\$0.00
2014	ROW	NHPP	\$525,000.00	\$472,500.00	\$52,500.00	\$0.00
2014	CONSTRUCTION	NHPP	\$3,000,000.00	\$2,700,000.00	\$300,000.00	\$0.00
2009-85-012	Express Bus Service from Williamson County		Transit Operations	Multi-County	\$1,100,000.00	RTA
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	CMAQ	\$300,000.00	\$240,000.00	\$0.00	\$60,000.00
2009-85-018	SE Corridor Express Bus Service Expansion		Transit Operations	Multi-County	\$4,097,840.00	RTA
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	CMAQ	\$900,000.00	\$720,000.00	\$90,000.00	\$90,000.00
2010-79-005	City of Lebanon 3R Improvement Program (Grouping)		Resurfacing	Wilson County	\$388,853.00	Lebanon
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE, ROW, CONSTRUCTION	L-STP	\$388,853.00	\$311,082.00	\$0.00	\$77,771.00
2011-110-141	Main Street (US41)/Long Hollow Pike (SR174)/Rivergate Pkwy		Road Upgrades	Davidson County	\$11,691,250.00	Goodlettsville
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-N	LOCAL	\$50,000.00	\$0.00	\$0.00	\$50,000.00
2014	PE-D	U-STP	\$1,875,000.00	\$1,500,000.00	\$0.00	\$375,000.00
2015	CONSTRUCTION	U-RSV	\$4,156,250.00	\$3,325,000.00	\$0.00	\$831,250.00
2015	ROW, UTILITIES	U-STP	\$1,860,000.00	\$1,488,000.00	\$0.00	\$372,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
Year	Phase	Funding Source	Total	Federal	State	Local
2016	CONSTRUCTION	U-RSV	\$3,750,000.00	\$3,000,000.00	\$0.00	\$750,000.00
2011-14-042	Battery Lane / Harding Place at Franklin Road Improvements		Intersection	Davidson County	\$1,810,000.00	Oak Hill
Year	Phase	Funding Source	Total	Federal	State	Local
2014	ROW	U-STP	\$120,500.00	\$96,400.00	\$0.00	\$24,100.00
2014	CONSTRUCTION	U-STP	\$1,522,000.00	\$1,217,600.00	\$0.00	\$304,400.00
2011-15-133	Bus Stop Improvements and Passenger Amenities		Transit Capital	Davidson County	\$1,988,645.00	Nashville MTA
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	FTA 5307	\$1,237,500.00	\$990,000.00	\$0.00	\$247,500.00
2015	IMPLEMENTATION	FTA 5307	\$244,625.00	\$195,700.00	\$0.00	\$48,925.00
2016	IMPLEMENTATION	FTA 5307	\$249,518.00	\$199,614.00	\$0.00	\$49,904.00
2017	IMPLEMENTATION	FTA 5307	\$257,002.00	\$205,602.00	\$0.00	\$51,400.00
2011-15-135	Fare collection equipment purchase and replacement, smartphone readers		Transit Capital	Davidson County	\$1,100,000.00	Nashville MTA
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	FTA 5307	\$100,000.00	\$80,000.00	\$10,000.00	\$10,000.00
2015	IMPLEMENTATION	FTA 5307	\$1,000,000.00	\$800,000.00	\$100,000.00	\$100,000.00
2011-15-137	Local Bus Service Preventative Maintenance and Capitalization - MTA		Transit Capital	Davidson County	\$34,000,000.00	Nashville MTA
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	FTA 5307	\$8,125,000.00	\$6,500,000.00	\$812,500.00	\$812,500.00
2015	IMPLEMENTATION	FTA 5307	\$8,125,000.00	\$6,500,000.00	\$812,500.00	\$812,500.00
2016	IMPLEMENTATION	FTA 5307	\$8,750,000.00	\$7,000,000.00	\$875,000.00	\$875,000.00
2017	IMPLEMENTATION	FTA 5307	\$9,000,000.00	\$7,200,000.00	\$900,000.00	\$900,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2011-15-139	Transit Signal Prioritization		ITS	Davidson County	\$1,000,000.00	Nashville MTA

Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	CMAQ	\$500,000.00	\$400,000.00	\$0.00	\$100,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2011-15-160	Transit Asset Management		Transit Capital	Davidson County	\$1,000,000.00	Nashville MTA

Year	Phase	Funding Source	Total	Federal	State	Local
2015	IMPLEMENTATION	FTA 5307	\$1,000,000.00	\$800,000.00	\$100,000.00	\$100,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2011-16-092	Harding Place Sidewalk Enhancement		Sidewalks	Davidson County	\$12,239,661.00	Metro Nashville

Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	ENH	\$2,451,250.00	\$1,961,000.00	\$0.00	\$490,250.00
2014	CONSTRUCTION	ENH (111998.00)	\$3,551,811.00	\$2,841,449.00	\$0.00	\$710,362.00
2014	CONSTRUCTION	HSIP (111998.00)	\$168,300.00	\$134,640.00	\$0.00	\$33,660.00
2014	CONSTRUCTION	STATE (SIP)	\$168,300.00	\$134,640.00	\$33,660.00	\$0.00
2014	PE-D	U-STP	\$1,200,000.00	\$960,000.00	\$0.00	\$240,000.00
2015	ROW	U-STP	\$400,000.00	\$320,000.00	\$0.00	\$80,000.00
2016	UTILITIES	U-STP	\$800,000.00	\$640,000.00	\$0.00	\$160,000.00
2017	CONSTRUCTION	U-RSV	\$3,500,000.00	\$2,800,000.00	\$0.00	\$700,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2011-16-166	Warner Parks Trail Linkage Improvements		Greenway	Davidson County	\$1,686,429.00	Metro Nashville

Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	ENH	\$1,591,429.00	\$1,273,143.00	\$0.00	\$318,286.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2011-19-020	Conference Drive Enhancements		Streetscaping	Davidson County	\$410,000.00	Goodlettsville

Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-N	U-STP	\$25,000.00	\$20,000.00	\$0.00	\$5,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	U-STP	\$56,250.00	\$45,000.00	\$0.00	\$11,250.00
2014	ROW	U-STP	\$62,500.00	\$50,000.00	\$0.00	\$12,500.00
2015	CONSTRUCTION	U-RSV	\$266,250.00	\$213,000.00	\$0.00	\$53,250.00
2011-19-023	Vietnam Veterans Interchange High Mast Lighting		Interchange	Davidson County	\$350,000.00	Goodlettsville
Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	STP	\$350,000.00	\$175,000.00	\$0.00	\$175,000.00
2011-410-151	Brinkley Road Reconstruction		Road Upgrades	Rutherford County	\$8,500,000.00	Murfreesboro
Year	Phase	Funding Source	Total	Federal	State	Local
2014	ROW	LOCAL	\$1,200,000.00	\$0.00	\$0.00	\$1,200,000.00
2015	CONSTRUCTION	LOCAL	\$7,300,000.00	\$0.00	\$0.00	\$7,300,000.00
2011-410-152	Rucker Lane Reconstruction		Road Upgrades	Rutherford County	\$6,200,000.00	Murfreesboro
Year	Phase	Funding Source	Total	Federal	State	Local
2015	CONSTRUCTION	LOCAL	\$6,200,000.00	\$0.00	\$0.00	\$6,200,000.00
2011-41-144	Cherry Lane Extension with SR-840 Interchange		New Road	Rutherford County	\$32,028,000.00	Murfreesboro
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	M-STP	\$550,000.00	\$440,000.00	\$0.00	\$110,000.00
2015	ROW	M-STP	\$3,400,000.00	\$2,720,000.00	\$0.00	\$680,000.00
2017	CONSTRUCTION	M-RSV	\$6,250,000.00	\$5,000,000.00	\$0.00	\$1,250,000.00
2011-42-032	Jefferson Pike Widening		Road Widening	Rutherford County	\$6,000,000.00	LaVergne
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-N	M-STP	\$500,000.00	\$400,000.00	\$0.00	\$100,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	M-STP	\$384,811.00	\$307,849.00	\$0.00	\$76,962.00
2015	ROW	U-STP	\$1,000,000.00	\$800,000.00	\$0.00	\$200,000.00
2016	CONSTRUCTION	U-RSV	\$4,000,000.00	\$3,200,000.00	\$0.00	\$800,000.00
2011-42-061	Weakley Lane/ Swan Drive Intersection Improvements		Intersection	Rutherford County	\$500,000.00	Smyrna
Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	M-STP	\$500,000.00	\$400,000.00	\$0.00	\$100,000.00
2011-42-142	Thompson Lane (SR-268) Widening		Road Widening	Rutherford County	\$34,713,000.00	Murfreesboro
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	M-STP	\$500,000.00	\$400,000.00	\$0.00	\$100,000.00
2015	ROW	M-STP	\$6,000,000.00	\$4,800,000.00	\$0.00	\$1,200,000.00
2011-42-143	Bradyville Pike (SR-99) Widening		Road Widening	Rutherford County	\$7,378,400.00	Murfreesboro
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	M-STP	\$220,000.00	\$176,000.00	\$0.00	\$44,000.00
2014	ROW	M-STP	\$750,000.00	\$600,000.00	\$0.00	\$150,000.00
2014	ROW	STP	\$545,600.00	\$436,480.00	\$109,120.00	\$0.00
2011-45-114	5307 Urban capital Funding for Rover Public - Construction for Passenger Waiting/Admin/Training Facility		Transit Capital	Rutherford County	\$5,000,000.00	Murfreesboro Public Transit
Year	Phase	Funding Source	Total	Federal	State	Local
2017	CONSTRUCTION	FTA 5307-M	\$5,000,000.00	\$4,000,000.00	\$500,000.00	\$500,000.00
2011-46-056	Smyrna Greenway		Greenway	Rutherford County	\$700,000.00	Smyrna

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-N	HPP (TN100)	\$10,000.00	\$8,000.00	\$0.00	\$2,000.00
2014	PE-D	HPP (TN100)	\$90,000.00	\$72,000.00	\$0.00	\$18,000.00
2015	ROW	HPP (TN100)	\$100,000.00	\$80,000.00	\$0.00	\$20,000.00
2016	CONSTRUCTION	HPP (TN100)	\$500,000.00	\$400,000.00	\$0.00	\$100,000.00

2011-46-057	Smyrna Greenway 2		Greenway	Rutherford County	\$756,000.00	Smyrna
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-N	HPP (TN100)	\$10,000.00	\$8,000.00	\$0.00	\$2,000.00
2014	PE-D	HPP (TN100)	\$90,000.00	\$72,000.00	\$0.00	\$18,000.00
2015	ROW	HPP (TN100)	\$100,000.00	\$80,000.00	\$0.00	\$20,000.00
2016	CONSTRUCTION	HPP (TN100)	\$556,000.00	\$444,800.00	\$0.00	\$111,200.00

2011-510-017	Airport Road Relocation		Road Upgrades	Sumner County	\$4,198,527.00	Gallatin
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	HPP (TN281)	\$1,500,000.00	\$1,500,000.00	\$0.00	\$0.00
2014	PE-D	STATE (SIA)	\$202,000.00	\$0.00	\$202,000.00	\$0.00
2014	CONSTRUCTION	STATE (SIA)	\$2,496,527.00	\$0.00	\$2,496,527.00	\$0.00

2011-51-108	SR-109 Portland Bypass		New Road	Sumner County	\$46,000,000.00	TDOT
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	NHPP	\$2,000,000.00	\$1,600,000.00	\$400,000.00	\$0.00

2011-54-156	Tyree Springs (SR-258) / S Palmers Chapel Intersection Improvements		Intersection	Sumner County	\$350,000.00	White House
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	STATE (SAFETY)	\$90,000.00	\$0.00	\$90,000.00	\$0.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2011-610-165	Fairview 3R Improvement Projects Grouping		Resurfacing	Williamson County	\$114,621.00	Fairview

Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	L-STP	\$114,621.00	\$91,697.00	\$0.00	\$22,924.00

2011-62-009	Lewisburg Pike (SR-106/US-431) Widening - Phase 3		Road Widening	Williamson County	\$5,300,000.00	Franklin
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	LOCAL	\$5,300,000.00	\$0.00	\$0.00	\$5,300,000.00

2011-62-011	McEwen Drive Widening - Phase 4		Road Widening	Williamson County	\$17,500,000.00	Franklin
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	LOCAL	\$17,500,000.00	\$0.00	\$0.00	\$17,500,000.00

2011-65-016	Local Bus Service Preventative Maintenance and Capitalization - Franklin		Transit Capital	Williamson County	\$7,107,017.00	Franklin Transit Authority
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	FTA 5307	\$1,172,583.00	\$938,065.00	\$117,259.00	\$117,259.00
2015	IMPLEMENTATION	FTA 5307	\$1,542,471.00	\$1,233,977.00	\$154,247.00	\$154,247.00
2016	IMPLEMENTATION	FTA 5307	\$2,735,819.00	\$2,188,655.00	\$273,582.00	\$273,582.00
2017	IMPLEMENTATION	FTA 5307	\$1,656,144.00	\$1,324,914.00	\$165,615.00	\$165,615.00

2011-69-122	Clean Air Schools Anti-Idling Campaign and School Pooling Program		Air Quality	Multi-County	\$398,025.00	Williamson County/TMA Group
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	CMAQ	\$122,000.00	\$97,600.00	\$0.00	\$24,400.00

2011-69-124	Transportation-Related Air Quality Outreach Campaign		Air Quality	Multi-County	\$428,100.00	Williamson County/TMA Group
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Year	Phase	Funding Source	Total	Federal	State	Local
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ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency		
2014	IMPLEMENTATION	CMAQ			\$134,800.00	\$107,840.00	\$0.00	\$26,960.00
2011-72-164	I-40 Widening & HOV		Road Widening	Wilson County	\$40,000,000.00		TDOT	
2014	PE-D	NHPP			\$250,000.00	\$200,000.00	\$50,000.00	\$0.00
2011-76-035	Cedar City Trail - Phase 5 (Bartons Creek South)		Greenway	Wilson County	\$1,576,437.00		Lebanon	
2014	PE-N	CMAQ			\$11,000.00	\$8,800.00	\$0.00	\$2,200.00
2014	PE-D	CMAQ			\$99,000.00	\$79,200.00	\$0.00	\$19,800.00
2014	ROW	CMAQ			\$25,000.00	\$20,000.00	\$0.00	\$5,000.00
2014	CONSTRUCTION	CMAQ			\$24,500.00	\$19,600.00	\$0.00	\$4,900.00
2014	CONSTRUCTION	ENH			\$1,278,937.00	\$1,023,150.00	\$0.00	\$255,787.00
2011-85-125	Expansion of Regional Bus Services		Transit Operations	Multi-County	\$1,100,000.00		RTA	
2014	IMPLEMENTATION	CMAQ			\$250,000.00	\$200,000.00	\$0.00	\$50,000.00
2011-85-147	Job Access and Reverse Commute Program (Grouping)		Transit Operations	Multi-County	\$4,291,368.00		MPO	
2014	IMPLEMENTATION	FTA 5307			\$1,000,000.00	\$800,000.00	\$100,000.00	\$100,000.00
2014	IMPLEMENTATION	FTA 5316 (JARC)			\$41,368.00	\$33,094.00	\$4,137.00	\$4,137.00
2015	IMPLEMENTATION	FTA 5307			\$1,000,000.00	\$800,000.00	\$100,000.00	\$100,000.00
2016	IMPLEMENTATION	FTA 5307			\$1,000,000.00	\$800,000.00	\$100,000.00	\$100,000.00
2017	IMPLEMENTATION	FTA 5307			\$1,000,000.00	\$800,000.00	\$100,000.00	\$100,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2011-85-154	Regional Vanpool Start-Up Program (New Vehicles & Seat Guarantee)		Transit Capital	Multi-County	\$1,999,500.00	MPO

Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	CMAQ	\$1,333,000.00	\$1,333,000.00	\$0.00	\$0.00

2011-85-5555	Regional Transit Projects with U-STP		Transit Capital	Multi-County	\$6,250.00	MPO
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	U-STP	\$6,250.00	\$5,000.00	\$0.00	\$1,250.00

2011-86-6666	Regional Non-Motorized Projects with U-STP		Multi-Modal Upgrades	Multi-County	\$84,259.00	MPO
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	U-STP	\$84,259.00	\$67,407.00	\$0.00	\$16,852.00

2011-89-9999	Regional ITS & System Management Projects with U-STP		ITS	Multi-County	\$38,750.00	MPO
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	U-STP	\$38,750.00	\$31,000.00	\$0.00	\$7,750.00

2012-15-179	Express Bus Service to Madison		Transit Operations	Davidson County	\$1,312,500.00	Nashville MTA
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	CMAQ	\$437,500.00	\$350,000.00	\$43,750.00	\$43,750.00

2012-15-184	AMP Bus Rapid Transit		Transit Capital	Davidson County	\$174,000,000.00	Nashville MTA
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	LOCAL	\$8,000,000.00	\$0.00	\$0.00	\$8,000,000.00
2014	CONSTRUCTION	U-RSV	\$2,500,000.00	\$2,000,000.00	\$0.00	\$500,000.00
2015	CONSTRUCTION	U-RSV	\$2,500,000.00	\$2,000,000.00	\$0.00	\$500,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2012-15-196	Ticket Vending Machines and Smartcard Programming		Transit Capital	Davidson County	\$490,000.00	Nashville MTA

Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	U-STP (Flexed to FTA)	\$490,000.00	\$392,000.00	\$0.00	\$98,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2012-15-197	Real time Arrival Mobile App Development		Transit Capital	Davidson County	\$70,000.00	Nashville MTA

Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	U-STP (Flexed to FTA)	\$70,000.00	\$56,000.00	\$0.00	\$14,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2012-16-185	Music City Moves		Education & Outreach	Davidson County	\$600,000.00	Nashville MTA

Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	U-STP (Flexed to FTA)	\$600,000.00	\$480,000.00	\$0.00	\$120,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2012-26-188	Spring Station Drive Multi-use Trail		Greenway	Williamson County	\$70,197.00	Spring Hill

Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D, ROW, CONSTRUCTION	U-STP	\$65,198.00	\$52,158.00	\$0.00	\$13,040.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2012-44-172	Sam Ridley Pkwy & Stonecrest Pkwy Intersection Improvements		Intersection	Rutherford County	\$400,000.00	Smyrna

Year	Phase	Funding Source	Total	Federal	State	Local
2014	ROW	M-STP	\$100,000.00	\$80,000.00	\$0.00	\$20,000.00
2015	CONSTRUCTION	M-STP	\$250,000.00	\$200,000.00	\$0.00	\$50,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2012-44-201	SR-1 and SR-96 Intersection Grade Separation		Intersection	Rutherford County	\$16,500,000.00	TDOT

Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	NHPP	\$16,500,000.00	\$13,200,000.00	\$3,300,000.00	\$0.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2012-47-173	Smyrna Signal System		ITS	Rutherford County	\$900,000.00	Smyrna

Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	M-STP	\$100,000.00	\$80,000.00	\$0.00	\$20,000.00
2015	CONSTRUCTION	M-RSV	\$800,000.00	\$640,000.00	\$0.00	\$160,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2012-51-170	Greenlea Boulevard Extension		New Road	Sumner County	\$4,182,000.00	Gallatin

Year	Phase	Funding Source	Total	Federal	State	Local
2014	ROW	LOCAL	\$1,051,000.00	\$0.00	\$0.00	\$1,051,000.00
2014	UTILITIES	LOCAL	\$270,000.00	\$0.00	\$0.00	\$270,000.00
2014	PE-D	STATE (LIC)	\$331,000.00	\$0.00	\$165,500.00	\$165,500.00
2014	CONSTRUCTION	STATE (LIC)	\$2,530,000.00	\$0.00	\$1,315,000.00	\$1,215,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2012-55-199	Greensboro North Park-n-Ride in Gallatin		Transit Capital	Sumner County	\$695,500.00	RTA

Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-N	U-STP (Flexed to FTA)	\$50,000.00	\$40,000.00	\$0.00	\$10,000.00
2014	ROW	U-STP (Flexed to FTA)	\$140,000.00	\$112,000.00	\$0.00	\$28,000.00
2014	CONSTRUCTION	U-STP (Flexed to FTA)	\$505,500.00	\$404,400.00	\$0.00	\$101,100.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2012-56-171	Sanders Ferry/ Drakes Creek Bike Trail		Greenway	Sumner County	\$1,488,000.00	Hendersonville

Year	Phase	Funding Source	Total	Federal	State	Local
2014	ROW	CMAQ	\$50,000.00	\$40,000.00	\$0.00	\$10,000.00
2014	CONSTRUCTION	CMAQ	\$1,288,000.00	\$1,030,400.00	\$0.00	\$257,600.00
2014	PE-D	CMAQ	\$30,000.00	\$24,000.00	\$0.00	\$6,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2012-56-183	Downtown Gallatin Streetscape - Phase 3		Streetscaping	Sumner County	\$377,000.00	Gallatin

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-STP	\$125,000.00	\$100,000.00	\$0.00	\$25,000.00
2012-56-190	Smyrna Greenway Phase 1		Greenway	Rutherford County	\$272,000.00	Smyrna
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	HPP (TN100)	\$22,000.00	\$17,600.00	\$0.00	\$4,400.00
2014	CONSTRUCTION	HPP (TN100)	\$250,000.00	\$200,000.00	\$0.00	\$50,000.00
2012-56-195	Highway 31W/ SR-41 Bike/Pedestrian Project		Multi-Modal Upgrades	Sumner County	\$450,000.00	White House
Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-STP	\$370,000.00	\$296,000.00	\$0.00	\$74,000.00
2014	CONSTRUCTION	U-STP (Deobligated from NEPA)	\$16,900.00	\$13,520.00	\$0.00	\$3,380.00
2012-59-191	Civil War Historic Preservation		Historic Preservation	Sumner County	\$121,485.00	Sumner County
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE, ROW, CONSTRUCTION	HPP (TN169)	\$121,485.00	\$97,188.00	\$0.00	\$24,297.00
2012-62-167	Lewisburg Pike (SR-248) Widening		Road Widening	Williamson County	\$1,650,000.00	TDOT
Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	STP	\$1,500,000.00	\$1,200,000.00	\$300,000.00	\$0.00
2012-66-177	Tanyard Springs Connection Trail/Bridge		Greenway	Williamson County	\$87,108.00	Spring Hill
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D, CONSTRUCTION	ENH	\$87,108.00	\$69,686.00	\$0.00	\$17,422.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2012-66-182	Fairview Multimodal Connector - Phase 1		Sidewalks	Williamson County	\$222,544.00	Fairview
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D, ROW, CONSTRUCTION, PE-N	U-STP	\$219,044.00	\$175,235.00	\$0.00	\$43,809.00
2012-66-187	Small Town Connections		Greenway	Williamson County	\$620,000.00	Nolensville
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D, ROW, CONSTRUCTION	U-STP	\$586,250.00	\$469,000.00	\$0.00	\$117,250.00
2012-66-189	Thompson's Station Greenway - Phase 1		Greenway	Williamson County	\$747,922.00	Thompsons Station
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D, ROW, CONSTRUCTION	ENH	\$747,922.00	\$598,338.00	\$149,584.00	\$0.00
2012-85-178	Communicating Dynamic Alternative Transportation Options at Employer Worksites		Education & Outreach	Multi-County	\$320,000.00	Williamson County/TMA Group
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	CMAQ	\$221,000.00	\$176,800.00	\$0.00	\$44,200.00
2014	IMPLEMENTATION	CMAQ	\$96,000.00	\$76,800.00	\$0.00	\$19,200.00
2012-85-180	NE Corridor Regional Express Bus Service		Transit Operations	Multi-County	\$900,000.00	RTA
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	CMAQ	\$300,000.00	\$240,000.00	\$30,000.00	\$30,000.00
2012-87-192	I-24E Smartway Expansion		ITS	Multi-County	\$9,000,000.00	TDOT
Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	NHPP	\$9,000,000.00	\$8,100,000.00	\$900,000.00	\$0.00
2012-87-193	I-65 ITS		ITS	Multi-County	\$2,200,000.00	TDOT

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	NHPP	\$50,000.00	\$45,000.00	\$5,000.00	\$0.00
2014	ROW	NHPP	\$100,000.00	\$90,000.00	\$10,000.00	\$0.00
2014	CONSTRUCTION	NHPP	\$2,000,000.00	\$1,800,000.00	\$200,000.00	\$0.00
2013-67-219	North Berry's Chapel Rd Intersection with Lynnwood Way Connector		ITS	Williamson County	\$25,000.00	Williamson County
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	U-STP	\$25,000.00	\$20,000.00	\$0.00	\$5,000.00
2013-77-218	SR-171 (Mt. Juliet Road) Traffic Adaptive Signal Control System Corridor Optimization Project		ITS	Wilson County	\$653,000.00	Mt. Juliet
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	LOCAL	\$68,000.00	\$0.00	\$0.00	\$68,000.00
2014	CONSTRUCTION	U-RSV	\$585,000.00	\$468,000.00	\$0.00	\$117,000.00
2013-87-217	Regional Traffic Management Study and Signal Optimization Plan		ITS	Multi-County	\$382,500.00	Brentwood
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-N	U-STP	\$56,250.00	\$45,000.00	\$0.00	\$11,250.00
2014	PE-D	U-STP	\$218,750.00	\$175,000.00	\$0.00	\$43,750.00
2014	ROW, UTILITIES	U-STP	\$107,500.00	\$86,000.00	\$0.00	\$21,500.00
2013-89-204	Northwest Corridor Transit Study		Planning	Multi-County	\$500,000.00	RTA
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PLANNING	FTA 5307	\$500,000.00	\$400,000.00	\$50,000.00	\$50,000.00
2014-110-044	Donelson Pike (SR-255) Relocation		Reconfiguration	Davidson County	\$45,000,000.00	TDOT
Year	Phase	Funding Source	Total	Federal	State	Local

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-N	NHPP	\$3,000,000.00	\$2,700,000.00	\$300,000.00	\$0.00
2014	PE-D	NHPP	\$2,000,000.00	\$1,800,000.00	\$200,000.00	\$0.00
2014-111-026	Complete Streets Implementation on BRT Lite Corridors - Gallatin Pike		Multi-Modal Upgrades	Davidson County	\$5,383,360.00	Metro Nashville
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D, ROW	U-STP	\$1,730,560.00	\$800,000.00	\$0.00	\$930,560.00
2015	CONSTRUCTION	U-STP	\$3,652,800.00	\$2,922,240.00	\$0.00	\$730,560.00
2014-111-027	Complete Streets Implementation on BRT Lite Corridors - Murfreesboro Pike		Multi-Modal Upgrades	Davidson County	\$3,904,000.00	Metro Nashville
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	U-STP	\$1,000,000.00	\$800,000.00	\$0.00	\$200,000.00
2014	PE, ROW, CONSTRUCTION	U-STP	\$2,904,000.00	\$2,323,200.00	\$0.00	\$580,800.00
2014-111-051	Dickerson Pike (US-41/31W)/ CSX Underpass Reconstruction		Reconstruction	Davidson County	\$1,250,000.00	Goodlettsville
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-N	U-STP	\$300,000.00	\$240,000.00	\$0.00	\$60,000.00
2014	PE-D	U-STP	\$200,000.00	\$160,000.00	\$0.00	\$40,000.00
2015	CONSTRUCTION	U-RSV	\$750,000.00	\$600,000.00	\$0.00	\$150,000.00
2014-112-037	Entrance to Oak Hill/Berry Hill Landscaping and Beautification		Streetscaping	Davidson County	\$180,000.00	Oak Hill
Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION, PE-N	STATE (Roadscape)	\$180,000.00	\$144,000.00	\$0.00	\$36,000.00
2014-15-004	MTA Vehicle Charging Stations		Transit Capital	Davidson County	\$375,000.00	Nashville MTA

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	FTA 5307	\$30,000.00	\$24,000.00	\$3,000.00	\$3,000.00
2014-15-005	Expansion of BRT-Lite		Transit Capital	Davidson County	\$1,500,000.00	Nashville MTA
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	FTA 5307	\$250,000.00	\$200,000.00	\$25,000.00	\$25,000.00
2017	IMPLEMENTATION	FTA 5307	\$1,250,000.00	\$1,000,000.00	\$125,000.00	\$125,000.00
2014-15-006	WiFi on MTA Buses		Transit Capital	Davidson County	\$250,000.00	Nashville MTA
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	FTA 5307	\$250,000.00	\$200,000.00	\$25,000.00	\$25,000.00
2014-15-007	MTA New Operating Garage		Transit Capital	Davidson County	\$40,250,000.00	Nashville MTA
Year	Phase	Funding Source	Total	Federal	State	Local
2015	PE	FTA 5307	\$250,000.00	\$200,000.00	\$25,000.00	\$25,000.00
2014-15-008	MTA New Emergency Operations Center/ Myatt Improvements		Transit Capital	Davidson County	\$2,500,000.00	Nashville MTA
Year	Phase	Funding Source	Total	Federal	State	Local
2017	CONSTRUCTION	FTA 5307	\$2,500,000.00	\$2,000,000.00	\$250,000.00	\$250,000.00
2014-15-009	Reseal Music City Central 4th and 5th ave. Horseshoes		Transit Capital	Davidson County	\$500,000.00	Nashville MTA
Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	FTA 5307	\$500,000.00	\$400,000.00	\$50,000.00	\$50,000.00
2014-15-010	MTA New Software and software upgrades		Transit Capital	Davidson County	\$1,395,000.00	Nashville MTA
Year	Phase	Funding Source	Total	Federal	State	Local

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	FTA 5307	\$945,000.00	\$756,000.00	\$94,500.00	\$94,500.00
2015	IMPLEMENTATION	FTA 5307	\$100,000.00	\$80,000.00	\$10,000.00	\$10,000.00
2016	IMPLEMENTATION	FTA 5307	\$100,000.00	\$80,000.00	\$10,000.00	\$10,000.00
2017	IMPLEMENTATION	FTA 5307	\$100,000.00	\$80,000.00	\$10,000.00	\$10,000.00

2014-15-011	MTA Website Design		Transit Capital	Davidson County	\$200,000.00	Nashville MTA
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	FTA 5307	\$200,000.00	\$160,000.00	\$20,000.00	\$20,000.00

2014-15-043	Transit Signal Priority and Upgraded Passenger Amenities		Transit Capital	Davidson County	\$12,500,000.00	Nashville MTA
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	TIGER	\$12,500,000.00	\$10,000,000.00	\$1,250,000.00	\$1,250,000.00

2014-16-002	Lebanon Pike Sidewalk Improvements		Sidewalks	Davidson County	\$3,800,000.00	Metro Nashville
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE	U-STP	\$700,000.00	\$560,000.00	\$0.00	\$140,000.00
2015	ROW	U-STP	\$600,000.00	\$480,000.00	\$0.00	\$120,000.00
2015	UTILITIES	U-STP	\$700,000.00	\$560,000.00	\$0.00	\$140,000.00
2016	CONSTRUCTION	U-RSV	\$1,800,000.00	\$1,440,000.00	\$0.00	\$360,000.00

2014-16-003	Dickerson Pike Sidewalk Improvements		Sidewalks	Davidson County	\$6,150,000.00	Metro Nashville
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE	U-STP	\$1,200,000.00	\$960,000.00	\$0.00	\$240,000.00
2015	ROW	U-STP	\$650,000.00	\$520,000.00	\$0.00	\$130,000.00
2015	UTILITIES	U-STP	\$900,000.00	\$720,000.00	\$0.00	\$180,000.00
2016	CONSTRUCTION	U-RSV	\$3,400,000.00	\$2,720,000.00	\$0.00	\$680,000.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2014-16-034	Tom Joy Elementary School		Sidewalks	Davidson County	\$222,775.00	Metro Nashville

Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	SRTS	\$222,775.00	\$222,775.00	\$0.00	\$0.00

2014-18-045	I-65/ I-40 Bridge Rehabilitation		Bridge	Davidson County	\$55,000,000.00	TDOT
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-N	NHPP	\$3,500,000.00	\$3,150,000.00	\$350,000.00	\$0.00
2014	PE-D	NHPP	\$2,000,000.00	\$1,800,000.00	\$200,000.00	\$0.00

2014-310-041	Springfield 3R Improvements Program (Grouping)		Resurfacing	Robertson County	\$244,091.00	Springfield
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE, ROW, CONSTRUCTION	L-STP	\$244,091.00	\$195,273.00	\$0.00	\$48,818.00

2014-312-038	SR-11/Memorial Blvd Streetscape Enhancement - Phase I		Streetscaping	Robertson County	\$109,250.00	Springfield
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION, PE-N	STATE (Roadscape)	\$109,250.00	\$87,400.00	\$0.00	\$21,850.00

2014-32-039	SR-65/US-431 Widening		Road Widening	Robertson County	\$15,800,000.00	TDOT
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Year	Phase	Funding Source	Total	Federal	State	Local
2015	CONSTRUCTION	NHPP	\$13,800,000.00	\$11,040,000.00	\$0.00	\$2,760,000.00

2014-36-042	Springfield Greenway		Greenway	Robertson County	\$2,863,090.00	Springfield
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	ENH	\$175,049.00	\$140,039.00	\$0.00	\$35,010.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2014-45-019	5307 Urban capital Funding for Rover Public - Capital for Preventive Maintenance Activities		Transit Capital	Rutherford County	\$425,000.00	Murfreesboro Public Transit

Year	Phase	Funding Source	Total	Federal	State	Local
2014	CAPITALIZATION	FTA 5307-M	\$100,000.00	\$80,000.00	\$10,000.00	\$10,000.00
2015	CAPITALIZATION	FTA 5307-M	\$100,000.00	\$80,000.00	\$10,000.00	\$10,000.00
2016	CAPITALIZATION	FTA 5307-M	\$100,000.00	\$80,000.00	\$10,000.00	\$10,000.00
2017	CAPITALIZATION	FTA 5307-M	\$125,000.00	\$100,000.00	\$12,500.00	\$12,500.00

2014-45-020	5307 Urban Capital for Rover Public Transit- Additional PE for New Transit Facility		Transit Capital	Rutherford County	\$100,000.00	Murfreesboro Public Transit
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE	FTA 5307-M	\$100,000.00	\$80,000.00	\$10,000.00	\$10,000.00

2014-45-029	Bus & Bus Facilities (Grouping) - Murfreesboro UZA		Transit Capital	Rutherford County	\$146,234.00	MPO
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	FTA 5339	\$35,907.00	\$28,725.00	\$3,591.00	\$3,591.00
2015	IMPLEMENTATION	FTA 5339	\$36,338.00	\$29,070.00	\$3,634.00	\$3,634.00
2016	IMPLEMENTATION	FTA 5339	\$36,773.00	\$29,419.00	\$3,677.00	\$3,677.00
2017	IMPLEMENTATION	FTA 5339	\$37,216.00	\$29,772.00	\$3,722.00	\$3,722.00

