

Nashville Area Metropolitan Planning Organization

FY 2017-2020 TIP

Transportation Improvement Program

*Respectfully adopted on November 16, 2016 for the citizens of
Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson Counties by the:*

Nashville Area Metropolitan Planning Organization

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NashvilleMPO.org



Funding for this document was provided by the U.S. Department of Transportation Federal Highway Administration and Federal Transit Administration, the Tennessee Department of Transportation, and local government members of the Nashville Area Metropolitan Planning Organization.



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MPO RESOLUTION 2016-007

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 Fixing America's Surface Transportation Act (FAST Act), passed by the United States Congress and signed into law by the President in 2015, 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

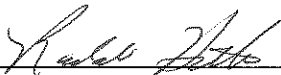
WHEREAS, various federal, state, regional, and local agencies and organizations concerned with transportation planning for the MPO area have cooperatively developed the Transportation Improvement Program (TIP) for Federal Fiscal Years 2017 through 2020 to satisfy federal planning requirements of the FAST Act; and

WHEREAS, the TIP is comprised of projects that are derived from the MPO's adopted 2040 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 2017 through 2020 is adopted in order to ensure the continued livability, sustainability, prosperity, and diversity of Middle Tennessee by implementing the short-range component of the 2040 Regional Transportation Plan.

Adopted this 16th day of November, 2016 by the Executive Board of the Nashville Area Metropolitan Planning Organization.



The Honorable Mayor Randall Hutto
Chairman, MPO Executive Board

Attest:



Michelle Lacewell
Interim Director & Secretary of the Board

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1.0 Introduction

1.1 Purpose of this 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 federal laws and regulations for the development of a Transportation Improvement Program (TIP). The TIP is consistent with the MPO's *2040 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 2017-2020. Projects within the TIP, once approved by the Governor, will become part of Tennessee's State Transportation Improvement Program (STIP). Additionally, per 23 CFR 450.218, the STIP is subject to the approval of the Federal Highway Administration and the Federal Transit Administration.

The MPO, serving as lead author of the FYs 2017-2020 Transportation Improvement Program, has respectfully prepared the program for and on behalf of a broad set of public and private stakeholders with an interest in improving transportation infrastructure and services across Middle Tennessee.

The TIP document contains the following sections and appendices. In addition, real-time programming information can be found online at TIP.NashvilleMPO.org.

- **Section 1.0 Introduction** – Provides general information about the TIP, the MPO, and the planning and programming process.
- **Section 2.0 Program Development** – Describes the process used to develop the TIP.
- **Section 3.0 Financial Plan** – Describes the sources of revenue and financial planning assumptions used in developing the TIP, and a financial summary of revenue and programmed expenditures by grant program.
- **Section 4.0 Program Administration** – Describes the process for the ongoing administration and maintenance of the TIP, as well as the process for amendments and administration updates.
- **Section 5.0 TIP Project Listing** – Provides a list and basic details of projects included in the TIP.
- **Appendix A** – Map of the MPO planning area.
- **Appendix B** – List of projects with construction funding held in reserve.
- **Appendix C** – Documentation from the MPO's project evaluation and prioritization process.
- **Appendix D** – Statement of compliance with National Ambient Air Quality Standards.
- **Appendix E** – Self-certifications with Code of Federal Regulations.
- **Appendix F** – Memorandum of Agreement between TDOT and the MPO regarding the definition and need for amendments and administrative adjustments to the TIP.
- **Appendix G** – List of activities and type of work that can be implemented from TDOT's statewide project groupings programmed in the TIP.
- **Appendix H** – Status report of projects included in the FYs 2014-2017 TIP.
- **Appendix I** – Public comments received during the formal public review and comment period prior to adoption.
- **Appendix J** – Description of grant programs contained in the STIP and TIP.
- **Appendix K** – List of acronyms and definitions.

1.2 About the Nashville Area MPO

The MPO is the federally-designated transportation planning agency for over 3,000 square miles and more than 1.6 million people throughout Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson counties. A map of the planning area is provided in Appendix A. The MPO is funded by grants from the U.S. Department of Transportation and the Tennessee Department of Transportation, and by local governments through regional dues.

Governed by an executive board comprised of local city and county mayors and state and federal officials, the MPO serves as a regional partnership among the U.S. DOT, Tennessee DOT, local elected leadership, local planning and public works directors, the business community, and citizens across the seven-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 public health.

The MPO's *Prospectus & Organizational Bylaws* provides more information about the MPO's organizational structure, decision-making process, and a description of other regional partners who share a role in carrying out those requirements. The organizational bylaws specify the governance structure and responsibilities of the MPO's Executive Board. The document can be found online at About.NashvilleMPO.org.

1.3 Metropolitan Planning Requirements

Since the 1960's, the federal government has required that metropolitan areas undertake a continuing, comprehensive, and cooperative planning process. Legislation requires that all modes of surface transportation be considered during the planning process including private automobiles, public transit, walking and bicycling, as well as movements of people and goods.

In 2015, the U.S. Congress passed and the President signed into law the transportation act entitled, *Fixing America's Surface Transportation Act* (FAST Act). This federal legislation builds on previous acts to define a planning process for the development of metropolitan transportation plans and programs. Across the U.S., this federally-required planning process is administered through state departments of transportation and carried out by the appropriate MPO. In Tennessee, TDOT is responsible for ensuring compliance with the federal requirements carried out by eleven MPOs including the Nashville Area MPO. MPOs are 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 affects 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;
- 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; and
- Working with the public and stakeholders to determine the region's priorities for improving the transportation system with the anticipated revenue.

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 online at NashvilleMPO.org, by calling (615) 862-7204, or by visiting the MPO offices at 800 Second Avenue South, Nashville, Tennessee, 37210.

- **Regional Transportation Plan (RTP):** 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; as well as major investment studies, congestion management systems plans, interstate interchange justification studies, and environmental impact studies.
- **Transportation Improvement Program (TIP):** a four-year work program that lists all regionally-significant and federally funded transportation projects and services in the MPO planning area. This includes highway and street projects, public transit projects, as well as bicycle and pedestrian projects that are implemented by TDOT or local governments, or transit agencies. All projects included in the TIP must be consistent with, or selected from the adopted regional transportation plan. Additionally, the TIP must be fiscally constrained by federal appropriations or estimated revenues.

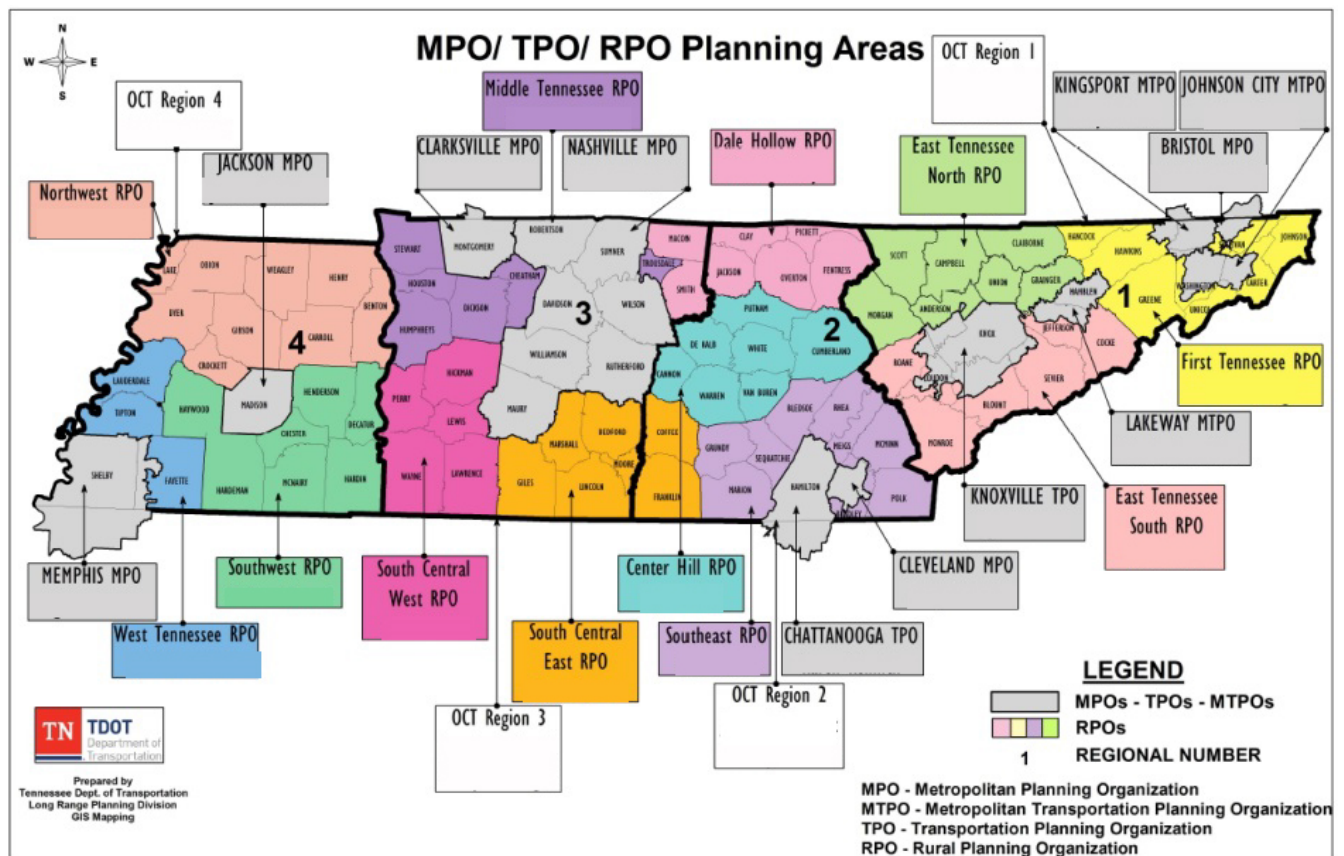
- Unified Planning Work Program (UPWP):** updated annually, the UPWP provides citizens and stakeholders the necessary transparency to understand how federal transportation planning funds are being used by the MPO, local governments, transit agencies, and TDOT in order to meet federal metropolitan planning requirements. The UPWP is developed by MPO staff in consultation with partner agencies and input from local citizens and stakeholders. It may be amended to account for changes in funding or project needs.

Federal regulations require that the FHWA and FTA of the U.S. DOT jointly review and evaluate the transportation planning process carried out by MPOs in areas with an urbanized area population of 200,000 or more people, no less than every four years. The Nashville Area MPO was last reviewed and certified by the FHWA Tennessee Division Office and Region IV Office of the FTA on August 4, 2014.

1.4 Coordination with the State

The MPO coordinates with various functions of State government including the Governor’s Office, the Department of Safety, the Department of Health, and the Department of Economic and Community Development, and works regularly with the Tennessee Department of Transportation and Tennessee Department of Environment and Conservation (TDEC). TDOT typically represents the Governor’s Office on the MPO Executive Board. Both TDOT and TDEC serve on the MPO’s Technical Coordinating Committee.

Federally-mandated transportation planning and programming responsibilities in Tennessee fall to the eleven MPOs and TDOT. Within Middle Tennessee, the Clarksville Urbanized Area MPO and the Nashville Area MPO take the lead in regional planning and programming for their respective metropolitan areas in coordination with TDOT. For rural areas that fall outside of the MPO boundaries, TDOT works through rural planning organizations (RPOs) to establish priorities for state and federal transportation funding.



Long Range Transportation Policy Plan

TDOT's Long-Range Transportation Plan (LRTP) is an important document for the Department and its stakeholders, as the Plan allows TDOT to make key long-term funding and policy decisions about transportation investments throughout

Tennessee, today and in the future. The LRTP brings together the needs for all modes of transportation, including rail, transit, ports and waterways, aviation, pedestrians and bicycles in addition to highways.

More information is available at <http://www.tn.gov/tdot/section/25-year-transportation-plan>.

State Transportation Improvement Program (STIP)

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 MPO areas, the state participates in the metropolitan planning process to ensure the inclusion of state projects in the appropriate MPO Transportation Improvement Program. All federally-funded and regionally significant projects in the MPO area must be programmed in the TIP. Upon adoption, each project within the Nashville Area MPO's TIP will become, without exception, a part of the larger STIP by reference.

The STIP is available at <http://www.tn.gov/tdot/topic/program-development-and-administration-state-programs>

TDOT Three-Year Work Program

The TDOT three-year work program is an integral part of the State of Tennessee budget presented each year by the Governor and approved by the Tennessee General Assembly. The first year of the work program provides a list of projects and funding programs to be implemented with revenues appropriated by the state legislature, while the second and third years are presented for illustrative purposes only. Projects in the three-year work program slated for federal funding must also be included in the STIP, and the corresponding TIP should the project be located within an MPO area.

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.

1.5 Coordination with Other Agencies and Plans

Greater Nashville Regional Council

The Greater Nashville Regional Council (GNRC) is a joint regional council of governments and development district organization serving 13 counties in northern Middle Tennessee including Cheatham, Davidson, Dickson, Houston, Humphreys, Montgomery, Robertson, Rutherford, Stewart, Sumner, Trousdale, Williamson, and Wilson counties. GNRC helps the MPO by providing technical assistance to local government members and assisting with public outreach efforts.

Municipal and County Governments

Nearly every municipality and county government in Middle Tennessee has its own comprehensive plan to help manage local resources and to prepare for future growth. These plans set land use policies and identify strategies to address needs for schools, parks, water and sewer, as well as transportation. Local transportation priorities are usually identified in the transportation element of these comprehensive plans, or as part of a separate local major thoroughfare plan. The development of the regional transportation plan pulls from these plans to unify the region's most important transportation priorities for federal funding into one document.

Public Transit Agencies

The MPO has an ongoing partnership with each of the following public transit agencies. While each transit agency is responsible for short-range planning for their respective service areas, those agencies collaborate with the MPO in developing mid- and long-term transit plans for the region.

- **Regional Transportation Authority (RTA):** Provides regional express bus, commuter rail, and vanpool service to areas within the MPO.
- **Nashville Metropolitan Transit Authority (MTA):** Provides local bus, bus rapid transit (BRT)-lite, and ADA paratransit service to residents and visitors in Nashville-Davidson County.

- **Franklin Transit Authority:** Provides local bus/trolley and ADA paratransit service to residents in Franklin including the Cool Springs area. The Franklin Transit Authority is operated by The Transportation Management Association (TMA) Group, a 501(c)(3) non-profit organization which also operates vanpool programs for RTA and Williamson County Government.
- **City of Murfreesboro Public Transportation Department “Rover” (MPT):** Provides local bus and ADA paratransit services to residents in Murfreesboro.
- **Mid-Cumberland Human Resource Agency** – Provides public transportation services to rural areas and for seniors and persons with disabilities.

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.

Private Non-Profit Organizations

The MPO has an ongoing partnership with each of the following non-profit organizations who help connect additional private-sector partners to the planning process.

- **Clean Air Partnership of Middle Tennessee:** Administers a public outreach campaign to educate residents and businesses on the importance of good air quality, and encourages alternatives to driving in order to minimize pollution generated by cars and trucks in the region.
- **Nashville Civic Design Center:** Works with the MPO to integrate good urban design considerations into the transportation planning process. Together, the MPO, the Nashville Civic Design Center, and the University of Tennessee at Knoxville School of Architecture and Design partner to publish two booklets per year that illustrate best practices and concepts to provide guidance to the region.
- **Nashville Area Chamber of Commerce:** Co-produces with the MPO an annual indicators report entitled, “Nashville Region’s Vital Signs” to help draw attention to the area’s strengths and weakness through ongoing tracking of various performance measures that relate to quality of life.

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 and award federal funds targeted at services that enhance mobility for the traditionally underserved.

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.

1.6 Public Participation in the Planning Process

Public involvement is a critical element of all planning that is done through the MPO. Such involvement ensures that the planning process conforms to the goals, and objectives of the region. The MPO’s Public Participation Plan (PPP) provides guidelines for how the public and interested stakeholders will be involved in the development of the regional transportation plan. Specifically, the MPO reaches out to the community through a variety of forums with the strategic objective to engage a broad and diverse audience with efforts to target the following:

- General public;
- Traditionally-underserved populations including the low-income, minority groups, and the disabled;
- Governmental partners including local, state, and federal agencies;
- Key transportation stakeholders including departments of transportation and public works, users and employees of public transportation, users of pedestrian walkways and bicycle facilities, and freight shippers and carriers.

- Business community including area chambers of commerce and economic developers; and
- Non-profit community including quality growth advocacy groups.

In order to engage those audiences in the most effective way, the MPO has invested in a variety of tools and techniques to augment the standard public workshops that are often used in public planning.

- **MPO Website:** In early 2010, the MPO launched a brand new website developed to make regional plans and programs more accessible to the general public. The website provides an overview of the MPO and its responsibilities and information about staff, executive board leadership, regional planning efforts, regional data and forecasts, meeting information, and items for public review and comment. The website also contains a multi-media section which houses relevant videos, PowerPoint presentations, and photo slideshows, and a public involvement section containing access to social media outlets.
- **Print, Radio, and Television Media:** Throughout the past several years, the MPO has used the traditional media to communicate its proposed plans and programs and to encourage public participation at regional events and local workshops. During the development of the RTP, MPO staff and board leadership contribute to numerous newspaper articles and conduct radio and television interviews.
- **Social Media:** In early 2010, the MPO launched a presence on social media outlets, including Facebook and Twitter, to broaden its outreach to busy individuals looking to be involved in shaping the region's future.
- **Regional Symposiums/ Summits:** Since 2008, the MPO has hosted or co-hosted large regional summits or symposiums to educate the public and stakeholders about important regional issues including context sensitive solutions, complete streets, school-siting, regional transit development, and regional growth and development.
- **Speaker's Bureau:** MPO staff members have been active over the last several years visiting a variety of organizations throughout the region to provide presentations aimed at communicating proposed plans and programs as well as soliciting input through facilitated conversations.
- **Survey Research:** In recent years, the MPO has conducted various telephone and web-based surveys to measure attitudes and perceptions towards transportation policy. The largest of the efforts included statistically valid telephone surveys of 1,100 residents from across the region conducted in 2010, and again in 2014.
- **Videos and other Visualizations:** The MPO has invested significantly in recent years to produce visualization tools in order to increase the public's understanding of proposed plans and programs. The MPO recently released its first annual report entitled "State of Transportation in Middle Tennessee," along with two five to seven-minute videos that help explain the MPO process and communicate its major policy initiatives.

In addition to the regular meetings and outreach efforts of the MPO, the public is encouraged to participate in the various regional planning activities identified in the UPWP or in their local community planning process which is nested with regional and statewide planning efforts.

2.0 Program Development

2.1 Regional Transportation Plan

The FYs 2017-2020 TIP is a four-year work program of planned transportation improvements that are derived from the MPO's adopted *2040 Regional Transportation Plan (RTP)*. 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. 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.

Prepared by the Nashville Area MPO on behalf of its member jurisdictions, the 2040 RTP, titled *Middle Tennessee Connected*, spans the next quarter century and represents the collective transportation goals of city and county governments, transit agencies, and the Tennessee Department of Transportation (TDOT). Its purpose is to identify how those partners intend to direct state and federal grants to projects that improve mobility across Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson counties.

The RTP serves as the official gateway to federal transportation grants that are distributed through the United States Department of Transportation (U.S. DOT) and its Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The plan also represents the region's top priorities for state funding as the Tennessee Governor and TDOT prepare the annual three-year work program for the Tennessee General Assembly. Projects identified in the plan are generated by city and county governments, public transit agencies, and TDOT who each have submitted their requests for funding through a call-for-projects issued by the MPO in 2014.

The 2040 RTP document is divided into nine separate chapters and accompanied by technical appendices. The following describes the contents as provided through chapters two through nine and the appendices. The full document is available on the MPO's website and via www.Connected2040.org.

- **Chapter 1. Introduction & Plan Highlights:** Provides an overview of federal planning requirements and highlights from the RTP.
- **Chapter 2. Regional Issues and Thinking:** Identifies current issues framing transportation decisions, related planning efforts, and public opinions and attitudes towards transportation.
- **Chapter 3. Trends and Forecasts:** Provides population and employment projections, land development forecasts, and commodity forecasts used in freight planning.
- **Chapter 4. Transportation Infrastructure:** Describes existing transportation infrastructure including roadways, bridges, intersections, public transit, and walking and bicycling facilities.
- **Chapter 5. Conditions and Performance:** Presents maps and statistical information to illustrate how transportation system performance is expected to change over the next 25 years based on the region's continued growth and development.
- **Chapter 6. Vision, Goals, and Strategies:** Lays out regional goals and objectives, a long-term vision for a multi-modal transportation system, and describes the region's transportation priorities.
- **Chapter 7. Tools and Options:** Offers a set of strategies to assist in the implementation of the long-term vision.
- **Chapter 8. Planned Investments & Funding:** Presents the MPO's formal revenue forecast, a summary of the cost of all identified transportation needs, an overview of the process to evaluate and select projects for available funding, a list of cost-feasible projects, and a discussion of additional investment options.
- **Chapter 9. Implementation & Monitoring:** Describes how proposed transportation projects could potentially impact vulnerable populations and the natural environment along with a discussion of mitigation strategies, and presents a discussion of how the region should track its progress towards implementing the Plan.
- **Technical Appendices:** Provides documentation related to regional planning models, the MPO's call-for-projects and project evaluation process, projects proposed on congested corridors, projects with potential social or environmental impacts, public comments documented during the development of the plan, and key terms and acronyms commonly used in the transportation planning process.

2.2 Alignment with Regional and National Goals

Regional Goals & Objectives

The TIP conforms to the regional goals and objectives of the 2040 RTP. The development of the 2040 RTP provided an opportunity to identify and document community and regional goals and objectives for transportation decisions and policy for the next 25 years. Working 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 MPO strives to identify the most appropriate set of short-, mid-, and long-term projects that address the anticipated needs within the region as embodied by a set of guiding principles, regional goals, and major objectives developed through extensive public and stakeholder involvement.

Working through a collaborative effort which included its member governments, area non-profit organizations, the business community, and public citizens, the MPO has adopted four guiding principles to provide a framework for the policies and investment decisions of the MPO and to define how the organization will contribute to overall quality of life of the region.

- **Livability:** Enhance quality of life by prioritizing initiatives that increase opportunities for housing, learning, employment, recreation, and civic involvement while maintaining affordability.
- **Sustainability:** Encourage growth and prosperity without sacrificing the health, natural environment, historical and cultural assets, or financial stability of this or future generations.
- **Prosperity:** Contribute to the region’s economic well-being by targeting solutions that attract talent, connect workforce with jobs, reduce the cost of doing business, and leverage additional investment.
- **Diversity:** Respect the multitude of backgrounds and the variety of perspectives of Middle Tennesseans by pursuing an array of strategies that are customized to local community needs and character.

The following goals and objectives provide further guidance to the MPO as it identifies transportation needs and priorities for federal and state funding opportunities.

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| Goal 1. Maintain a Safe and Reliable Transportation System for People and Goods | <ul style="list-style-type: none">• Continue with a “fix-it-first” mentality to keep existing infrastructure in a state of good repair.• Reduce the number and severity of crashes by designing roadways to accommodate all users.• Incorporate information technologies to improve traffic operations and help optimize traveler decisions.• Manage the negative impact of traffic congestion by providing alternatives to driving.• Designate and implement a regional freight network to efficiently move goods and minimize negative impacts on local communities.• Ensure the security of transportation assets from natural or man-made disasters and acts of terrorism. |
| Goal 2. Help Local Communities Grow in a Healthy and Sustainable Way | <ul style="list-style-type: none">• Align transportation decisions with economic development initiatives, land use planning, and open space conservation efforts.• Integrate healthy community design strategies and promote active transportation to improve the public health outcomes of the built environment.• Encourage the deployment of context-sensitive solutions to ensure that community values are not sacrificed for a mobility improvement.• Incorporate the arts and creative placemaking into planning and public works projects to foster innovative solutions and to enhance the sense of place and belonging.• Pursue solutions that promote social equity and contain costs for transportation and housing. |
| Goal 3. Enhance Economic Competitiveness by Improving Private Sector | <ul style="list-style-type: none">• Recognize major shifts in demographics and market preferences for transportation and housing and respond with solutions that keep Middle Tennessee an attractive place to live and do business.• Improve the connectivity between workforce and jobs by offering a range of |

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| Performance | <p>options to manage commuting distances and travel times.</p> <ul style="list-style-type: none"> • Improve mobility within and between centers of commerce across the region by providing a diversified transportation system, rather than relying solely on roadway capacity. • Keep the region connected to national and global markets by improving travel times on US Interstates, upgrading intermodal connections to water, air, and rail freight systems, and by ensuring Middle Tennessee is included in plans for national high speed passenger rail. |
| Goal 4. Spend Public Funds Wisely by Ensuring a Return on Investment | <ul style="list-style-type: none"> • Increase public participation in the planning process to help identify the most significant problems. • Foster interdisciplinary collaboration to prioritize the most effective solutions. • Evaluate the full costs and benefits of public investment in infrastructure. • Strive for quality over quantity by implementing all elements of priority projects to maximize value. • Consider public-private partnerships to encourage innovative approaches to project design and delivery. • Accelerate project delivery schedules by involving the public early and often, minimizing bureaucratic delay, and ensuring that funding is available to implement projects once designed. • Monitor and track the performance of public investments to demonstrate accountability. • Find ways to bridge the gap between revenue shortfalls and the growing cost of transportation needs. |

Federal Planning Factors, Emphasis Areas, and National Goals.