2014-510-040	Portland 3R Improvements Program (Grouping)		Resurfacing	Sumner County	\$170,448.00	Portland
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE, ROW, CONSTRUCTION	L-STP	\$170,448.00	\$136,358.00	\$0.00	\$34,090.00

2014-511-032	Walton Ferry Elementary and Hawkins Middle Schools		Multi-Modal Upgrades	Sumner County	\$177,475.00	Hendersonville
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE, ROW, CONSTRUCTION	SRTS	\$177,475.00	\$177,475.00	\$0.00	\$0.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2014-54-052	SR-258 at Drakes Creek Rd and SR-258 at Stop 30 Rd Intersection Improvements		Intersection	Sumner County	\$500,000.00	Sumner County

Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-RSV	\$375,000.00	\$300,000.00	\$0.00	\$75,000.00
2014	PE-N	U-STP	\$75,000.00	\$60,000.00	\$0.00	\$15,000.00
2014	PE-D	U-STP	\$50,000.00	\$40,000.00	\$0.00	\$10,000.00

2014-611-031	Hunters Bend Elementary School		Multi-Modal Upgrades	Williamson County	\$203,184.00	Franklin
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION, PE-N	SRTS	\$203,184.00	\$203,184.00	\$0.00	\$0.00

2014-612-035	Fairview Boulevard West		Streetscaping	Williamson County	\$91,266.00	Fairview
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION, PE-N	STATE (Roadscape)	\$91,226.00	\$72,981.00	\$1,000.00	\$17,245.00

2014-62-001	Columbia Avenue (SR-6/ US-31) South Widening		Road Widening	Williamson County	\$21,000,000.00	Franklin
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-N	U-STP	\$1,000,000.00	\$800,000.00	\$0.00	\$200,000.00
2014	PE-D	U-STP	\$1,000,000.00	\$800,000.00	\$0.00	\$200,000.00
2015	ROW	U-STP	\$4,000,000.00	\$3,200,000.00	\$0.00	\$800,000.00
2017	CONSTRUCTION	U-RSV	\$15,000,000.00	\$12,000,000.00	\$0.00	\$3,000,000.00

2014-66-030	Fairview Middle School Sidewalk		Sidewalks	Williamson County	\$144,939.00	Fairview
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE, ROW, CONSTRUCTION	SRTS	\$144,939.00	\$144,939.00	\$0.00	\$0.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2014-712-036	Lebanon Public Square Gateway		Streetscaping	Wilson County	\$37,881.00	Lebanon

Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION, PE-N	STATE (Roadscape)	\$37,881.00	\$30,305.00	\$0.00	\$7,576.00

2014-75-021	Hamilton Springs Station Construction		Transit Capital	Wilson County	\$2,000,000.00	RTA
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D, PE-N	U-STP	\$160,000.00	\$128,000.00	\$0.00	\$32,000.00
2015	CONSTRUCTION	U-RSV	\$1,840,000.00	\$1,472,000.00	\$0.00	\$368,000.00

2014-76-017	Town Center Trail - Phase 3		Greenway	Wilson County	\$2,693,750.00	Mt. Juliet
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE	LOCAL	\$75,000.00	\$0.00	\$0.00	\$75,000.00
2014	CONSTRUCTION	U-RSV	\$824,880.00	\$659,904.00	\$0.00	\$164,976.00

2014-76-033	Walter J. Baird Middle School - Phase II		Sidewalks	Wilson County	\$215,330.00	Lebanon
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE, ROW, CONSTRUCTION	SRTS	\$215,330.00	\$215,330.00	\$0.00	\$0.00

2014-77-016	Stewarts Ferry Pike/State Route 840 Interchange lighting and signage project		Signage/Wayfinding	Wilson County	\$350,000.00	Wilson County
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	U-STP	\$125,000.00	\$100,000.00	\$0.00	\$25,000.00
2015	CONSTRUCTION	U-RSV	\$312,500.00	\$250,000.00	\$0.00	\$62,500.00

2014-79-018	Interchange Lighting on I-40 at Mt. Juliet Road		Safety	Wilson County	\$1,000,000.00	Mt. Juliet
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Year	Phase	Funding Source	Total	Federal	State	Local
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ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	LOCAL	\$100,000.00	\$0.00	\$0.00	\$100,000.00
2014	CONSTRUCTION	U-RSV	\$900,000.00	\$140,000.00	\$0.00	\$760,000.00
2014-82-049	Franklin Road (SR-11/US-31A) Reconstruction & Widening		Road Widening	Multi-County	\$52,000,000.00	TDOT
Year	Phase	Funding Source	Total	Federal	State	Local
2014	ROW	NHPP	\$10,700,000.00	\$8,560,000.00	\$2,140,000.00	\$0.00
2014-85-012	Purchase and/or rehab Locomotive and rail cars		Transit Capital	Multi-County	\$2,075,000.00	RTA
Year	Phase	Funding Source	Total	Federal	State	Local
2015	IMPLEMENTATION	FTA 5307	\$625,000.00	\$500,000.00	\$62,500.00	\$62,500.00
2016	IMPLEMENTATION	FTA 5307	\$312,500.00	\$250,000.00	\$31,250.00	\$31,250.00
2017	IMPLEMENTATION	FTA 5307	\$1,137,500.00	\$910,000.00	\$113,750.00	\$113,750.00
2014-85-013	Storage and Maintenance Yard for Music City Star Railcars		Transit Capital	Multi-County	\$500,000.00	RTA
Year	Phase	Funding Source	Total	Federal	State	Local
2015	IMPLEMENTATION	FTA 5307	\$125,000.00	\$100,000.00	\$12,500.00	\$12,500.00
2014-85-014	Regional Park & Ride		Transit Capital	Multi-County	\$2,750,000.00	Williamson County/TMA Group
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	FTA 5307	\$187,500.00	\$150,000.00	\$0.00	\$37,500.00
2015	IMPLEMENTATION	FTA 5307	\$312,500.00	\$250,000.00	\$0.00	\$62,500.00
2016	IMPLEMENTATION	FTA 5307	\$2,250,000.00	\$1,800,000.00	\$0.00	\$450,000.00
2014-85-015	Vanpool Vehicle Replacements		Transit Capital	Multi-County	\$2,590,500.00	MPO
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	FTA 5307	\$545,600.00	\$436,480.00	\$54,560.00	\$54,560.00
2015	IMPLEMENTATION	FTA 5307	\$528,000.00	\$422,400.00	\$52,800.00	\$52,800.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
Year	Phase	Funding Source	Total	Federal	State	Local
2016	IMPLEMENTATION	FTA 5307	\$500,500.00	\$400,400.00	\$50,050.00	\$50,050.00
2017	IMPLEMENTATION	FTA 5307	\$1,016,400.00	\$813,120.00	\$101,640.00	\$101,640.00
2014-85-022	Positive Train Control		Transit Capital	Multi-County	\$19,750,000.00	RTA
Year	Phase	Funding Source	Total	Federal	State	Local
2015	IMPLEMENTATION	FTA 5307	\$6,125,000.00	\$4,900,000.00	\$612,500.00	\$612,500.00
2016	IMPLEMENTATION	FTA 5307	\$4,875,000.00	\$3,900,000.00	\$487,500.00	\$487,500.00
2014-85-023	Music City Star Miscellaneous Support Equipment & Passenger Amenities		Transit Capital	Multi-County	\$100,000.00	RTA
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	FTA 5307	\$25,000.00	\$20,000.00	\$2,500.00	\$2,500.00
2015	IMPLEMENTATION	FTA 5307	\$25,000.00	\$20,000.00	\$2,500.00	\$2,500.00
2016	IMPLEMENTATION	FTA 5307	\$25,000.00	\$20,000.00	\$2,500.00	\$2,500.00
2017	IMPLEMENTATION	FTA 5307	\$25,000.00	\$20,000.00	\$2,500.00	\$2,500.00
2014-85-024	Spare parts for stock		Transit Capital	Multi-County	\$600,000.00	RTA
Year	Phase	Funding Source	Total	Federal	State	Local
2015	IMPLEMENTATION	FTA 5307	\$150,000.00	\$120,000.00	\$15,000.00	\$15,000.00
2016	IMPLEMENTATION	FTA 5307	\$150,000.00	\$120,000.00	\$15,000.00	\$15,000.00
2017	IMPLEMENTATION	FTA 5307	\$300,000.00	\$240,000.00	\$30,000.00	\$30,000.00
2014-85-025	Enhanced Mobility of Seniors & Individuals with Disabilities (Grouping)		Transit Capital	Multi-County	\$3,324,643.00	MPO
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	FTA 5310	\$838,341.00	\$670,673.00	\$83,834.00	\$83,834.00
2015	IMPLEMENTATION	FTA 5310	\$818,901.00	\$655,121.00	\$81,890.00	\$81,890.00
2016	IMPLEMENTATION	FTA 5310	\$828,729.00	\$662,983.00	\$82,873.00	\$82,873.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
Year	Phase	Funding Source	Total	Federal	State	Local
2017	IMPLEMENTATION	FTA 5310	\$838,672.00	\$670,938.00	\$83,867.00	\$83,867.00
2014-85-028	Bus & Bus Facilities (Grouping) - Nashville-Davidson UZA		Transit Capital	Multi-County	\$2,520,112.00	MPO
Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	FTA 5339	\$618,800.00	\$495,040.00	\$61,880.00	\$61,880.00
2015	IMPLEMENTATION	FTA 5339	\$626,226.00	\$500,980.00	\$62,623.00	\$62,623.00
2016	IMPLEMENTATION	FTA 5339	\$633,740.00	\$506,992.00	\$63,374.00	\$63,374.00
2017	IMPLEMENTATION	FTA 5339	\$641,346.00	\$513,076.00	\$64,135.00	\$64,135.00
2014-85-5555	MPO Mass Transit Program		Transit Capital	Multi-County	\$4,716,217.00	MPO
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE, ROW, CONSTRUCTION	M-STP	\$416,870.00	\$333,496.00	\$0.00	\$83,374.00
2014	PE, ROW, CONSTRUCTION	U-STP	\$4,299,401.00	\$3,439,521.00	\$0.00	\$859,880.00
2014-86-6666	MPO Active Transportation Program		Multi-Modal Upgrades	Multi-County	\$15,199,407.24	MPO
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE, ROW, CONSTRUCTION	M-STP	\$625,305.00	\$500,244.00	\$0.00	\$125,061.00
2014	PE, ROW, CONSTRUCTION	U-ALT	\$3,250,000.00	\$2,600,000.00	\$0.00	\$650,000.00
2014	PE, ROW, CONSTRUCTION	U-STP	\$6,449,102.24	\$5,159,281.79	\$0.00	\$1,289,820.45
2015	PE, ROW, CONSTRUCTION	U-ALT	\$1,625,000.00	\$1,300,000.00	\$0.00	\$325,000.00
2016	PE, ROW, CONSTRUCTION	U-ALT	\$1,625,000.00	\$1,300,000.00	\$0.00	\$325,000.00
2017	PE, ROW, CONSTRUCTION	U-ALT	\$1,625,000.00	\$1,300,000.00	\$0.00	\$325,000.00
2014-87-048	I-65 South Smartway Expansion		ITS	Multi-County	\$7,200,000.00	TDOT
Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	NHPP	\$7,000,000.00	\$6,300,000.00	\$700,000.00	\$0.00
2014	ROW, UTILITIES	NHPP	\$100,000.00	\$90,000.00	\$10,000.00	\$0.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2014-89-046	National Highway Performance Program (NHPP) Grouping		Road Upgrades	Multi-County	\$28,000,000.00	TDOT

Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	NHPP	\$7,000,000.00	\$5,600,000.00	\$1,400,000.00	\$0.00
2015	CONSTRUCTION	NHPP	\$7,000,000.00	\$5,600,000.00	\$1,400,000.00	\$0.00
2016	CONSTRUCTION	NHPP	\$7,000,000.00	\$5,600,000.00	\$1,400,000.00	\$0.00
2017	CONSTRUCTION	NHPP	\$7,000,000.00	\$5,600,000.00	\$1,400,000.00	\$0.00

2014-89-047	Surface Transportation Program (STP) Grouping		Road Upgrades	Multi-County	\$12,000,000.00	TDOT
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	STP	\$3,000,000.00	\$2,400,000.00	\$600,000.00	\$0.00
2015	CONSTRUCTION	STP	\$3,000,000.00	\$2,400,000.00	\$600,000.00	\$0.00
2016	CONSTRUCTION	STP	\$3,000,000.00	\$2,400,000.00	\$600,000.00	\$0.00
2017	CONSTRUCTION	STP	\$3,000,000.00	\$2,400,000.00	\$600,000.00	\$0.00

2014-89-050	PM 2.5 Diesel Emission Reduction Strategies Grouping		Air Quality	Multi-County	\$3,584,085.00	TDOT
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	IMPLEMENTATION	CMAQ	\$3,584,085.00	\$2,867,268.00	\$0.00	\$716,817.00

2014-89-9999	MPO ITS/Ops Program		ITS	Multi-County	\$2,358,135.75	MPO
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE, ROW, CONSTRUCTION	M-STP	\$208,435.00	\$166,748.00	\$0.00	\$41,687.00
2014	PE, ROW, CONSTRUCTION	U-STP	\$2,149,700.75	\$1,719,760.60	\$0.00	\$429,940.15

203	Middle Tennessee Boulevard		ITS	Rutherford County	\$9,578,569.00	Murfreesboro
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	ROW	HPP (TN200)	\$1,237,500.00	\$990,000.00	\$0.00	\$247,500.00
2014	CONSTRUCTION	HPP (TN200)	\$5,041,786.00	\$4,033,429.00	\$0.00	\$1,008,357.00

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
Year	Phase	Funding Source	Total	Federal	State	Local
2014	ROW	M-STP	\$212,500.00	\$170,000.00	\$0.00	\$42,500.00
2014	CONSTRUCTION	M-STP	\$2,457,361.00	\$1,965,889.00	\$0.00	\$491,472.00
314	SR-52 Sidewalks		Sidewalks	Sumner County	\$131,250.00	Portland
Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	CMAQ	\$131,250.00	\$105,000.00	\$0.00	\$26,250.00
99-New-28	Drakes Creek Road Widening		Road Widening	Sumner County	\$2,700,000.00	Hendersonville
Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE	U-STP	\$240,000.00	\$192,000.00	\$0.00	\$48,000.00
2015	ROW, UTILITIES	U-STP	\$400,000.00	\$320,000.00	\$0.00	\$80,000.00
2016	CONSTRUCTION	U-RSV	\$2,060,000.00	\$1,648,000.00	\$0.00	\$412,000.00
AM-006	Hurricane Creek Greenway		Greenway	Rutherford County	\$1,935,480.00	LaVergne
Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	ENH	\$144,480.00	\$115,584.00	\$0.00	\$28,896.00
2014	PE-D, ROW, CONSTRUCTION	HPP (TN018)	\$1,791,000.00	\$1,432,800.00	\$0.00	\$358,200.00
AM-018	SR-109		Road Widening	Sumner County	\$19,200,000.00	TDOT
Year	Phase	Funding Source	Total	Federal	State	Local
2014	ROW	NHPP	\$9,900,000.00	\$7,920,000.00	\$1,980,000.00	\$0.00

Appendix A. Construction Reserve Project Lists

Transportation Improvement Program for FYs 2014-2017

Construction Reserve List for Nashville-Davidson UZA

ID#	Project Name	LRTP ID	Improvement Type	County	Total Cost	Lead Agency
2002-028	Rockland Road Widening		Road Widening	Sumner County	\$12,624,690.00	Hendersonville
Year	Phase	Funding Source	Total	Federal	State	Local
2017	CONSTRUCTION	U-RSV	\$3,750,000.00	\$3,000,000.00	\$0.00	\$750,000.00
2004-005	Jefferson Street Intersections		Intersection	Davidson County	\$1,410,000.00	Metro Nashville
Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-RSV	\$1,000,000.00	\$800,000.00	\$0.00	\$200,000.00
2008-14-030	Various intersection improvements (FAUB routes)		Intersection	Davidson County	\$8,593,750.00	Metro Nashville
Year	Phase	Funding Source	Total	Federal	State	Local
2015	CONSTRUCTION	U-RSV	\$5,000,000.00	\$4,000,000.00	\$0.00	\$1,000,000.00
2008-51-032	East-West Corridor (Albert Gallatin Avenue (SR-174) / Hatten Track Road Extension)		New Road	Sumner County	\$29,315,000.00	Gallatin
Year	Phase	Funding Source	Total	Federal	State	Local
2015	CONSTRUCTION	U-RSV	\$11,625,000.00	\$9,300,000.00	\$0.00	\$2,325,000.00
2016	CONSTRUCTION	U-RSV	\$11,625,000.00	\$9,300,000.00	\$0.00	\$2,325,000.00
2008-56-082	Lower Station Camp Creek Road Streetscape and Pavement Project (Greenway) Phase 1		Greenway	Sumner County	\$944,250.00	Sumner County
Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-RSV	\$803,400.00	\$642,720.00	\$0.00	\$160,680.00

2008-64-037	SR-106 (Hillsboro Rd) and SR-46 Re-alignment/ Signalization.		Intersection	Williamson County	\$1,235,000.00	Williamson County
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Year	Phase	Funding Source	Total	Federal	State	Local
2015	CONSTRUCTION	U-RSV	\$1,050,000.00	\$840,000.00	\$0.00	\$210,000.00

2009-56-027	Town Creek Greenway		Greenway	Sumner County	\$5,370,766.00	Gallatin
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-RSV	\$33,750.00	\$27,000.00	\$0.00	\$6,750.00

2009-67-026	Franklin ITS Infrastructure		ITS	Williamson County	\$7,225,000.00	Franklin
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-RSV	\$1,000,000.00	\$800,000.00	\$0.00	\$200,000.00
2015	CONSTRUCTION	U-RSV	\$1,000,000.00	\$800,000.00	\$0.00	\$200,000.00

2011-110-141	Main Street (US41)/Long Hollow Pike (SR174)/Rivergate Pkwy		Road Upgrades	Davidson County	\$11,691,250.00	Goodlettsville
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Year	Phase	Funding Source	Total	Federal	State	Local
2015	CONSTRUCTION	U-RSV	\$4,156,250.00	\$3,325,000.00	\$0.00	\$831,250.00
2016	CONSTRUCTION	U-RSV	\$3,750,000.00	\$3,000,000.00	\$0.00	\$750,000.00

2011-16-092	Harding Place Sidewalk Enhancement		Sidewalks	Davidson County	\$12,239,661.00	Metro Nashville
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Year	Phase	Funding Source	Total	Federal	State	Local
2017	CONSTRUCTION	U-RSV	\$3,500,000.00	\$2,800,000.00	\$0.00	\$700,000.00

2011-19-020	Conference Drive Enhancements		Streetscaping	Davidson County	\$410,000.00	Goodlettsville
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Year	Phase	Funding Source	Total	Federal	State	Local
2015	CONSTRUCTION	U-RSV	\$266,250.00	\$213,000.00	\$0.00	\$53,250.00

2011-42-032	Jefferson Pike Widening		Road Widening	Rutherford County	\$6,000,000.00	LaVergne
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Year	Phase	Funding Source	Total	Federal	State	Local
2016	CONSTRUCTION	U-RSV	\$4,000,000.00	\$3,200,000.00	\$0.00	\$800,000.00

2012-15-184	AMP Bus Rapid Transit		Transit Capital	Davidson County	\$174,000,000.00	Nashville MTA
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-RSV	\$2,500,000.00	\$2,000,000.00	\$0.00	\$500,000.00
2015	CONSTRUCTION	U-RSV	\$2,500,000.00	\$2,000,000.00	\$0.00	\$500,000.00

2013-77-218	SR-171 (Mt. Juliet Road) Traffic Adaptive Signal Control System Corridor Optimization Project		ITS	Wilson County	\$653,000.00	Mt. Juliet
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-RSV	\$585,000.00	\$468,000.00	\$0.00	\$117,000.00

2014-111-051	Dickerson Pike (US-41/31W)/ CSX Underpass Reconstruction		Reconstruction	Davidson County	\$1,000,000.00	Goodlettsville
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Year	Phase	Funding Source	Total	Federal	State	Local
2015	CONSTRUCTION	U-RSV	\$750,000.00	\$600,000.00	\$0.00	\$150,000.00

2014-16-002	Lebanon Pike Sidewalk Improvements		Sidewalks	Davidson County	\$3,800,000.00	Metro Nashville
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Year	Phase	Funding Source	Total	Federal	State	Local
2016	CONSTRUCTION	U-RSV	\$1,800,000.00	\$1,440,000.00	\$0.00	\$360,000.00

2014-16-003	Dickerson Pike Sidewalk Improvements		Sidewalks	Davidson County	\$6,150,000.00	Metro Nashville
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Year	Phase	Funding Source	Total	Federal	State	Local
2016	CONSTRUCTION	U-RSV	\$3,400,000.00	\$2,720,000.00	\$0.00	\$680,000.00

2014-54-052	SR-258 at Drakes Creek Rd and SR-258 at Stop 30 Rd Intersection Improvements		Intersection	Sumner County	\$500,000.00	Sumner County
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-RSV	\$375,000.00	\$300,000.00	\$0.00	\$75,000.00

2014-62-001	Columbia Avenue (SR-6/ US-31) South Widening		Road Widening	Williamson County	\$21,000,000.00	Franklin
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Year	Phase	Funding Source	Total	Federal	State	Local
2017	CONSTRUCTION	U-RSV	\$15,000,000.00	\$12,000,000.00	\$0.00	\$3,000,000.00

2014-75-021	Hamilton Springs Station Construction		Transit Capital	Wilson County	\$2,000,000.00	RTA
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Year	Phase	Funding Source	Total	Federal	State	Local
2015	CONSTRUCTION	U-RSV	\$1,840,000.00	\$1,472,000.00	\$0.00	\$368,000.00

2014-76-017	Town Center Trail - Phase 3		Greenway	Wilson County	\$2,693,750.00	Mt. Juliet
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-RSV	\$824,880.00	\$659,904.00	\$0.00	\$164,976.00

2014-77-016	Stewarts Ferry Pike/State Route 840 Interchange lighting and signage project		Signage/Wayfinding	Wilson County	\$350,000.00	Wilson County
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Year	Phase	Funding Source	Total	Federal	State	Local
2015	CONSTRUCTION	U-RSV	\$312,500.00	\$250,000.00	\$0.00	\$62,500.00

2014-79-018	Interchange Lighting on I-40 at Mt. Juliet Road		Safety	Wilson County	\$1,000,000.00	Mt. Juliet
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	CONSTRUCTION	U-RSV	\$900,000.00	\$140,000.00	\$0.00	\$760,000.00

99-New-28	Drakes Creek Road Widening		Road Widening	Sumner County	\$2,700,000.00	Hendersonville
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Year	Phase	Funding Source	Total	Federal	State	Local
2016	CONSTRUCTION	U-RSV	\$2,060,000.00	\$1,648,000.00	\$0.00	\$412,000.00

Transportation Improvement Program for FYs 2014-2017

Projects with Funding Source = M-RSV

ID#	Project Name	L RTP ID	Improvement Type	County	Total Cost	Lead Agency
2011-41-144	Cherry Lane Extension with SR-840 Interchange		New Road	Rutherford County	\$32,028,000.00	Murfreesboro

Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	M-STP	\$550,000.00	\$440,000.00	\$0.00	\$110,000.00
2015	ROW	M-STP	\$3,400,000.00	\$2,720,000.00	\$0.00	\$680,000.00
2017	CONSTRUCTION	M-RSV	\$6,250,000.00	\$5,000,000.00	\$0.00	\$1,250,000.00

2012-47-173	Smyrna Signal System		ITS	Rutherford County	\$900,000.00	Smyrna
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Year	Phase	Funding Source	Total	Federal	State	Local
2014	PE-D	M-STP	\$100,000.00	\$80,000.00	\$0.00	\$20,000.00
2015	CONSTRUCTION	M-RSV	\$800,000.00	\$640,000.00	\$0.00	\$160,000.00

Appendix B. MPO Project Evaluation & Scoring

Nashville Area MPO
2035 Regional Plan - Project Evaluation Factors
ENDORSED BY EXECUTIVE BOARD, MARCH 17, 2010

Factors in Evaluating Projects for the 2035 Regional Transportation Plan

1. Congestion Management

- a. What are the root causes of congestion in the vicinity of the project location (e.g., traffic volume, physical design, crashes, regulations, behavioral, freight, etc.)?
- b. Given the land uses, urban design and community goals for the project vicinity, what level of congestion is appropriate for the project and vicinity (i.e. some commercial centers/Downtowns need greater congestion for visibility/economic development)?
- c. How well does the project address those causes?
- d. How could the project be scoped to include congestion management solutions to optimize its benefit?

2. Multi-Modal Choices

- a. How well does the project introduce, support, or reinforce multiple transportation choices for people to access residences, jobs, schools, food, entertainment, etc?
- b. How can the project be scoped to incorporate facilities for and/or connections to non-motorized modes and transit?

3. Freight & Goods Movement

- a. How well does the project support or harm the movement of freight and goods through the region?
- b. How can the project be scoped to incorporate facilities that aid in the safe and efficient movement of freight?
- c. How can the project be scoped to balance the movement of freight and goods with other community goals?

4. Safety & Security

- a. How well does the project address safety concerns for all users?
- b. Is the project in a high-crash corridor?
- c. How can the project be scoped to increase safety of all users?
- d. How well does the project address security concerns?
- e. Does the project aid/ harm important evacuation routes?
- f. How can the project be scoped to features that help secure citizens and regional resources?

5. System Preservation

- a. How well does the project make use of limited financial resources to ensure the continued productivity of the existing transportation system?
- b. How can the project be scoped to include features the make the facility more efficient (e.g., ITS, design, materials, etc.)

6. Quality Growth/ Sustainable Land Development

- a. How well does the project encourage infill/ redevelopment?
- b. Do area plans call for mixed-used, higher density development? If so, how does the project complement these plans?
- c. Is the project encouraging growth in areas where growth is planned or desired?
- d. Conversely, is the project encouraging growth in areas where additional growth is not planned or desired?
- e. Does the project enhance or contribute to the form and function quality of the surrounding community?

7. Economic Prosperity

- a. How well does the project support or stimulate the local/ regional economy?
- b. How well does the project support freight movements?
- c. To what degree does the implementation of the project create jobs?
- d. How well does the facility connect people with opportunities to engage in economic activity?
- e. To what degree does the project aid in the region's economic competitiveness with other metro areas of the nation?
- f. Is the project supported by business leaders?

8. Health & Environment

- a. Does the project aid/ harm in the preservation of the region's natural or socio-cultural resources (e.g., open space, animal habitat, historic structures, places of worship, community centers, etc.)?
- b. How can the project be scoped to mitigate the negative impacts to valuable resources?
- c. How well does the project support efforts to reduce dependency on fossil fuels, particularly foreign oil?
- d. How well does the project support efforts to improve air and water quality?
- e. Does the project include facilities that provide opportunities for active transportation/ physical activity?
- f. Does the project aid/ harm the advancement of social justice and equal opportunity to destinations throughout the region?
- g. How can the project be scoped to mitigate any negative impacts to predominately low-income or minority communities or persons with a disability?

9. Local Support/ Consistency with Plans

- a. Is the project consistent with local, state, or other regional plans for growth and preservation (economic development, land use, natural features preservation, etc.)?
- b. Has the project been endorsed locally through the adoption of official instruments such as, but not limited to, a local major thoroughfare plan, transportation element of a comprehensive plan, or by resolution of the local governing body?
- c. If on a state-route, is the project endorsed or supported by TDOT?

Nashville Area Metropolitan Planning Organization
2035 Regional Transportation Plan | Project Scoring Key

Draft Implementation of Project Evaluation Criteria Endorsed by MPO Executive Board on March 17, 2010

EVALUATION CRITERIA	POINTS
TOTAL POSSIBLE POINTS	100
SYSTEM PRESERVATION & ENHANCEMENT	15
Project Improves Existing Route	Up to 15*
Project Improves an Intersection	3
2008 AADT Index to Average per Functional Class	Value
Project Upgrades Route to Context Sensitive/ Prescribed Design Standards	*# Strategies X 3 for Existing Route
Project Addresses Major Maintenance (e.g., bridge repair, general aging, etc.)	
Project Integrates ITS Technology, Signalization, Wayfinding	
Project Integrates Multi-Modal Upgrades	
QUALITY GROWTH, SUSTAINABLE DEVELOPMENT, & ECONOMIC PROSPERITY	15
Project Improves Accessibility and/or Connectivity to Existing Residential Population	Density/100
Project Improves Accessibility and/or Connectivity to Existing Jobs	Density/1000
Project Located ENTIRELY within Urban Growth Boundary	2
Project Located PARTIALLY within Urban Growth Boundary	1
Project Located ENTIRELY within Existing or Planned Mixed-Use or Employment Centers	2
Project Located PARTIALLY within Existing or Planned Mixed-Use or Employment Centers	1
Project Incorporates Streetscaping/ Enhancements	2
Project Corrects Poor Storm water Flow/ Drainage (Curb and Gutter)	2
Project Contributes to Grid Development/ Roadway Network Connectivity	1
Project Located In High Growth Areas	RES+EMP/10
MULTI-MODAL OPTIONS	15
Route Includes Existing Transit Service	3
Project Includes Transit Capacity (e.g., dedicated lanes, signal priority, HOV)	Up to 6
Project Includes Sidewalk Improvements (up to 7 depending on BPAC priority)	Up to 7
Project Includes Bicycle Facility Improvements (up to 7 depending on BPAC priority)	Up to 7
Project Includes Multi-Modal Treatments (e.g., x-walks, pullouts, shelters, etc)	Up to 4
CONGESTION MANAGEMENT	10
Project Addresses Corridor Congestion	
MPO Base Year Congestion (2008)	5
MPO Short-Term Congestion (2015)	4
MPO Mid-Term Congestion (2025)	3
MPO Long-Term Congestion (2035)	2
Congestion as Identified by Other Study or Observation	3
Project Incorporates Congestion Management Strategies (MULTIPLIER:)	2
Geometrical Improvement	ANY X2
Improvements to Access Management	
ITS/ Signalization Improvement	
Improvements to Turning Movements	
Improves Parallel Facility/ Contributes to Alternative Routing	
Provides Additional Non-Motorized Mode Capacity	
Transit Capacity	
Signage/ Wayfinding	
SAFETY & SECURITY	10
Project Addresses Location with High Level of Crashes	Crashes/10th Mile/20
Project has Fatal Crashes	2
Project Improves Modal Conflict (e.g., traffic signals, grade separation, dedicated lanes)	3
Local High Crash Corridor Designation	1
State High Crash Corridor Designation	1
Project Located on Known Evacuation Route	1
Project Located on the Strategic Highway Network (STRANET)	1
Project Located on the National Highway System (NHS)	1
Primary Purpose of Project to Improve Safety	7

EVALUATION CRITERIA	POINTS
Secondary Purpose of Project to Improve Safety	5
FREIGHT & GOODS MOVEMENT	10
Project Improves a Designated Truck Route	4
Project Improves High Volume Heavy Truck Route	Index
Project Improves High Volume Commercial Truck Route	Index
Project Design Accommodates Freight Flows	1
Route Serves Major Shipping/ Distribution Center	1
Route Serves Intermodal Center (e.g., rail yard, port, etc.)	1
Project Addresses Existing Freight/ Passenger Conflict	1
Project Provides Separation in Freight/ Passenger Movements (e.g., grade separation)	1
Project Impedes Efficient Delivery of Goods	-2
HEALTH & ENVIRONMENT	10
Project Located in Health Impact Area	2
Project Provides Alt Transportation Choices for Traditionally Underserved Groups	#Options X #Groups
Project Provide Multi-Modal Options Near Schools	#Options X #Schools
Project Overlaps Environmental Conflict Areas	-2
Project Overlaps Environmental Challenge Areas	-2
PROJECT HISTORY	15
Project Located within the Federal Aid Urban Boundary	1
Project Located on a Federal Aid Route	1
TDOT Support	2
TOP Local Priority	3
Programmed in Current LRTP	5
Programmed in Current TIP	10

Appendix C. Air Quality Conformity

As of April 15, 2009, the counties of the Nashville Area MPO are considered in compliance with National Ambient Air Quality Standards and no longer are required to demonstrate conformity with established motor vehicle emissions budgets. The region does remain part of the Tennessee's State Implementation Plan, and as such, continues to be eligible to receive Congestion Mitigation Air Quality funding from the Federal Highway Administration, at the discretion of the Tennessee Department of Transportation.