In 2015, the U.S. Congress passed and the President signed into law the transportation act entitled, *Fixing America’s Surface Transportation Act* (FAST Act). This federal legislation defines ten specific planning factors to be considered when developing transportation plans and programs in a metropolitan area to ensure consistency with national goals and objectives:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility options available to people and for freight.
5. 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.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

In addition to the planning factors required by federal regulations, the MPO has incorporated the national goals outlined in 23 U.S.C. 150(b) and the federal emphasis areas outlined below into its planning process to ensure that long-range investments are accomplishing the goals intended by Congress.

| | |
|---|---|
| Regional Planning Cooperation | FHWA and FTA encourage ongoing collaboration among TDOT and MPOs and between MPOs in order to ensure the proper coordination of transportation plans and programs. The Nashville Area MPO was an active participant in TDOT's statewide long range transportation plan update, and as a member of the MPO, TDOT was actively engaged in the regional transportation planning process for the Nashville area. In addition, the Nashville Area MPO works closely with the Clarksville Urbanized Area MPO to carry out transit studies on behalf of or in partnership with the Regional Transportation Authority of Middle Tennessee. In August 2016, the Nashville Area MPO entered into an Memorandum of Agreement with the Greater Nashville Regional Council to explore strategies to improve regional coordination across Middle Tennessee and to better integrate transportation planning into other established regional economic development, land use, and infrastructure planning efforts. |
| Access to Essential Services | The MPO is committed to ensuring that the region's transportation system can be relied upon to connect vulnerable populations to life sustaining services including housing, employment, health care, schools, and recreation. The recommendations of the 2040 RTP incorporate findings from the MPO's "equity atlas" developed in 2015 which identifies the location of traditionally underserved populations along with those essential services. Proposed transportation projects are evaluated for their ability to help make important connections as well as their potential to harm local communities. |
| Performance-Based Planning | Since the passage of MAP-21 in 2012, the MPO has been working to expand its approach to performance-based planning. Specifically, the MPO has reviewed and commented on federal rule-making that will shape future transportation planning requirements. |
| Climate Change, Extreme Weather, and Disaster Preparedness | Over the past three years, the MPO has increased its focus on activities that promote transportation policies, plans, and programs that lead to cleaner air and help reduce climate-changing greenhouse gas emissions. The UPWP includes air quality public awareness campaigns and regional studies that closely align transportation and land use planning and provide an evaluation of multi-modal transportation options. In addition, the MPO is currently working with TDOT on an extreme weather project that got underway in FY 2014 to consider the resiliency of area transportation infrastructure in the event of a man-made or natural disaster. During FY 2016, the MPO served as project manager for Middle Tennessee's participation in the Climate Solutions University to assist the MPO and local governments with the development of strategies to mitigate the effects of climate change on transportation infrastructure, the built environment, and natural resources. |
| Sustainability and Livability | The MPO has evolved into a strong regional partnership that supports ongoing conversations about issues such as land use, economic development, climate change and the environment, safety and security, and personal health to improve multi-jurisdictional and interdisciplinary cooperation to advance sustainability and livability initiatives. In FY 2017, the MPO will evaluate the sustainability of its system-level proposals adopted into the 2040 RTP using the Federal Highway Administration's <i>Infrastructure Voluntary Evaluation Sustainability</i> (INVEST) tool which the MPO helped pilot in advance of its full-scale release nationwide. |
| Safety and Public Health | The MPO is viewed by peers as a national leader in the integration of public health considerations into the transportation planning process. The MPO will continue its efforts to evaluate health impacts of proposed transportation policies, plans, and programs through traditional roadway safety and crash data analyses, emerging Health Impact Assessment practices, and the development of a new regional model that forecasts health savings as a result of changes in travel behaviors and pollution levels. |
| Traffic Operations | A growing emphasis is being placed on the efficient operation of the transportation network as capital funding for capacity improvements becomes more limited. In Fy 2017, the MPO will conduct a major study to evaluate options for upgrading area intersection signalization technology and to provide real-time roadway, transit, and parking information. |
| Linking Planning and Environment | In recent years, federal and state agencies have sought to streamline the transportation project delivery process by linking the planning process with the environmental review required by the National Environmental Policy Act (NEPA). To assist in this effort, the MPO has placed an emphasis on integrating analyses of environmental, community, and economic goals into long-range planning. During the development of the 2040 RTP, the |

MPO conducted a comprehensive screening to identify projects with the potential to harm traditionally underserved communities and the natural environment.

Freight & Goods Movement

The MPO recently completed a regional freight study to provide guidance on how best to route trucks through the region and to identify opportunities to optimize rail operations within the urban core. The study also recommended increased coordination between economic development initiatives and transportation investments. Prior efforts have produced tools that allow the MPO to forecast future freight movements on the region network and evaluate potential transportation improvements for their ability to accommodate goods movement.

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 2040 RTP, and as such, projects seeking funding through the TIP were first evaluated for the RTP.

Call-for-Projects and County Workshops

The official launch of the TIP development process began with a formal call-for-projects for the 2040 RTP in July 2014 to solicit proposals from MPO member jurisdictions including TDOT, local city and county governments, and public transit agencies. The Call remained open through the end of September 2014. During the Call, MPO members were asked to complete an application and submit a detailed narrative and budget for each project through online software housed at Apply.NashvilleMPO.org. In all, more than 400 projects were submitted by 25 different agencies totaling more than \$9 billion worth of work.

Following the formal call-for-projects period, MPO staff held three rounds of workshops with MPO members to review the project evaluation process, discuss project proposals, and determine local priorities. For each round, one workshop was held in each of the seven counties of the MPO. All workshops were open to the general public and included mayors, county executives, city managers, and representatives from TDOT, transit agencies, local planning departments, local public works departments, local chambers of commerce and economic and community development officials. The following provides a brief recap of each.

- **Round 1, November through December 2014:** Served to create common understanding of the current and future challenges of the regional transportation system and the projects submitted through the call-for-projects. MPO staff reviewed growth and development forecasts, traffic projections, and other key transportation performance issues. The group discussed the RTP policy framework endorsed by the MPO Executive Board on November 4, 2014, and the anticipated fiscal constraints of the plan. Finally, each member jurisdiction shared brief remarks regarding the purpose and need of each project submitted during the call-for-projects.
- **Round 2, May through June 2015:** Focused on the MPO's project evaluation methodology and initial results. More than 400 projects were evaluated and scored during the process. These included roadway capacity and safety projects as well as transit and non-motorized facility improvements.
- **Round 3, August 2015:** Used to discuss fine details of individual projects and big picture initiatives of the RTP including strategies to communicate transportation priorities. The conversation included general discussion about the need for increased federal, state, and local revenue to fund transportation projects, with a specific emphasis placed on the need for dedicated funding to improve transit and to address the long-term high capacity transit needs along the major corridors.

Project Evaluations

The MPO developed a formal evaluation and scoring system to help determine which projects should be prioritized for the limited funding available from the federal government. The scoring system is based on both federally-defined planning guidance and local input and includes a comprehensive set of factors that were determined to provide the best approach, given the available data, to evaluate projects for their consistency with the MPO's guiding principles, regional goals, and major objectives described in Section 2.2. 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.

Appendix C 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.

Projects Identified at the State-Level

In April 2016, TDOT provided the MPO with a list of projects located within the MPO boundary that have been included in the proposed state annual work program, or expected to be included in the coming year or two. So that these projects may proceed, TDOT has requested that the MPO program 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.

Public and 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 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 2040 RTP, adopted in February of 2016. 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.

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 I).

Ongoing Public Involvement Opportunities

The regional transportation plan and transportation improvement program adopted by the MPO represent one of the earliest stages of any major transportation project. In many cases, the TIP offers only a conceptual proposal and best estimate of costs for transportation projects, especially those which have not begun the engineering and design process. To assist members of the public who are interested in following a project's progress towards implementation, the MPO has identified a sponsor or lead agency for each. The implementation of transportation projects can take several years and members of the public shall be afforded the opportunity to continue to ask questions and present concerns during each stage of the process beginning with the preliminary engineering and design work and environmental assessment.

2.4 Programming Policies

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.

| | |
|--|--|
| 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 | <p>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).</p> <p>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</p> |

within the desired implementation schedule.

**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. Reserved funding will be shown in the TIP document with a funding code of U-RSV when U-STBG funds are being held in reserve, or M-RSV when M-STBG funds are being held.

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.

2.5 Project Development Process

Once a project has been identified in an MPO regional transportation plan, several steps remain. The project development process can take several years, and the average federally-funded roadway project in the U.S. takes about 12 years to implement once the engineering phase begins. The following steps are common to most projects included in the TIP.

| | |
|--|--|
| Continued Planning and Detailed Studies | The first step of any project is the planning phase. This phase is only ever completed once a project begins the engineering process. Until then, the project’s need is continuously evaluated as the landscape changes. A project is first identified through a long-range planning or visioning process which identifies the general need, conceptual design, and rough cost estimate. Major investments typically also go through detailed planning studies which evaluate alternative design options and produce higher grade cost and benefit analysis. |
| Programming and Funding Obligation | Once a project has been identified in the MPO’s Regional Transportation Plan, it must then be programmed in the Transportation Improvement Program as a way of establishing the project as a short-term funding priority. The programming of a project also authorizes it for funding from federal grants once they are appropriated by Congress. When a project is ready to move forward towards implementation, those federal funds are obligated in the federal system, which constitutes the federal government’s commitment to reimburse the state or project sponsors for eligible expenses. |
| Preliminary Engineering | After programmed funds are obligated, most projects then proceed through an engineering process. This early work includes an environmental assessment of the various build options, and results in an initial design that is used to inform project sponsors of the right-of-way needs and construction cost estimates. |
| Right-of-Way Acquisition | Depending on the project, additional land, or ROW, is acquired to accommodate the project’s design. ROW can be acquired through donation, market purchase, or through eminent domain. Eminent domain is an option of last resort and still requires land holders to be compensated according to prevailing market prices. If necessary, other public or private utilities are relocated during this phase. |
| Final Design and Construction Plans | Once ROW, utility, and environmental needs have been addressed and a final construction budget is determined, the design is finalized and construction plans are developed. |
| Construction or Implementation | The construction of major projects may take multiple years depending on their size and complexity. “Implementation” typically refers to the administration of projects not requiring physical changes to the landscape, including education and outreach programs, public transit services, etc. |
| Purchase or Acquisition | Some projects are intended to fund the procurement of transportation equipment such as public transit vehicles, or important assets like software or vendor services. |
| Operations & Maintenance | All transportation infrastructure will need to be operated and maintained for its useful life. This cost is typically borne by the owner or administrator of the asset, product, or service. |

Project Development Phases Listed in the TIP

Each project in the TIP includes a list of the phases of work scheduled during the FY 2017-2020 program period. Those phases of work are described in *Appendix K. Acronyms and Definitions*.

3.0 Financial Plan

3.1 Sources of Funding

Federal Grant Programs

The federal government is the largest source of funding identified in the TIP for improvements to the region’s major transportation network. The FAST Act continues many grant programs established by U.S. Congress through previous transportation funding bills. Generally speaking, program funds come from a motor fuels tax and are administered by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Funding is distributed from the U.S. DOT to the MPO area either through formula or by discretion through competitive programs.

- **Formula Grants:** Funding for these programs are distributed to states according to mathematical formulas at the direction of U.S. Congress via the FHWA and FTA of the U.S. DOT. The specific formula varies by individual grant program, but generally include factors related to the population and transportation system. Once distributed, states have considerable discretion on how to use the funding so long as they coordinate the project selection process with local communities.
- **Direct Suballocation:** Directly suballocated funds are the share of certain formula grant programs that Congress requires to be distributed to urbanized areas to ensure that a minimum level of investment is made in these areas. The most commonly suballocated grant programs are the FHWA Surface Transportation Program, the FHWA Transportation Alternatives Program, and the FTA 5307 Urban Transit Program. Once suballocated, the MPO for the receiving urbanized area takes the lead on selecting projects in coordination with the state and local governments.
- **Discretionary Grants:** Funding for discretionary grant programs is usually retained by the U.S. DOT Office of the Secretary or by FHWA or FTA to be awarded to projects through a nationwide competitive process. These programs are typically aimed at large capital projects of national significance.

The following tables presents an overview of the various funding sources available to pay for transportation projects and programs in the FAST Act. In general, the federal share of the cost of a project or program is 80 percent, requiring a 20 percent cost share, or match, from non-federal sources. Matching funds are typically provided by the agency implementing the project.

Table 1. Federal Formula Grant Programs

| | U.S.* | Tenn. | MPO |
|--|-----------------|------------------|------------------|
| National Highway Performance Program (NHPP) | \$21.9 B | \$492.9 M | \$109.0 M |
| <i>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. (23 USC 119)</i> | | | |
| Surface Transportation Block Grant Program (STBG)** | \$10.1 B | \$226.8 M | \$59.2 M |
| <i>The STBG provides flexible funding that may be used by States and local agencies for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. (23 USC 133)</i> | | | |
| Highway Safety Improvement Program (HSIP) | \$2.4 B | \$49.5 M | \$11.8 M |
| <i>The HSIP is intended to help achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. This program includes the Railway-Highway Crossings Program (RHCP) (23 USC 130 and 148)</i> | | | |

| | | | |
|--|----------------|------------------|-----------------|
| Congestion Mitigation Air Quality Program (CMAQ) | \$2.2 B | \$37.0 M | \$8.9 M |
| <i>The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter and for former nonattainment areas that are now in compliance (maintenance areas). (23 USC 149)</i> | | | |
| Transportation Alternatives Program (TA)** | \$0.8 B | \$18.9 M | \$5.0 M |
| <i>TA provides 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, and Safe Routes to School, wrapping them into a single funding source. (23 USC 101, 206, 213)</i> | | | |
| Urbanized Area Transit Program (FTA 5307)** | \$4.5 B | n/a | \$23.1 M |
| <i>The FTA 5307 program provides grants to urbanized areas (UZAs) for public transportation capital, planning, and limited operating assistance. The program serves as the core investment in the enhancement and revitalization of transit systems in the nation's urbanized areas which depend on public transportation to improve mobility and manage congestion. (49 USC 5307, 5336, 5340)</i> | | | |
| Rural Area Transit Program (FTA 5311) | \$0.6 B | \$226.8 M | \$1.8 M |
| <i>The FTA 5311 program provides capital, planning, and operating assistance to support for public transportation in rural areas outside of urbanized areas (UZAs). (49 USC 5311)</i> | | | |
| Enhanced Mobility for Seniors & the Disabled (FTA 5310) | \$0.3 B | \$49.5 M | \$1.2 M |
| <i>The FTA 5310 program is intended to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding transportation options. The program provides capital support for transportation services planned, designed, and carried out to meet the special needs of these populations. (49 USC 5310)</i> | | | |
| Transit State of Good Repair Program (FTA 5337) | \$2.1 B | \$37.0 M | \$2.4 M |
| <i>The FTA 5337 program provided funding to repair and upgrade the nation's rail transit and fixed-guideway (dedicated-lane) bus systems. (49 USC 5337)</i> | | | |
| Bus and Bus Facilities Program (FTA 5339) | \$0.4 B | \$18.9 M | \$1.6 M |
| <i>The FTA 5339 program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities for customer services, program administration and fleet maintenance. (49 USC 5339)</i> | | | |

**Based on FY 2014 Apportionment **A portion or all of this grant program is directly suballocated to the Urbanized Areas (UZAs)*

Table 2. Federal Competitive Grant Programs

| | |
|---|--------------------|
| | U.S. (2014) |
| Transportation Investment Generating Economic Recovery Program (TIGER) | \$600 M |
| <i>Initially created through the American Recovery and Reinvestment Act of 2009 (ARRA), the TIGER program provides an opportunity for the U.S. DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Since 2009, Congress has dedicated more than \$4.1 billion for six rounds of TIGER to fund projects that have a significant impact on the nation, a region or a metropolitan area. (Consolidated Appropriations Act of 2014)</i> | |
| Fixed Guideway Capital Investment Program "New Starts" (FTA 5309) | \$1.9 B |
| <i>The "New Starts" program provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options along key regional corridors. (49 USC 5309)</i> | |
| Transportation Infrastructure Finance and Innovation Act (TIFIA)** | \$1.0 B |
| <i>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. (23 USC 601-609)</i> | |

State Funding

The State of Tennessee levies a motor fuels tax on top of the federal fuel tax to generate state revenues for the administration and construction of transportation projects. State transportation funds are used for matching funds for federal grant programs, ongoing maintenance and operations of the statewide transportation system, and for state-aid grant programs. Currently, the state's gasoline tax rate is 21.4 cents per gallon which yields approximately \$642.3 million per year. Of that amount, approximately \$237 million is distributed to cities and counties and \$380 million is retained by TDOT, with the remaining \$25 million being deposited into the State General Fund.

Local Funding

Local towns, cities, and counties use their respective General Fund as the primary source of funding for operations and maintenance. Some counties have instituted a local wheel tax in addition to the State motor vehicle registration fee to build the general fund. Local jurisdictions also provide funding in full or to match federal or state funds for local transportation projects. Money for capital investments in streets and highways may also come from the sale of bonds.

Locally, the jurisdictions in the MPO area have alternative sources of funding authorized by the state enabling legislation to finance transportation projects. These sources of funding can include toll facilities, rail authorities, local gasoline tax, local motor vehicle taxes and road improvement districts. These sources help to generate a steady flow of funding for transportation improvements. The following describes these options as well as other local funding available to the MPO member jurisdictions.

| | |
|--------------------------------|--|
| State Street-Aid Fund | Sections 54-4-103 and 203 of the Tennessee Code Annotated established monthly distributions of a portion of the State's fuel tax revenues to counties and incorporated cities and towns to help improve local streets. For counties, the distribution is based on area size and population. For municipalities, distribution is based on a population proportionate formula. |
| Property Tax | This is the chief source of local revenue. The funds are distributed to a General Fund and then appropriated for transportation purposes. These taxes are dependent on local economic conditions, although, they remain a steady and reliable source of revenue. A separate tax for transit operations and capital can be administered by voter approval. |
| Sales Tax | This is one of the most commonly used and the second largest source of local revenue for local jurisdictions in the state. This tax is placed on the sale of consumer goods and services, and purchases by business firms of items for business use. The tax is a function of the tax rate, use of funds and of redistribution formulas. A sales tax is generally more acceptable to citizens than other taxes since the tax is collected in small amounts that are not highly visible to consumers. Sales tax within MPO counties range from a low of 1.00 percent to the state maximum of 2.75 percent. |
| Wheel Tax | Counties are authorized under Section 5-8-102 of the Tennessee Code Annotated to impose a local motor vehicle tax to provide revenue for county purposes. Imposition of the tax requires a majority vote in public referendum of a two-thirds vote from the county legislators at two consecutive meetings. Revenue potential of the local motor vehicle tax depends on the tax rate, driver sensitivity to price, administrative costs and the number of registered vehicles. The high tax rate may encourage some motorists to register their vehicle in a county that does not have local motor vehicle tax. Administrative costs are likely to be low because local motor vehicle departments are already organized to collect state taxes and fees. A disadvantage of this tax is that the tax revenues do not have to be earmarked for transportation. |
| Development Impact Fees | In some cases, state law allows local governments the ability to impose fees on private developers according to a locally adopted schedule that is devised to recoup a reasonable share of the costs of necessary transportation improvements along the corridor or general area of proposed development. |

3.2 Financial Planning Assumptions

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 3.3 include the estimated amount of available funds, programmed funds, and the remaining balance, for each fund type and 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 FAST Act, the TIP is “fiscally constrained.”

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, STBG, 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 STBG, FTA Section 5307, etc.) are assumed to grow at 2 percent per year above the observed 2016 appropriations, unless otherwise noted.

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.

Accounting for Unexpected Cost Increases

MPO TIP Policy #12, detailed in Section 2.4 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).

Funding for 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. Until then, the funds will be shown in the TIP as U-RSV or M-RSV. U-RSV refers to U-STBG funds being held in reserve, and M-RSV refers to M-STBG funds.

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

Transferring (Flexing) Funds among Programs

The FAST Act provides considerable flexibility in the use of FHWA and FTA funds for either highway or transit projects, including the ability to transfer grant 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.

3.3 Summary of Revenue and Programmed Expenditures

The tables on the following pages demonstrate fiscal constraint, or a balanced budget, through the presentation of anticipated revenue and programmed expenditures for the four years of the FYs 2017-2020 TIP.

Table 3. 4-Year Financial Summary for all Funding Programs, FYs 2017-2020

| Funding Program | REVENUE | | | Programmed Exp | Remaining Balance |
|--|----------------|----------------|------------------|------------------|-------------------|
| | Carryover* | New | Total | | |
| National High Priority or Competitive Grant Programs | \$ 2,809,626 | \$ - | \$ 2,809,626 | \$ 2,809,626 | \$ - |
| Federal Earmark - High Priority (HPP) | \$ 2,809,626 | \$ - | \$ 2,809,626 | \$ 2,809,626 | \$ - |
| Statewide Grant Program | \$ 4,431,319 | \$ 368,078,529 | \$ 372,509,848 | \$ 372,509,848 | \$ - |
| National Highway Performance Program (NHPP) | \$ - | \$ 213,407,437 | \$ 213,407,437 | \$ 213,407,437 | \$ - |
| Surface Transportation Block Grant - State Program (STBG) | \$ - | \$ 104,913,150 | \$ 104,913,150 | \$ 104,913,150 | \$ - |
| Highway Safety Improvement Program (HSIP) | \$ - | \$ 23,009,540 | \$ 23,009,540 | \$ 23,009,540 | \$ - |
| Transportation Alternatives Program - State Program (TAP) | \$ - | \$ 3,397,887 | \$ 3,397,887 | \$ 3,397,887 | \$ - |
| Transportation Enhancement Program (ENH) | \$ 3,058,649 | \$ - | \$ 3,058,649 | \$ 3,058,649 | \$ - |
| Congestion Mitigation Air Quality - MPO Program (CMAQ) | \$ - | \$ 23,350,515 | \$ 23,350,515 | \$ 23,350,515 | \$ - |
| Safe Routes to School (SRTS) | \$ 1,372,670 | \$ - | \$ 1,372,670 | \$ 1,372,670 | \$ - |
| Suballocated Grant Programs | \$ 173,665,313 | \$ 201,214,043 | \$ 374,879,356 | \$ 355,029,011 | \$ 19,850,345 |
| Surface Transportation Block Grant - Nashville-Davidson UZA (U-STBG)** | \$ 111,467,325 | \$ 71,199,851 | \$ 182,667,176 | \$ 179,617,859 | \$ 3,049,317 |
| Surface Transportation Block Grant - Murfreesboro UZA (M-STBG)** | \$ 14,172,325 | \$ 6,977,944 | \$ 21,150,269 | \$ 20,688,006 | \$ 462,263 |
| Surface Transportation Block Grant - Columbia Urban Cluster (L-STBG) | \$ 363,280 | \$ 1,957,763 | \$ 2,321,043 | \$ 2,321,043 | \$ - |
| Surface Transportation Block Grant - Fairview Urban Cluster (L-STBG) | \$ 98,679 | \$ 435,797 | \$ 534,476 | \$ 534,476 | \$ - |
| Surface Transportation Block Grant - Lebanon Urban Cluster (L-STBG) | \$ - | \$ 1,478,443 | \$ 1,478,443 | \$ 1,478,443 | \$ - |
| Surface Transportation Block Grant - Portland Urban Cluster (L-STBG) | \$ - | \$ 648,053 | \$ 648,053 | \$ 648,053 | \$ - |
| Surface Transportation Block Grant - Springfield Urban Cluster (L-STBG) | \$ 200,408 | \$ 928,053 | \$ 1,128,461 | \$ 1,128,461 | \$ - |
| Surface Transportation Block Grant - Spring Hill Urban Cluster (L-STBG) | \$ - | \$ 1,809,411 | \$ 1,809,411 | \$ 1,809,411 | \$ - |
| Surface Transportation Block Grant - White House Urban Cluster (L-STBG) | \$ - | \$ - | \$ - | \$ - | \$ - |
| Transportation Alternatives Program - Nashville-Davidson UZA (U-TAP) | \$ 5,056,008 | \$ 5,188,735 | \$ 10,244,743 | \$ 9,139,641 | \$ 1,105,102 |
| Large Urban Transit Formula Funds - Nashville-Davidson UZA (FTA 5307) | \$ 22,279,965 | \$ 87,737,758 | \$ 110,017,723 | \$ 101,000,860 | \$ 9,016,863 |
| Large Urban Transit Formula Funds - Murfreesboro UZA (FTA 5307-M) | \$ 5,027,323 | \$ 5,560,053 | \$ 10,587,376 | \$ 9,990,000 | \$ 597,376 |
| Enhanced Mobility for Seniors and Individuals with Disabilities (FTA 5310) | \$ - | \$ 670,938 | \$ 670,938 | \$ 670,938 | \$ - |
| State of Good Repair Program (FTA 5337) | \$ 15,000,000 | \$ 9,899,225 | \$ 24,899,225 | \$ 24,583,972 | \$ 315,253 |
| Bus and Bus Facilities Program (FTA 5339) | \$ - | \$ 6,722,019 | \$ 6,722,019 | \$ 1,417,848 | \$ 5,304,171 |
| Non-Federal Grant Programs | \$ - | \$ 283,189,162 | \$ 283,189,162 | \$ 283,189,162 | \$ - |
| State revenue, including matching funds | \$ - | \$ 103,214,872 | \$ 103,214,872 | \$ 103,214,872 | \$ - |
| Local revenue, including matching funds | \$ - | \$ 179,974,290 | \$ 179,974,290 | \$ 179,974,290 | \$ - |
| Totals | \$ 180,906,258 | \$ 852,481,734 | \$ 1,033,387,992 | \$ 1,013,537,647 | \$ 19,850,345 |
| * Includes unobligated balances from prior TIP | | | | | |
| **Includes construction reserve funds (U-RSV and M-RSV) | | | | | |