Appendix D. Status of FY 2011-2015 Projects

FY 2011-2015 PROJECT STATUS REPORT

County	Lead Agency	11-15 TIP	Improvement Type	Route/Description	Termini / Intersecting Road	14-17 TIP	Project Status
Davidson	Goodlettsville	2008-14-083	Reconstruct	Rivergate Parkway Safety Improvements	Moss Trail; Old Two Mile Pike	No	Deferred
Davidson	Goodlettsville	2011-110-140	Reconstruct	Rivergate Parkway	From Dickerson Pike to Gallatin Pike	No	Deferred
Davidson	Goodlettsville	2011-110-141	Reconstruct	Main Street (US41)/Long Hollow Pike (SR174)/Rivergate Pkwy	From New Brick Church Pike to Rivergate Pkwy	Yes	Programmed
Davidson	Goodlettsville	2011-12-021	Road Widening	Dickerson Pike (US-41/31W) Widening/CSX Underpass Improvement	Under CSX Railroad bridge	Yes	Reprogrammed
Davidson	Goodlettsville	2011-14-028	Interchange	Vietnam Veterans Pkwy Merge Lane onto Conference Drive	Conference Drive	No	Deferred
Davidson	Goodlettsville	2011-16-119	Greenway	Goodlettsville Bicycle/Pedestrian Plan - Greenway Connectors	Citywide	No	Underway
Davidson	Goodlettsville	2011-19-020	ITS	Conference Drive Enhancements	From Gallatin Rd to Long Hollow Pike	Yes	Reprogrammed/Resubmitted
Davidson	Goodlettsville	2011-19-022	Interchange Lighting	I-65 High Mast Lighting	MM 96, MM 97 and MM 98 Interchanges on I-65	No	Deferred
Davidson	Goodlettsville	2011-19-023	Interchange Lighting	Vietnam Veterans Interchange High Mast Lighting	MM 1 Interchange on Vietnam Veterans Boulevard	Yes	Programmed
Davidson	Metro Nashville	2002-038	Pedestrian	21st Avenue Area Sidewalks	21st Avenue	No	Completed
Davidson	Metro Nashville	2004-001	ITS	Arterial CCTV	Charlotte Pike, Lebanon Pike; Elm Hill Pike &	No	Underway
Davidson	Metro Nashville	2004-004	Wayfinding	Increased Guidance for Improved Mobility	High volume corridors (e.g. West End), tourist areas, major intersections	Yes	Underway
Davidson	Metro Nashville	2004-005	Intersection	Jefferson Street	8th Ave N., 10th Ave N., 12th Ave N., 21st Ave. North, 28th Ave N.	Yes	Underway
Davidson	Metro Nashville	2004-007	ITS	Traffic Management Center	Davidson County TMC & TDOT TMC	No	Dropped
Davidson	Metro Nashville	2004-008	ITS	Traffic Signal Communication Provision and Upgrade	Countywide	No	Underway
Davidson	Metro Nashville	2004-009	Wayfinding	Wayfinding Sign Program	Downtown Nashville	Yes	Underway
Davidson	Metro Nashville	2006-124	Road Widening	Gateway Boulevard	4th Ave to 8th Ave	No	Completed
Davidson	Metro Nashville	2008-11-027	New Roadway	SR-255 Harding Place Extension (Phase 1)	Murfreesboro Road to Couchville Pike	Yes	Programmed
Davidson	Metro Nashville	2008-12-095	Road Widening	McCrary Lane Widening	I-40 to south of EB ramps	Yes	Programmed
Davidson	Metro Nashville	2008-14-030	Intersection	Various intersection improvements (state routes)	Countywide	Yes	Underway
Davidson	Metro Nashville	2008-14-059	Signalization/Signage/Streets	3rd Avenue and Union Street	3rd Avenue North and Union Street	Yes	Programmed
Davidson	Metro Nashville	2008-14-092	Interchange	I-40 / McCrary Lane Interchange - Phase 1	I-40 at McCrary Lane	Yes	Underway
Davidson	Metro Nashville	2008-17-026	ITS	Arterial corridors compliant with ITS Communication and Implementation Plans	Central Business District to county line	No	Dropped
Davidson	Metro Nashville	2008-17-031	Wayfinding	Arterial corridors compliant with ITS Communication and Implementation Plans and Wayfinding Plan (under development)	Central Business District to county line	Yes	Underway
Davidson	Metro Nashville	2008-17-056	ITS	Advanced Traveler Information System - Phase 2	Countywide	Yes	Underway
Davidson	Metro Nashville	2008-17-057	ITS	ATIS Travelers Information System, ITS Communication & CCTV	Countywide	Yes	Underway
Davidson	Metro Nashville	2008-19-062	Enhancement	21st Avenue Roadscaping in Hillsboro Village	21st Avenue from Hillsboro Village to St. Bernard Park Entrance	No	Completed
Davidson	Metro Nashville	2009-16-029	Greenway	Cumberland River Greenway System - TSU Connector Portion	Metro Center Levee at Clarksville Highway to Clifton Avenue	Yes	Underway
Davidson	Metro Nashville	2011-16-092	Sidewalks	Harding Place Sidewalk Enhancement	From I-65 to I-24	Yes	Reprogrammed/Resubmitted
Davidson	Metro Nashville	2011-16-104	Enhancement	I-40 and Jefferson Street Transportation Enhancement	From Jefferson St to 28th Avenue North	No	Underway
Davidson	Metro Nashville	2011-16-166	Greenway	Warner Parks Trail Linkage Improvements	Warner Parks	Yes	Underway
Davidson	Metro Nashville	2011-17-062	ITS	Signal System Upgrade - Phase 3B	Hermitage area on Lebanon Pike, Central Pike, and Old Hickory Boulevard	No	Dropped
Davidson	Metro Nashville	2011-17-064	ITS	ATIS Phase 1B - Incident Response	Gallatin Pike, Murfreesboro Pike, and through downtown area connecting the West End Avenue / 21st Avenue South corridors	No	Dropped
Davidson	MTA	2008-15-046	Transit Operating	Project Administration	130 Nestor Street - Administration Building	Yes	Underway
Davidson	MTA	2008-15-048	Transit Capital	Service and Support Vehicles	MTA service area	Yes	Underway
Davidson	MTA	2008-15-049	Transit Capital	MTA - Administration Building Rehabilitation	130 Nestor Street	Yes	Underway

FY 2011-2015 PROJECT STATUS REPORT

County	Lead Agency	11-15 TIP	Improvement Type	Route/Description	Termini / Intersecting Road	14-17 TIP	Project Status
Davidson	MTA	2008-15-052	Transit Capital	ACCESSRIDE Buses	MTA Service Area	Yes	Underway
Davidson	MTA	2008-15-054	Transit Capital	Transit Buses	MTA Service Area	Yes	Underway
Davidson	MTA	2008-15-054b	Transit Capital	Transit Buses	MTA Service Area	No	Combined/Resubmitted
Davidson	MTA	2008-17-021	ITS	Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL) & Intelligent Transportation System (ITS)	Regionwide	Yes	Underway
Davidson	MTA	2008-17-021b	ITS	Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL) & Intelligent Transportation System (ITS)	Regionwide	No	Combined/Resubmitted
Davidson	MTA	2011-15-117	Transit Capital	Enhanced Transit Service along West End Corridor - Capital	Along West End Avenue and 21st Street	No	Underway
Davidson	MTA	2011-15-133	Transit Capital	Bus Stop Improvements and Passenger Amenities	Countywide	Yes	Underway
Davidson	MTA	2011-15-135	Transit Capital	Fare collection equipment purchase and replacement, smartphone readers	Countywide	Yes	Underway
Davidson	MTA	2011-15-137	Transit Capital	Local Bus Service Preventative Maintenance and Capitalization	Countywide	Yes	Underway
Davidson	MTA	2011-15-139	Transit Capital	Transit Signal Prioritization	Along various corridors including Murfreesboro Pike and Nolensville Pike	Yes	Underway
Davidson	MTA	2011-15-148	Transit Capital	New Satellite Maintenance and Office Facility (Peterbilt)	New Satellite Maintenance and Office Facility (Peterbilt) - 430 Myatt Drive	No	Completed
Davidson	MTA	2011-15-158	Transit Operating	Expansion of MTA Bus Service	Several corridor routes in Davidson County	No	Completed
Davidson	MTA	2011-15-159	Transit Planning	Broadway-West End Alternative Analysis	From Five Points to Harding & White Bridge Road	No	Completed
Davidson	MTA	2011-15-160	Transit Capital	Transit Asset Management	Countywide	Yes	Programmed
Davidson	MTA	2012-15-179	Transit Operating	Express Bus Service to Madison	Several routes between Downtown Nashville and Madison	Yes	Underway
Davidson	MTA	2012-15-184	Transit Capital	East-West Connector (AMP)	Main St/Broadway/ West End Avenue from White Bridge Rd to Five Points	Yes	Reprogrammed/Resubmitted
Davidson	MTA	2012-15-196	Transit Capital	Ticket Vending Machines and Smartcard Programming	Music City Central Station	Yes	Underway
Davidson	MTA	2012-15-197	Transit Capital	Real time Arrival Mobile App Development	Countywide	Yes	Underway
Davidson	MTA	2012-16-185	Education & Outreach	Music City Moves	Countywide	Yes	Underway
Davidson	MTA	2013-15-203	Transit Capital	Charging Stations	430 Myatt Drive; 130 Nestor Street	Yes	Reprogrammed/Resubmitted
Davidson	Oak Hill	2011-14-042	Intersection	Battery Lane / Harding Place at Franklin Road Improvements	State Route 6 (Franklin Road) at State Route 255 (Harding Place) and Battery Lane	Yes	Underway
Davidson	Oak Hill	2011-16-157	Greenway	Oak Hill Greenway	Southern Davidson County	No	Dropped
Davidson	RTA	2013-85-209	Transit Capital	Shore Power for Music City Star Riverfront Station	Music City Star Riverfront Station in downtown Nashville	No	Underway
Davidson	TDOT	2004-066	Road Widening	I-65/I-24	Trinity Lane to Dickerson Road	No	Underway
Davidson	TDOT	2006-411	ITS	ITS-Variou Interstates and Controlled Access Facilities (Phase 3)	Various interstates	No	Combined/Resubmitted
Davidson	TDOT	2008-19-001	Noise Barrier Wall	I-65	Near SR-45 (Old Hickory Blvd) to north of SR-386 (Vietnam Veterans Blvd) 2 locations	No	Underway
Davidson	TDOT	2009-19-004	Bus Diesel Retrofit	Pilot School Bus Diesel Retrofit - Metro Nashville Publis Schools	Countywide	Yes	Programmed
Davidson	TDOT	2009-84-033	Interchange	I-40	I-40 East to I-440 South	Yes	Underway
Davidson	TDOT	2011-12-109	Road Widening	I-440	East of I-65 to West of I-24 (Eastbound only)	No	Underway
Davidson/Wilson	RTA	2008-85-091	Transit Operating	Commuter Rail Capitalization and Preventative Maintenance	Downtown Nashville to Downtown Lebanon	Yes	Programmed
Regional	Brentwood	2013-87-217	ITS	Regional Traffic Management Study and Signal Optimization Plan	Several roads in south Davidson County and north Williamson County	Yes	Underway
Regional	Easter Seals Tennessee	2013-85-222	Transit Capital	Cutaway Minibus	Easter Seals Tennessee Service Area	No	Underway
Regional	Easter Seals Tennessee	2013-85-223	Transit Capital	Passaenger Van	Easter Seals Tennessee Service Area	No	Underway

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Regional	Mid-Cumberland Human Resource Agency	2013-85-221	Transit Capital	Lowered Floor Minivans	Mid-Cumberland Human Resource Agency Service Area	No	Underway
Regional	MPO	2008-15-051	Transit Operating	ADA Service capitalization	Regionwide	Yes	Underway
Regional	MPO	2008-86-086	Bike/Ped	Safe Routes to School Bucket	Regional	No	Reprogrammed
Regional	MPO	2008-89-087	Enhancement	Transportation Enhancement Projects Bucket	Regional	No	Reprogrammed
Regional	MPO	2011-85-132	Transit Capital	Regional Park and Ride Lots	Regionwide	No	Reprogrammed/Resubmitted
Regional	MPO	2011-85-147	Transit Capital & Operations	Job Access and Reverse Commute	Regionwide	Yes	Underway
Regional	MPO	2011-85-154	Transit Capital	Regional Vanpool Start-Up Program (New Vehicles & Seat Guarantee)	Regionwide	Yes	Underway
Regional	MPO	2011-85-155	Transit Capital	Regional Vanpool Program - Vehicle Replacement	Regionwide	No	Reprogrammed/Resubmitted
Regional	MPO	2011-85-5555	Transit Capital	Regional Transit Projects with U-STP	Regionwide	Yes	Underway
Regional	MPO	2011-86-6666	Multimodal Upgrades	Regional Non-Motorized Projects with U-STP	Regionwide	Yes	Underway
Regional	MPO	2011-89-9999	ITS	Regional ITS & System Management Projects with U-STP	Regionwide	Yes	Underway
Regional	MTA	2008-85-093	Transit Operating	New Freedom Funds Bucket	Nashville Urbanized Area	No	Reprogrammed/Resubmitted
Regional	RTA	2006-113	Transit Operating	Bus Seat Guarantee	Regional	No	Completed
Regional	RTA	2009-85-010	Transit Capital	Martha Station Construction	Music City Star line @ Martha	No	Completed
Regional	RTA	2009-85-012	Transit Capital	Express Bus Service from Williamson Co./Franklin	Williamson County & Davidson County	Yes	Underway
Regional	RTA	2009-85-018	Transit Operating	SE Corridor Express Bus Service Expansion	Davidson County and Rutherford County	Yes	Underway
Regional	RTA	2011-85-125	Transit Operating	Expansion of Regional Bus Services	Regionwide	Yes	Underway
Regional	RTA	2011-85-127	Transit Capital	Media Fare Purchase	Regionwide	No	Underway
Regional	RTA	2012-85-180	Transit Operating	NE Corridor Regional Express Bus Service	Several routes between Nashville and Gallatin	Yes	Underway
Regional	RTA	2013-85-206	Transit Capital	Miscellaneous Support Equipment & Passenger Amenities	Music City Star rail line between Lebanon and Nashville	Yes	Reprogrammed/Resubmitted
Regional	RTA	2013-85-207	Transit Capital	Music City Star Passing Siding	West of Martha Station	No	Underway
Regional	RTA	2013-85-208	Transit Capital	Music City Star Rail Replacement/Track Rehab	Music City Star rail line between Lebanon and Nashville	No	Underway
Regional	RTA	2013-85-210	Transit Capital	Stationary Fare Collection Equipment	Music City Star train stations along rail line between Lebanon & Nashville	No	Underway
Regional	RTA	2013-85-211	Transit Capital	Installation of Wi-Fi on Music City Star train	Along Music City Star rail line between Lebanon & Nashville	No	Underway
Regional	RTA	2013-85-212	Transit Capital	Purchase and/or Rehab Locomotive and Rail Cars	Music City Star rail line between Lebanon & Nashville.	No	Underway
Regional	RTA	2013-85-213	Transit Capital	Rehab/Renovate Stations	Music City Star rail line between Lebanon & Nashville.	No	Underway
Regional	RTA	2013-85-214	Transit Capital	Storage and Maintenance Yard for Railcars	Nashville & Eastern Railyard in Lebanon	Yes	Programmed
Regional	RTA	2013-85-215	Transit Capital	Spare parts for stock	Music City Star rail line between Lebanon & Nashville.	Yes	Programmed
Regional	RTA	2013-89-204	Transit Planning	Northwest Corridor Transit Study	Davidson, Cheatham, Montgomery Counties	No	Deferred
Regional	RTA	2013-89-205	Transit Capital	Positive Train Control	Music City Star rail line between Lebanon and Nashville	No	Deferred
Regional	TDOT	2008-84-012	Safety	Spot Safety Improvement Program		Yes	Combined/Resubmitted
Regional	TDOT	2008-84-013	Safety	Safety Bucket (Highway Hazard Elimination)		Yes	Programmed
Regional	TDOT	2008-84-013b	Safety	Safety Bucket (Highway Hazard Elimination)		Yes	Programmed
Regional	TDOT	2008-88-002	Bridge	Bridge Replacement	Urbanized Area	No	Reprogrammed
Regional	TDOT	2008-88-011	Bridge	Bridge Replacement	Urbanized Area	No	Reprogrammed
Regional	TDOT	2008-88-011b	Bridge	Bridge Replacement	Urbanized Area	No	Reprogrammed
Regional	TDOT	2008-89-003		Project Cost Overrun Bucket	BRR-L Overrun Bucket	No	Dropped
Regional	TDOT	2008-89-004		Project Cost Overrun Bucket	BRR-S Overrun Bucket	No	Dropped
Regional	TDOT	2008-89-005		Project Cost Overrun Bucket	State STP Overrun Bucket	No	Dropped
Regional	TDOT	2008-89-006		Project Cost Overrun Bucket	State STP Overrun Bucket	No	Dropped

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Regional	TDOT	2008-89-007		Project Cost Overruns Bucket	NHS Overrun Bucket	No	Dropped
Regional	TDOT	2008-89-008		Project Cost Overruns Bucket	NHS Overrun Bucket	No	Dropped
Regional	TDOT	2008-89-009		Project Cost Overruns Bucket	IM Overrun Bucket	No	Dropped
Regional	TDOT	2008-89-010		Project Cost Overrun Bucket	IM Overrun Bucket	No	Dropped
Regional	TDOT	2008-89-014	Interstate Impr.	Interstate 3R improvements		No	Combined/Resubmitted
Regional	TDOT	2008-89-014b	Interstate Impr.	Interstate 3R Improvements		No	Combined/Resubmitted
Regional	TDOT	2008-89-015	State Route Impr.	State Route 3R Improvements		No	Combined/Resubmitted
Regional	TDOT	2008-89-015b	State Route Impr.	State Route 3R Improvements		No	Combined/Resubmitted
Regional	TDOT	2008-89-091	Safety	Freeway Safety Service Patrol Bucket	MPO Area	No	Combined/Resubmitted
Regional	TDOT	2009-88-032	Bridge	Bridge Bond Bucket	Regional	No	Reprogrammed
Regional	TDOT	2011-87-163	ITS	Nashville Smartway Remote Travel Time Assessment for SR-840	I-24/ I-40/ I-65	No	Underway
Regional	TDOT	2012-87-192	ITS	I-24 Smartway Expansion	I-24 in Davidson & Rutherford counties	Yes	Underway
Regional	TDOT	2012-87-193	ITS	I-65 ITS	I-65 from Exit 96 to Exit 108 in Davidson, Robertson and Sumner counties	Yes	Underway
Regional	TMA Group	2008-85-036	Transit Operating	TDM Strategies	Nashville, Gallatin, Hendersonville, Lebanon, Smyrna and Murfreesboro	Yes	Programmed
Regional	Williamson Co/TMA Group	2012-85-178	Education & Outreach	Communicating Dynamic Alternative Transportation Options at Employer Worksites	Regionwide	Yes	Underway
Regional	Williamson Co/TMA Group	2012-85-200	Transit Capital	Intelligent Real-time Ad Hoc Ridesharing	Regionwide	No	Underway
Robertson	Springfield	2004-010	Pedestrian	Central Business District Sidewalks	5th Avenue; Memorial Blvd to Willow and Locust to Springfield Middle School	No	Dropped
Robertson	Springfield	2012-35-198	Transit Capital	Springfield Park-n-Ride Directional and Identification Signage	Specific locations along RTA 89X route in Springfield	No	Underway
Robertson	TDOT	2010-32-004	Road Widening	SR-65/US-431	From Walling Road to SR-11/US-431 (Memorial Blvd)	Yes	Reprogrammed
Robertson	White House	2004-022	Pedestrian	SR-76	East of Raymond Hirsch Pkwy to west of SR-41/US-31	No	Underway
Robertson/Sumner	TDOT	2006-416	Interchange	I-65	Proposed SR-109 relocation and new interchange at I-65 and the proposed relocated SR-109	Yes	Programmed
Robertson/Sumner	TDOT	2008-32-018	Road Widening	SR-41/US-31 W	South of SR-109 to Kentucky State Line	No	Underway
Rutherford	La Vergne	223	Pedestrian	Fergus Road	Gale Lane to Bill Stewart Blvd	No	Completed
Rutherford	La Vergne	2006-401	Road Widening	Waldron Rd / Parthenon Pkwy	Industrial Blvd to Murfreesboro Rd (SR-1)	No	Completed
Rutherford	La Vergne	2008-46-075	Pedestrian	Chaney Boulevard Sidewalk	From Chaney Blvd. to intersection of Old Nashville Highway	No	Completed
Rutherford	La Vergne	2011-42-031	Road Widening	Chaney Boulevard Widening	From Smyrna to Old Nashville Highway	No	Deferred
Rutherford	La Vergne	2011-42-032	Road Widening	Jefferson Pike Widening	From Murfreesboro Road to Old Nashville Highway	Yes	Programmed
Rutherford	La Vergne	99-New-14	Signalization	Old Nashville Hwy	Stones River Road	No	Completed
Rutherford	La Vergne	AM-006	Greenway	Hurricane Creek Greenway	SR-41	Yes	Programmed
Rutherford	Murfreesboro	203	ITS	Middle Tennessee Blvd	Greenland Drive to Main Street	Yes	Underway
Rutherford	Murfreesboro	226	Greenway	Stones River Greenway Extension	Barfield-Crescent Road to north of Old Fort Parkway	No	Underway
Rutherford	Murfreesboro	232	Greenway	Gateway Trail	Stones River Greenway N. to General Bragg Trailhead	No	Completed
Rutherford	Murfreesboro	2004-014	ITS	CCTV and Traffic Signal Interconnect	SR-96W, US-231N (SR-10), SR-99S	No	Completed
Rutherford	Murfreesboro	2005-006	Transit Operating	5307 Urban Operating for Rover Public Transit - Relax & Ride Service	Operation of Relax & Ride service in the Murfreesboro Urban Area	Yes	Programmed
Rutherford	Murfreesboro	2005-007	Transit Operating	5307 Urban Operating for Rover Public Transit - MCHRA Contract	Murfreesboro urbanized area	Yes	Reprogrammed/Resubmitted
Rutherford	Murfreesboro	2006-201	Greenway	Stones River Bicycle and Pedestrian Trail (North)	Various	No	Deferred
Rutherford	Murfreesboro	2008-45-089	Transit Operating	5307 Urban Operating for Rover Public Transit - Fixed Route Service	City of Murfreesboro	Yes	Underway
Rutherford	Murfreesboro	2008-45-090	Transit Capital	5307 Urban Capital for Rover Public Transit - Equipment	City of Murfreesboro	Yes	Reprogrammed/Resubmitted