Table 4. Budgeted Revenue by Year for Suballocated Programs

| Annual Revenue Allocations | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Total 4-Year |
|--|----------------|----------------|----------------|----------------|---------------------|
| Surface Transportation Block Grant - Nashville-Davidson UZA (U-STBG) | \$ 17,274,775 | \$ 17,620,271 | \$ 17,972,676 | \$ 18,332,129 | \$ 71,199,851 |
| Surface Transportation Block Grant - Murfreesboro UZA (M-STBG) | \$ 1,693,015 | \$ 1,726,875 | \$ 1,761,413 | \$ 1,796,641 | \$ 6,977,944 |
| Surface Transportation Block Grant - Local STP | \$ 7,257,520 | \$ - | \$ - | \$ - | \$ 7,257,520 |
| Surface Transportation Block Grant - Columbia Urban Cluster (L-STBG) | \$ 1,957,763 | \$ - | \$ - | \$ - | \$ 1,957,763 |
| Surface Transportation Block Grant - Fairview Urban Cluster (L-STBG) | \$ 435,797 | \$ - | \$ - | \$ - | \$ 435,797 |
| Surface Transportation Block Grant - Lebanon Urban Cluster (L-STBG) | \$ 1,478,443 | \$ - | \$ - | \$ - | \$ 1,478,443 |
| Surface Transportation Block Grant - Portland Urban Cluster (L-STBG) | \$ 648,053 | \$ - | \$ - | \$ - | \$ 648,053 |
| Surface Transportation Block Grant - Springfield Urban Cluster (L-STBG) | \$ 928,053 | \$ - | \$ - | \$ - | \$ 928,053 |
| Surface Transportation Block Grant - Spring Hill Urban Cluster (L-STBG) | \$ 1,809,411 | \$ - | \$ - | \$ - | \$ 1,809,411 |
| Surface Transportation Block Grant - White House Urban Cluster (L-STBG) | \$ - | \$ - | \$ - | \$ - | \$ - |
| Transportation Alternatives Program - Nashville-Davidson UZA (U-TAP) | \$ 1,297,184 | \$ 1,297,184 | \$ 1,297,184 | \$ 1,297,184 | \$ 5,188,735 |
| Large Urban Transit Formula Funds - Nashville-Davidson UZA (FTA 5307) | \$ 21,287,264 | \$ 21,713,009 | \$ 22,147,269 | \$ 22,590,215 | \$ 87,737,758 |
| Large Urban Transit Formula Funds - Murfreesboro UZA (FTA 5307) | \$ 1,349,001 | \$ 1,375,981 | \$ 1,403,501 | \$ 1,431,571 | \$ 5,560,053 |
| Enhanced Mobility for Seniors and Individuals with Disabilities (FTA 5310) | \$ 1,165,175 | \$ 1,188,478 | \$ 1,212,248 | \$ 1,236,493 | \$ 4,802,394 |
| State of Good Repair Program (FTA 5337) | \$ 2,401,787 | \$ 2,449,823 | \$ 2,498,819 | \$ 2,548,796 | \$ 9,899,225 |
| Bus and Bus Facilities Program (FTA 5339) | \$ 1,630,922 | \$ 1,663,540 | \$ 1,696,811 | \$ 1,730,747 | \$ 6,722,019 |

Table 5. Programmed Expenditures by Year for Suballocated Programs

| Annual Program Expenditures | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Total 4-Year |
|--|----------------|----------------|----------------|----------------|---------------------|
| Surface Transportation Block Grant - Nashville-Davidson UZA (U-STBG) | \$ 48,524,323 | \$ 9,969,233 | \$ 14,811,870 | \$ 5,182,433 | \$ 78,487,859 |
| Surface Transportation Block Grant - Murfreesboro UZA (M-STBG) | \$ 13,724,291 | \$ 507,905 | \$ 507,905 | \$ 507,905 | \$ 15,248,006 |
| Surface Transportation Block Grant - Local STP | \$ 7,919,887 | \$ - | \$ - | \$ - | \$ 7,919,887 |
| Transportation Alternatives Program - Nashville-Davidson UZA (U-TAP) | \$ 6,026,400 | \$ 1,037,747 | \$ 1,037,747 | \$ 1,037,747 | \$ 9,139,641 |
| Large Urban Transit Formula Funds - Nashville-Davidson UZA (FTA 5307) | \$ 30,918,880 | \$ 25,766,000 | \$ 21,849,980 | \$ 22,466,000 | \$ 101,000,860 |
| Large Urban Transit Formula Funds - Murfreesboro UZA (FTA 5307) | \$ 1,150,000 | \$ 870,000 | \$ 7,075,000 | \$ 895,000 | \$ 9,990,000 |
| Enhanced Mobility for Seniors and Individuals with Disabilities (FTA 5310) | \$ 670,938 | \$ - | \$ - | \$ - | \$ 670,938 |
| State of Good Repair Program (FTA 5337) | \$ 9,881,434 | \$ 2,449,823 | \$ 2,498,819 | \$ 2,548,796 | \$ 17,378,872 |
| Bus and Bus Facilities Program (FTA 5339) | \$ 577,848 | \$ 360,000 | \$ 240,000 | \$ 240,000 | \$ 1,417,848 |

Table 6. Cumulative Balance by Year

| Annual Cumulative Balance | Carryover | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Ending Balance* |
|---|------------------|----------------|----------------|----------------|----------------|------------------------|
| Surface Transportation Block Grant - Nashville-Davidson UZA (U-STBG) | \$ 111,467,325 | \$ 80,217,777 | \$ 87,868,815 | \$ 91,029,621 | \$ 104,179,317 | \$ 3,049,317 |
| Surface Transportation Block Grant - Murfreesboro UZA (M-STBG) | \$ 14,172,325 | \$ 2,141,049 | \$ 3,360,019 | \$ 4,613,527 | \$ 5,902,263 | \$ 462,263 |
| Surface Transportation Block Grant - Local STP | \$ 662,367 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Transportation Alternatives Program - Nashville-Davidson UZA (U-TAP) | \$ 5,056,008 | \$ 326,792 | \$ 586,229 | \$ 845,665 | \$ 1,105,102 | \$ 1,105,102 |
| Large Urban Transit Formula Funds - Nashville-Davidson UZA (FTA 5307) | \$ 22,279,965 | \$ 12,648,349 | \$ 8,595,358 | \$ 8,892,648 | \$ 9,016,863 | \$ 9,016,863 |
| Large Urban Transit Formula Funds - Murfreesboro UZA (FTA 5307) | \$ 5,027,323 | \$ 5,226,324 | \$ 5,732,305 | \$ 60,806 | \$ 597,376 | \$ 597,376 |
| Enhanced Mobility for Seniors and Individuals with Disabilities (FTA 5310) | \$ - | \$ 494,237 | \$ 1,682,715 | \$ 2,894,963 | \$ 4,131,456 | \$ 4,131,456 |
| State of Good Repair Program (FTA 5337) | \$ 15,000,000 | \$ 7,520,353 | \$ 7,520,353 | \$ 7,520,353 | \$ 7,520,353 | \$ 7,520,353 |
| Bus and Bus Facilities Program (FTA 5339) | \$ - | \$ 1,053,074 | \$ 2,356,613 | \$ 3,813,424 | \$ 5,304,171 | \$ 5,304,171 |
| *U-STBG and M-STBG includes construction reserve funds which are programmed after the completion of PE and are available on a first-come basis. | | | | | | |

3.4 Ongoing Costs for Operations & Maintenance

In addition to the growth and improvements of the transportation network, 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.

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 region’s long range plan and transportation improvement program. The following figure presents the estimated costs incurred by each MPO jurisdictions involved in the operations and maintenance of transportation infrastructure over the life of the TIP and plan.

Table 7. Operations and Maintenance Cost

| Jurisdiction/ Agency | Annual Funding | Short-Term 2016-2020 | Mid-Term 2021-2030 | Long-Term 2031-2040 | Cumulative 2016-2040 |
|-----------------------------------|-----------------|----------------------|--------------------|---------------------|----------------------|
| Roadways and Bridges | \$ 120.2 | \$ 638.2 | \$ 1,378.0 | \$ 1,378.0 | \$ 3,394.1 |
| Brentwood | \$ 1.8 | \$ 9.6 | \$ 20.6 | \$ 20.6 | \$ 50.8 |
| Columbia | \$ 0.5 | \$ 2.7 | \$ 5.7 | \$ 5.7 | \$ 14.1 |
| Fairview | \$ 0.3 | \$ 1.6 | \$ 3.4 | \$ 3.4 | \$ 8.5 |
| Franklin | \$ 1.5 | \$ 8.0 | \$ 17.2 | \$ 17.2 | \$ 42.4 |
| Gallatin | \$ 0.7 | \$ 3.5 | \$ 7.5 | \$ 7.5 | \$ 18.4 |
| Goodlettsville | \$ 0.6 | \$ 2.9 | \$ 6.3 | \$ 6.3 | \$ 15.5 |
| Hendersonville | \$ 0.8 | \$ 4.2 | \$ 9.2 | \$ 9.2 | \$ 22.6 |
| La Vergne | \$ 0.9 | \$ 4.8 | \$ 10.3 | \$ 10.3 | \$ 25.4 |
| Lebanon | \$ 1.2 | \$ 6.4 | \$ 13.8 | \$ 13.8 | \$ 33.9 |
| Metro Nashville-Davidson County | \$ 49.0 | \$ 260.1 | \$ 561.7 | \$ 561.7 | \$ 1,383.6 |
| Millersville | \$ 0.3 | \$ 1.6 | \$ 3.4 | \$ 3.4 | \$ 8.5 |
| Mt. Juliet | \$ 0.4 | \$ 2.1 | \$ 4.6 | \$ 4.6 | \$ 11.3 |
| Murfreesboro | \$ 4.2 | \$ 22.3 | \$ 48.1 | \$ 48.1 | \$ 118.6 |
| Portland | \$ 1.1 | \$ 5.8 | \$ 12.6 | \$ 12.6 | \$ 31.1 |
| Rutherford County | \$ 9.8 | \$ 52.0 | \$ 112.3 | \$ 112.3 | \$ 276.7 |
| Smyrna | \$ 1.1 | \$ 5.8 | \$ 12.6 | \$ 12.6 | \$ 31.1 |
| Spring Hill | \$ 0.5 | \$ 2.7 | \$ 5.7 | \$ 5.7 | \$ 14.1 |
| Springfield | \$ 2.0 | \$ 10.6 | \$ 22.9 | \$ 22.9 | \$ 56.5 |
| Sumner County | \$ 3.2 | \$ 17.0 | \$ 36.7 | \$ 36.7 | \$ 90.4 |
| Tennessee Dept. of Transportation | \$ 22.0 | \$ 116.8 | \$ 252.2 | \$ 252.2 | \$ 621.2 |
| White House | \$ 0.9 | \$ 4.8 | \$ 10.3 | \$ 10.3 | \$ 25.4 |
| Williamson County | \$ 10.9 | \$ 57.9 | \$ 125.0 | \$ 125.0 | \$ 307.8 |
| Wilson County | \$ 6.6 | \$ 35.0 | \$ 75.7 | \$ 75.7 | \$ 186.4 |
| Public Transit System | \$ 52.4 | \$ 278.2 | \$ 600.7 | \$ 600.7 | \$ 1,479.6 |
| Franklin Transit Authority | \$ 1.2 | \$ 6.4 | \$ 13.8 | \$ 13.8 | \$ 33.9 |
| Murfreesboro Rover | \$ 1.1 | \$ 5.8 | \$ 12.6 | \$ 12.6 | \$ 31.1 |
| Nashville MTA | \$ 40.1 | \$ 212.9 | \$ 459.7 | \$ 459.7 | \$ 1,132.3 |
| Regional Transportation Authority | \$ 3.0 | \$ 15.9 | \$ 34.4 | \$ 34.4 | \$ 84.7 |
| Tennessee Dept. of Transportation | \$ 7.0 | \$ 37.2 | \$ 80.2 | \$ 80.2 | \$ 197.7 |

4.0 Program Administration

4.1 Interactive Database

Over the last several years, the MPO has invested in the development of a web-based application that provides real-time programming information about each TIP project in a searchable database. Members of the public and interested stakeholders are encouraged to use the application to view projects on an interactive map, access project level information, run custom queries and reports, and track adjustments and amendments. The application also provides an opportunity for those interested to submit written comments on individual projects to MPO staff.

The application is available at <http://TIP1720.NashvilleMPO.org>. For help using the database, please contact TIP@NashvilleMPO.org.

For access to a PDF version of the TIP document, visit http://www.nashvillempo.org/plans_programs/tip/.

4.2 Annual Listing of Obligated Projects

Each December, the MPO publishes a complete list of all transportation projects that have had federal funds obligated during the preceding federal fiscal year. The obligation of funds is the federal government's promise to pay for all eligible expenses incurred by TDOT or the local implementing agency. Grant funds must be approved by the MPO and included in the RTP and TIP prior to their obligation by the federal government.

The annual list is available online at http://nashvillempo.org/transportation_projects/.

4.3 TIP Revisions and Updates

Under current federal law, the MPO's Transportation Improvement Program must be updated at least once every four years. As such, the FYs 2017-2020 TIP will be replaced by the FYs 2020-2023 TIP in the 2019 calendar year. Revisions to the adopted TIP will be carried out in the form of formal amendments or administrative adjustments. Amendments are intended to document major changes to the program and require review by the public and state and federal partners prior to their adoption by the MPO Executive Board.

Formal Amendments

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 major change in the total project cost (excluding groupings). See details for project cost change thresholds on Appendix F.
- 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. MPO staff shall prepare amendments in consultation with the Technical Coordinating Committee 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.

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 F.)
- 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 in Appendix F) 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.

5.0 TIP Projects for Fiscal Years 2017-2020

The following list provides a quick and easy reference to projects programmed in the Fiscal Years 2017-2020 Transportation Improvement Program. The list was generated by the MPO's web-based TIP application at the time of adoption. Updated lists can be generated in real time using the application at TIP.NashvilleMPO.org.

Information contained in the list is limited to basic details. Full details are available in the TIP Project Sheets binder that accompany this TIP document, or in real time at TIP.NashvilleMPO.org.

Transportation Improvement Program for FYs 2017-2020

| 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 |
|------|--------------|----------------|----------------|----------------|--------|--------------|
| 2017 | PE-D | U-STBG | \$200,000.00 | \$160,000.00 | \$0.00 | \$40,000.00 |
| 2018 | ROW | U-STBG | \$733,500.00 | \$586,800.00 | \$0.00 | \$146,700.00 |
| 2019 | 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 |
|----------|--|--|--------------|---------------|-----------------|----------------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|----------------|----------------|--------|--------------|
| 2017 | CONSTRUCTION | U-STBG | \$3,150,000.00 | \$2,520,000.00 | \$0.00 | \$630,000.00 |

| | | | | | | |
|----------|---------------------------------------|--|--------------|-----------------|----------------|-----------------|
| 2004-005 | Jefferson Street Intersections | | Intersection | Davidson County | \$1,410,000.00 | Metro Nashville |
|----------|---------------------------------------|--|--------------|-----------------|----------------|-----------------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|----------------|--------------|--------|--------------|
| 2017 | PE-D | LOCAL | \$250,000.00 | \$0.00 | \$0.00 | \$250,000.00 |
| 2017 | ROW | U-STBG | \$160,000.00 | \$128,000.00 | \$0.00 | \$32,000.00 |
| 2018 | CONSTRUCTION | U-RSV | \$1,000,000.00 | \$800,000.00 | \$0.00 | \$200,000.00 |

| | | | | | | |
|----------|--------------------------------------|--|---------------|--------------|-----------------|------|
| 2004-051 | SR-247 (Duplex Road) Widening | | Road Widening | Multi-County | \$17,400,000.00 | TDOT |
|----------|--------------------------------------|--|---------------|--------------|-----------------|------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|-----------------|-----------------|----------------|--------|
| 2017 | CONSTRUCTION | STBG | \$17,400,000.00 | \$13,920,000.00 | \$3,480,000.00 | \$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 |
|------|------------|----------------|--------------|-------------|-------------|-------------|
| 2017 | OPERATIONS | FTA 5307-M | \$140,000.00 | \$70,000.00 | \$49,000.00 | \$21,000.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|--|-----------------------|--------------------|-------------------|-----------------|-----------------------------|
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2018 | OPERATIONS | FTA 5307-M | \$160,000.00 | \$80,000.00 | \$56,000.00 | \$24,000.00 |
| 2019 | OPERATIONS | FTA 5307-M | \$200,000.00 | \$100,000.00 | \$70,000.00 | \$30,000.00 |
| 2020 | OPERATIONS | FTA 5307-M | \$200,000.00 | \$100,000.00 | \$70,000.00 | \$30,000.00 |
| 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 |
| 2017 | OPERATIONS | FTA 5307-M | \$100,000.00 | \$50,000.00 | \$35,000.00 | \$15,000.00 |
| 2018 | OPERATIONS | FTA 5307-M | \$120,000.00 | \$60,000.00 | \$42,000.00 | \$18,000.00 |
| 2019 | OPERATIONS | FTA 5307-M | \$140,000.00 | \$70,000.00 | \$49,000.00 | \$21,000.00 |
| 2020 | OPERATIONS | FTA 5307-M | \$160,000.00 | \$80,000.00 | \$56,000.00 | \$24,000.00 |
| 2006-304 | Jefferson Springs Greenway Extension | | Greenway | Rutherford County | \$2,448,700.00 | Smyrna |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | CONSTRUCTION | HPP (TN100) | \$2,318,657.50 | \$1,854,926.00 | \$0.00 | \$463,731.50 |
| 2006-408 | SR-6/ US-31/ Franklin Road | | Road Widening | Williamson County | \$38,000,000.00 | TDOT |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | CONSTRUCTION | NHPP | \$22,500,000.00 | \$18,000,000.00 | \$4,500,000.00 | \$0.00 |
| 2008-11-027 | SR-255 Harding Place Extension (Phase 1) | | New Road | Davidson County | \$11,370,000.00 | Metro Nashville |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE-N | U-STBG | \$100,000.00 | \$80,000.00 | \$0.00 | \$20,000.00 |
| 2017 | PE-D | U-STBG | \$1,270,000.00 | \$1,016,000.00 | \$0.00 | \$254,000.00 |
| 2018 | ROW | U-STBG | \$1,500,000.00 | \$1,200,000.00 | \$0.00 | \$300,000.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|--|----------|------------------|-----------------|----------------|-----------------|
| 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 |
|------|--------------|----------------|----------------|----------------|--------|----------------|
| 2017 | ROW | U-STBG | \$1,406,250.00 | \$1,125,000.00 | \$0.00 | \$281,250.00 |
| 2017 | PE-D | U-STBG | \$343,750.00 | \$275,000.00 | \$0.00 | \$68,750.00 |
| 2018 | CONSTRUCTION | U-RSV | \$5,000,000.00 | \$4,000,000.00 | \$0.00 | \$1,000,000.00 |

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|-------------|--|--|-----------------|-----------------|----------------|---------------|
| 2008-15-048 | Support vehicles, service vehicles, misc. support equipment, misc. shop equipment, operational software | | Transit Capital | Davidson County | \$4,863,910.00 | Nashville MTA |
|-------------|--|--|-----------------|-----------------|----------------|---------------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|----------------|----------------|----------------|----------------|--------------|--------------|
| 2017 | IMPLEMENTATION | FTA 5307 | \$3,513,910.00 | \$2,811,128.00 | \$351,391.00 | \$351,391.00 |
| 2018 | IMPLEMENTATION | FTA 5307 | \$450,000.00 | \$360,000.00 | \$45,000.00 | \$45,000.00 |
| 2019 | IMPLEMENTATION | FTA 5307 | \$450,000.00 | \$360,000.00 | \$45,000.00 | \$45,000.00 |
| 2020 | IMPLEMENTATION | FTA 5307 | \$450,000.00 | \$360,000.00 | \$45,000.00 | \$45,000.00 |

| | | | | | | |
|-------------|--|--|-----------------|-----------------|----------------|---------------|
| 2008-15-049 | MTA - Administration Building Rehabilitation (Nestor) | | Transit Capital | Davidson County | \$4,620,000.00 | Nashville MTA |
|-------------|--|--|-----------------|-----------------|----------------|---------------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|----------------|----------------|--------------|--------------|
| 2017 | CONSTRUCTION | FTA 5307 | \$250,000.00 | \$200,000.00 | \$25,000.00 | \$25,000.00 |
| 2018 | CONSTRUCTION | 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 | \$11,499,976.00 | MPO |
|-------------|-----------------------------------|--|-----------------|--------------|-----------------|-----|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|----------------|----------------|----------------|----------------|--------------|--------------|
| 2017 | IMPLEMENTATION | FTA 5307 | \$2,750,000.00 | \$2,200,000.00 | \$275,000.00 | \$275,000.00 |
| 2018 | IMPLEMENTATION | FTA 5307 | \$2,832,500.00 | \$2,266,000.00 | \$283,250.00 | \$283,250.00 |
| 2019 | IMPLEMENTATION | FTA 5307 | \$2,917,476.00 | \$2,333,980.00 | \$291,748.00 | \$291,748.00 |
| 2020 | IMPLEMENTATION | FTA 5307 | \$3,000,000.00 | \$2,400,000.00 | \$300,000.00 | \$300,000.00 |

| | | | | | | |
|-------------|---|--|-----------------|-----------------|-----------------|---------------|
| 2008-15-052 | Paratransit Buses Purchase and Replacement | | Transit Capital | Davidson County | \$13,200,000.00 | Nashville MTA |
|-------------|---|--|-----------------|-----------------|-----------------|---------------|

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|----------------|-----------------------|------------------|----------------|--------------|----------------|
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | IMPLEMENTATION | LOCAL | \$3,000,000.00 | \$0.00 | \$0.00 | \$3,000,000.00 |
| 2018 | IMPLEMENTATION | LOCAL | \$3,200,000.00 | \$0.00 | \$0.00 | \$3,200,000.00 |
| 2019 | IMPLEMENTATION | LOCAL | \$3,500,000.00 | \$0.00 | \$0.00 | \$3,500,000.00 |
| 2020 | 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 | \$62,749,872.00 | Nashville MTA |
|-------------|--|--|-----------------|-----------------|-----------------|---------------|

| | | | | | | |
|-------------|----------------|-----------------------|-----------------|----------------|--------------|-----------------|
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | IMPLEMENTATION | LOCAL | \$8,300,000.00 | \$0.00 | \$0.00 | \$8,300,000.00 |
| 2018 | IMPLEMENTATION | LOCAL | \$18,000,000.00 | \$0.00 | \$0.00 | \$18,000,000.00 |
| 2019 | IMPLEMENTATION | LOCAL | \$18,000,000.00 | \$0.00 | \$0.00 | \$18,000,000.00 |
| 2020 | IMPLEMENTATION | LOCAL | \$18,000,000.00 | \$0.00 | \$0.00 | \$18,000,000.00 |

| | | | | | | |
|-------------|--|--|--------------------|-------------------|----------------|-----------------------------|
| 2008-45-089 | 5307 Urban Operating for Rover Public Transit - Fixed Route Service | | Transit Operations | Rutherford County | \$4,040,000.00 | Murfreesboro Public Transit |
|-------------|--|--|--------------------|-------------------|----------------|-----------------------------|

| | | | | | | |
|-------------|--------------|-----------------------|----------------|----------------|--------------|--------------|
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | OPERATIONS | FTA 5307-M | \$1,260,000.00 | \$630,000.00 | \$441,000.00 | \$189,000.00 |
| 2018 | OPERATIONS | FTA 5307-M | \$1,220,000.00 | \$610,000.00 | \$427,000.00 | \$183,000.00 |
| 2019 | OPERATIONS | FTA 5307-M | \$1,160,000.00 | \$580,000.00 | \$406,000.00 | \$174,000.00 |
| 2020 | OPERATIONS | FTA 5307-M | \$1,140,000.00 | \$570,000.00 | \$399,000.00 | \$171,000.00 |

| | | | | | | |
|-------------|--|--|-----------------|-------------------|--------------|-----------------------------|
| 2008-45-090 | 5307 Urban Capital for Rover Public Transit - Equipment | | Transit Capital | Rutherford County | \$325,000.00 | Murfreesboro Public Transit |
|-------------|--|--|-----------------|-------------------|--------------|-----------------------------|

| | | | | | | |
|-------------|----------------|-----------------------|--------------|----------------|--------------|--------------|
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | IMPLEMENTATION | FTA 5307-M | \$25,000.00 | \$20,000.00 | \$2,500.00 | \$2,500.00 |
| 2018 | IMPLEMENTATION | FTA 5307-M | \$25,000.00 | \$20,000.00 | \$2,500.00 | \$2,500.00 |
| 2019 | IMPLEMENTATION | FTA 5307-M | \$250,000.00 | \$200,000.00 | \$25,000.00 | \$25,000.00 |
| 2020 | IMPLEMENTATION | 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 |
|-------------|---|----------|------------------|---------------|-----------------|-------------|
| 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 |
|------|--------------|----------------|-----------------|-----------------|--------|----------------|
| 2017 | PE-D | U-STBG | \$2,565,000.00 | \$2,052,000.00 | \$0.00 | \$513,000.00 |
| 2018 | CONSTRUCTION | U-RSV | \$23,250,000.00 | \$18,600,000.00 | \$0.00 | \$4,650,000.00 |

| | | | | | | |
|---------------|--|--|----------|---------------|--------------|---------------|
| 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 |
|------|--------------|----------------|--------------|--------------|--------|-------------|
| 2017 | CONSTRUCTION | U-STBG | \$155,753.00 | \$124,602.00 | \$0.00 | \$31,151.00 |

| | | | | | | |
|-------------|--|--|--------------|-------------------|----------------|-------------------|
| 2008-64-037 | SR-106 (Hillsboro Rd) and SR-46 Re-alignment/ Signalization. | | Intersection | Williamson County | \$1,994,250.00 | Williamson County |
|-------------|--|--|--------------|-------------------|----------------|-------------------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|----------------|----------------|--------------|--------|
| 2017 | PE-D | U-STBG | \$104,250.00 | \$83,400.00 | \$20,850.00 | \$0.00 |
| 2017 | ROW | U-STBG | \$35,000.00 | \$28,000.00 | \$7,000.00 | \$0.00 |
| 2018 | CONSTRUCTION | U-RSV | \$1,855,000.00 | \$1,484,000.00 | \$371,000.00 | \$0.00 |

| | | | | | | |
|-------------|--|--|-----------------|--------------|-----------------|-----|
| 2008-85-091 | Commuter Rail Capitalization and Preventative Maintenance | | Transit Capital | Multi-County | \$10,912,500.00 | RTA |
|-------------|--|--|-----------------|--------------|-----------------|-----|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|----------------|----------------|----------------|----------------|--------------|--------------|
| 2017 | IMPLEMENTATION | FTA 5307 | \$2,650,000.00 | \$2,120,000.00 | \$265,000.00 | \$265,000.00 |
| 2017 | IMPLEMENTATION | U-STBG | \$1,875,000.00 | \$1,500,000.00 | \$0.00 | \$375,000.00 |
| 2018 | IMPLEMENTATION | FTA 5307 | \$2,650,000.00 | \$2,120,000.00 | \$265,000.00 | \$265,000.00 |
| 2019 | IMPLEMENTATION | FTA 5307 | \$2,650,000.00 | \$2,120,000.00 | \$265,000.00 | \$265,000.00 |
| 2020 | IMPLEMENTATION | FTA 5307 | \$2,875,000.00 | \$2,300,000.00 | \$287,500.00 | \$287,500.00 |

| | | | | | | |
|-------------|---|--|----------|-----------------|--------------|-----------------|
| 2009-16-029 | Cumberland River Greenway System - TSU Connector Portion | | Greenway | Davidson County | \$500,000.00 | Metro Nashville |
|-------------|---|--|----------|-----------------|--------------|-----------------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|-------|----------------|-------|---------|-------|-------|
|------|-------|----------------|-------|---------|-------|-------|