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Rutherford	Murfreesboro	2008-46-041	Greenway	Lytle Creek Greenway	Stones River Greenway to Cannonsburg/Public Square	No	Completed
Rutherford	Murfreesboro	2011-410-149	Reconstruct	Manson/Gresham/Fortress Reconstruction	I-24 to Puckett Creek Crossing	No	Completed
Rutherford	Murfreesboro	2011-410-151	Reconstruct	Brinkley Road Reconstruction	Hwy 96 to Manson Pike	Yes	Underway
Rutherford	Murfreesboro	2011-410-152	Reconstruct	Rucker Lane Reconstruction	SR-96 to Veterans Pkwy	Yes	Underway
Rutherford	Murfreesboro	2011-410-153	Reconstruct	Pitts Lane	Northfield Boulevard to Wenlon Drive	No	Deferred
Rutherford	Murfreesboro	2011-41-144	New Roadway	Cherry Lane Extension with SR-840 Interchange	From Sulphur Springs Road to NW Broad Street and interchange at SR-840	Yes	Underway
Rutherford	Murfreesboro	2011-42-142	Road Widening	Thompson Lane (SR-268) Widening	From US 41/70(NW Broad St) to SR-10 (Memorial Blvd)	Yes	Underway
Rutherford	Murfreesboro	2011-42-143	Road Widening	Bradyville Pike (SR-99) Widening	From US-41 (SE Broad St.) to Rutherford Blvd	Yes	Underway
Rutherford	Murfreesboro	2011-42-150	Road Widening	Fortress Boulevard Widening	Blaze Drive to Puckett Creek Crossing	No	Completed
Rutherford	Murfreesboro	2011-45-112	Transit Capital	5307 Urban Capital for Rover Public Transit - Bus Replacement and/or expansion	City of Murfreesboro	No	Completed
Rutherford	Murfreesboro	2011-45-113	Transit Capital	5309 Earmark for Rover Public Transit - Bus & Bus Facilities	City of Murfreesboro	No	Completed
Rutherford	Murfreesboro	2011-45-114	Transit Capital	5307 Urban capital Funding for Rover Public - Construction for Passenger Waiting/Admin/Training Facility	City of Murfreesboro	Yes	Programmed
Rutherford	Murfreesboro	2013-45-216	Transit Capital	5309 (SGR) Bus Replacement	City of Murfreesboro	No	Completed
Rutherford	NPS	2006-202	New Roadway	Stones River Battlefield - Natl Park Service Interior	Stones River Battlefield	No	Completed
Rutherford	Rutherford Co./Eagleville	2006-203	Greenway	Eagleville Bicycle and Pedestrian Trail	Downtown Area	No	Dropped
Rutherford	Smyrna	2006-304	Greenway	Jefferson Springs Greenway Extension	Sharp Springs Natural Area to Jefferson Springs	Yes	Underway
Rutherford	Smyrna	2011-42-061	Intersection	Weakley Lane/ Swan Drive Intersection Improvements	Weakley Lane at Swan Drive	Yes	Underway
Rutherford	Smyrna	2011-44-058	Interchange	Rocky Fork Road Interchange	Interstate 24 at Rocky Fork Road	No	Deferred
Rutherford	Smyrna	2011-46-056	Greenway	Smyrna Greenway	From Sam Ridley Parkway to the Town limits	Yes	Programmed
Rutherford	Smyrna	2011-46-057	Greenway	Smyrna Greenway 2	From Old Nashville Highway to north of S. Lowry St.	Yes	Programmed
Rutherford	Smyrna	2012-44-172	Intersection	Sam Ridley Pkwy & Stonecrest Pkwy Intersection Improvements	Sam Ridley Pkwy (SR-266) at Stonecrest Pkwy	Yes	Underway
Rutherford	Smyrna	2012-44-174	Intersection	Almaville Road & Morton Lane Intersection Improvements	Almaville Road (SR-102) at Morton Lane	No	Completed
Rutherford	Smyrna	2012-47-173	ITS	Smyrna Signal System	SR-266/ Sam Ridley Pkwy, SR-41/ US-70/ Lowry Street, SR-102/ Nissan Drive	Yes	Programmed
Rutherford	Smyrna	2012-56-190	Greenway	Smyrna Greenway Phase 1	Sharp Springs Area near SR-266	Yes	Programmed
Rutherford	TDOT	2012-42-194	Road Widening	SR-266 (Jefferson Pike) Widening	From SR-102 (Nissan Drive) to SR-840	No	Underway
Rutherford	TDOT	2012-44-201	Intersection	SR-1 and SR-96 Intersection Grade Separation	SR-1 and SR-96	Yes	Underway
Rutherford	TDOT	2012-48-168	Road Widening	SR-99 Widening	From SW Loop Road to Cason Lane	No	Underway
Sumner	Gallatin	2008-51-032	New Roadway	East-West Corridor (Albert Gallatin Avenue (SR-174) / Hatten Track Road Extension)	From SR-174/N. Water Avenue intersection to new interchange onto SR-109.	Yes	Underway
Sumner	Gallatin	2008-54-033	Intersection	Various intersection improvements	SR-6/SR-25 and SR-6/Locust Street	Yes	Underway
Sumner	Gallatin	2009-54-024	Intersection	Big Station Camp Creek Blvd	Cages Bend Road	No	Completed
Sumner	Gallatin	2009-56-027	Greenway	Town Creek Greenway - Phase 1 & 2	From Triple Creek Park to Franklin Street	Yes	Underway
Sumner	Gallatin	2011-510-017	Reconstruct	Airport Road Relocation	Airport Road	Yes	Underway
Sumner	Gallatin	2012-51-169	New Roadway	Gateway Drive Extension	From Airport Rd to terminus	No	Completed
Sumner	Gallatin	2012-51-170	New Roadway	Greenlea Boulevard Extension	From SR-386 (Vietnam Veterans Pkwy) to SR-174 in	Yes	Underway
Sumner	Gallatin	2012-56-183	Streetscaping	Downtown Gallatin Streetscape - Phase 3	South Water Avenue from Main St. to Smith St.	Yes	Underway
Sumner	Gallatin	99-New-23	Intersection	East Broadway (SR-6)	North Water Ave (SR-109)	No	Completed
Sumner	Goodlettsville	2011-17-019	ITS	Caldwell Drive/Indian Hills Pedestrian Control	Intersection of Caldwell Drive and Indian Hills	No	Underway
Sumner	Goodlettsville	2011-57-024	ITS	Long Hollow Pike Traffic Signal Synchronization	South Main Street at Memorial Drive north to Long Hollow Pike then east along Long Hollow Pike to Loretta Drive.	No	Underway

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Sumner	Goodlettsville	2011-57-026	ITS	Madison Creek/Long Hollow Pike Traffic Signal	Long Hollow Pike at Madison Creek Rd	No	Underway
Sumner	Goodlettsville	2011-59-025	Streetscaping	Long Hollow Pike Street Lighting Improvements	Long Hollow Pike	No	Deferred
Sumner	Goodlettsville	2011-59-027	Streetscaping	US-41 (Springfield Hwy)/US 31W (Louisville Hwy) Street Lighting Improvements	From Old Springfield Hwy to Conference Dr	No	Deferred
Sumner	Hendersonville	2002-028	New Roadway	Rockland Road Widening	West Main Street to Imperial Blvd	Yes	Underway
Sumner	Hendersonville	2002-029	Intersection	Walton Ferry/Old Shackle Island	Imperial Blvd to Volunteer Dr	Yes	Underway
Sumner	Hendersonville	2006-014	Road Widening	New Shackle Island Road (SR-258)	Iris Drive north to SR-386 (Vietnam Veterans Blvd)	Yes	Underway
Sumner	Hendersonville	2008-52-034	Road Widening	Indian Lake Boulevard	State Route 386 Intersection	Yes	Underway
Sumner	Hendersonville	2012-56-171	Greenway	Sanders Ferry/ Drakes Creek Bike Trail	From Main Street along Sanders Ferry Rd and Drakes Creek/Old Hickory Lake F	Yes	Underway
Sumner	Hendersonville/TDOT	99-New-28	New Roadway	Indian Lake Boulevard	Existing Indian Lake Boulevard (SR-6/US-31E) to Vietnam Veterans Boulevard (SR-386)	Yes	Programmed
Sumner	Hendersonville/TDOT	99-New-29	Signalization	Closed Loop and Signal Upgrade - CCTV	Main Street(SR-6); New Shackle Island Road (SR-258); Freehill Road	No	Underway
Sumner	Millersville	2004-019	New Roadway	Cartwright Parkway Extension	Williamson Road to North Cartwright SR-41 to US-31W	Yes	Programmed
Sumner	Portland	2004-020	Intersection	SR-109	Kirby Drive	No	Completed
Sumner	RTA	2012-55-199	Transit Capital	Greensboro North Park-N-Ride in Gallatin	Intersection Harris Lane/Greenlea Blvd & Enterprise Drive	Yes	Underway
Sumner	Sumner Co.	2008-56-082	Greenway	Lower Station Camp Creek Road Streetscape and Pavement Project (Greenway)	Big Station Camp Blvd.	Yes	Reprogrammed/Resubmitted
Sumner	Sumner Co.	2008-56-082b	Greenway	Lower Station Camp Creek Road Streetscape and Pavement Project (Greenway)	Big Station Camp Blvd.	Yes	Reprogrammed/Resubmitted
Sumner	Sumner Co.	2012-58-022	Enhancement	Douglass-Clark House Restoration	Long Hollow Pike (SR-174) at Lower Station Camp Creek Greenway	No	Underway
Sumner	Sumner Co.	2012-59-191	Historic Preservation	Civil War Historic Preservation	Douglass-Clark House	Yes	Programmed
Sumner	TDOT	2011-51-108	New Roadway	SR-109	Proposed SR-109 - Portland Bypass	Yes	Programmed
Sumner	TDOT	AM-018	Road Widening	SR-109	North of Cumberland River Bridge to SR-109 Bypass	Yes	Programmed
Sumner	TDOT	AM-019	Road Widening	SR-109	SR-109 bypass to south of Hollis Chapel Rd	No	Underway
Sumner	White House	2011-54-156	Intersection	Tyree Springs (SR-258) / S Palmers Chapel Intersection Improvements	Tyree Springs Rd at South Palmers Chapel Road	Yes	Underway
Sumner	White House	2012-56-195	Bike/Ped	Hwy 31W/ SR-41 Bike/Pedestrian Project	Highway 31W/ SR-41	Yes	Underway
Williamson	Brentwood	2006-013	Road Widening	Concord Road (SR-253)	Jones Parkway east to Arrowhead Drive	Yes	Underway
Williamson	Brentwood	2006-408	Road Widening	SR-31/Franklin Road Widening	SR-253/Concord Road to SR-441/Moores Lane	Yes	Underway
Williamson	Brentwood	2008-67-035	ITS	Concord Road Signals	Wilson Pike to Sunset Road	No	Completed
Williamson	Civil War Trust	2012-69-176	Enhancement	Carter Cotton Gin Battlefield Site	Carter Cotton Gin Battlefield Site	No	Underway
Williamson	Fairview	2011-610-165	Resurfacing	Fairview 3R Improvement Projects Grouping	Cox Pike and Cumberland Drive in Fairview	Yes	Programmed
Williamson	Fairview	2012-66-182	Sidewalks	Fairview Multimodal Connector - Phase 1	Old Franklin Road between Fairview Boulevard and Chessington Drive.	Yes	Programmed
Williamson	Franklin	2002-032	ITS	Franklin Traffic Operations Center	Cool Springs, Hillsboro Road, Mack Hatcher, Murfreesboro Road	No	Completed
Williamson	Franklin	2006-024	Greenway	Franklin Greenway Bicentennial Park	Hillsboro Road/5th Ave N and North Margin St.	Yes	Underway
Williamson	Franklin	2006-117	Road Widening	Hillsboro Rd (SR-106/US-431) Phase 1	Del Rio Pike to Mack Hatcher Parkway (SR-397)	No	Deferred
Williamson	Franklin	2006-118	Road Widening	Hillsboro Rd (SR-106/US-431) Phase 2	New Hwy 96 to just north of Del Rio Pike	No	Underway
Williamson	Franklin	2009-67-026	ITS	Franklin ITS Infrastructure	Various corridors citywide	Yes	Underway
Williamson	Franklin	2011-61-012	Road Widening	McEwen Drive Extension	From Wilson Pike to near Split Log Road	No	Deferred
Williamson	Franklin	2011-62-004	Road Widening	Columbia Ave South (SR 6/US 31)	From Downs Blvd to SR 397	Yes	Reprogrammed/Resubmitted
Williamson	Franklin	2011-62-005	Road Widening	Goose Creek Bypass (SR-248)	From Lewisburg US 431 to Peytonsville Rd.	No	Underway
Williamson	Franklin	2011-62-007	Road Widening	Lewisburg Pike (US-431) - Phase 1	From Mack Hatcher (SR-397) to Donnellson Creek	No	Deferred