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency | | |
|--------------------|---|-----------------------|------------------|-------------------|-----------------|--------------|--------|-------------|
| 2017 | CONSTRUCTION | U-STBG | | | \$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 | | |
| Year | Phase | Funding Source | Total | Federal | State | Local | | |
| 2017 | IMPLEMENTATION | CMAQ (S) | \$250,000.00 | \$200,000.00 | \$50,000.00 | \$0.00 | | |
| 2009-67-026 | Franklin ITS Infrastructure | | ITS | Williamson County | \$7,225,000.00 | Franklin | | |
| Year | Phase | Funding Source | Total | Federal | State | Local | | |
| 2017 | PE-D | U-STBG | \$300,000.00 | \$240,000.00 | \$0.00 | \$60,000.00 | | |
| 2017 | CONSTRUCTION, IMPLEMENTATION | U-STBG | \$2,000,000.00 | \$1,600,000.00 | \$0.00 | \$400,000.00 | | |
| 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 | | |
| 2017 | 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 | | |
| 2017 | CONSTRUCTION | CMAQ (S) | \$249,000.00 | \$199,200.00 | \$49,800.00 | \$0.00 | | |
| 2009-72-036 | SR-109 Reconstruction & Widening | | Road Widening | Wilson County | \$34,000,000.00 | TDOT | | |
| Year | Phase | Funding Source | Total | Federal | State | Local | | |
| 2017 | CONSTRUCTION | NHPP | \$23,500,000.00 | \$18,800,000.00 | \$4,700,000.00 | \$0.00 | | |
| 2009-84-033 | I-40 Ramp Improvements | | Interchange | Davidson County | \$4,525,000.00 | TDOT | | |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|--------------|---|-----------------------|--------------------|-----------------|-----------------|----------------|
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | CONSTRUCTION | NHPP | \$2,659,248.00 | \$2,659,248.00 | \$0.00 | \$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 |
| 2017 | IMPLEMENTATION | CMAQ | \$636,000.00 | \$508,800.00 | \$63,600.00 | \$63,600.00 |
| 2018 | IMPLEMENTATION | CMAQ | \$318,000.00 | \$254,400.00 | \$31,800.00 | \$31,800.00 |
| 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 |
| 2017 | PE-D | U-STBG | \$875,000.00 | \$700,000.00 | \$0.00 | \$175,000.00 |
| 2017 | ROW | U-STBG | \$1,860,000.00 | \$1,488,000.00 | \$0.00 | \$372,000.00 |
| 2018 | CONSTRUCTION | U-RSV | \$7,906,250.00 | \$6,325,000.00 | \$0.00 | \$1,581,250.00 |
| 2011-14-042 | Battery Lane / Harding Place at Franklin Road Improvements | | Intersection | Davidson County | \$1,810,000.00 | TDOT |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | CONSTRUCTION | U-STBG | \$1,250,000.00 | \$1,000,000.00 | \$250,000.00 | \$0.00 |
| 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 |
| 2017 | IMPLEMENTATION | FTA 5307 | \$244,625.00 | \$195,700.00 | \$24,462.00 | \$24,463.00 |
| 2018 | IMPLEMENTATION | FTA 5307 | \$250,000.00 | \$200,000.00 | \$25,000.00 | \$25,000.00 |
| 2019 | IMPLEMENTATION | FTA 5307 | \$250,000.00 | \$200,000.00 | \$25,000.00 | \$25,000.00 |
| 2020 | IMPLEMENTATION | FTA 5307 | \$300,000.00 | \$240,000.00 | \$30,000.00 | \$30,000.00 |
| 2011-15-135 | Fare collection equipment purchase and replacement, smartphone readers | | Transit Capital | Davidson County | \$1,100,000.00 | Nashville MTA |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|--|-----------------------|------------------|-----------------|-----------------|-----------------|
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2018 | IMPLEMENTATION | FTA 5339 | \$250,000.00 | \$200,000.00 | \$25,000.00 | \$25,000.00 |
| 2019 | IMPLEMENTATION | FTA 5339 | \$100,000.00 | \$80,000.00 | \$10,000.00 | \$10,000.00 |
| 2020 | IMPLEMENTATION | FTA 5339 | \$100,000.00 | \$80,000.00 | \$10,000.00 | \$10,000.00 |
| 2011-15-137 | Local Bus Service Preventative Maintenance and Capitalization - MTA | | Transit Capital | Davidson County | \$36,000,000.00 | Nashville MTA |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | CAPITALIZATION | FTA 5307 | \$9,000,000.00 | \$7,200,000.00 | \$900,000.00 | \$900,000.00 |
| 2018 | CAPITALIZATION | FTA 5307 | \$10,862,500.00 | \$8,690,000.00 | \$1,086,250.00 | \$1,086,250.00 |
| 2019 | CAPITALIZATION | FTA 5307 | \$11,982,500.00 | \$9,586,000.00 | \$1,198,250.00 | \$1,198,250.00 |
| 2020 | CAPITALIZATION | FTA 5307 | \$12,000,000.00 | \$9,600,000.00 | \$1,200,000.00 | \$1,200,000.00 |
| 2011-15-139 | Transit Signal Prioritization | | ITS | Davidson County | \$1,000,000.00 | Nashville MTA |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | IMPLEMENTATION | CMAQ | \$1,000,000.00 | \$800,000.00 | \$0.00 | \$200,000.00 |
| 2011-15-160 | Transit Asset Management | | Transit Capital | Davidson County | \$1,250,000.00 | Nashville MTA |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | IMPLEMENTATION | FTA 5307 | \$1,000,000.00 | \$800,000.00 | \$100,000.00 | \$100,000.00 |
| 2018 | IMPLEMENTATION | FTA 5307 | \$250,000.00 | \$200,000.00 | \$25,000.00 | \$25,000.00 |
| 2011-16-092 | Harding Place Sidewalk Enhancement | | Sidewalks | Davidson County | \$12,239,661.00 | Metro Nashville |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | CONSTRUCTION | ENH (111998.00) | \$3,551,811.00 | \$2,841,449.00 | \$0.00 | \$710,362.00 |
| 2017 | CONSTRUCTION | HSIP (111998.00) | \$168,300.00 | \$134,640.00 | \$0.00 | \$33,660.00 |
| 2017 | PE-D, PE-N | U-STBG | \$1,200,000.00 | \$960,000.00 | \$0.00 | \$240,000.00 |
| 2017 | ROW | U-STBG | \$1,200,000.00 | \$960,000.00 | \$0.00 | \$240,000.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|--------------|---|-----------------------|------------------|-------------------|-----------------|----------------|
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2018 | CONSTRUCTION | U-RSV | \$3,500,000.00 | \$2,800,000.00 | \$0.00 | \$700,000.00 |
| 2011-16-119 | Goodlettsville Bicycle/Pedestrian Plan - Greenway Connectors | | Greenway | Davidson County | \$3,000,000.00 | Goodlettsville |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | CONSTRUCTION | CMAQ | \$2,279,000.00 | \$1,823,200.00 | \$0.00 | \$455,800.00 |
| 2017 | CONSTRUCTION | CMAQ | \$236,600.00 | \$236,600.00 | \$0.00 | \$0.00 |
| 2011-19-020 | Conference Drive Enhancements | | Streetscaping | Davidson County | \$410,000.00 | Goodlettsville |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE-D | U-STBG | \$56,250.00 | \$45,000.00 | \$0.00 | \$11,250.00 |
| 2017 | ROW | U-STBG | \$62,500.00 | \$50,000.00 | \$0.00 | \$12,500.00 |
| 2018 | CONSTRUCTION | U-RSV | \$266,250.00 | \$213,000.00 | \$0.00 | \$53,250.00 |
| 2011-410-151 | Brinkley Road Reconstruction | | Road Upgrades | Rutherford County | \$8,500,000.00 | Murfreesboro |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | ROW | LOCAL | \$1,200,000.00 | \$0.00 | \$0.00 | \$1,200,000.00 |
| 2018 | 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 |
| 2017 | CONSTRUCTION | LOCAL | \$6,200,000.00 | \$0.00 | \$0.00 | \$6,200,000.00 |
| 2011-41-144 | Cherry Lane Extension with I-840 Interchange | | New Road | Rutherford County | \$32,028,000.00 | Murfreesboro |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | ROW | M-STBG | \$3,400,000.00 | \$2,720,000.00 | \$0.00 | \$680,000.00 |
| 2018 | CONSTRUCTION | M-RSV | \$6,000,000.00 | \$4,800,000.00 | \$0.00 | \$1,200,000.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|--------------------------------|----------|------------------|-------------------|----------------|-------------|
| 2011-42-032 | Jefferson Pike Widening | | Road Widening | Rutherford County | \$6,000,000.00 | LaVergne |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|----------------|----------------|--------|--------------|
| 2017 | PE-N | M-STBG | \$500,000.00 | \$400,000.00 | \$0.00 | \$100,000.00 |
| 2017 | PE-D | M-STBG | \$384,811.00 | \$307,849.00 | \$0.00 | \$76,962.00 |
| 2017 | ROW | U-STBG | \$1,000,000.00 | \$800,000.00 | \$0.00 | \$200,000.00 |
| 2018 | CONSTRUCTION | U-RSV | \$4,000,000.00 | \$3,200,000.00 | \$0.00 | \$800,000.00 |

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|-------------|---|--|--------------|-------------------|--------------|--------|
| 2011-42-061 | Weakley Lane/ Swan Drive Intersection Improvements | | Intersection | Rutherford County | \$500,000.00 | Smyrna |
|-------------|---|--|--------------|-------------------|--------------|--------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|--------------|--------------|--------|--------------|
| 2017 | CONSTRUCTION | M-STBG | \$500,000.00 | \$400,000.00 | \$0.00 | \$100,000.00 |

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|-------------|--|--|---------------|-------------------|-----------------|------|
| 2011-42-142 | Thompson Lane (SR-268) Widening | | Road Widening | Rutherford County | \$34,713,000.00 | TDOT |
|-------------|--|--|---------------|-------------------|-----------------|------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|-------|----------------|----------------|----------------|--------|----------------|
| 2017 | ROW | M-STBG | \$6,000,000.00 | \$4,800,000.00 | \$0.00 | \$1,200,000.00 |
| 2017 | PE-D | M-STBG | \$500,000.00 | \$400,000.00 | \$0.00 | \$100,000.00 |

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|-------------|---|--|---------------|-------------------|----------------|--------------|
| 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 |
|------|-------|----------------|--------------|--------------|--------------|--------------|
| 2017 | ROW | M-STBG | \$750,000.00 | \$600,000.00 | \$0.00 | \$150,000.00 |
| 2017 | ROW | STBG | \$545,600.00 | \$436,480.00 | \$109,120.00 | \$0.00 |

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|-------------|--------------------------|--|----------|-------------------|--------------|--------|
| 2011-46-057 | Smyrna Greenway 2 | | Greenway | Rutherford County | \$756,000.00 | Smyrna |
|-------------|--------------------------|--|----------|-------------------|--------------|--------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|--------------|--------------|--------|--------------|
| 2017 | CONSTRUCTION | HPP (TN100) | \$556,000.00 | \$444,800.00 | \$0.00 | \$111,200.00 |

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|-------------|-------------------------------|--|----------|---------------|-----------------|------|
| 2011-51-108 | SR-109 Portland Bypass | | New Road | Sumner County | \$72,000,000.00 | TDOT |
|-------------|-------------------------------|--|----------|---------------|-----------------|------|

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|---|-----------------------|--------------------|-------------------|-----------------|----------------------------|
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE-D | NHPP | \$1,500,000.00 | \$1,200,000.00 | \$300,000.00 | \$0.00 |
| 2019 | ROW | NHPP | \$6,100,000.00 | \$4,880,000.00 | \$1,220,000.00 | \$0.00 |
| 2011-62-011 | McEwen Drive Widening - Phase 4 | | Road Widening | Williamson County | \$36,640,000.00 | Franklin |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | CONSTRUCTION | LOCAL | \$7,500,000.00 | \$0.00 | \$0.00 | \$7,500,000.00 |
| 2018 | CONSTRUCTION | U-RSV | \$12,500,000.00 | \$10,000,000.00 | \$0.00 | \$2,500,000.00 |
| 2011-65-016 | Local Bus Service Preventative Maintenance and Capitalization - Franklin | | Transit Capital | Williamson County | \$9,562,500.00 | Franklin Transit Authority |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | IMPLEMENTATION | FTA 5307 | \$762,500.00 | \$610,000.00 | \$0.00 | \$152,500.00 |
| 2018 | IMPLEMENTATION | FTA 5307 | \$2,800,000.00 | \$2,240,000.00 | \$0.00 | \$560,000.00 |
| 2019 | IMPLEMENTATION | FTA 5307 | \$2,900,000.00 | \$2,320,000.00 | \$0.00 | \$580,000.00 |
| 2020 | IMPLEMENTATION | FTA 5307 | \$3,100,000.00 | \$2,480,000.00 | \$0.00 | \$620,000.00 |
| 2011-72-164 | I-40 Widening & HOV | | Road Widening | Wilson County | \$32,600,000.00 | TDOT |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2018 | CONSTRUCTION | NHPP | \$32,600,000.00 | \$26,080,000.00 | \$6,520,000.00 | \$0.00 |
| 2011-85-125 | Expansion of Regional Bus Services from Clarksville | | Transit Operations | Multi-County | \$343,448.00 | RTA |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | IMPLEMENTATION | CMAQ | \$343,448.00 | \$274,758.00 | \$0.00 | \$68,690.00 |
| 2011-85-147 | Job Access and Reverse Commute Program (Grouping) | | Transit Operations | Multi-County | \$4,291,368.00 | MPO |
| 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 |
| 2017 | IMPLEMENTATION | FTA 5307 | \$1,000,000.00 | \$800,000.00 | \$100,000.00 | \$100,000.00 |
| 2018 | IMPLEMENTATION | FTA 5307 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 2019 | IMPLEMENTATION | FTA 5307 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 2020 | IMPLEMENTATION | FTA 5307 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

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|-------------|---------------------------------------|--|--------------------|-----------------|----------------|---------------|
| 2012-15-179 | Express Bus Service to Madison | | Transit Operations | Davidson County | \$1,828,750.00 | Nashville MTA |
|-------------|---------------------------------------|--|--------------------|-----------------|----------------|---------------|

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|-------------|----------------|-----------------------|--------------|----------------|--------------|--------------|
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | IMPLEMENTATION | CMAQ | \$927,500.00 | \$742,000.00 | \$92,750.00 | \$92,750.00 |
| 2018 | IMPLEMENTATION | CMAQ | \$463,753.00 | \$371,000.00 | \$46,375.00 | \$46,378.00 |

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|-------------|---|--|-----------------|-----------------|-------------|---------------|
| 2012-15-197 | Real time Arrival Mobile App Development | | Transit Capital | Davidson County | \$70,000.00 | Nashville MTA |
|-------------|---|--|-----------------|-----------------|-------------|---------------|

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|-------------|----------------|------------------------|--------------|----------------|--------------|--------------|
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | IMPLEMENTATION | U-STBG (Flexed to FTA) | \$70,000.00 | \$56,000.00 | \$0.00 | \$14,000.00 |

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|-------------|--|--|--------------|-------------------|--------------|--------|
| 2012-44-172 | Sam Ridley Pkwy & Stonecrest Pkwy Intersection Improvements | | Intersection | Rutherford County | \$400,000.00 | Smyrna |
|-------------|--|--|--------------|-------------------|--------------|--------|

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|-------------|--------------|-----------------------|--------------|----------------|--------------|--------------|
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | CONSTRUCTION | M-STBG | \$250,000.00 | \$200,000.00 | \$0.00 | \$50,000.00 |

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|-------------|-----------------------------|--|-----|-------------------|--------------|--------|
| 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 |
| 2017 | CONSTRUCTION | M-RSV | \$800,000.00 | \$640,000.00 | \$0.00 | \$160,000.00 |

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|-------------|-------------------------------------|--|----------|---------------|----------------|----------|
| 2012-51-170 | Greenlea Boulevard Extension | | New Road | Sumner County | \$4,182,000.00 | Gallatin |
|-------------|-------------------------------------|--|----------|---------------|----------------|----------|

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|-------------|--------------|-----------------------|----------------|----------------|--------------|----------------|
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | ROW | LOCAL | \$1,321,000.00 | \$0.00 | \$0.00 | \$1,321,000.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|--------------|---|-----------------------|-----------------------|-------------------|-----------------|----------------|
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE-D | STATE (LIC) | \$331,000.00 | \$0.00 | \$165,500.00 | \$165,500.00 |
| 2017 | CONSTRUCTION | STATE (LIC) | \$2,530,000.00 | \$0.00 | \$1,315,000.00 | \$1,215,000.00 |
| 2012-56-171 | Sanders Ferry/ Drakes Creek Bike Trail | | Greenway | Sumner County | \$2,318,000.00 | Hendersonville |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | CONSTRUCTION | CMAQ | \$1,288,700.00 | \$1,030,960.00 | \$0.00 | \$257,740.00 |
| 2017 | CONSTRUCTION | U-STBG | \$875,400.00 | \$700,320.00 | \$0.00 | \$175,080.00 |
| 2012-59-191 | Civil War Historic Preservation | | Historic Preservation | Sumner County | \$135,200.00 | Sumner County |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE, ROW, CONSTRUCTION | STBG | \$135,198.75 | \$108,159.00 | \$0.00 | \$27,039.75 |
| 2012-66-187 | Small Town Connections | | Greenway | Williamson County | \$620,000.00 | Nolensville |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE-D, ROW, CONSTRUCTION | U-STBG | \$367,450.00 | \$293,960.00 | \$0.00 | \$73,490.00 |
| 2012-85-180 | NE Corridor Regional Express Bus Service | | Transit Operations | Multi-County | \$1,254,000.00 | RTA |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | IMPLEMENTATION | CMAQ | \$636,000.00 | \$508,800.00 | \$63,600.00 | \$63,600.00 |
| 2018 | IMPLEMENTATION | CMAQ | \$318,000.00 | \$254,400.00 | \$31,800.00 | \$31,800.00 |
| 2013-85-207 | Music City Star Passing Siding | | Transit Capital | Multi-County | \$1,250,000.00 | RTA |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | IMPLEMENTATION | FTA 5307 | \$1,250,000.00 | \$1,000,000.00 | \$125,000.00 | \$125,000.00 |
| 2014-110-044 | Donelson Pike (SR-255) Relocation | | Reconfiguration | Davidson County | \$62,500,000.00 | TDOT |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|--------------|---|-----------------------|----------------------|-----------------|-----------------|-----------------|
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE-D | NHPP | \$2,000,000.00 | \$1,800,000.00 | \$200,000.00 | \$0.00 |
| 2018 | ROW | NHPP | \$7,500,000.00 | \$6,750,000.00 | \$750,000.00 | \$0.00 |
| 2014-110-058 | SR-112/US 41A (Clarksville Highway) Widening | | Road Widening | Davidson County | \$33,000,000.00 | TDOT |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2018 | CONSTRUCTION | STBG | \$19,600,000.00 | \$15,680,000.00 | \$3,920,000.00 | \$0.00 |
| 2014-111-026 | Complete Streets Implementation on BRT Lite Corridors - Gallatin Pike | | Multi-Modal Upgrades | Davidson County | \$4,652,800.00 | Metro Nashville |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE-N | U-STBG | \$300,000.00 | \$240,000.00 | \$0.00 | \$60,000.00 |
| 2017 | PE-D | U-STBG | \$506,000.00 | \$404,800.00 | \$0.00 | \$101,200.00 |
| 2017 | ROW, CONSTRUCTION | U-STBG | \$3,846,800.00 | \$3,077,440.00 | \$0.00 | \$769,360.00 |
| 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 |
| 2017 | IMPLEMENTATION | U-STBG | \$1,000,000.00 | \$800,000.00 | \$0.00 | \$200,000.00 |
| 2017 | PE, ROW, CONSTRUCTION | U-STBG | \$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 |
| 2017 | PE-N | U-STBG | \$300,000.00 | \$240,000.00 | \$0.00 | \$60,000.00 |
| 2017 | PE-D | U-STBG | \$200,000.00 | \$160,000.00 | \$0.00 | \$40,000.00 |
| 2018 | 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 | Berry Hill |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|--|-----------------------|------------------|-----------------|-----------------|-----------------|
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | CONSTRUCTION, PE-N | ENH | \$180,000.00 | \$144,000.00 | \$0.00 | \$36,000.00 |
| 2014-15-005 | Expansion of BRT-Lite | | Transit Capital | Davidson County | \$6,000,000.00 | Nashville MTA |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | IMPLEMENTATION | FTA 5307 | \$1,250,000.00 | \$1,000,000.00 | \$125,000.00 | \$125,000.00 |
| 2018 | IMPLEMENTATION | FTA 5307 | \$1,500,000.00 | \$1,200,000.00 | \$150,000.00 | \$150,000.00 |
| 2019 | IMPLEMENTATION | FTA 5307 | \$2,000,000.00 | \$1,600,000.00 | \$200,000.00 | \$200,000.00 |
| 2020 | IMPLEMENTATION | FTA 5307 | \$1,250,000.00 | \$1,000,000.00 | \$125,000.00 | \$125,000.00 |
| 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 |
| 2019 | IMPLEMENTATION | FTA 5307 | \$500,000.00 | \$400,000.00 | \$50,000.00 | \$50,000.00 |
| 2020 | IMPLEMENTATION | FTA 5307 | \$1,000,000.00 | \$800,000.00 | \$100,000.00 | \$100,000.00 |
| 2014-15-009 | Reseal Music City Central 4th and 5th ave. Horseshoes | | Transit Capital | Davidson County | \$2,125,000.00 | Nashville MTA |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | IMPLEMENTATION | FTA 5307 | \$1,625,000.00 | \$1,300,000.00 | \$162,500.00 | \$162,500.00 |
| 2018 | IMPLEMENTATION | FTA 5307 | \$500,000.00 | \$400,000.00 | \$50,000.00 | \$50,000.00 |
| 2014-16-002 | Lebanon Pike Sidewalk Improvements | | Sidewalks | Davidson County | \$3,800,000.00 | Metro Nashville |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE | U-STBG | \$350,000.00 | \$280,000.00 | \$0.00 | \$70,000.00 |
| 2017 | ROW | U-STBG | \$1,300,000.00 | \$1,040,000.00 | \$0.00 | \$260,000.00 |
| 2018 | 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 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|--|-----------------------|------------------|-------------------|----------------|-----------------------------|
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE | U-STBG | \$600,000.00 | \$480,000.00 | \$0.00 | \$120,000.00 |
| 2017 | ROW | U-STBG | \$1,550,000.00 | \$1,240,000.00 | \$0.00 | \$310,000.00 |
| 2018 | CONSTRUCTION | U-RSV | \$3,400,000.00 | \$2,720,000.00 | \$0.00 | \$680,000.00 |
| 2014-36-042 | Springfield Greenway - Phase 3 | | Greenway | Robertson County | \$1,754,100.00 | Springfield |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE, ROW, CONSTRUCTION | HPP (TN031) | \$74,936.25 | \$59,949.00 | \$0.00 | \$14,987.25 |
| 2017 | PE-D, ROW, CONSTRUCTION, PE-N | L-STBG | \$250,510.00 | \$200,408.00 | \$0.00 | \$50,102.00 |
| 2017 | PE, ROW, CONSTRUCTION | STBG | \$250,369.00 | \$200,295.00 | \$0.00 | \$50,074.00 |
| 2017 | CONSTRUCTION | TAP | \$1,103,679.00 | \$882,943.00 | \$0.00 | \$220,736.00 |
| 2014-45-019 | 5307 Urban capital Funding for Rover Public - Capital for Preventive Maintenance Activities | | Transit Capital | Rutherford County | \$387,500.00 | Murfreesboro Public Transit |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | CAPITALIZATION | FTA 5307-M | \$125,000.00 | \$100,000.00 | \$12,500.00 | \$12,500.00 |
| 2018 | CAPITALIZATION | FTA 5307-M | \$125,000.00 | \$100,000.00 | \$12,500.00 | \$12,500.00 |
| 2019 | CAPITALIZATION | FTA 5307-M | \$156,250.00 | \$125,000.00 | \$15,625.00 | \$15,625.00 |
| 2020 | CAPITALIZATION | FTA 5307-M | \$156,250.00 | \$125,000.00 | \$15,625.00 | \$15,625.00 |
| 2014-45-020 | 5307 Urban Capital for Rover Public Transit- New Transit Facility | | Transit Capital | Rutherford County | \$7,750,000.00 | Murfreesboro Public Transit |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE | FTA 5307-M | \$125,000.00 | \$100,000.00 | \$12,500.00 | \$12,500.00 |
| 2017 | ROW | FTA 5307-M | \$125,000.00 | \$100,000.00 | \$12,500.00 | \$12,500.00 |
| 2019 | CONSTRUCTION | FTA 5307-M | \$7,500,000.00 | \$6,000,000.00 | \$750,000.00 | \$750,000.00 |
| 2014-45-029 | Bus & Bus Facilities (Grouping) - Murfreesboro UZA | | Transit Capital | Rutherford County | \$37,216.00 | Murfreesboro Public Transit |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency | | |
|--------------|--|-------------------|----------------------|-------------------|-----------------|-----------------|----------------|-------------|
| 2017 | IMPLEMENTATION | FTA 5339 | | | \$37,216.00 | \$29,772.00 | \$3,722.00 | \$3,722.00 |
| 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 | |
| 2017 | PE-N | U-STBG | | | \$75,000.00 | \$60,000.00 | \$0.00 | \$15,000.00 |
| 2017 | PE-D | U-STBG | | | \$50,000.00 | \$40,000.00 | \$0.00 | \$10,000.00 |
| 2018 | CONSTRUCTION | U-RSV | | | \$375,000.00 | \$300,000.00 | \$0.00 | \$75,000.00 |
| 2014-56-054 | Watt Hardison Elementary School | | Sidewalks | Sumner County | \$208,166.00 | | Portland | |
| 2017 | PE-D, ROW, CONSTRUCTION, PE-N | SRTS | | | \$178,666.00 | \$178,666.00 | \$0.00 | \$0.00 |
| 2014-611-031 | Hunters Bend Elementary School | | Multi-Modal Upgrades | Williamson County | \$203,184.00 | | Franklin | |
| 2017 | CONSTRUCTION, PE-N | SRTS | | | \$203,184.00 | \$203,184.00 | \$0.00 | \$0.00 |
| 2014-62-001 | Columbia Avenue (SR-6/ US-31) South Widening | | Road Widening | Williamson County | \$21,000,000.00 | | Franklin | |
| 2017 | PE-D | U-STBG | | | \$1,000,000.00 | \$800,000.00 | \$200,000.00 | \$0.00 |
| 2017 | ROW | U-STBG | | | \$4,000,000.00 | \$3,200,000.00 | \$800,000.00 | \$0.00 |
| 2019 | CONSTRUCTION | U-RSV | | | \$15,000,000.00 | \$12,000,000.00 | \$3,000,000.00 | \$0.00 |
| 2014-66-030 | Fairview Middle School Sidewalk | | Sidewalks | Williamson County | \$246,719.00 | | Fairview | |
| 2017 | CONSTRUCTION | L-STBG (Fairview) | | | \$123,349.00 | \$98,679.00 | \$0.00 | \$24,670.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|--------------------------------------|----------|------------------|-------------------|--------------|-------------|
| 2014-66-053 | Nolensville Elementary School | | Sidewalks | Williamson County | \$101,250.00 | Nolensville |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|-------------------------------|----------------|--------------|--------------|--------|--------|
| 2017 | PE-D, ROW, CONSTRUCTION, PE-N | SRTS | \$101,250.00 | \$101,250.00 | \$0.00 | \$0.00 |