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Williamson	Franklin	2011-62-008	Road Widening	Lewisburg Pike (US-431) - Phase 2	From Donnellson Creek to Old Peytonsville Road	No	Deferred
Williamson	Franklin	2011-62-009	Road Widening	Lewisburg Pike (US-431) - Phase 3	From Old Peytonsville Road to Goose Creek Bypass SR-248	No	Underway
Williamson	Franklin	2011-62-010	Road Widening	McEwen Drive Phase 3	From Carothers Parkway to East Cool Springs Blvd	No	Completed
Williamson	Franklin	2011-62-011	Road Widening	McEwen Drive Phase 4	From East Cool Springs Blvd. to Wilson Pike (SR-252)	Yes	Underway
Williamson	Franklin Transit Authority	2009-65-007	Transit Operating	New Freedom Funds - Franklin Transit Authority	City of Franklin	No	Underway
Williamson	Franklin Transit Authority	2009-65-008	Transit Operating	Job Access and Reverse Commute Funds - Franklin Transit Authority	City of Franklin	No	Underway
Williamson	Franklin Transit Authority	2011-65-016	Transit Capital	Local Bus Service Preventative Maintenance and Capitalization	City of Franklin	Yes	Underway
Williamson	Franklin Transit Authority	2013-65-220	Transit Planning	Local Multimodal Transit Service Planning	Cool Springs Area: SR-96, McEwen Blvd, Carothers	No	Underway
Williamson	Nolensville	2012-66-187	Greenway	Small Town Connections	Town of Nolensville	Yes	Underway
Williamson	Spring Hill	2012-26-188	Greenway	Spring Station Drive Multi-use Trail	Spring Station Dr. from Buckner Ln to High School & Middle School	Yes	Underway
Williamson	Spring Hill	2012-66-177	Greenway	Tanyard Springs Connection Trail/ Bridge	City of Spring Hill	Yes	Programmed
Williamson	Spring Hill/TDOT	2004-051	Road Widening	SR-247 (Duplex Road)	SR-6 (US-31, Main Street) to near I-65	Yes	Underway
Williamson	TDOT	2004-058	Road Widening	SR-253 (Concord Road)	Sunset Road to SR-11 (Nolensville Pike)	Yes	Underway
Williamson	TDOT	2006-417	Road Widening	I-65	South of SR-840 to SR-96 including interchange at SR-248 (Peytonsville Rd)	No	Underway
Williamson	TDOT	2008-61-094	New Roadway	SR-840 South	From west of Carters Creek Pike (SR-246) to west of Columbia Pike (SR-6)	No	Underway
Williamson	TDOT	2009-69-005	Bus Diesel Retrofit	Pilot School Bus Retrofit - Franklin Special School District	City of Franklin	Yes	Programmed
Williamson	TDOT	2009-69-006	Bus Diesel Retrofit	Pilot School Bus Diesel Retrofit - Williamson County Schools	Countywide	Yes	Programmed
Williamson	TDOT	2010-65-001	Road Widening	I-65	North of SR-248 to North of SR-96	No	Completed
Williamson	TDOT	2011-62-110	Road Widening	I-65 Widening & HOV	From near SR-840 to SR-248 (Peytonsville Rd) including interchange at SR-248	No	Underway
Williamson	TDOT	2011-62-161	Road Widening	SR-397	From SR-6 East of Franklin Road to SR-6 (US-31) North of Franklin	No	Underway
Williamson	TDOT	2011-64-111	Road Widening	I-65 Interchange	SR-248	No	Underway. Combined/Resubmitted
Williamson	TDOT	2012-62-167	Road Widening	Lewisburg Pike (SR-248) Widening	From SR-106 (Lewisburg Pike) to west of I-65	Yes	Underway
Williamson	TDOT	407b	New Roadway	SR-840 South	West Leipers Creek Road (SR-46) to west of Carters Creek Pike (SR-246)	No	Underway
Williamson	Thompson's Station	2012-66-189	Greenway	Thompson's Station Greenway - Phase 1	Townwide	Yes	Programmed
Williamson	Williamson Co.	2008-64-037	Intersection	SR-106 (Hillsboro Rd)	SR-46 (Old Hillsboro Rd)	Yes	Programmed
Williamson	Williamson Co/TMA Group	2011-69-122	Education & Outreach	Clean Air Schools Anti-Idling Campaign and School Pooling Program	Regionwide	Yes	Underway
Williamson	Williamson Co/TMA Group	2011-69-123	Education & Outreach	Transportation-Related Air Quality Education Programming	Regionwide	No	Underway
Williamson	Williamson Co/TMA Group	2011-69-124	Education & Outreach	Transportation-Related Air Quality Outreach Campaign	Regionwide	Yes	Underway
Williamson	Williamson County	2011-69-145	Enhancement	Timberland Park Visitor Improvements Phase 1	Natchez Trace Parkway	No	Underway
Williamson	Williamson County	2011-69-146	Greenway	Timberland Park Visitor Improvements Phase 2	Natchez Trace Parkway	No	Underway
Williamson	Williamson County	2012-69-181	Greenway	Timberland Park Improvements Phase 3	Timberland Park	No	Underway
Williamson	Williamson County	2013-67-219	ITS	North Berry's Chapel Rd Intersection with Lynnwood Way Connector	North Berry's Chapel Rd Intersection with Lynnwood Way Connector	Yes	Programmed
Wilson	Lebanon	503	Intersection	Maddox-Simpson Parkway (SR-26)	SR-26/US-70 (Sparta Pike)	No	Completed
Wilson	Lebanon	2008-72-042	Road Widening	Hartmann Drive, Section 2	From Coles Ferry to Canal Street	No	Deferred
Wilson	Lebanon	2008-74-061	Interchange	Interchange Lighting	I-40 at SR-109	No	Reprogrammed

FY 2011-2015 PROJECT STATUS REPORT

County	Lead Agency	11-15 TIP	Improvement Type	Route/Description	Termini / Intersecting Road	14-17 TIP	Project Status
Wilson	Lebanon	2009-76-001	Greenway	Cedar City Trail Phase 3 & 4	N side of Sinking Creek from Castle Heights to N Greenwood to Maple (Phase 3) Hill to Castle Heights; Castle Heights from Hill to Main (Phase 4)	No	Completed
Wilson	Lebanon	2010-79-005	Resurfacing	City of Lebanon 3R Improvements Bucket	Various Locations within the City of Lebanon	Yes	Underway
Wilson	Lebanon	2011-72-033	Road Widening	SR-26 (Baddour Pkwy)	From SR-24 (Main Street) to Fairview Road	No	Deferred
Wilson	Lebanon	2011-74-034	Intersection	SR-24/US 70/West Main Street at Castle Heights Avenue	SR-24 at Castle Heights Avenue	No	Underway
Wilson	Lebanon	2011-76-035	Greenway	Cedar City Trail - Phase 5 (Bartons Creek South)	From East of Hartmann Drive along Bartons Creek	Yes	Underway
Wilson	Lebanon	2011-77-036	ITS	Closed Loop Signal System - US 231 South/South Cumberland	US-231 South/South Cumberland corridor	No	Completed
Wilson	Lebanon	2011-77-037	ITS	Closed Loop Signal System - Highway 70/West Main Street	Highway 70/West Main corridor	No	Completed
Wilson	Lebanon	2011-79-162	Safety	Hartmann Drive Lighting	From I-40 interchange to West Main Street	No	Completed
Wilson	Mt. Juliet	2008-71-038	New Roadway	Beckwith Road	Beckwith Road interchange to Benders Ferry Road & Highway 70	Yes	Underway
Wilson	Mt. Juliet	2008-76-024	Greenway	Town Center Trail (former West Division Street Greenway)	South Greenhill Road (West) to Music City Star station (East)	Yes	Underway
Wilson	Mt. Juliet	2012-76-186	Greenway	Mini Greenway Connector to Music City Star Station	From Old Mt. Juliet Road to Mt. Juliet Road	No	Dropped
Wilson	Mt. Juliet	2013-77-218	ITS	SR-171 (Mt. Juliet Road) Traffic Adaptive Signal Control System Corridor Optimization	SR-171/ Mt. Juliet Rd	Yes	Programmed
Wilson	TDOT	2009-72-035	Road Widening	SR-109	Near SR-24 (US-70) to Cumberland River	Yes	Split / Underway
Wilson	TDOT	2010-710-006	Reconstruct	SR-141	From North of Tomlinson Road to Trousdale County line	No	Underway
Wilson	TDOT	2011-72-012	Road Widening	SR-141	North of Lovers Lane to SR-26	No	Underway
Wilson	TDOT	2011-72-107	Road Widening	I-40	From SR-171 to SR-109	No	Underway
Wilson	TDOT	2011-72-164	Road Widening	I-40 Widening	From SR-109 to SR-840	Yes	Programmed

Appendix E. Certifications

MPO Self Certifications and Federal Certifications

23CFR 450.334

- (a) The MPO and state shall certify the metropolitan planning process every 4 years is in accordance with:
- (1) 23 USC 134, 49 USC 5303 (Highways and Transit)
- (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended 42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21
- (4) 49 U.S.C. 5332, prohibiting discrimination, on the basis of race, creed, national origin, sex or age in employment or business opportunity
- (5) Section 1101 (b) of MAP-21 (Pub. L 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts
- (7) Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. Seq.) and 49 CFR parts 27, 37 and 38
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities

Appendix F. Public Comments

Summary of Public Comments FYs 2014-2017 Transportation Improvement Program

Comments made at public hearings

Additional detail is available by request at contact@nashvillempo.org or (615) 862-7204.

Comment #1: Charles Bone (Gallatin, TN)

Nature of comments: Expressed support, on behalf of The Transit Alliance of Middle Tennessee, for MPO's action to program funds for The Amp. Said the proposed action was consistent with his organization's mission to help Middle Tennessee realize the economic benefits of modern mass transit.

Comment #2: Michael Schatzlein (Nashville, TN)

Nature of comments: Expressed support, on behalf of the Amp Coalition/ AmpYes, for MPO's action to program funds for The Amp. Indicated the project was good for businesses, and specifically beneficial to large employers, their employees, and customers along the corridor.

Comment #3: Ralph Schulz (Nashville, TN)

Nature of comments: Expressed support, on behalf the Nashville Area Chamber of Commerce, for MPO's action to program funds for The Amp. Said that such investments were necessary in order to keep quality of life and cost of living in good balance to maintain Nashville and Middle Tennessee's economic advantage.

Comment #4: Grace Renshaw (Nashville, TN)

Nature of comments: Expressed opposition to MPO's action to program funds for The Amp. Presented a case that such an investment would harm her community and make transit service worse for people who need it more by redirecting resources from existing bus service to the project. Said she uses transit, and supports transit in general.

Comment #5: Keel Hunt (Nashville, TN)

Nature of comments: Expressed support for MPO's action to program funds for The Amp. Presented information from a Rockefeller study he helped conduct that showed strong public support for bus rapid transit projects like that being proposed by The Amp.

Comment #6: Jay Everett (Nashville, TN)

Nature of comments: Expressed support, on behalf of TransitNow Nashville, for MPO's action to program funds for The Amp. Presented a case that the investment will make transit accessible to those that struggle with the

limitations of service today. Described his encounters talking with members of the public who support the project.

Comment #7: Greg Adkins (Nashville, TN)

Nature of comments: Expressed support, on behalf of the Tennessee Hospitality Association which has voted to endorse the project, for MPO's action to program funds for The Amp. Presented a case that such investments help businesses within the hospitality grow and prosper.

Comment #8: Dan Boone (Nashville, TN)

Nature of comments: Expressed support, on behalf of the Trevecca Nazarene University and colleagues at other area colleges, for MPO's action to program funds for The Amp. Presented a case that the project was an important investment in the community that would help keep transportation costs down for colleges and their faculty and students.

Comment #9: Cat Coffen (Nashville, TN)

Nature of comments: Expressed support, on behalf of the Amp AmpYes, for MPO's action to program funds for The Amp. Shared experiences talking with members of the public and stories of how the project will improve their lives.

Comment #10: Nathan Moore (Nashville, TN)

Nature of comments: Expressed support for MPO's action to program funds for The Amp. Talked about much needed improvements to the area in order to make transit work for people traveling across town.

Comment #11: Annie Passino (Nashville, TN)

Nature of comments: Expressed support, on behalf of the Southern Environmental Law Center, for MPO's action to program funds for The Amp. Presented a case that such investments would help promote sustainability in Middle Tennessee by supporting the development of healthier communities and protecting environmental assets.

Comment #12: Rick Williams (Nashville, TN)

Nature of comments: Expressed opposition, on behalf of StopAmp, to MPO's action to program funds for The Amp. Presented information that he and his organization deem to indicated that traffic will get worse along the corridor with the investment. He said there were more important priorities in the region than this project.

Comments presented in writing during the review period, prior to the adoption hearing

Letters and emails attached.



December 5, 2013

TO: The Honorable Members of the Nashville Metropolitan Planning Organization Executive Board

FROM: Mike Schatzlein, M.D., St. Thomas Health; chair, the Amp Coalition *MS*

Ralph Schulz, Nashville Area Chamber of Commerce;
vice-chair, the Amp Coalition *RS*

Bert Mathews, Colliers International/Nashville; chair, TAMT Inc. *Bert Mathews*

RE: Nashville MPO support for the Amp

On behalf of the Amp Coalition and TAMT, Inc., two private-sector-led groups committed to positioning transit and the Amp as a key component of our city and regional transportation infrastructure, we thank you, as the executive board of the Metropolitan Planning Organization, for the support you have shown this transformational project. The Nashville MPO's \$5 million funding support for the Amp in its four-year work program, together with the MPO's ranking of the Amp as the region's top priority for state funding as part of the FY2012-2017 TDOT budget, indicate how important this first leg of true rapid transit is for Nashville and Middle Tennessee.

With the Amp only 30 percent designed, our organizations look forward to the dialogue that will occur among residents, workers and government officials as the project is further designed over the next several months. The support of the MPO is a vital underpinning for that discussion about this strategic transit spine in our city and region.

We understand funding for the Amp will be included in your actions at the December 11 meeting of the executive board; we plan to be there for this important discussion and look forward to making brief remarks, as well as entertaining any questions or comments you might have as a body or as individual members.

Again, we thank you for your leadership role in addressing infrastructure needs in our region. As our region grows, all of our communities are faced with transit needs and other challenges. Working together to plan our future, particularly how we leverage and link our assets into efficient systems to serve our residents, our workforce, and our visitors, is essential to our community and economic growth.



2 Victory Avenue, Suite 500
Nashville, TN 37213
615-921-9470
Fax 615-921-8011
SouthernEnvironment.org

December 10, 2013

Honorable Rogers Anderson, Chairman
Executive Board
Nashville Area Metropolitan Planning Organization
800 Second Avenue South
P.O. Box 196300
Nashville, TN 37201
rogersa@williamson-tn.org

VIA U.S. MAIL AND ELECTRONIC MAIL

Re: Draft Transportation Improvement Program (Fiscal Years 2014-2017)

Dear Chairman Anderson and Members of the Executive Board,

The Southern Environmental Law Center works throughout Tennessee to promote a cleaner, more sustainable transportation system that protects and enhances our natural resources, communities, and quality of life. Because our Tennessee office is located in Nashville, and given the prominence of the Nashville region, we take a particular interest in transportation planning and projects in this region.

We strongly support the decision of the Nashville Area Metropolitan Planning Organization (MPO) to make sustainability one of the organization's long-term guiding principles (*i.e.*, its goal to "strive to support growth and prosperity without sacrificing the health, environment, natural and socio-cultural resources, or financial stability of this or future generations").

We submit these comments in support of a number of projects in the Draft FY 2014-17 Transportation Improvement Plan (TIP), while expressing our concerns about other projects and cautioning against defaulting to short-term "solutions" that will not adequately advance transportation approaches needed to respond to the region's long term demographic trends and transportation needs.

I. The Draft Transportation Improvement Plan Includes Many Projects That Will Enhance this Region and Benefit its Residents

We commend the MPO for taking an important step in the direction of sustainable growth by including the Amp (the modern bus rapid transit system connecting West Nashville and East Nashville) in the 2035 Regional Transportation Plan, ranking it the top priority submitted for the state's three-year transportation work program for the second year in a row, and putting it on the construction reserve list in the draft TIP to ensure that it is more than an unstudied and unfunded solution.

The Amp would begin to address some of the serious problems that arise from the Nashville region's auto-centric transportation system—a system that heavily favors single occupancy motor vehicle travel and those who can afford it. The Amp offers the potential to spur further revitalization and development in the region, and provide the infrastructure needed to accommodate the population increase projected for our region. Additional reasons to support the Amp include:

- It would benefit those who ride it and those who, because they may have no choice but to drive, will travel on less congested streets because of it.
 - The average Nashville resident wastes 10 gallons of fuel per year from sitting in traffic and spends a substantial portion of the family budget on transportation costs (over half of income goes to housing and transportation costs combined). Many trips (travelling to work, shopping for groceries, picking up children at school, etc.) are not discretionary, so transportation costs can be inelastic and difficult to reduce during economic hard times.
 - It helps vulnerable populations and those who do not have cars get to work, training, or school. It also gives seniors and individuals with disabilities a way to live independent, dignified lives. Universities, hospitals, government offices, cultural attractions, and approximately 409 acres of public parks and green-space are along the Amp's route, according to the Nashville MTA.
 - Research cited in the Regional Transportation Plan estimates that the annual cost of congestion for the Nashville-Davidson Urbanized Area is \$426 million.

- It would benefit our environment and our health by reducing driving and resulting transportation emissions.
 - In 2010, the annual report from Nashville's Pollution Control Division showed that 97% of carbon monoxide emissions are from mobile sources, and 75% of sulfur dioxide emissions come from fuel combustion.
 - Exposure to air pollutants, like traffic exhaust fumes, is linked to serious health risks like lung cancer and heart failure.
 - Direct health and environmental benefits are compounded by indirect benefits: by protecting our air, for example, we are also protecting the water we drink.
 - Bus rapid transit not only can reduce vehicle miles travelled and vehicle emissions, but it also can cut bus miles traveled and bus emissions by increasing speeds and rationalizing routes.

- It benefits the region by making it more competitive economically, by enhancing our position as a desirable location for companies and their employees.

Of course, the Amp is not the solution to all of Nashville's transportation challenges. In this case, though, new or wider roads cannot address either the congestion issues facing this particular corridor or the connectivity issues facing the larger region. The MPO has chosen a responsible path to begin to meet the Regional Transportation Plan's goals, and the Amp is a step toward smarter growth and a more extensive transit network.

There are a number of other projects in the draft TIP that we support in addition to the Amp. These projects also help to provide a greater range of transportation choices, and thus offer many of the types of economic, health, and environmental benefits noted above. For example, there are more than a dozen greenway and multi-use projects included in the draft TIP, including a twenty-two mile paved trail to connect Tennessee State University with surrounding neighborhoods (No. 2009-16-029), a multi-use trail that connects with schools in Spring Hill (No. 2012-26-188), a multi-use path to connect bike and pedestrian traffic with one of the Music City Star Train Stations (No. 2014-76-017), and a project to re-stripe a highway to allow pedestrian and bike traffic along the route (No. 2012-56-195). Further, we support projects geared toward improving the air children breathe, such as the school bus diesel retrofit program designed to reduce carbon monoxide and particulate emissions (No. 2009-19-004) and the Clean Air Schools Anti-Idling Campaign (No. 2011-69-122).