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|-------------|--------------------------|--|----------|---------------|----------------|------------|
| 2014-76-017 | Town Center Trail | | Greenway | Wilson County | \$2,004,649.00 | Mt. Juliet |
|-------------|--------------------------|--|----------|---------------|----------------|------------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|----------------|--------------|--------|--------------|
| 2017 | CONSTRUCTION | CMAQ | \$1,104,769.00 | \$883,815.00 | \$0.00 | \$220,954.00 |
| 2017 | CONSTRUCTION | U-STBG | \$824,880.00 | \$659,904.00 | \$0.00 | \$164,976.00 |

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|-------------|---|--|--------------------|---------------|--------------|------|
| 2014-77-016 | Stewarts Ferry Pike/I-840 Interchange lighting and signage project | | Signage/Wayfinding | Wilson County | \$437,500.00 | TDOT |
|-------------|---|--|--------------------|---------------|--------------|------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|--------------|--------------|--------|-------------|
| 2017 | PE-D, PE-N | U-STBG | \$25,000.00 | \$20,000.00 | \$0.00 | \$5,000.00 |
| 2017 | CONSTRUCTION | U-STBG | \$312,500.00 | \$250,000.00 | \$0.00 | \$62,500.00 |

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|-------------|--|--|---------------|--------------|-----------------|------|
| 2014-82-049 | SR-11/US-31A (Nolensville Rd) Reconstruction & Widening | | Road Widening | Multi-County | \$51,703,000.00 | TDOT |
|-------------|--|--|---------------|--------------|-----------------|------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|-------|----------------|-----------------|-----------------|-----------------|--------|
| 2017 | ROW | NHPP | \$51,703,000.00 | \$41,362,400.00 | \$10,340,600.00 | \$0.00 |

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|-------------|---|--|-----------------|--------------|-----------------|-----|
| 2014-85-012 | Purchase and/or rehab Locomotive and rail cars | | Transit Capital | Multi-County | \$12,008,504.00 | RTA |
|-------------|---|--|-----------------|--------------|-----------------|-----|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|----------------|----------------|----------------|----------------|--------------|--------------|
| 2017 | IMPLEMENTATION | FTA 5337 | \$3,002,126.00 | \$2,401,700.00 | \$300,213.00 | \$300,213.00 |
| 2018 | IMPLEMENTATION | FTA 5337 | \$3,002,126.00 | \$2,401,700.00 | \$300,213.00 | \$300,213.00 |
| 2019 | IMPLEMENTATION | FTA 5337 | \$3,002,126.00 | \$2,401,700.00 | \$300,213.00 | \$300,213.00 |
| 2020 | IMPLEMENTATION | FTA 5337 | \$3,002,126.00 | \$2,401,700.00 | \$300,213.00 | \$300,213.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|--|----------|------------------|--------------|--------------|-------------|
| 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 |
|------|----------------|----------------|--------------|--------------|-------------|-------------|
| 2017 | IMPLEMENTATION | FTA 5307 | \$500,000.00 | \$400,000.00 | \$50,000.00 | \$50,000.00 |

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|-------------|---------------------------------|--|-----------------|--------------|----------------|-----------------------------|
| 2014-85-014 | Regional Park & Ride | | Transit Capital | Multi-County | \$2,562,500.00 | Williamson County/TMA Group |
|-------------|---------------------------------|--|-----------------|--------------|----------------|-----------------------------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|----------------|----------------|----------------|----------------|--------|--------------|
| 2018 | IMPLEMENTATION | FTA 5307 | \$2,562,500.00 | \$2,050,000.00 | \$0.00 | \$512,500.00 |

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|-------------|-------------------------------------|--|-----------------|--------------|----------------|-----|
| 2014-85-015 | Vanpool Vehicle Replacements | | Transit Capital | Multi-County | \$2,900,000.00 | MPO |
|-------------|-------------------------------------|--|-----------------|--------------|----------------|-----|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|----------------|----------------|----------------|--------------|--------------|--------------|
| 2018 | IMPLEMENTATION | FTA 5307 | \$900,000.00 | \$720,000.00 | \$90,000.00 | \$90,000.00 |
| 2019 | IMPLEMENTATION | FTA 5307 | \$1,000,000.00 | \$800,000.00 | \$100,000.00 | \$100,000.00 |
| 2020 | IMPLEMENTATION | FTA 5307 | \$1,000,000.00 | \$800,000.00 | \$100,000.00 | \$100,000.00 |

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|-------------|-------------------------------|--|-----------------|--------------|-----------------|-----|
| 2014-85-022 | Positive Train Control | | Transit Capital | Multi-County | \$19,750,000.00 | RTA |
|-------------|-------------------------------|--|-----------------|--------------|-----------------|-----|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|----------------|----------------|-----------------|-----------------|----------------|----------------|
| 2017 | IMPLEMENTATION | FTA 5307 | \$12,652,566.00 | \$10,122,052.00 | \$1,265,257.00 | \$1,265,257.00 |
| 2017 | IMPLEMENTATION | FTA 5337 | \$6,365,433.00 | \$5,077,947.00 | \$643,743.00 | \$643,743.00 |

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|-------------|--|--|-----------------|--------------|--------------|-----|
| 2014-85-023 | Music City Star Miscellaneous Support Equipment & Passenger Amenities | | Transit Capital | Multi-County | \$167,728.00 | RTA |
|-------------|--|--|-----------------|--------------|--------------|-----|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|----------------|----------------|-------------|-------------|------------|------------|
| 2017 | IMPLEMENTATION | FTA 5307 | \$25,000.00 | \$20,000.00 | \$2,500.00 | \$2,500.00 |

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|-------------|------------------------------|--|-----------------|--------------|--------------|-----|
| 2014-85-024 | Spare parts for stock | | Transit Capital | Multi-County | \$850,000.00 | RTA |
|-------------|------------------------------|--|-----------------|--------------|--------------|-----|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|----------------|----------------|--------------|--------------|-------------|-------------|
| 2017 | IMPLEMENTATION | FTA 5307 | \$175,000.00 | \$140,000.00 | \$17,500.00 | \$17,500.00 |
| 2018 | IMPLEMENTATION | FTA 5307 | \$175,000.00 | \$140,000.00 | \$17,500.00 | \$17,500.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|--------------|--|-----------------------|----------------------|----------------|-----------------|--------------|
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2019 | IMPLEMENTATION | FTA 5307 | \$325,000.00 | \$260,000.00 | \$32,500.00 | \$32,500.00 |
| 2020 | IMPLEMENTATION | FTA 5307 | \$175,000.00 | \$140,000.00 | \$17,500.00 | \$17,500.00 |
| 2014-85-025 | Enhanced Mobility of Seniors & Individuals with Disabilities (Grouping) | | Transit Capital | Multi-County | \$838,672.00 | MPO |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | IMPLEMENTATION | FTA 5310 | \$838,672.00 | \$670,938.00 | \$83,867.00 | \$83,867.00 |
| 2018 | IMPLEMENTATION | FTA 5310 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 2019 | IMPLEMENTATION | FTA 5310 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 2020 | IMPLEMENTATION | FTA 5310 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 2014-85-028 | Bus & Bus Facilities (Grouping) - Nashville-Davidson UZA | | Transit Capital | Multi-County | \$641,346.00 | MPO |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | IMPLEMENTATION | FTA 5339 | \$641,346.00 | \$513,076.00 | \$64,135.00 | \$64,135.00 |
| 2014-85-055 | RTA Operations | | Transit Operations | Multi-County | \$6,385,500.00 | RTA |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2018 | OPERATIONS | FTA 5307 | \$1,980,000.00 | \$990,000.00 | \$495,000.00 | \$495,000.00 |
| 2019 | OPERATIONS | FTA 5307 | \$1,980,000.00 | \$990,000.00 | \$495,000.00 | \$495,000.00 |
| 2020 | OPERATIONS | FTA 5307 | \$2,425,500.00 | \$1,386,000.00 | \$693,000.00 | \$346,500.00 |
| 2014-85-059 | Express Bus Service from Dickson County | | Transit Capital | Multi-County | \$763,219.00 | RTA |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | IMPLEMENTATION | CMAQ | \$513,219.00 | \$410,575.00 | \$0.00 | \$102,644.00 |
| 2014-86-6666 | MPO Active Transportation Program | | Multi-Modal Upgrades | Multi-County | \$15,919,846.00 | MPO |
| 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 |
| 2017 | PE, ROW, CONSTRUCTION | M-STBG | \$211,628.00 | \$169,302.00 | \$0.00 | \$42,326.00 |
| 2017 | PE, ROW, CONSTRUCTION | U-STBG (carryover) | \$827,324.00 | \$661,859.00 | \$0.00 | \$165,465.00 |
| 2017 | IMPLEMENTATION | U-STBG (mobility planner) | \$250,000.00 | \$200,000.00 | \$0.00 | \$50,000.00 |
| 2017 | PE, ROW, CONSTRUCTION | U-STBG | \$2,159,348.00 | \$1,727,478.00 | \$0.00 | \$431,870.00 |
| 2017 | PE, ROW, CONSTRUCTION | U-TAP (carryover) | \$169,882.00 | \$131,905.00 | \$0.00 | \$37,977.00 |
| 2017 | PE, ROW, CONSTRUCTION | U-TAP | \$1,297,184.00 | \$1,037,747.00 | \$0.00 | \$259,437.00 |
| 2018 | PE, ROW, CONSTRUCTION | M-STBG | \$211,628.00 | \$169,302.00 | \$0.00 | \$42,326.00 |
| 2018 | PE, ROW, CONSTRUCTION | U-STBG | \$2,159,348.00 | \$1,727,478.00 | \$0.00 | \$431,870.00 |
| 2018 | PE, ROW, CONSTRUCTION | U-TAP | \$1,297,184.00 | \$1,037,747.00 | \$0.00 | \$259,437.00 |
| 2019 | PE, ROW, CONSTRUCTION | M-STBG | \$211,628.00 | \$169,302.00 | \$0.00 | \$42,326.00 |
| 2019 | PE, ROW, CONSTRUCTION | U-STBG | \$2,159,348.00 | \$1,727,478.00 | \$0.00 | \$431,870.00 |
| 2019 | PE, ROW, CONSTRUCTION | U-TAP | \$1,297,184.00 | \$1,037,747.00 | \$0.00 | \$259,437.00 |
| 2020 | PE, ROW, CONSTRUCTION | M-STBG | \$211,628.00 | \$169,302.00 | \$0.00 | \$42,326.00 |
| 2020 | PE, ROW, CONSTRUCTION | U-STBG | \$2,159,348.00 | \$1,727,478.00 | \$0.00 | \$431,870.00 |
| 2020 | PE, ROW, CONSTRUCTION | U-TAP | \$1,297,184.00 | \$1,037,747.00 | \$0.00 | \$259,437.00 |

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|--------------|---------------------------------|--|----------------------|-----------------|--------------|---------------|
| 2015-111-069 | North Nashville Mini-Hub | | Multi-Modal Upgrades | Davidson County | \$936,120.00 | Nashville MTA |
|--------------|---------------------------------|--|----------------------|-----------------|--------------|---------------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|--------------|--------------|--------|-------------|
| 2017 | PE-D | U-STBG | \$187,220.00 | \$149,776.00 | \$0.00 | \$37,444.00 |
| 2017 | ROW | U-STBG | \$299,560.00 | \$239,648.00 | \$0.00 | \$59,912.00 |
| 2019 | CONSTRUCTION | U-STBG | \$449,340.00 | \$359,472.00 | \$0.00 | \$89,868.00 |

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|--------------|----------------------------------|--|----------------------|-----------------|----------------|---------------|
| 2015-111-070 | Nolensville Pike Mini-Hub | | Multi-Modal Upgrades | Davidson County | \$1,859,320.00 | Nashville MTA |
|--------------|----------------------------------|--|----------------------|-----------------|----------------|---------------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|-------|----------------|--------------|--------------|--------|--------------|
| 2017 | PE-D | U-STBG | \$371,863.00 | \$297,491.00 | \$0.00 | \$74,372.00 |
| 2017 | ROW | U-STBG | \$650,000.00 | \$520,000.00 | \$0.00 | \$130,000.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency | | |
|-------------|---|------------|--------------------|------------------|----------------|----------------|--------------|-----------------|
| 2019 | CONSTRUCTION | U-STBG | | | \$837,456.00 | \$669,965.00 | \$0.00 | \$167,491.00 |
| 2015-15-220 | West End Corridor Transit Service | | Transit Operations | Davidson County | \$4,770,000.00 | | | Nashville MTA |
| 2017 | IMPLEMENTATION | CMAQ | | | \$3,180,000.00 | \$2,544,000.00 | \$318,000.00 | \$318,000.00 |
| 2018 | IMPLEMENTATION | CMAQ | | | \$1,590,000.00 | \$1,272,000.00 | \$159,000.00 | \$159,000.00 |
| 2015-16-214 | Hart Lane Pedestrian Safety Improvements | | Sidewalks | Davidson County | \$1,944,867.50 | | | Metro Nashville |
| 2017 | CONSTRUCTION | TAP (M300) | | | \$1,944,867.50 | \$1,555,894.00 | \$0.00 | \$388,973.50 |
| 2015-17-217 | Berry Hill ITS Traffic Signal Coordination Project | | ITS | Davidson County | \$1,845,000.00 | | | Berry Hill |
| 2017 | PE-D, CONSTRUCTION, PE-N | CMAQ | | | \$118,000.00 | \$118,000.00 | \$0.00 | \$0.00 |
| 2017 | PE-D, CONSTRUCTION | CMAQ | | | \$1,727,000.00 | \$1,727,000.00 | \$0.00 | \$0.00 |
| 2015-17-218 | Goodlettsville Traffic Flow Improvements & Traffic Signal Upgrades (Phase 2) | | ITS | Davidson County | \$1,885,000.00 | | | Goodlettsville |
| 2017 | PE-D, PE-N | CMAQ | | | \$115,000.00 | \$115,000.00 | \$0.00 | \$0.00 |
| 2017 | CONSTRUCTION | CMAQ | | | \$1,600,000.00 | \$1,600,000.00 | \$0.00 | \$0.00 |
| 2015-35-221 | Robertson County Transit Service | | Transit Operations | Robertson County | \$795,000.00 | | | RTA |
| 2017 | IMPLEMENTATION | CMAQ | | | \$530,000.00 | \$424,000.00 | \$53,000.00 | \$53,000.00 |
| 2018 | IMPLEMENTATION | CMAQ | | | \$265,000.00 | \$212,000.00 | \$26,500.00 | \$26,500.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|--|----------|--------------------|-------------------|----------------|-------------|
| 2015-45-222 | Rutherford County Express Bus Service | | Transit Operations | Rutherford County | \$2,700,000.00 | RTA |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|----------------|----------------|----------------|----------------|--------------|--------------|
| 2017 | IMPLEMENTATION | CMAQ | \$1,800,000.00 | \$1,440,000.00 | \$180,000.00 | \$180,000.00 |
| 2018 | IMPLEMENTATION | CMAQ | \$900,000.00 | \$720,000.00 | \$90,000.00 | \$90,000.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|----------------------------------|----------|----------------------|-------------------|--------------|-------------|
| 2015-46-072 | Lowry Street Improvements | | Multi-Modal Upgrades | Rutherford County | \$400,000.00 | Smyrna |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|--------------|--------------|--------|-------------|
| 2017 | PE | U-STBG | \$15,000.00 | \$12,000.00 | \$0.00 | \$3,000.00 |
| 2017 | CONSTRUCTION | U-STBG | \$370,000.00 | \$296,000.00 | \$0.00 | \$74,000.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|------------------------------------|----------|------------------|---------------|--------------|-------------|
| 2015-56-064 | Portland West Middle School | | Sidewalks | Sumner County | \$198,137.00 | Portland |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------------------|----------------|--------------|--------------|--------|--------|
| 2017 | PE-D, CONSTRUCTION, PE-N | SRTS | \$192,137.00 | \$192,137.00 | \$0.00 | \$0.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|--|----------|------------------|---------------|--------------|-------------|
| 2015-56-067 | Gallatin Citywide Sidewalk Improvements - Phase 1 | | Sidewalks | Sumner County | \$700,000.00 | Gallatin |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|-----------------|----------------|--------------|--------------|--------|--------------|
| 2017 | PE-D, ROW, PE-N | U-TAP | \$100,000.00 | \$80,000.00 | \$0.00 | \$20,000.00 |
| 2017 | CONSTRUCTION | U-TAP | \$600,000.00 | \$480,000.00 | \$0.00 | \$120,000.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|---|----------|----------------------|---------------|----------------|---------------|
| 2015-56-073 | Lower Station Camp Creek Greenway - Phase 3B | | Multi-Modal Upgrades | Sumner County | \$1,305,520.00 | Sumner County |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------------|----------------|----------------|----------------|--------|--------------|
| 2017 | PE-D, CONSTRUCTION | U-TAP | \$1,290,520.00 | \$1,032,416.00 | \$0.00 | \$258,104.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|--|----------|----------------------|---------------|----------------|-------------|
| 2015-56-074 | SR-41/US-31W Sidewalk/Bike Lane Project | | Multi-Modal Upgrades | Sumner County | \$2,147,806.00 | White House |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|-------------------|----------------|----------------|----------------|--------|--------------|
| 2017 | ROW, CONSTRUCTION | U-STBG | \$1,750,511.00 | \$1,400,409.00 | \$0.00 | \$350,102.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|--|----------|------------------|---------------|-------------|-------------|
| 2015-57-061 | Portland Signal Timing Optimization Program | | ITS | Sumner County | \$73,400.00 | Portland |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|------------|----------------|-------------|-------------|--------|--------|
| 2017 | PE-D, PE-N | CMAQ | \$57,400.00 | \$57,400.00 | \$0.00 | \$0.00 |

| | | | | | | |
|-------------|---|--|-----|---------------|----------------|----------|
| 2015-57-216 | Gallatin ITS & Signal Coordination Project | | ITS | Sumner County | \$1,886,500.00 | Gallatin |
|-------------|---|--|-----|---------------|----------------|----------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------------|----------------|----------------|----------------|--------|--------|
| 2017 | PE-D, CONSTRUCTION | CMAQ | \$130,000.00 | \$130,000.00 | \$0.00 | \$0.00 |
| 2017 | PE-D, CONSTRUCTION | CMAQ | \$1,756,500.00 | \$1,756,500.00 | \$0.00 | \$0.00 |

| | | | | | | |
|-------------|---------------------------------|--|-----------------|-------------------|-------------|----------------------------|
| 2015-65-060 | Bus & Bus Facilities | | Transit Capital | Williamson County | \$81,250.00 | Franklin Transit Authority |
|-------------|---------------------------------|--|-----------------|-------------------|-------------|----------------------------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|----------------|----------------|--------------|--------------|--------|-------------|
| 2017 | IMPLEMENTATION | FTA 5339 | \$70,000.00 | \$35,000.00 | \$0.00 | \$35,000.00 |
| 2018 | IMPLEMENTATION | FTA 5339 | \$200,000.00 | \$160,000.00 | \$0.00 | \$40,000.00 |
| 2019 | IMPLEMENTATION | FTA 5339 | \$200,000.00 | \$160,000.00 | \$0.00 | \$40,000.00 |
| 2020 | IMPLEMENTATION | FTA 5339 | \$200,000.00 | \$160,000.00 | \$0.00 | \$40,000.00 |

| | | | | | | |
|-------------|--|--|-----------------|-------------------|--------------|-----------------------------|
| 2015-65-075 | Vehicle Replacement for Vanpool | | Transit Capital | Williamson County | \$733,100.00 | Williamson County/TMA Group |
|-------------|--|--|-----------------|-------------------|--------------|-----------------------------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|----------------|----------------|----------------|--------------|--------------|--------------|
| 2018 | IMPLEMENTATION | FTA 5307 | \$900,000.00 | \$720,000.00 | \$90,000.00 | \$90,000.00 |
| 2019 | IMPLEMENTATION | FTA 5307 | \$900,000.00 | \$720,000.00 | \$90,000.00 | \$90,000.00 |
| 2020 | IMPLEMENTATION | FTA 5307 | \$1,000,000.00 | \$800,000.00 | \$100,000.00 | \$100,000.00 |

| | | | | | | |
|-------------|---|--|--------------------|-------------------|----------------|-----------------------------|
| 2015-65-219 | Regional Vanpool, Carpool, and One-Stop Shop | | Transit Operations | Williamson County | \$1,695,835.00 | Williamson County/TMA Group |
|-------------|---|--|--------------------|-------------------|----------------|-----------------------------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|----------------|----------------|----------------|----------------|--------|--------|
| 2017 | IMPLEMENTATION | CMAQ | \$1,695,835.00 | \$1,695,835.00 | \$0.00 | \$0.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|---|-----------------------|----------------------|-------------------|-----------------|----------------------------|
| 2015-66-063 | Nolensville Elementary School - Phase 2 | | Sidewalks | Williamson County | \$114,909.00 | Nolensville |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE-D, ROW | SRTS | \$8,000.00 | \$8,000.00 | \$0.00 | \$0.00 |
| 2017 | CONSTRUCTION | SRTS | \$99,909.00 | \$99,909.00 | \$0.00 | \$0.00 |
| 2015-66-066 | Franklin/Cool Springs Bike Share Program | | Multi-Modal Upgrades | Williamson County | \$2,580,416.00 | Franklin Transit Authority |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | IMPLEMENTATION | U-TAP | \$2,580,415.00 | \$2,064,332.00 | \$0.00 | \$516,083.00 |
| 2015-67-215 | Brentwood Signal Timing Optimization Program | | ITS | Williamson County | \$216,000.00 | Brentwood |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE-N | CMAQ | \$39,000.00 | \$39,000.00 | \$0.00 | \$0.00 |
| 2017 | PE-D | CMAQ | \$177,000.00 | \$177,000.00 | \$0.00 | \$0.00 |
| 2015-69-076 | I-40 Truck Climbing Lane | | Reconstruction | Williamson County | \$27,275,000.00 | TDOT |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | CONSTRUCTION | NHPP | \$21,112,000.00 | \$19,000,800.00 | \$2,111,200.00 | \$0.00 |
| 2015-76-068 | Belinda Parkway Pedestrian Connector | | Multi-Modal Upgrades | Wilson County | \$1,560,000.00 | Mt. Juliet |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE-D, ROW, CONSTRUCTION, PE-N | U-TAP | \$1,500,000.00 | \$1,200,000.00 | \$0.00 | \$300,000.00 |
| 2015-89-062 | TDOT Help Truck Expansion | | Safety | Multi-County | \$2,837,155.00 | TDOT |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | IMPLEMENTATION | CMAQ | \$693,338.00 | \$554,670.00 | \$138,668.00 | \$0.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|---|----------|------------------|-----------------|----------------|-----------------|
| 2016-14-228 | I-24 E Interchange Modification at Hickory Hollow Parkway | | Interchange | Davidson County | \$2,005,000.00 | Metro Nashville |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|-------|----------------|----------------|---------|--------|----------------|
| 2017 | PE-N | LOCAL | \$65,000.00 | \$0.00 | \$0.00 | \$65,000.00 |
| 2017 | PE-D | LOCAL | \$1,940,000.00 | \$0.00 | \$0.00 | \$1,940,000.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|---|----------|------------------|---------------|--------------|--------------|
| 2016-18-234 | Old Shiloh Road Bridge over Mansker Creek | | Bridge | Sumner County | \$719,232.00 | Millersville |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|--------------|--------------|--------|--------------|
| 2017 | PE-N | BRR-L | \$25,380.00 | \$20,304.00 | \$0.00 | \$5,076.00 |
| 2017 | PE-D | BRR-L | \$25,000.00 | \$20,000.00 | \$0.00 | \$5,000.00 |
| 2017 | ROW | BRR-L | \$100,648.00 | \$80,519.00 | \$0.00 | \$20,129.00 |
| 2017 | CONSTRUCTION | BRR-L | \$568,204.00 | \$454,563.00 | \$0.00 | \$113,641.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|--------------|--|----------|------------------|--------------|--------------|-------------|
| 2016-212-224 | Main Street (SR-6/US-31N) and Donald F. Ephlin Parkway Signage & Landscaping | | Streetscaping | Maury County | \$116,000.00 | Columbia |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|------------------|-------------|-------------|--------|-------------|
| 2017 | CONSTRUCTION | ENH (Roadscapes) | \$91,500.00 | \$73,200.00 | \$0.00 | \$18,300.00 |
| 2017 | CONSTRUCTION | LOCAL | \$24,500.00 | \$0.00 | \$0.00 | \$24,500.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|--------------|--|----------|------------------|--------------|--------------|-------------|
| 2016-212-226 | West 6th St Streetscape from N Garden St (SR-7/US-31) to N Main St | | Streetscaping | Maury County | \$454,100.00 | Columbia |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|-------------------|--------------|--------------|--------|-------------|
| 2017 | CONSTRUCTION | L-STBG (Columbia) | \$454,100.00 | \$363,280.00 | \$0.00 | \$90,820.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|--------------|--|----------|------------------|--------------|----------------|-------------|
| 2016-212-227 | West 7th Street (SR-99) Streetscape from North Beckett Street to North High Street | | Streetscaping | Maury County | \$1,961,252.00 | Columbia |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|----------------|--------------|--------|--------------|
| 2017 | CONSTRUCTION | HPP | \$562,439.00 | \$449,951.00 | \$0.00 | \$112,488.00 |
| 2017 | CONSTRUCTION | TAP | \$1,198,813.00 | \$959,050.00 | \$0.00 | \$239,763.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|-----------------------------------|----------|------------------|--------------|-----------------|-------------|
| 2016-23-225 | SR-166 at SR-6 Interchange | | Interchange | Maury County | \$16,844,161.00 | TDOT |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|----------------|----------------|--------------|--------|
| 2017 | CONSTRUCTION | HSIP | \$7,750,000.00 | \$6,975,000.00 | \$775,000.00 | \$0.00 |
| 2017 | CONSTRUCTION | NHPP | \$9,094,161.00 | \$8,184,745.00 | \$909,416.00 | \$0.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|---|----------|------------------|---------------|----------------|-------------|
| 2016-34-235 | I-65 @ Bethel Rd (SR-257) Interchange Lighting Improvement | | Safety | Sumner County | \$1,021,800.00 | TDOT |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|--------------|--------------|--------------|--------|
| 2017 | PE-N | U-STBG | \$40,000.00 | \$20,000.00 | \$20,000.00 | \$0.00 |
| 2017 | PE-D | U-STBG | \$40,000.00 | \$20,000.00 | \$20,000.00 | \$0.00 |
| 2017 | CONSTRUCTION | U-STBG | \$941,800.00 | \$500,000.00 | \$441,800.00 | \$0.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|--------------------------------|----------|------------------|------------------|-------------|-------------|
| 2016-37-233 | Watauga Elementary SRTS | | Safety | Robertson County | \$89,524.00 | Ridgetop |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|-----------------------|----------------|-------------|-------------|--------|--------|
| 2017 | PE, ROW, CONSTRUCTION | SRTS | \$89,524.00 | \$89,524.00 | \$0.00 | \$0.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|--|----------|------------------|------------------|----------------|-------------|
| 2016-52-232 | SR-76 Widening (Phase 1) from Charles Drive to Industrial Drive | | Road Widening | Robertson County | \$1,654,290.00 | White House |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|------------|----------------|--------------|---------|--------|--------------|
| 2017 | PE-D, PE-N | LOCAL | \$149,160.00 | \$0.00 | \$0.00 | \$149,160.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|-----------------------------------|----------|----------------------|---------------|--------------|-------------|
| 2016-56-236 | Rucker Stewart Middle SRTS | | Multi-Modal Upgrades | Sumner County | \$225,000.00 | Gallatin |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|-------------------|----------------|--------------|--------------|--------|--------|
| 2017 | PE-D, PE-N | SRTS | \$25,000.00 | \$25,000.00 | \$0.00 | \$0.00 |
| 2017 | ROW, CONSTRUCTION | SRTS | \$200,000.00 | \$200,000.00 | \$0.00 | \$0.00 |
| 2018 | IMPLEMENTATION | SRTS | \$25,000.00 | \$25,000.00 | \$0.00 | \$0.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|---|----------|------------------|---------------|--------------|-------------|
| 2016-76-237 | Elzie Patton Elementary and Mt. Juliet Middle SRTS | | Sidewalks | Wilson County | \$250,000.00 | Mt. Juliet |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|----------------|-----------------------|------------------|----------------|--------------|--------------|
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE-N | SRTS | \$17,000.00 | \$17,000.00 | \$0.00 | \$0.00 |
| 2017 | PE-D | SRTS | \$15,000.00 | \$15,000.00 | \$0.00 | \$0.00 |
| 2017 | CONSTRUCTION | SRTS | \$193,000.00 | \$193,000.00 | \$0.00 | \$0.00 |
| 2017 | IMPLEMENTATION | SRTS | \$25,000.00 | \$25,000.00 | \$0.00 | \$0.00 |

| | | | | | | |
|-------------|------------------------------|--|---------------|------------------|-----------------|------|
| 2016-82-229 | SR-65/US-431 Widening | | Road Widening | Robertson County | \$40,000,000.00 | TDOT |
|-------------|------------------------------|--|---------------|------------------|-----------------|------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|-----------------|-----------------|----------------|--------|
| 2017 | CONSTRUCTION | STBG | \$30,900,000.00 | \$24,720,000.00 | \$6,180,000.00 | \$0.00 |

| | | | | | | |
|-------------|-----------------------|--|---------------|-------------------|-----------------|------|
| 2016-82-230 | SR-96 Widening | | Road Widening | Rutherford County | \$49,000,000.00 | TDOT |
|-------------|-----------------------|--|---------------|-------------------|-----------------|------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|----------------|----------------|--------------|--------|
| 2017 | CONSTRUCTION | NHPP | \$3,100,000.00 | \$2,480,000.00 | \$620,000.00 | \$0.00 |

| | | | | | | |
|-------------|--|--|-------------|--------------|----------------|------|
| 2016-84-231 | SR-99 (US-412) Interchange Modification | | Interchange | Maury County | \$8,000,000.00 | TDOT |
|-------------|--|--|-------------|--------------|----------------|------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|-------|----------------|--------------|--------------|-------------|--------|
| 2017 | ROW | NHPP | \$900,000.00 | \$810,000.00 | \$90,000.00 | \$0.00 |
| 2017 | PE-D | NHPP | \$400,000.00 | \$360,000.00 | \$40,000.00 | \$0.00 |

| | | | | | | |
|-------------|---|--|----------------------|--------------|--------------|-------------|
| 2016-89-223 | Ridesharing Application for Carpoolers | | Education & Outreach | Multi-County | \$125,000.00 | Hytech, LLC |
|-------------|---|--|----------------------|--------------|--------------|-------------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|----------------|----------------|--------------|--------------|--------|-------------|
| 2017 | IMPLEMENTATION | CMAQ | \$125,000.00 | \$100,000.00 | \$0.00 | \$25,000.00 |

| | | | | | | |
|--------------|--------------------------------------|--|---------------|-----------------|-----------------|----------------|
| 2017-110-013 | Rivergate Pkwy Reconstruction | | Road Widening | Davidson County | \$16,250,000.00 | Goodlettsville |
|--------------|--------------------------------------|--|---------------|-----------------|-----------------|----------------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|-------|----------------|----------------|----------------|--------|--------------|
| 2018 | PE | U-STBG | \$1,250,000.00 | \$1,000,000.00 | \$0.00 | \$250,000.00 |
| 2019 | ROW | U-STBG | \$3,750,000.00 | \$3,000,000.00 | \$0.00 | \$750,000.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|--|-----------------------|------------------|------------------|-----------------|-----------------|
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2020 | CONSTRUCTION | U-RSV | \$11,250,000.00 | \$9,000,000.00 | \$0.00 | \$2,250,000.00 |
| 2017-12-012 | Charlotte Pike (SR-24) Widening Phase 1 | | Road Widening | Davidson County | \$20,250,000.00 | Metro Nashville |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2018 | PE | U-STBG | \$1,500,000.00 | \$1,200,000.00 | \$0.00 | \$300,000.00 |
| 2019 | ROW | U-STBG | \$3,750,000.00 | \$3,000,000.00 | \$0.00 | \$750,000.00 |
| 2020 | CONSTRUCTION | U-RSV | \$15,000,000.00 | \$12,000,000.00 | \$0.00 | \$3,000,000.00 |
| 2017-19-800 | MPO Offices and Community Meeting Center | | Community Asset | Davidson County | \$5,000,000.00 | MPO |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | IMPLEMENTATION | U-RSV | \$5,000,000.00 | \$4,000,000.00 | \$0.00 | \$1,000,000.00 |
| 2017-29-901 | City of Columbia 3R Improvement Program (Grouping) | | Road Upgrades | Maury County | \$2,447,203.75 | Columbia |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE, ROW, CONSTRUCTION | L-STBG (Columbia) | \$2,447,203.75 | \$1,957,763.00 | \$0.00 | \$489,440.75 |
| 2017-29-906 | City of Spring Hill 3R Improvement Program (Grouping) | | Road Upgrades | Maury County | \$2,261,763.75 | Spring Hill |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE, ROW, CONSTRUCTION | L-STBG (Spring Hill) | \$2,261,763.75 | \$1,809,411.00 | \$0.00 | \$452,352.75 |
| 2017-39-905 | City of Springfield 3R Improvement Program (Grouping) | | Road Upgrades | Robertson County | \$1,160,066.25 | Springfield |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE, ROW, CONSTRUCTION | L-STBG (Springfield) | \$1,160,066.25 | \$928,053.00 | \$0.00 | \$232,013.25 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|---|----------|------------------|-------------------|-----------------|-------------|
| 2017-42-005 | SR-99 Widening (Segment 2) from Cason Ln to I-24 | | Road Widening | Rutherford County | \$30,800,000.00 | TDOT |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|-----------------|-----------------|----------------|--------|
| 2018 | CONSTRUCTION | STBG | \$30,800,000.00 | \$24,640,000.00 | \$6,160,000.00 | \$0.00 |

| | | | | | | |
|-------------|--|--|---------------|-------------------|----------------|------|
| 2017-42-006 | SR-99 Widening (Segment 1) from I-24 to SR-96 | | Road Widening | Rutherford County | \$7,000,000.00 | TDOT |
|-------------|--|--|---------------|-------------------|----------------|------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|----------------|----------------|----------------|--------|
| 2018 | CONSTRUCTION | STBG | \$7,000,000.00 | \$5,600,000.00 | \$1,400,000.00 | \$0.00 |

| | | | | | | |
|-------------|-------------------------------------|--|-----------------|-------------------|--------------|-----------------------------|
| 2017-45-016 | Rover ITS Server Maintenance | | Transit Capital | Rutherford County | \$100,000.00 | Murfreesboro Public Transit |
|-------------|-------------------------------------|--|-----------------|-------------------|--------------|-----------------------------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|----------------|----------------|--------------|-------------|-------------|-------------|
| 2017 | CAPITALIZATION | FTA 5307-M | \$100,000.00 | \$80,000.00 | \$10,000.00 | \$10,000.00 |

| | | | | | | |
|-------------|--------------------------------|--|---------------|---------------|----------------|----------------|
| 2017-52-014 | Indian Lake Rd Widening | | Road Widening | Sumner County | \$8,000,000.00 | Hendersonville |
|-------------|--------------------------------|--|---------------|---------------|----------------|----------------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|----------------|----------------|--------|----------------|
| 2018 | PE | U-STBG | \$500,000.00 | \$400,000.00 | \$0.00 | \$100,000.00 |
| 2019 | ROW | U-STBG | \$2,000,000.00 | \$1,600,000.00 | \$0.00 | \$400,000.00 |
| 2020 | CONSTRUCTION | U-RSV | \$5,000,000.00 | \$4,000,000.00 | \$0.00 | \$1,000,000.00 |

| | | | | | | |
|-------------|---|--|---------------|---------------|----------------|----------|
| 2017-52-015 | Red River Rd (SR-174/SR 25) Widening across CSX RR | | Road Widening | Sumner County | \$5,500,000.00 | Gallatin |
|-------------|---|--|---------------|---------------|----------------|----------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|----------------|----------------|--------|--------------|
| 2018 | PE | U-STBG | \$500,000.00 | \$400,000.00 | \$0.00 | \$100,000.00 |
| 2019 | ROW | U-STBG | \$1,250,000.00 | \$1,000,000.00 | \$0.00 | \$250,000.00 |
| 2020 | CONSTRUCTION | U-RSV | \$3,750,000.00 | \$3,000,000.00 | \$0.00 | \$750,000.00 |

| | | | | | | |
|-------------|---|--|---------------|---------------|--------------|----------|
| 2017-59-904 | City of Portland 3R Improvement Program (Grouping) | | Road Upgrades | Sumner County | \$810,066.25 | Portland |
|-------------|---|--|---------------|---------------|--------------|----------|

| 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 |
| 2017 | PE, ROW, CONSTRUCTION | L-STBG (Portland) | \$810,066.25 | \$648,053.00 | \$0.00 | \$162,013.25 |
| 2017-64-007 | SR-11 at SR-96 Intersection Improvements | | Intersection | Williamson County | \$1,600,000.00 | TDOT |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | ROW | HSIP | \$500,000.00 | \$450,000.00 | \$50,000.00 | \$0.00 |
| 2018 | CONSTRUCTION | HSIP | \$1,100,000.00 | \$990,000.00 | \$110,000.00 | \$0.00 |
| 2017-65-017 | Franklin Transit Authority Vehicles for New Revenue Service | | Transit Capital | Williamson County | \$2,400,000.00 | Franklin Transit Authority |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2018 | IMPLEMENTATION | FTA 5307 | \$2,000,000.00 | \$1,600,000.00 | \$200,000.00 | \$200,000.00 |
| 2019 | IMPLEMENTATION | FTA 5307 | \$200,000.00 | \$160,000.00 | \$20,000.00 | \$20,000.00 |
| 2020 | IMPLEMENTATION | FTA 5307 | \$200,000.00 | \$160,000.00 | \$20,000.00 | \$20,000.00 |
| 2017-65-018 | Franklin Transportation Hub | | Transit Capital | Williamson County | \$150,000.00 | Franklin Transit Authority |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2018 | PLANNING | FTA 5307 | \$150,000.00 | \$120,000.00 | \$0.00 | \$30,000.00 |
| 2017-69-902 | City of Fairview 3R Improvement Program (Grouping) | | Road Upgrades | Williamson County | \$544,746.25 | Fairview |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE, ROW, CONSTRUCTION | L-STBG (Fairview) | \$544,746.25 | \$435,797.00 | \$0.00 | \$108,949.25 |
| 2017-79-903 | City of Lebanon 3R Improvement Program (Grouping) | | Road Upgrades | Wilson County | \$1,848,053.75 | Lebanon |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | PE, ROW, CONSTRUCTION | L-STBG (Lebanon) | \$1,848,053.75 | \$1,478,443.00 | \$0.00 | \$369,610.75 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|--------------|---|----------|------------------|--------------|-----------------|-------------|
| 2017-85-5555 | MPO Technology and Transit Program | | Transit Capital | Multi-County | \$25,176,893.00 | MPO |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|-----------------------|----------------------------|----------------|----------------|--------|--------------|
| 2017 | PE, ROW, CONSTRUCTION | M-STBG | \$423,254.00 | \$338,603.00 | \$0.00 | \$84,651.00 |
| 2017 | PE, ROW, CONSTRUCTION | U-STBG (transit carryover) | \$4,299,401.00 | \$3,439,521.00 | \$0.00 | \$859,880.00 |
| 2017 | PE, ROW, CONSTRUCTION | U-STBG (ITS carryover) | \$1,909,700.00 | \$1,527,760.00 | \$0.00 | \$381,940.00 |
| 2017 | PE, ROW, CONSTRUCTION | U-STBG | \$4,318,694.00 | \$3,454,955.00 | \$0.00 | \$863,739.00 |
| 2018 | PE, ROW, CONSTRUCTION | M-STBG | \$423,254.00 | \$338,603.00 | \$0.00 | \$84,651.00 |
| 2018 | PE, ROW, CONSTRUCTION | U-STBG | \$4,318,694.00 | \$3,454,955.00 | \$0.00 | \$863,739.00 |
| 2019 | PE, ROW, CONSTRUCTION | M-STBG | \$423,254.00 | \$338,603.00 | \$0.00 | \$84,651.00 |
| 2019 | PE, ROW, CONSTRUCTION | U-STBG | \$4,318,694.00 | \$3,454,955.00 | \$0.00 | \$863,739.00 |
| 2020 | PE, ROW, CONSTRUCTION | M-STBG | \$423,254.00 | \$338,603.00 | \$0.00 | \$84,651.00 |
| 2020 | PE, ROW, CONSTRUCTION | U-STBG | \$4,318,694.00 | \$3,454,955.00 | \$0.00 | \$863,739.00 |

| | | | | | | |
|-------------|--|--|-----------------|--------------|-----------------|-----|
| 2017-85-907 | Transit State of Good Repair Program (Grouping) | | Transit Capital | Multi-County | \$12,374,029.00 | MPO |
|-------------|--|--|-----------------|--------------|-----------------|-----|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|----------------|----------------|----------------|----------------|--------------|--------------|
| 2017 | IMPLEMENTATION | FTA 5337 | \$3,002,233.00 | \$2,401,787.00 | \$300,223.00 | \$300,223.00 |
| 2018 | IMPLEMENTATION | FTA 5337 | \$3,062,279.00 | \$2,449,823.00 | \$306,228.00 | \$306,228.00 |
| 2019 | IMPLEMENTATION | FTA 5337 | \$3,123,523.00 | \$2,498,819.00 | \$312,352.00 | \$312,352.00 |
| 2020 | IMPLEMENTATION | FTA 5337 | \$3,185,994.00 | \$2,548,796.00 | \$318,599.00 | \$318,599.00 |

| | | | | | | |
|-------------|---|--|--------|--------------|----------------|------|
| 2017-89-008 | Highway Safety Improvement Program (HSIP) Grouping | | Safety | Multi-County | \$1,822,497.00 | TDOT |
|-------------|---|--|--------|--------------|----------------|------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|-----------------------|----------------|--------------|--------------|-------------|--------|
| 2017 | PE, ROW, CONSTRUCTION | HSIP (PHSIP) | \$455,624.00 | \$410,062.00 | \$45,562.00 | \$0.00 |
| 2018 | PE, ROW, CONSTRUCTION | HSIP (PHSIP) | \$455,624.00 | \$410,062.00 | \$45,562.00 | \$0.00 |
| 2019 | PE, ROW, CONSTRUCTION | HSIP (PHSIP) | \$455,624.00 | \$410,062.00 | \$45,562.00 | \$0.00 |
| 2020 | PE, ROW, CONSTRUCTION | HSIP (PHSIP) | \$455,624.00 | \$410,062.00 | \$45,562.00 | \$0.00 |

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-------------|---|----------|------------------|--------------|-----------------|-------------|
| 2017-89-009 | Surface Transportation Block Grant Program (STBG) Grouping | | Road Upgrades | Multi-County | \$24,510,268.00 | TDOT |

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|-----------------------|----------------|----------------|----------------|----------------|--------|
| 2017 | PE, ROW, CONSTRUCTION | STBG | \$6,127,567.00 | \$4,902,054.00 | \$1,225,513.00 | \$0.00 |
| 2018 | PE, ROW, CONSTRUCTION | STBG | \$6,127,567.00 | \$4,902,054.00 | \$1,225,513.00 | \$0.00 |
| 2019 | PE, ROW, CONSTRUCTION | STBG | \$6,127,567.00 | \$4,902,054.00 | \$1,225,513.00 | \$0.00 |
| 2020 | PE, ROW, CONSTRUCTION | STBG | \$6,127,567.00 | \$4,902,054.00 | \$1,225,513.00 | \$0.00 |

| | | | | | | |
|-------------|---|--|---------------|--------------|-----------------|------|
| 2017-89-010 | National Highway Performance Program (NHPP) Grouping | | Road Upgrades | Multi-County | \$59,156,304.00 | TDOT |
|-------------|---|--|---------------|--------------|-----------------|------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|-----------------------|----------------|-----------------|-----------------|----------------|--------|
| 2017 | PE, ROW, CONSTRUCTION | NHPP | \$14,789,076.00 | \$11,831,261.00 | \$2,957,815.00 | \$0.00 |
| 2018 | PE, ROW, CONSTRUCTION | NHPP | \$14,789,076.00 | \$11,831,261.00 | \$2,957,815.00 | \$0.00 |
| 2019 | PE, ROW, CONSTRUCTION | NHPP | \$14,789,076.00 | \$11,831,261.00 | \$2,957,815.00 | \$0.00 |
| 2020 | PE, ROW, CONSTRUCTION | NHPP | \$14,789,076.00 | \$11,831,261.00 | \$2,957,815.00 | \$0.00 |

| | | | | | | |
|-------------|--|--|--------|--------------|-----------------|------|
| 2017-89-011 | Highway Hazard Elimination Grouping | | Safety | Multi-County | \$14,244,060.00 | TDOT |
|-------------|--|--|--------|--------------|-----------------|------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|-----------------------|----------------|----------------|----------------|--------------|--------|
| 2017 | PE, ROW, CONSTRUCTION | HSIP | \$3,561,014.00 | \$3,204,913.00 | \$356,101.00 | \$0.00 |
| 2018 | PE, ROW, CONSTRUCTION | HSIP | \$3,561,014.00 | \$3,204,913.00 | \$356,101.00 | \$0.00 |
| 2019 | PE, ROW, CONSTRUCTION | HSIP | \$3,561,014.00 | \$3,204,913.00 | \$356,101.00 | \$0.00 |
| 2020 | PE, ROW, CONSTRUCTION | HSIP | \$3,561,014.00 | \$3,204,913.00 | \$356,101.00 | \$0.00 |

| | | | | | | |
|-----|-----------------------------------|--|-----|-------------------|-----------------|--------------|
| 203 | Middle Tennessee Boulevard | | ITS | Rutherford County | \$16,570,306.00 | Murfreesboro |
|-----|-----------------------------------|--|-----|-------------------|-----------------|--------------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|----------------|----------------|--------|----------------|
| 2017 | CONSTRUCTION | LOCAL | \$2,547,378.00 | \$0.00 | \$0.00 | \$2,547,378.00 |
| 2017 | CONSTRUCTION | M-STBG | \$4,235,671.00 | \$3,388,537.00 | \$0.00 | \$847,134.00 |

| | | | | | | |
|-----------|-----------------------------------|--|---------------|---------------|----------------|----------------|
| 99-New-28 | Drakes Creek Road Widening | | Road Widening | Sumner County | \$2,700,000.00 | Hendersonville |
|-----------|-----------------------------------|--|---------------|---------------|----------------|----------------|

| ID# | Project Name | L RTP ID | Improvement Type | County | Total Cost | Lead Agency |
|-----|--------------|----------|------------------|--------|------------|-------------|
|-----|--------------|----------|------------------|--------|------------|-------------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|----------------|----------------|--------|--------------|
| 2017 | CONSTRUCTION | U-RSV | \$2,060,000.00 | \$1,648,000.00 | \$0.00 | \$412,000.00 |
| 2017 | ROW | U-STBG | \$400,000.00 | \$320,000.00 | \$0.00 | \$80,000.00 |
| 2017 | PE-D | U-STBG | \$96,000.00 | \$76,800.00 | \$0.00 | \$19,200.00 |

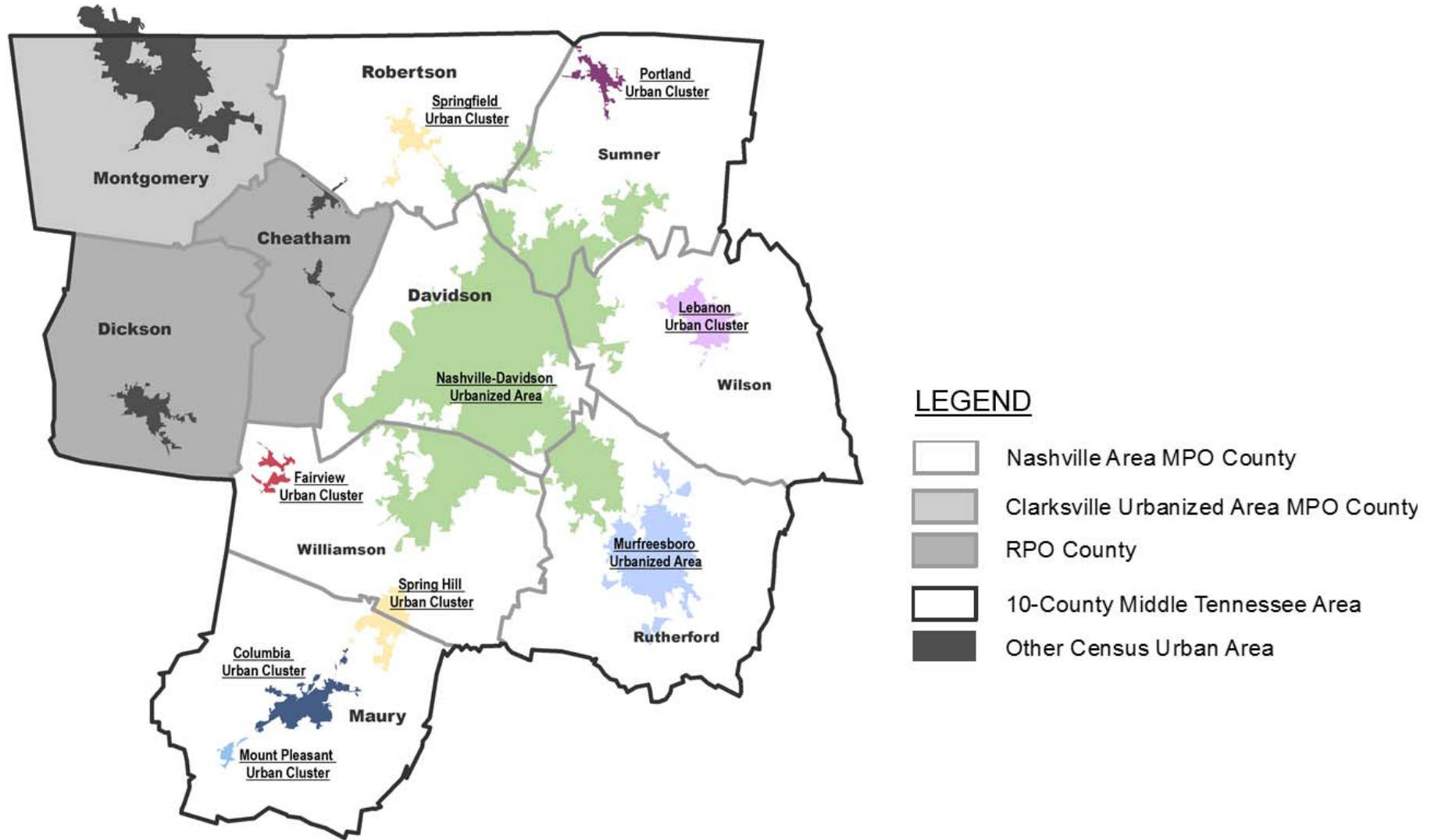
| | | | | | | |
|-----------|---|--|-----|---------------|----------------|----------------|
| 99-New-29 | Hendersonville Closed Loop and Signal Upgrade | | ITS | Sumner County | \$1,665,934.00 | Hendersonville |
|-----------|---|--|-----|---------------|----------------|----------------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|--------------|--------------|--------|--------|
| 2017 | CONSTRUCTION | U-STBG | \$966,614.00 | \$966,614.00 | \$0.00 | \$0.00 |

| | | | | | | |
|--------|--------|--|---------------|---------------|-----------------|------|
| AM-018 | SR-109 | | Road Widening | Sumner County | \$35,405,000.00 | TDOT |
|--------|--------|--|---------------|---------------|-----------------|------|

| Year | Phase | Funding Source | Total | Federal | State | Local |
|------|--------------|----------------|-----------------|-----------------|----------------|--------|
| 2017 | CONSTRUCTION | NHPP | \$17,144,000.00 | \$13,715,200.00 | \$3,428,800.00 | \$0.00 |