The draft TIP also includes several projects to improve roads in ways that make economic and environmental sense. One example is the project to alleviate a bottleneck on Dickerson Pike underneath a narrow train overpass by managing the lanes and adding multi-modal accommodations instead of widening the road and rebuilding the bridge (No. 2014-111-051). This project represents the type of creative, low cost, and low impact solution that should be a model for future projects. Second, the “complete streets” implementation projects along Gallatin Pike (No. 2014-111-026) and Murfreesboro Pike (No. 2014-111-027) show how corridors, residents, and drivers can benefit from design that accounts for the community through which a road travels. We encourage the respective design committees for these projects to implement all complete streets elements necessary to realize these projects’ full potential.

We urge you to include more transit, complete street, bicycle, and pedestrian projects like these in future plans in order to capitalize further on the economic, environmental, health, and quality of life benefits of such projects.

II. The Draft Transportation Improvement Plan Includes Projects That Could Be Optimized to Advance the Sustainability Goal of the Regional Transportation Plan

Some projects in the draft TIP might be re-evaluated to further advance the regional transportation plan’s guiding principal of sustainability. For example, there are many projects in the draft TIP related to SR-109, which reflects a smart compromise to avoid the negative impacts on communities and the environment that would have been caused by SR-840 North. Although we caution against building entirely new roads in undeveloped areas, we recognize that expanded capacity and certain improvements may be necessary along this corridor, because the volume of traffic on SR-109 has increased and may continue to increase. Therefore, if Project No. 2008-51-032, a new 0.8 mile road that will cost \$29 million (total programmed cost) and will cross an undeveloped piece of property and East Camp Creek, must be built, we hope that it will contain “complete street” elements that will encourage all modes of transportation, including transit, for the reasons discussed in the prior section.

In addition, one project will expand the interstate from four to eight lanes. *See* Project No. 2011-72-164 (Interstate 40 between SR-109 and SR-840 in Wilson County; total cost: \$40 million with \$250,000 currently programmed). Experience has shown that while road improvements may relieve congestion problems in the near term, the initial time savings in commutes frequently encourages people to live further away from destinations or to change their travel behavior, increasing the overall amount of driving and quickly filling up the new capacity. In fact, studies have shown that up to 90% of new road capacity can be filled within as little as five years or less. Particularly in fast-growing areas such as the Nashville region, we simply cannot pave our way out of congestion. Nevertheless, we are delighted that this project will at least include High Occupancy Vehicle lanes and hope that these lanes will be used for other transit options in the future and integrated with a larger HOV network.

Finally, it would be helpful to both decision-makers and the public to include a summary and pie chart in the final TIP and in all future transportation plans that show the amount of funds that would go to each transportation mode under the plan.

Conclusion

As the MPO works to finalize the TIP and to update the Regional Transportation Plan, we encourage it to continue to make decisions based on a long-term and regional perspective. We believe the MPO understands and appreciates that effective and visionary planning enhances this region's vibrant future. Public opinion is on the MPO's side, both nationally and at the local level, as it considers the draft TIP and longer-term plans. In fact, in recent research conducted by the Rockefeller Foundation, 77% of Davidson County voters who were polled support bus rapid transit and agree that it is important to invest in public transportation.

Thank you for your consideration of these comments. We would be glad to discuss any of these issues and suggestions, and we look forward to working with the Nashville Area MPO to promote a more efficient, effective, and sustainable transportation program.

Sincerely,



Delta Anne Davis



Anne E. Passino

cc: Mr. John Schroer, Commissioner
Tennessee Department of Transportation

Michael Skipper, Executive Director
Nashville Area Metropolitan Planning Organization

Skipper, Michael (MPO)

From: Dianne Neal <dneal3@bellsouth.net>
Sent: Tuesday, December 10, 2013 5:56 PM
To: Rogera@williamson-tn.org
Cc: skipper@nashvillempo.org
Subject: MPO Meeting on December 11, 2013 Public comment

Mayor Anderson and Mr. Skipper,

I am unable to attend this very important meeting of the MPO. I am advised that you will accept my comment by this mail. On September 19, I met with Peter Rogoff, F.T.A Administrator, at his offices. I identified the problems surrounding the local transit plan now known as the AMP. These were, first, the lack of transparency: despite public demand for the Alternatives Analysis conducted by Parsons Brinkerhoff, this document has been suppressed. While the lack of transparency eased the project's move through the Council with few serious questions initially, the result is that no widespread citizen support exists. There is no public buy in. Lack of public buy in to a public transit project makes it very high risk for the grant of any Federal dollars.

On a personal note regarding a lack of public buy in, I took it upon myself to speak to many of those who signed on as AMP neighborhood captains for the MTA and I can tell you that their tone has gone from zealous, but uninformed, in May 2013, to lukewarm as of, coincidentally, October 2013, the month that saw the actual filing of the MTA application with the FTA. I have no current knowledge about when the amended filing will be complete, published, or filed.

The result is that the AMP will be a failure from day one. A project of this magnitude sprawling unused down the heavily traveled, highly developed corridor that West End is will, in fact, push back the future of public transit in Nashville, Davidson County, for years to come. That is the tragedy of the AMP.

I applaud Mayor Dean for raising the considerable issues about transit needs for this city and for the region. I am for mass transit. The AMP is not mass transit. The AMP is looking more like an amusement ride for people of means, the very people who already have reliable transit options.

You have a serious job before you and the public is watching how the region's leadership address these concerns. Mr. Skipper and I disagree about this project. Nevertheless, from the time I began my research about this proposal, in July 2012, to this date some eighteen months later, my meetings and communication with Mr. Skipper have been civilized and informative. I commend to you his professionalism in dealing with the public.

Thank you for any attention you will give my comments.

Sincerely,

Dianne Neal
3721 West End Avenue
Nashville, TN 37205
615.292-6870

Skipper, Michael (MPO)

From: Cyril Stewart <cyril@cyrilstewart.com>
Sent: Friday, December 06, 2013 4:38 PM
To: rogersa@williamson-tn.org
Cc: skipper@nashvillempo.org; Kat Coffen
Subject: MPO Action on Transit Plan and AMP

Dear Chairman Anderson,

As a lifetime resident of Middle-Tennessee I'm sending this in support of the AMP project. As evidenced by many studies, evaluations of other cities and fundamental urban planning principals, the AMP is critical to our region's quality of life, economic development and elevation to an even better place to live, work, and play.

I can't attend the upcoming board meeting but strongly endorse the continued progress of the AMP and look forward to it's completion.

With best regards,

Cyril
J. Cyril Stewart, AIA
3813 Whitland Avenue
Nashville, Tennessee 37205

AIA National Board of Directors
AIA Gulf States Regional Director
President, Heritage Foundation of Franklin and Williamson County
Chairman, Rebuilding Together Nashville
Urban Land Institute

Cyril Stewart, LLC
cyril@cyrilstewart.com
615-207-5959

Appendix G. TDOT-MPO Memorandum of Agreement

MEMORANDUM OF AGREEMENT
BETWEEN
THE TENNESSEE DEPARTMENT OF TRANSPORTATION
AND
THE NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION

REGARDING THE DEFINITION AND NEED FOR AMENDMENTS / ADMINISTRATIVE
ADJUSTMENTS TO THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM /
TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION:

The purpose of this Memorandum of Agreement is to establish two categories of actions to meet Federal requirements and streamline the maintenance of the Statewide Transportation Improvement Program/Transportation Improvement Program (STIP/TIP). One category of action is a “STIP/TIP Amendment” and the other is a “STIP/TIP Administrative Adjustment.”

STIP/TIP AMENDMENT:

An amendment is a revision to the TIP that involves major changes to a project or the overall program and must meet the requirements of 23 CFR 450.216 and 450.326 regarding public review and comment, redemonstration of fiscal constraint, and transportation conformity. An amendment is required when changes to the STIP/TIP include:

- A major change in the total project cost (excluding groupings) (see Project Cost Change Thresholds, page 4); or
- Adding a new project or deleting a project from the TIP; or
- A major change of project scope; examples include, but are not limited to, changing the number of through-lanes, adding/deleting non-motorized facilities, changing mode (e.g., rolling stock or facility type for transit), changing capital category (i.e., transit funding), or changing termini; or
- Any change requiring a new regional air quality conformity finding, where applicable (including a grouping);

AMENDMENT DOCUMENTATION AND AUTHORIZATION PROCEDURES:

The TIP may be amended at any time, but amendments require federal approval and redetermination of TIP fiscal constraint and air quality conformity, where applicable. TDOT will review each amendment and submit the amendment to the appropriate Federal Agency. The federal agencies will review and respond to a formal written request for amendment approval from TDOT within 10 business days of receipt.

Documentation:

The MPO will send the following documentation to TDOT:

- Electronic correspondence describing the action taken and requesting review and approval of the proposed amendment;
- A copy of the original and amended TIP pages;
- Documentation supporting:
 - Fiscal constraint,
 - Interested parties participation (i.e., public involvement, stakeholder involvement, and consultation),
 - Air quality conformity (in non-attainment and/or maintenance areas only), and
 - Required certifications; and
- The resolution adopting the amendment.

For financial transactions, the MPO must identify in the documentation the origin and destination of the funds being moved.

Authorization:

The Federal Highway Administration and FTA match project authorization requests to the TIP prior to approving a request for project authorization. Therefore, all amendments to the TIP need to be approved by FHWA or FTA prior to TDOT requesting federal authorization approvals.

TIP ADMINISTRATIVE ADJUSTMENTS:

A TIP administrative adjustment is a minor change from the approved TIP. Administrative adjustments must be consistent with 23 CFR 450, but they do not require public review and comment, redemonstration of fiscal constraint, or a conformity determination in nonattainment or maintenance areas. TIP administrative adjustments are defined as follows:

- A minor change in the total project cost (see Project Cost Change Thresholds, below)
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or
- A minor change in project description/termini that is for clarification and does not change the project scope; or
- Shifting funds between projects within a TIP (i.e., funding sources and projects already identified in the TIP) if the change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, below) for the total project cost of all phases shown within the approved TIP; or
- Adding an amount of funds already identified in the STIP/TIP for the current or previous year(s) if:
 - The funds are currently identified in the STIP/TIP either in an existing project or

as available funds and

- The change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, page) for the total project cost of all phases shown within the approved TIP; or
- Moving projects from year to year within an approved TIP, except those that cross air quality horizon years; or
- Adding a prior phase, such as environmental or location study, preliminary engineering or right-of-way, to a project in the TIP so long as such a change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, below) for the total project cost of all phases shown within the approved TIP; or
- Changes required to follow FHWA or FTA instructions as to the withdrawal of funds or reestablishment of funds withdrawn at the request of FHWA or FTA; or
- Moving funds between similarly labeled groupings, regardless of percent of change; or
- Adjustments in revenue to match actual revenue receipts.

ADMINISTRATIVE ADJUSTMENT DOCUMENTATION AND AUTHORIZATION PROCEDURES:

Administrative adjustments do not require federal approval. Adjustments made to TDOT-sponsored projects in the TIP will be made by TDOT with notification to the MPO upon submission of the adjustment to FHWA/FTA. The MPO will make the changes to funding tables, and project sheets as needed without the need for distribution.

Documentation:

TDOT will send the following documentation to the MPO

- Electronic correspondence describing the action taken and
- A copy of the original and adjusted STIP pages.

PROJECT COST CHANGE THRESHOLDS:

For changes to the cost of projects (excluding groupings), a sliding scale is outlined to determine which category of revision is required. All measurements for these cost changes will be made from the last approved TIP or TIP amendment/administrative adjustment to account for incremental changes.

Total project cost of all phases shown within the approved TIP	Amendment	Administrative Adjustment
Up to \$2 million	≥75%	< 75%
\$2 million to \$15 million	≥50%	< 50%
\$15 million to \$75 million	≥40%	<40%
\$75 million and above	≥30%	<30%

PROJECT GROUPINGS:

The use of project groupings is permitted under 23 CFR 450.324 (f) for projects in an MPO’s TIP. Projects that are funded by such groupings are to be of a scale small enough not to warrant individual identification and may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. Project groupings may only include projects that meet the following conditions: non-regionally significant, environmentally neutral, and exempt from air quality conformity.

The TIP will include a description of all grouping categories, eligible activities, and sufficient financial information to demonstrate the projects that are to be implemented using current and/or reasonably available revenues. All projects located within an MPO area must be included in the MPO TIP, including those projects that are eligible for grouping. Therefore, projects eligible for groupings that are located within the MPO planning area, may be grouped within the MPO TIP or listed individually in the MPO TIP, but may not be included in the Rural STIP.

PROJECTS CROSSING MPO BOUNDARIES

All projects whether included in a grouping or not that cross the MPO boundary and include an area outside of the MPO boundary will be listed in the TIP only.

We the undersigned, approve this Memorandum of Agreement. This Agreement will become effective upon approval of signature by all parties, and will remain in effect until amended or replaced. This Agreement may be amended at any time, but revisions will require signature by all parties. Any signatory to this Agreement may propose amendment to the agreement at any time.

SIGNATURES:

Michael Skipper
Executive Director and Secretary of the Executive Board

Date

The Honorable Mayor Rogers Anderson
Chairman, MPO Executive Board

Date

John C. Schroer
Commissioner
Tennessee Department of Transportation

Date

APPENDIX A: CORRESPONDENCE STANDARDS

All amendment and adjustment correspondence will be submitted to TDOT's Program Development and Scheduling Office.

Amendment Documentation:

Amendment documentation will be grouped in a single electronic document with the naming convention, "Amendment [X] ([Project#])", where [X] identifies the amendment's sequential identifier and [Project #] represents the unique project number(s) of the program element(s) being amended.

Email correspondence will use the naming convention, "Amendment [X], [Organization]" in the subject line where [X] identifies the amendment's sequential identifier and [Organization] represents name of the MPO submitting the amendment. Correspondence will include ccs to the appropriate representatives within TDOT's Long Range Planning Division.

Administrative Adjustment Documentation:

Administrative adjustment documentation will be grouped in a single electronic file and use the naming convention, "Adjustment [X] ([Project#])", where [X] identifies the administrative adjustment's sequential identifier and [Project #] represents the unique project number(s) of the program element(s) being adjusted.

Email correspondence will use the naming convention, "Adjustment [X], [Organization]" in the subject line where [X] identifies the administrative adjustment's sequential identifier and [Organization] represents name of the MPO submitting the administrative adjustment. Correspondence will include ccs to the appropriate representatives within TDOT's Long Range Planning Division.

Appendix H. TDOT Metropolitan Groupings Attachment 1

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.

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.

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>.

Grouping Category	Function of Grouping Activities	Allowable Work Types
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<p>Surface Transportation Program (STP) Grouping</p> <p>TIP# - S2013-033</p> <p>STP</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"> • 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, • Traffic operations on Federal-aid highways, • Bridge and tunnel improvements on public roads, • Safety improvements on public roads, • Bicycle and pedestrian improvements on public roads, and • Environmental mitigation. 	<ul style="list-style-type: none"> • 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 • 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 • Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps • Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: <ul style="list-style-type: none"> ○ Infrastructure-based intelligent transportation systems (ITS) capital improvements ○ Traffic Management Center (TMC) operations and utilities ○ Freeway service patrols ○ Traveler information • 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 • 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 • Rail-highway grade crossing improvements • Highway safety improvements: <ul style="list-style-type: none"> ○ Installation of new or improvement of existing guardrail ○ Installation of traffic signs and signals/lights ○ Spot safety improvements • Sidewalk improvements • Pedestrian and/or bicycle facilities • Traffic calming and traffic diversion improvements • Transportation Alternatives as defined by 23 U.S.C. 213(B), 23 U.S.C. 101(A)(29), and Section 1122 of MAP-21 • Noise walls • Wetland and/or stream mitigation • Environmental restoration and pollution abatement • Control of noxious weeds and establishment of native species
Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>National Highway Performance Program</p>	<p>Projects for the preservation and improvement of the conditions and performance of the National Highway</p>	<ul style="list-style-type: none"> • 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

<p>(NHPP) Grouping</p> <p>TIP# S2013-032</p> <p>NHPP</p>	<p>System (NHS), including</p> <ul style="list-style-type: none"> • Rehabilitation, resurfacing, restoration, preservation, and operational improvements, • Traffic operations, • Bridge and tunnel improvements, • Safety improvements, • Bicycle and pedestrian improvements, and • Environmental mitigation. 	<ul style="list-style-type: none"> • 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 • Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps • Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: <ul style="list-style-type: none"> ○ Infrastructure-based intelligent transportation systems (ITS) capital improvements ○ Traffic Management Center (TMC) operations and utilities ○ Freeway service patrols ○ Traveler information • 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 • 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 • Rail-highway grade crossing improvements • Highway safety improvements: <ul style="list-style-type: none"> ○ Installation of new or improvement of existing guardrail ○ Installation of traffic signs and signals/lights ○ Spot safety improvements • Sidewalk improvements • Pedestrian and/or bicycle facilities • Traffic calming and traffic diversion improvements • Noise walls • Wetland and/or stream mitigation • Environmental restoration and pollution abatement • Control of noxious weeds and establishment of native species
<p>Grouping Category</p>	<p>Function of Grouping Activities</p>	<p>Allowable Work Types</p>
<p>Highway Safety Improvement Program (HSIP) Grouping</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"> • Intersection safety improvements • Pavement and shoulder widening (including a passing lane to remedy an unsafe condition) • Installation of rumble strips or another warning devices, if they do not adversely affect the safety or mobility of bicyclists and pedestrians • Installation of skid-resistant surface at intersections or locations with high crash frequencies • Improvements for pedestrian or bicyclist safety • Construction and improvement of a railway-highway grade crossing safety feature, including

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

emissions.

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