Appendix A. Map of the MPO Planning Area



Note: Nashville Area MPO geography is limited to the counties shaded in white. RPO = Rural Planning Organization

Appendix B. Construction Reserve Project List

Transportation Improvement Program for FYs 2017-2020

Projects with Funding Source = U-RSV or M-RSV

| ID# | Project Name | | 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 |
| 2019 | 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 |
| 2018 | 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 |
| 2018 | 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 |
| 2018 | CONSTRUCTION | U-RSV | \$23,250,000.00 | \$18,600,000.00 | \$0.00 | \$4,650,000.00 |
| 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 |
| 2018 | CONSTRUCTION | U-RSV | \$1,855,000.00 | \$1,484,000.00 | \$371,000.00 | \$0.00 |
| 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 |
| 2018 | CONSTRUCTION | U-RSV | \$7,906,250.00 | \$6,325,000.00 | \$0.00 | \$1,581,250.00 |
| 2011-16-092 | Harding Place Sidewalk Enhancement | | Sidewalks | Davidson County | \$12,239,661.00 | Metro Nashville |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2018 | 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 |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2018 | 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 |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2018 | CONSTRUCTION | U-RSV | \$4,000,000.00 | \$3,200,000.00 | \$0.00 | \$800,000.00 |
| 2011-62-011 | McEwen Drive Widening - Phase 4 | | Road Widening | Williamson County | \$36,640,000.00 | Franklin |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2018 | CONSTRUCTION | U-RSV | \$12,500,000.00 | \$10,000,000.00 | \$0.00 | \$2,500,000.00 |
| 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 |
| 2018 | 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 |
| Year | Phase | Funding Source | Total | Federal | State | Local |

| ID# | Project Name | | Improvement Type | County | Total Cost | Lead Agency |
|--------------|--|-----------------------|------------------|-------------------|-----------------|---------------------|
| 2018 | 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 |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2018 | 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 |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2018 | 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 |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2019 | CONSTRUCTION | U-RSV | \$15,000,000.00 | \$12,000,000.00 | \$3,000,000.00 | \$0.00 |
| 2017-110-013 | Rivergate Pkwy Reconstruction | | Road Widening | Davidson County | \$16,250,000.00 | Goodlettsville |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2020 | CONSTRUCTION | U-RSV | \$11,250,000.00 | \$9,000,000.00 | \$0.00 | \$2,250,000.00 |
| 2017-12-012 | Charlotte Pike (SR-24) Widening Phase 1 | | Road Widening | Davidson County | \$20,000,000.00 | Metro Nashville |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2020 | CONSTRUCTION | U-RSV | \$15,000,000.00 | \$12,000,000.00 | \$0.00 | \$3,000,000.00 |
| 2017-19-800 | MPO/ Regional Governance Headquarters and Community Center | | Community Asset | Davidson County | \$5,000,000.00 | MPO |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | IMPLEMENTATION | U-RSV | \$5,000,000.00 | \$4,000,000.00 | \$0.00 | \$1,000,000.00 |
| 2017-52-014 | Indian Lake Rd Widening | | Road Widening | Sumner County | \$8,000,000.00 | Hendersonville |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2020 | CONSTRUCTION | U-RSV | \$5,000,000.00 | \$4,000,000.00 | \$0.00 | \$1,000,000.00 |
| 2017-52-015 | Red River Rd (SR-174/SR 25) Widening across CSX RR | | Road Widening | Sumner County | \$5,500,000.00 | Gallatin |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2020 | CONSTRUCTION | U-RSV | \$3,750,000.00 | \$3,000,000.00 | \$0.00 | \$750,000.00 |
| 99-New-28 | Drakes Creek Road Widening | | Road Widening | Sumner County | \$2,700,000.00 | Hendersonville |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | CONSTRUCTION | U-RSV | \$2,060,000.00 | \$1,648,000.00 | \$0.00 | \$412,000.00 |
| 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 |
| 2018 | CONSTRUCTION | M-RSV | \$6,000,000.00 | \$4,800,000.00 | \$0.00 | \$1,200,000.00 |
| 2012-47-173 | Smyrna Signal System | | ITS | Rutherford County | \$900,000.00 | Smyrna |
| Year | Phase | Funding Source | Total | Federal | State | Local |
| 2017 | CONSTRUCTION | M-RSV | \$800,000.00 | \$640,000.00 | \$0.00 | \$160,000.00 |

Appendix C. Project Evaluation & Prioritization

Nashville Area MPO
2040 Regional Transportation Plan
Project Application & Evaluation Database
Roadway & Intersections Project Application Instructions
Apply.NashvilleMPO.Org

Step 1. Upload Narrative

- Download, complete, and upload the project narrative form (Microsoft Word) available at the top of the application page. The project narrative form includes four sections.
 - General Information
 - Project History and Schedule
 - Budget Narrative
 - Budget Table

Step 2. Upload Supporting Files (optional)

- Optional - please include any additional information that will support your application
 - Supporting files may be submitted individually or as one ZIP or PDF package
 - Examples: *project map, renderings, letters of support, documents from completed phases (design, NEPA, etc.)*

Step 3. Complete General Information Section

- Project Name
 - Enter a short name that describes the location of and type of project
 - Examples: *Concord Road (SR-253) Widening, Jefferson Street Intersection Improvements, Countywide Wayfinding Program, Lebanon Pike Sidewalk Improvements*
- Lead Agency
 - Indicate agency that is likely to manage the project's implementation
 - Examples: *TDOT, Nashville MTA, RTA, Metro Public Works, Sumner County, Murfreesboro (select from the drop down list)*
- Jurisdiction
 - Select the predominant jurisdiction for the project's location
 - Examples: *Metro Nashville-Davidson County, Sumner County, City of Murfreesboro, Town of Smyrna (select from the drop down list)*

- **Counties**
 - Select all the counties where the project is located
 - Select “Regional” if the project will be administered region-wide
- **Route Name/Project Area**
 - Provide the name of the roadway being improved or built
 - Describe a project area if the project spans multiple roadways will be administered across a broader areas
- **Start Location**
 - Identify the location of the beginning termini (typically an intersecting roadway)
 - Must not be left blank, enter “n/a” if not applicable
- **End Location**
 - Identify the location of the ending termini (typically an intersecting roadway)
 - Must not be left blank, enter “n/a” if not applicable
- **Intersections**
 - List all intersections being improved as part of the project
 - Select “Add an Intersection” to add an additional intersection
 - Examples: *Gallatin Rd @ Douglas Ave, Gallatin Rd @ Cahal Ave, Gallatin Rd @ Trinity Ln, I-24 @ Haywood Ln*
- **Existing # of Lanes**
 - Enter the number of motor vehicle lanes on the ground today, including continuous turn lanes
- **Proposed # of Lanes**
 - Enter the number of motor vehicle lanes being proposed, including continuous turn lanes
- **Project Description**
 - Enter a few sentences describing the project including a summary of recent history and upcoming work on the project including info about detailed studies, design, engineering, right-of-way acquisition, and construction.

Step 4. Complete Scope of Work Section

- **Proposed Improvements**
 - Select all that apply
 - At least one must be selected
- **Proposed Features**
 - Select all that apply
 - At least one or the NONE option must be selected
- **Non-Motorized Accommodations**
 - Select all that apply
 - At least one or the NONE option must be selected

- **Transit Accommodations**
 - Select all that apply
 - At least one or the NONE option must be selected

Step 5. Complete Purpose & Need Section

- **Purpose & Need Statement**
 - Describe the reason/justification for the proposed improvements
 - Please use the *purpose and need statement* from NEPA if one exists
- **Primary Objective**
 - Select the objective that most closely matches your purpose and need
 - Use the “Other (Specify)” option if none of these are a close fit
 - One and only one must be selected
- **Secondary Objectives**
 - Select the secondary objectives that most closely match your purpose and need
 - Use the “Other (Specify)” option if none of these are a close fit
 - At least one, but up to two can be selected

Step 6. Complete Project History Section

- **MPO 2035 Plan**
 - Select and enter the 2035ID# if one exists
- **MPO FYs 2014-2017 TIP**
 - Select and enter the TIP ID# if one exists
- **TDOT 3-Year Program**
 - Select and enter the year that the project is identified in the most recent TDOT work program approved by the legislature (2015-2017 work program)
- **Local Plan**
 - Select and enter the name of the local plan that contains the project
- **Work Completed**
 - Select all phases of the project that have been COMPLETED

Step 7. Complete Costs, Funding & Timing Section

- **Total Project Cost Estimate**
 - Costs should be presented in 2014 dollars (present-day value)
 - If the project is in the current TIP and has started development (design, environmental, ROW, construction), enter the total amount of costs not yet obligated on the project
 - If the project is slated for the 2030 or 2040 horizons, enter the total estimated cost of the project including expected costs for project development and construction

- *Note: you will include a more detailed budget breakdown via the project narrative form*
- **Source of Cost Estimate**
 - Identify the source of the cost estimate that your provided
- **Desired Horizon**
 - Enter the expected planning horizon for the project's completion
 - Enter 2020 only if you intend for the project to be considered for the new TIP
- **Federal Funding Requested**
 - Enter the % of total and the dollar amount of the federal grant funding requested
- **Matching Funds**
 - Identify if local or state matching funds are or will be available

Step 8. Complete Project Contact Section

- This section will pre-populate with information from your user account, please make any corrections or provide alternative contact information if the project contact is someone else

Step 9. Submit Application

- All information must be provided in order to “submit” and application
- If you are missing information, or are not ready to submit, choose the “Save and Close” option so that you can return to complete the application at another time

Step 10. Track Your Application

- Once saved or submitted, projects applications can be tracked by visiting your dashboard
- You will receive emails from the system if MPO staff have any questions about your projects

For additional information or support:

Michael Skipper | skipper@nashvillempo.org | 615-862-7186

Anna Emerson | emerson@nashvillempo.org | 615-862-7157

2040.NashvilleMPO.Org

2040 Regional Transportation Plan Project Evaluation Factors

Evaluation Factors

System Preservation & Enhancement

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

Quality Growth, Sustainable Land Development, & Economic Prosperity

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

How well does the project support or stimulate the local/ regional economy? How well does the project support freight movements? To what degree does the implementation of the project create jobs?

How well does the facility connect people with opportunities to engage in economic activity? To what degree does the project aid in the region's economic competitiveness with other metro areas of the nation? Is the project supported by business leaders?

Expansion of Multi-Modal Options

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

Roadway Congestion Management

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.)? 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)? How well does the project address those causes? How could the project be scoped to include congestion management solutions to optimize its benefit?

Safety and Security

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

Freight & Goods Movement

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

Health & Environment

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.)? How can the project be scoped to mitigate the negative impacts to valuable resources? How well does the project support efforts to reduce dependency on fossil fuels, particularly foreign oil? How well does the project support efforts to improve air and water quality? Does the project include facilities that provide opportunities for active transportation/ physical activity? Does the project aid/ harm the advancement of social justice and equal opportunity to destinations throughout the region? How can the project be scoped to mitigate any negative impacts to predominately low-income or minority communities or persons with a disability?

Project Support & History

Is the project consistent with local, state, or other regional plans for growth and preservation (economic development, land use, natural features preservation, etc.)? 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? If on a state-route, is the project endorsed or supported by TDOT?

Factor Weights

Factors were weighted by the MPO's Technical Coordinating Committee using a pair-wise survey administered to members.

| NAME: | SUMMARY | | | | | | | | | | | | | | | | | |
|---|---------|---|--|--|--|--|--|--|--|--|-----------|-------------|-----------------|-----|--|--|--|--|
| AGENCY: | MPO TCC | | | | | | | | | | | | | | | | | |
| INSTRUCTIONS: For each combination, please choose the factor that you think deserves more weight in the RTP project evaluation process. | | <div style="display: flex; justify-content: space-around; text-align: center;"> <div style="background-color: #333; color: white; padding: 5px; transform: rotate(45deg);">B. Quality Growth</div> <div style="background-color: #333; color: white; padding: 5px; transform: rotate(45deg);">C. Multi-Modal Options</div> <div style="background-color: #333; color: white; padding: 5px; transform: rotate(45deg);">D. Congestion Management</div> <div style="background-color: #333; color: white; padding: 5px; transform: rotate(45deg);">E. Safety & Security</div> <div style="background-color: #333; color: white; padding: 5px; transform: rotate(45deg);">F. Freight & Goods Movement</div> <div style="background-color: #333; color: white; padding: 5px; transform: rotate(45deg);">G. Health & Environment</div> <div style="background-color: #333; color: white; padding: 5px; transform: rotate(45deg);">H. Project History</div> </div> | | | | | | | | | | | | | | | | |
| A. System Preservation | | | | | | | | | | | | | | | | | | |
| B. Quality Growth | | | | | | | | | | | | | | | | | | |
| C. Multi-Modal Options | | | | | | | | | | | | | | | | | | |
| D. Congestion Management | | | | | | | | | | | | | | | | | | |
| E. Safety & Security | | | | | | | | | | | | | | | | | | |
| F. Freight & Goods Movement | | | | | | | | | | | | | | | | | | |
| G. Health & Environment | | | | | | | | | | | | | | | | | | |
| H. Project History | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | COUNT | SHARE | 2040 FINAL WEIG | | | | | |
| | | | | | | | | | | | A | 91 | 13% | 10 | | | | |
| | | | | | | | | | | | B | 105 | 15% | 15 | | | | |
| | | | | | | | | | | | C | 98 | 14% | 15 | | | | |
| | | | | | | | | | | | D | 93 | 13% | 15 | | | | |
| | | | | | | | | | | | E | 139 | 20% | 20 | | | | |
| | | | | | | | | | | | F | 41 | 6% | 5 | | | | |
| | | | | | | | | | | | G | 93 | 13% | 15 | | | | |
| | | | | | | | | | | | H | 40 | 6% | 5 | | | | |
| | | | | | | | | | | | 25 | 700 | | 100 | | | | |
| Please return to skipper@nashvillempo.org by February 20, 2015 | | | | | | | | | | | Reviewers | Total Count | | | | | | |

2040 Regional Transportation Plan Project Scoring Methodology

Preservation – 10 pts

- Route is on the existing federal-aid network
- Proposed improvements focused on reconstruction, repair, operations
- Primary objective is aimed at system preservation/ maintenance
- Average daily traffic volumes (above or below average)
- Staff qualitative analysis

Preservation (max 10) = { [(proposed # elements ÷ possible # elements) x 10 pts] + primary objective (3 pts) + existing federal -aid route (2 pts) } x 2010 volume class index

Quality Growth – 15 pts

- Project is located near existing population & employment centers
- Project is located within municipal boundaries
- Project is located within urban growth boundaries
- Project includes streetscaping/ curb and gutter improvements
- Staff qualitative analysis

Quality Growth (max 15) = [2010 HH density (up to 5 pts) + 2010 employment density (up to 5 pts) + municipal boundary (up to 2 pts) + urban growth boundary (up to 2 pts)] x 2040 urban density ratio

Multi-Modal – 15 pts

- Proposed improvements focused on transit and non-motorized modes
- Proposed roadway improvement features include upgrades to the pedestrian
 - Streetscaping, sidewalks, crosswalks, pedestrian signage/signalization, bicycle lanes, shared lanes, transit service, transit lanes, queue jumps, transit pull-offs/stations
- Project address area of higher demand for walking, bicycling, and transit use
- Project addresses area identified as a priority by the BPAC
- Staff qualitative analysis

Multi-modal (max 10) = { [(proposed # elements ÷ possible # elements) x 10 pts] + bicycle demand (up to 2 pts) + bicycle priority area (up to 2 pts) + pedestrian demand (up to 2 pts) + pedestrian priority area (up to 2 pts) + transit ridership potential (up to 2 pts)

Congestion Management – 15 pts

- Proposed improvements focused on motorized and non-motorized capacity and efficiencies
- Proposed features include ITS and traffic operations strategies
- Project addresses area of existing or anticipated traffic congestion
- Primary objective is to mitigate current or future congestion
- Staff qualitative analysis

Multi-modal (max 10) = { [(proposed # elements ÷ possible # elements) x 10 pts] + year of congestion (up to 4 pts) + 2010 travel speed/free flow speed (up to 5 pts) + primary objective (up to 2 pts) } x 2010 volume to capacity ratio

Safety & Security – 20 pts

- Proposed improvements focused on safety-related concerns
 - Roadway reconstruction, bridge repairs, intersection improvements
- Proposed features enhance the non-motorized and transit environments
 - Sidewalks, marked crosswalks, pedestrian/signalization, bicycle lanes, transit lanes
- Project addresses area a high crash area
- Project address roadways with multiple incidents with fatalities over last decade
- Project proposed for the National Highway System or Strategic Highway Network
- Staff qualitative analysis

Safety (max 10) = [(proposed # elements ÷ possible # elements) x 10 pts] + primary objective (up to 10 pts) + high crash area (up to 5 pts) + multiple fatal incidents (4 pts) + NHS (1 pt) + STRANET (1 pt)

Freight & Goods Movement– 5 pts

- Proposed improvements focused on motorized capacity and efficiencies
- Proposed features include ITS and traffic operations strategies
- Project addresses area with high commercial vehicle activity
- Project address roadways with multiple truck incidents over last decade
- Project proposed for a designated or potential truck route
- Staff qualitative analysis

Freight (max 5) = { [(proposed # elements ÷ possible # elements) x 10 pts] + [2010 commercial vehicle daily volume ÷ 1000] + multiple truck crashes (up to 2 pts) + freight route (up to 2 pts) } x 2040 heavy truck index (up to 2.0)

Environment & Health– 15 pts

- Proposed improvements are sensitive to vulnerable lands
- Project has an air quality impact
- Project provides multi-modal options to areas with high degree of disadvantaged populations
- Project provides active transportation to a health priority area
- Staff qualitative analysis

Environment/Health (max 15) = $[(\text{proposed \# elements} \div \text{possible \# elements}) \times 10 \text{ pts}] + \text{degree of environmental conflict (up to 10 pts)} + \text{active transport in health priority area (3 pts)} + \text{multi-modal for vulnerable populations (up to 8 pts)} + \text{emissions impact (-2 pts)}$

Project Support/ History– 5 pts

- Project included in current TIP
- Project is ready for construction
- Project is a top local priority
- Project has TDOT support (3-year work program or PIN)
- Staff qualitative analysis

Support (max 5) = $TIP (2 \text{ pts}) + \text{construction ready (2 pts)} + \text{local priority (2 pts)} + \text{TDOT support (2 pts)}$

Appendix D. Air Quality Conformity

As of April 15, 2009, all counties within 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 E. Self Certifications

23CFR 450.334

(a) The MPO and state shall certify the metropolitan planning process every 4 years is in accordance with:

X (1) 23 USC 134, 49 USC 5303 (Highways and Transit)

N/A (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

X (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21

X (4) 49 U.S.C. 5332, prohibiting discrimination, on the basis of race, creed, national origin, sex or age in employment or business opportunity

X (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects

X (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts

X (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

X (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

X (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender

X (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. 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

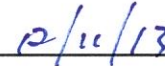
All projects whether included in a grouping or not that cross the MPO boundary and include an area outside of the MPO boundary will be listed in the TIP only.

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



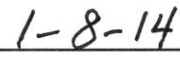
The Honorable Mayor Rogers Anderson
Chairman, MPO Executive Board



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 G. TDOT Metropolitan Groupings Attachment 1

Statewide Grouping Descriptions

Activities delivered from TDOT's statewide groupings are limited to work types that are:

1. Located in non-metropolitan or rural areas – any located in a metropolitan area must be programmed in the MPO's TIP,
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 non-attainment and maintenance areas, and
5. Exempt as defined in the EPA's transportation conformity regulations in 40 CFR Part 93, in non-attainment and maintenance areas.

Activities that do not meet these requirements must be individually identified in the STIP or respective MPO's TIP. The following tables elaborate on the allowable work types for the statewide groupings.

| Grouping Category | Function of Grouping Activities | Allowable Work Types |
|---|---|--|
| <p>Highway Safety Improvement Program(HSIP) Grouping</p> <p>STIP# 1799300</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 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 USC, and ● State's strategic or performance-based safety goals to reduce fatalities and serious injuries on all public roads. ● Projects to upgrade railway-highway grade crossings by eliminating hazards and installing protective devices. | <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 installation of protective devices ● 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 retro-reflectivity 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 ● Installation of vehicle-to-infrastructure communication equipment. ● Pedestrian hybrid beacons. ● Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands. ● Other physical infrastructure projects not specifically enumerated in the list of eligible projects. ● Workforce development, training, and education activities |

| Grouping Category | Function of Grouping Activities | Allowable Work Types |
|---|--|--|
| <p>Highway Safety Improvement Program (HSIP) Grouping</p> <p>(continued)</p> <p>STIP# 1799300</p> | | <p>Activities included as part of the Highway Railroad Grade Crossing program:</p> <ul style="list-style-type: none"> ● Elimination of hazards of railway-highway crossings, including the separation or protection of grades at crossings ● Reconstruction of existing railroad grade crossing structures ● Relocation of highways to eliminate grade crossings ● Installation of protective devices |

| Grouping Category | Function of Grouping Activities | Allowable Work Types |
|--|---|---|
| <p>National Highway Performance Program (NHPP) Grouping</p> <p>STIP# 1799003</p> | <p>Projects for the preservation and improvement of the conditions and performance of the National Highway 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"> ● 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 (no additional travel lanes), 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 |

| Grouping Category | Function of Grouping Activities | Allowable Work Types |
|--|--|---|
| <p>Surface Transportation Block Grant Program (STBG) Grouping</p> <p>STIP# 1799001</p> | <p>Projects and programs 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 USC 14501, ● Traffic operations on Federal-aid highways, ● Bridge and tunnel improvements on public roads, ● Safety improvements on public roads, ● Environmental mitigation ● Scenic and historic highway programs, ● Landscaping and scenic beautification, | <p>Activities previously authorized under the Surface Transportation Program (STP):</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 ● 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 (no additional travel lanes), 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 USC 213(B), 23 USC. 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>Surface Transportation Block Grant Program (STBG) Grouping</p> <p>(continued)</p> <p>STIP# 1799001</p> | <ul style="list-style-type: none"> ● Historic preservation, ● On- and off-road pedestrian and bicycle facilities, ● Infrastructure projects for improving non-driver access to public transportation and enhanced mobility, ● Community improvement activities, ● Recreational Trail Program projects, ● Safe Routes to School (SRTS) projects, ● Transportation Enhancement projects, ● Transportation Alternatives projects, ● Projects for the creation, rehabilitation, and maintenance of multi-use recreational trails. | <p>Activities previously authorized under the Transportation Enhancement Program:</p> <ul style="list-style-type: none"> ○ Pedestrian and bicycle facilities, safety, and educational activities ○ Acquisition of scenic easements and scenic or historic sites ○ Scenic or historic highway programs ○ Landscaping and other scenic beautification activities ○ Historic preservation ○ Rehabilitation and operation of historic transportation buildings, structures, or facilities ○ Preservation of abandoned railway corridors ○ Inventory, control, and removal of outdoor advertising ○ Archaeological planning and research ○ Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity ○ Establishment of transportation museums ○ Activities under the Tennessee Roadscapes grant program, including landscaping, irrigation, benches, trash cans, paths, and signage <p>Activities previously authorized under the Safe Routes to School Program (SRTS):</p> <ul style="list-style-type: none"> ● Sidewalk improvements ● Traffic calming and speed reduction improvements ● Pedestrian and bicycle crossing improvements ● On-street bicycle facilities ● Off-street bicycle and pedestrian facilities ● Secure bicycle parking facilities ● Traffic diversion improvements approximately within 2 miles of a school location ● Non-infrastructure related activities: <ul style="list-style-type: none"> ○ Public awareness campaigns and outreach to press and community leaders ○ Traffic education and enforcement in the vicinity of schools <ul style="list-style-type: none"> ● Student sessions on bicycle and pedestrian safety, health, and environment ● Funding for training, volunteers, and managers of safe routes to school program <p>Activities previously authorized under the Transportation Alternatives Program (TAP):</p> <ul style="list-style-type: none"> ● Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including: <ul style="list-style-type: none"> ○ Sidewalk improvements ○ Bicycle infrastructure ○ Pedestrian and bicycle signals ○ Traffic calming techniques ○ Lighting and other safety-related infrastructure ○ Transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 |

| Grouping Category | Function of Grouping Activities | Allowable Work Types |
|--|--|--|
| <p>Surface Transportation Block Grant Program (STBG) Grouping</p> <p>(continued)</p> <p>STIP# 1799001</p> | <ul style="list-style-type: none"> Projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. | <ul style="list-style-type: none"> Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users Construction of turnouts, overlooks, and viewing areas Community improvement activities, which include but are not limited to: <ul style="list-style-type: none"> Inventory, control, or removal of outdoor advertising Historic preservation and rehabilitation of historic transportation facilities Vegetation management in transportation rights-of-way to improve roadwaysafety, prevent invasive species, and provide erosion control Archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23 of the USC Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to: <ul style="list-style-type: none"> Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats Recreational Trails Program activities under 23 USC 206 SRTS Program infrastructure-related projects, non-infrastructure-related activities (such as pedestrian and bicycle safety and educational activities advanced under the SRTS program), and SRTS Coordinator positions. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways <p>Activities previously authorized under the Recreational Trails Program (RTP):</p> <ul style="list-style-type: none"> Maintenance and restoration of existing recreational trails Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails Purchase and lease of recreational trail construction and maintenance equipment Construction of new recreational trails Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors Assessment of trail conditions for accessibility and maintenance Development and dissemination of publications and operation of educational programs to promote safety and environmental protection Payment of costs to the State incurred in administering the program |

| Grouping Category | Function of Grouping Activities | Allowable Work Types |
|---|--|---|
| <p>Workforce Development, Training, and Education Grouping</p> <p>STIP# 1799700</p> | <p>Surface transportation workforce development, training, and education activities.</p> | <ul style="list-style-type: none"> • Direct educational expenses (not including salaries) in connection with the education and training of transportation employees • National Highway Institute (NHI) course participation • College and University cooperative education programs relating to surface transportation including student internships, outreach to develop interest and promote participation in transportation careers, or activities that will help students prepare for a career in transportation • Local technical assistance programs (LTAP) |

Appendix H. Status of FY 2014-2017 Projects

The following report provides the status of each project contained in the FYs 2014 to 2017 Transportation Improvement Program. The version of the TIP will continue to be available for reference at the following website, even after it is superseded by the FYs 2017-2020.

<http://TIP1417.NashvilleMPO.org>

| STATUS | DEFINITION |
|------------|--|
| Complete | Project is complete and/or closed-out |
| Underway | At least some funding has been obligated and the project has started project development process |
| Inactive | At least some funding has been obligated but the project is inactive |
| Programmed | Project funds are programmed as described in TIP, but no funding has been obligated |
| Deferred | Project has not started, nor has it been reprogrammed in new TIP; on hold until further notice |
| Cancelled | Project has been cancelled |

Nashville Area MPO
Status of FYs 2014-2017 Transportation Improvement Program

| TIP ID | Lead Agency | County | Improvement Type | Name/Route | Carryover | STATUS |
|-------------|-----------------------------|-------------------|----------------------|---|-----------|------------|
| 2002-028 | Hendersonville | Sumner County | Road Widening | Rockland Road Widening | Yes | Inactive |
| 2002-029 | Hendersonville | Sumner County | Intersection | Walton Ferry and Old Shackle Island Rd Improvements Project | Yes | Underway |
| 2004-004 | Metro Nashville | Davidson County | Signage/Wayfinding | Increased Guidance for Improved Mobility | No | Complete |
| 2004-005 | Metro Nashville | Davidson County | Intersection | Jefferson Street Intersections | Yes | Underway |
| 2004-009 | Metro Nashville | Davidson County | ITS | Wayfinding Sign Program | No | Deferred |
| 2004-022 | White House | Robertson County | Sidewalks | SR-76 Sidewalks | No | Complete |
| 2004-051 | TDOT | Williamson County | Road Widening | SR-247 (Duplex Road) Widening | Yes | Underway |
| 2004-058 | TDOT | Williamson County | Road Widening | Concord Road (SR-253) Widening | No | Underway |
| 2005-006 | Murfreesboro Public Transit | Rutherford County | Transit Operations | 5307 Urban Operating for Rover Public Transit - Relax & Ride Service | Yes | Underway |
| 2005-007 | Murfreesboro Public Transit | Rutherford County | Transit Operations | 5307 Urban Operating for Rover Public Transit - Mid-Cumberland Human Resource Agency (MCHRA) Contract | Yes | Underway |
| 2006-013 | Brentwood | Williamson County | Road Widening | Concord Road (SR-253) Widening | No | Underway |
| 2006-014 | Hendersonville | Sumner County | Road Widening | New Shackle Island Road (SR-258) - Phase 1 | No | Underway |
| 2006-024 | Franklin | Williamson County | Greenway | Franklin Greenway Bicentennial Park | No | Complete |
| 2006-117 | Franklin | Williamson County | Road Widening | Hillsboro Road (SR-106/US-431) Widening | No | Underway |
| 2006-304 | Smyrna | Rutherford County | Greenway | Jefferson Springs Greenway Extension | Yes | Underway |
| 2006-408 | TDOT | Williamson County | Road Widening | SR-6/ US-31/ Franklin Road | Yes | Underway |
| 2006-416 | TDOT | Multi-County | Interchange | I-65/SR-109 Prop/SR-41 | No | Underway |
| 2008-11-027 | Metro Nashville | Davidson County | New Road | SR-255 Harding Place Extension (Phase 1) | Yes | Programmed |
| 2008-12-095 | Metro Nashville | Davidson County | Road Widening | McCrary Lane Widening | No | Cancelled |
| 2008-14-030 | Metro Nashville | Davidson County | Intersection | Various intersection improvements (FAUB routes) | Yes | Underway |
| 2008-14-059 | Metro Nashville | Davidson County | Multi-Modal Upgrades | 3rd Avenue and Union Street | No | Deferred |
| 2008-14-092 | Metro Nashville | Davidson County | Interchange | I-40 / McCrary Lane Interchange - Phase 1 | No | Cancelled |
| 2008-15-046 | Nashville MTA | Davidson County | Transit Capital | Project Administration for Grant Programs | Yes | Underway |
| 2008-15-048 | Nashville MTA | Davidson County | Transit Capital | Support vehicles, service vehicles, misc. support equipment, misc. shop equipment, operational software | Yes | Underway |
| 2008-15-049 | Nashville MTA | Davidson County | Transit Capital | MTA - Administration Building Rehabilitation (Nestor) | Yes | Underway |
| 2008-15-051 | MPO | Multi-County | Transit Capital | ADA Service Capitalization | Yes | Underway |
| 2008-15-052 | Nashville MTA | Davidson County | Transit Capital | Paratransit Buses Purchase and Replacement | Yes | Underway |
| 2008-15-054 | Nashville MTA | Davidson County | Transit Capital | Bus Purchase and Replacement, electric buses, zero emission buses | Yes | Underway |

Nashville Area MPO
Status of FYs 2014-2017 Transportation Improvement Program

| TIP ID | Lead Agency | County | Improvement Type | Name/Route | Carryover | STATUS |
|---------------|-----------------------------|-------------------|-------------------------|--|------------------|---------------|
| 2008-17-021 | Nashville MTA | Davidson County | Transit Capital | Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL) & Intelligent Transportation System (ITS) | No | Underway |
| 2008-17-031 | Metro Nashville | Davidson County | Signage/Wayfinding | Countywide Wayfinding and Traffic Guidance Program | No | Cancelled |
| 2008-17-056 | Metro Nashville | Davidson County | ITS | Advanced Traveler Information System - Phase 2 | No | Deferred |
| 2008-17-057 | Metro Nashville | Davidson County | ITS | Automatic Travelers Information System (ATIS), Intelligent Transportation Systems (ITS) Communication & Closed Circuit Television (CCTV) | No | Deferred |
| 2008-45-089 | Murfreesboro Public Transit | Rutherford County | Transit Operations | 5307 Urban Operating for Rover Public Transit - Fixed Route Service | Yes | Underway |
| 2008-45-090 | Murfreesboro Public Transit | Rutherford County | Transit Capital | 5307 Urban Capital for Rover Public Transit - Equipment | Yes | Underway |
| 2008-51-032 | Gallatin | Sumner County | New Road | East-West Corridor (Albert Gallatin Avenue (SR-174) / Hatten Track Road Extension) | Yes | Underway |
| 2008-54-033 | Gallatin | Sumner County | Intersection | Gallatin Various Intersection Improvements | No | Complete |
| 2008-56-082 | Sumner County | Sumner County | Greenway | Lower Station Camp Creek Road Streetscape and Pavement Project (Greenway) Phase 1 | Yes | Underway |
| 2008-56-082-B | Sumner County | Sumner County | Greenway | Lower Station Camp Creek Road Streetscape and Pavement Project (Greenway) Phase 3 | Yes | Underway |
| 2008-64-037 | Williamson County | Williamson County | Intersection | SR-106 (Hillsboro Rd) and SR-46 Re-alignment/ Signalization. | Yes | Underway |
| 2008-71-038 | Mt. Juliet | Wilson County | New Road | Beckwith Road/Eastern Connector | Yes | Underway |
| 2008-84-013 | TDOT | Multi-County | Safety | Highway Safety Improvement Program (HSIP) Grouping | No | Complete |
| 2008-85-036 | MPO | Multi-County | Transit Capital | Regional Ridesharing & TDM Strategies - Program Administration | Yes | Underway |
| 2008-85-091 | RTA | Multi-County | Transit Capital | Commuter Rail Capitalization and Preventative Maintenance | Yes | Underway |
| 2009-16-029 | Metro Nashville | Davidson County | Greenway | Cumberland River Greenway System - TSU Connector Portion | Yes | Programmed |
| 2009-19-004 | TDOT | Davidson County | Air Quality | Pilot School Bus Diesel Retrofit - Metro Nashville Public Schools (MNPS) | Yes | Programmed |
| 2009-56-027 | Gallatin | Sumner County | Greenway | Town Creek Greenway | No | Complete |
| 2009-67-026 | Franklin | Williamson County | ITS | Franklin ITS Infrastructure | Yes | Underway |
| 2009-69-005 | TDOT | Williamson County | Air Quality | Pilot School Bus Retrofit - Franklin Special School District (FSSD) | Yes | Programmed |

Nashville Area MPO
Status of FYs 2014-2017 Transportation Improvement Program

| TIP ID | Lead Agency | County | Improvement Type | Name/Route | Carryover | STATUS |
|--------------|-----------------------------|-------------------|--------------------|--|-----------|---------------------------|
| 2009-69-006 | TDOT | Williamson County | Air Quality | Pilot School Bus Diesel Retrofit - Williamson County Schools (WCS) | Yes | Programmed |
| 2009-72-035 | TDOT | Wilson County | Road Widening | SR-109 Reconstruction & Widening | No | Underway |
| 2009-72-036 | TDOT | Wilson County | Road Widening | SR-109 Reconstruction & Widening | Yes | Underway |
| 2009-84-033 | TDOT | Davidson County | Safety | I-40 Ramp Improvements | Yes | Cancelled or Deferred |
| 2009-85-012 | RTA | Multi-County | Transit Operations | Express Bus Service from Williamson County | Yes | Underway |
| 2009-85-018 | RTA | Multi-County | Transit Operations | SE Corridor Express Bus Service Expansion | Yes | Underway |
| 2010-79-005 | Lebanon | Wilson County | Resurfacing | City of Lebanon 3R Improvement Program (Grouping) | NO | Underway |
| 2011-110-141 | Goodlettsville | Davidson County | Road Upgrades | Main Street (US41)/Long Hollow Pike (SR174)/Rivergate Pkwy | Yes | Underway |
| 2011-14-042 | TDOT | Davidson County | Intersection | Battery Lane / Harding Place at Franklin Road Improvements | Yes | Underway |
| 2011-15-133 | Nashville MTA | Davidson County | Transit Capital | Bus Stop Improvements and Passenger Amenities | Yes | Underway |
| 2011-15-135 | Nashville MTA | Davidson County | Transit Capital | Fare collection equipment purchase and replacement, smartphone readers | Yes | Underway |
| 2011-15-137 | Nashville MTA | Davidson County | Transit Capital | Local Bus Service Preventative Maintenance and Capitalization - MTA | Yes | Underway |
| 2011-15-139 | Nashville MTA | Davidson County | ITS | Transit Signal Prioritization | Yes | Programmed |
| 2011-15-160 | Nashville MTA | Davidson County | Transit Capital | Transit Asset Management | Yes | Underway |
| 2011-16-092 | Metro Nashville | Davidson County | Sidewalks | Harding Place Sidewalk Enhancement | Yes | Underway |
| 2011-16-119 | Goodlettsville | Davidson County | Greenway | Goodlettsville Bicycle/Pedestrian Plan - Greenway Connectors | Yes | Underway |
| 2011-16-166 | Metro Nashville | Davidson County | Greenway | Warner Parks Trail Linkage Improvements | No | Underway |
| 2011-19-020 | Goodlettsville | Davidson County | Streetscaping | Conference Drive Enhancements | Yes | Underway |
| 2011-19-023 | Goodlettsville | Davidson County | Interchange | Vietnam Veterans Interchange High Mast Lighting | No | Complete |
| 2011-410-151 | Murfreesboro | Rutherford County | Road Upgrades | Brinkley Road Reconstruction | Yes | Underway |
| 2011-410-152 | Murfreesboro | Rutherford County | Road Upgrades | Rucker Lane Reconstruction | Yes | Underway |
| 2011-41-144 | Murfreesboro | Rutherford County | New Road | Cherry Lane Extension with SR-840 Interchange | Yes | Underway |
| 2011-42-032 | LaVergne | Rutherford County | Road Widening | Jefferson Pike Widening | Yes | Programmed |
| 2011-42-061 | Smyrna | Rutherford County | Intersection | Weakley Lane/ Swan Drive Intersection Improvements | Yes | Underway |
| 2011-42-142 | Murfreesboro | Rutherford County | Road Widening | Thompson Lane (SR-268) Widening | Yes | Underway |
| 2011-42-143 | Murfreesboro | Rutherford County | Road Widening | Bradyville Pike (SR-99) Widening | Yes | Underway |
| 2011-45-114 | Murfreesboro Public Transit | Rutherford County | Transit Capital | 5307 Urban capital Funding for Rover Public - Construction for Passenger Waiting/Admin/Training Facility | No | Combined with 2014-45-020 |
| 2011-46-056 | Smyrna | Rutherford County | Greenway | Smyrna Greenway | No | Complete |

Nashville Area MPO
Status of FYs 2014-2017 Transportation Improvement Program

| TIP ID | Lead Agency | County | Improvement Type | Name/Route | Carryover | STATUS |
|--------------|-----------------------------|-------------------|----------------------|--|-----------|------------|
| 2011-46-057 | Smyrna | Rutherford County | Greenway | Smyrna Greenway 2 | Yes | Underway |
| 2011-510-017 | Gallatin | Sumner County | Road Upgrades | Airport Road Relocation | No | Underway |
| 2011-51-108 | TDOT | Sumner County | New Road | SR-109 Portland Bypass | Yes | Underway |
| 2011-54-156 | White House | Sumner County | Intersection | Tyree Springs (SR-258) / S Palmers Chapel Intersection Improvements | No | Complete |
| 2011-610-165 | Fairview | Williamson County | Resurfacing | Fairview 3R Improvement Projects Grouping | No | Complete |
| 2011-62-009 | Franklin | Williamson County | Road Widening | Lewisburg Pike (SR-106/US-431) Widening - Phase 3 | No | Underway |
| 2011-62-011 | Franklin | Williamson County | Road Widening | McEwen Drive Widening - Phase 4 | Yes | Programmed |
| 2011-65-016 | Franklin Transit Authority | Williamson County | Transit Capital | Local Bus Service Preventative Maintenance and Capitalization - Franklin | Yes | Underway |
| 2011-69-122 | Williamson County/TMA Group | Multi-County | Air Quality | Clean Air Schools Anti-Idling Campaign and School Pooling Program | No | Underway |
| 2011-69-124 | Williamson County/TMA Group | Multi-County | Air Quality | Transportation-Related Air Quality Outreach Campaign | No | Complete |
| 2011-72-164 | TDOT | Wilson County | Road Widening | I-40 Widening & HOV | Yes | Underway |
| 2011-76-035 | Lebanon | Wilson County | Greenway | Cedar City Trail - Phase 5 (Bartons Creek South) | No | Complete |
| 2011-85-125 | RTA | Multi-County | Transit Operations | Expansion of Regional Bus Services | Yes | Underway |
| 2011-85-127 | RTA | Multi-County | Transit Capital | Media Fare Purchase | Yes | Underway |
| 2011-85-147 | MPO | Multi-County | Transit Operations | Job Access and Reverse Commute Program (Grouping) | Yes | Underway |
| 2011-85-154 | MPO | Multi-County | Transit Capital | Regional Vanpool Start-Up Program (New Vehicles & Seat Guarantee) | Yes | Programmed |
| 2011-85-5555 | MPO | Multi-County | Transit Capital | Regional Transit Projects with U-STP | No | Complete |
| 2011-86-6666 | MPO | Multi-County | Multi-Modal Upgrades | Regional Non-Motorized Projects with U-STP | No | Complete |
| 2011-89-9999 | MPO | Multi-County | ITS | Regional ITS & System Management Projects with U-STP | No | Complete |
| 2012-15-179 | Nashville MTA | Davidson County | Transit Operations | Express Bus Service to Madison | Yes | Underway |
| 2012-15-184 | Nashville MTA | Davidson County | Transit Capital | AMP Bus Rapid Transit | No | Cancelled |
| 2012-15-196 | Nashville MTA | Davidson County | Transit Capital | Ticket Vending Machines and Smartcard Programming | Yes | Underway |
| 2012-15-197 | Nashville MTA | Davidson County | Transit Capital | Real time Arrival Mobile App Development | Yes | Deferred |
| 2012-16-185 | Nashville MTA | Davidson County | Education & Outreach | Music City Moves | Yes | Underway |
| 2012-26-188 | Spring Hill | Williamson County | Greenway | Spring Station Drive Multi-use Trail | No | Complete |
| 2012-44-172 | Smyrna | Rutherford County | Intersection | Sam Ridley Pkwy & Stonecrest Pkwy Intersection Improvements | Yes | Underway |
| 2012-44-201 | TDOT | Rutherford County | Intersection | SR-1 and SR-96 Intersection Grade Separation | No | Underway |
| 2012-47-173 | Smyrna | Rutherford County | ITS | Smyrna Signal System | Yes | Underway |

**Nashville Area MPO
Status of FYs 2014-2017 Transportation Improvement Program**

| TIP ID | Lead Agency | County | Improvement Type | Name/Route | Carryover | STATUS |
|--------------|-----------------------------|-------------------|-----------------------|---|-----------|------------|
| 2012-51-170 | Gallatin | Sumner County | New Road | Greenlea Boulevard Extension | Yes | Underway |
| 2012-55-199 | RTA | Sumner County | Transit Capital | Greensboro North Park-n-Ride in Gallatin | No | Complete |
| 2012-56-171 | Hendersonville | Sumner County | Greenway | Sanders Ferry/ Drakes Creek Bike Trail | Yes | Underway |
| 2012-56-183 | Gallatin | Sumner County | Streetscaping | Downtown Gallatin Streetscape - Phase 3 | No | Complete |
| 2012-56-190 | Smyrna | Rutherford County | Greenway | Smyrna Greenway Phase 1 | Yes | Underway |
| 2012-56-195 | White House | Sumner County | Multi-Modal Upgrades | Highway 31W/ SR-41 Bike/Pedestrian Project | No | Complete |
| 2012-59-191 | Sumner County | Sumner County | Historic Preservation | Civil War Historic Preservation | Yes | Programmed |
| 2012-62-167 | TDOT | Williamson County | Road Widening | Lewisburg Pike (SR-248) Widening | Yes | other |
| 2012-66-177 | Spring Hill | Williamson County | Greenway | Tanyard Springs Connection Trail/ Bridge | No | Complete |
| 2012-66-182 | Fairview | Williamson County | Sidewalks | Fairview Multimodal Connector - Phase 1 | No | Cancelled |
| 2012-66-187 | Nolensville | Williamson County | Greenway | Small Town Connections | No | Underway |
| 2012-66-189 | Thompsons Station | Williamson County | Greenway | Thompson's Station Greenway - Phase 1 | No | Underway |
| 2012-85-178 | Williamson County/TMA Group | Multi-County | Education & Outreach | Communicating Dynamic Alternative Transportation Options at Employer Worksites | No | Underway |
| 2012-85-180 | RTA | Multi-County | Transit Operations | NE Corridor Regional Express Bus Service | Yes | Underway |
| 2012-87-192 | TDOT | Multi-County | ITS | I-24E Smartway Expansion | Yes | Underway |
| 2012-87-193 | TDOT | Multi-County | ITS | I-65 ITS | Yes | Underway |
| 2013-67-219 | Williamson County | Williamson County | ITS | North Berry's Chapel Rd Intersection with Lynnwood Way Connector | No | Complete |
| 2013-77-218 | Mt. Juliet | Wilson County | ITS | SR-171 (Mt. Juliet Road) Traffic Adaptive Signal Control System Corridor Optimization Project | No | Underway |
| 2013-85-207 | RTA | Multi-County | Transit Capital | Music City Star Passing Siding | Yes | Underway |
| 2013-85-208 | RTA | Multi-County | Transit Capital | Music City Star Rail Replacement/Track Rehab | No | Complete |
| 2013-85-209 | RTA | Davidson County | Transit Capital | Shore Power for Music City Star Riverfront Station | No | Complete |
| 2013-85-210 | RTA | Multi-County | Transit Capital | Stationary Fare Collection Equipment | No | Complete |
| 2013-85-211 | RTA | Multi-County | Transit Capital | Installation of Wi-Fi on Music City Star Train | No | Deferred |
| 2013-85-213 | RTA | Multi-County | Transit Capital | Rehab/Renovate Stations | No | Underway |
| 2013-87-217 | Brentwood | Multi-County | ITS | Regional Traffic Management Study and Signal Optimization Plan | No | Underway |
| 2013-89-204 | RTA | Multi-County | Planning | Northwest Corridor Transit Study | No | Underway |
| 2014-110-044 | TDOT | Davidson County | Reconfiguration | Donelson Pike (SR-255) Relocation | Yes | Underway |
| 2014-110-058 | TDOT | Davidson County | Reconstruction | SR-112 Reconstruction | Yes | Underway |

Nashville Area MPO
Status of FYs 2014-2017 Transportation Improvement Program

| TIP ID | Lead Agency | County | Improvement Type | Name/Route | Carryover | STATUS |
|--------------|-----------------------------|-------------------|----------------------|---|-----------|-------------|
| 2014-111-026 | Metro Nashville | Davidson County | Multi-Modal Upgrades | Complete Streets Implementation on BRT Lite Corridors - Gallatin Pike | Yes | Programmed |
| 2014-111-027 | Metro Nashville | Davidson County | Multi-Modal Upgrades | Complete Streets Implementation on BRT Lite Corridors - Murfreesboro Pike | Yes | Programmed |
| 2014-111-051 | Goodlettsville | Davidson County | Reconstruction | Dickerson Pike (US-41/31W)/ CSX Underpass Reconstruction | Yes | Deferred |
| 2014-112-037 | Berry Hill | Davidson County | Streetscaping | Entrance to Oak Hill/Berry Hill Landscaping and Beautification | Yes | NEED STATUS |
| 2014-15-004 | Nashville MTA | Davidson County | Transit Capital | MTA Vehicle Charging Stations | No | Complete |
| 2014-15-005 | Nashville MTA | Davidson County | Transit Capital | Expansion of BRT-Lite | Yes | Underway |
| 2014-15-006 | Nashville MTA | Davidson County | Transit Capital | WiFi on MTA Buses | No | Deferred |
| 2014-15-007 | Nashville MTA | Davidson County | Transit Capital | MTA New Operating Garage | Yes | Programmed |
| 2014-15-008 | Nashville MTA | Davidson County | Transit Capital | MTA New Emergency Operations Center/ Myatt Improvements | Yes | Underway |
| 2014-15-009 | Nashville MTA | Davidson County | Transit Capital | Reseal Music City Central 4th and 5th ave. Horseshoes | Yes | Underway |
| 2014-15-010 | Nashville MTA | Davidson County | Transit Capital | MTA New Software and software upgrades | No | Underway |
| 2014-15-011 | Nashville MTA | Davidson County | Transit Capital | MTA Website Design | No | Underway |
| 2014-15-043 | Nashville MTA | Davidson County | Transit Capital | Transit Signal Priority and Upgraded Passenger Amenities | Yes | Underway |
| 2014-15-056 | Nashville MTA | Davidson County | Transit Capital | Renovate MTA Headquarters (Myatt Drive Facility) | No | Underway |
| 2014-16-002 | Metro Nashville | Davidson County | Sidewalks | Lebanon Pike Sidewalk Improvements | Yes | Programmed |
| 2014-16-003 | Metro Nashville | Davidson County | Sidewalks | Dickerson Pike Sidewalk Improvements | Yes | Programmed |
| 2014-16-034 | Metro Nashville | Davidson County | Sidewalks | Tom Joy Elementary School | No | Cancelled |
| 2014-18-045 | TDOT | Davidson County | Bridge | I-65/ I-40 Bridge Rehabilitation | No | Underway |
| 2014-310-041 | Springfield | Robertson County | Resurfacing | Springfield 3R Improvements Program (Grouping) | No | Complete |
| 2014-312-038 | Springfield | Robertson County | Streetscaping | SR-11/Memorial Blvd Streetscape Enhancement - Phase I | No | Complete |
| 2014-32-039 | TDOT | Robertson County | Road Widening | SR-65/US-431 Widening | No | Underway |
| 2014-36-042 | Springfield | Robertson County | Greenway | Springfield Greenway - Phase 3 | Yes | Underway |
| 2014-45-019 | Murfreesboro Public Transit | Rutherford County | Transit Capital | 5307 Urban capital Funding for Rover Public - Capital for Preventive Maintenance Activities | Yes | Underway |
| 2014-45-020 | Murfreesboro Public Transit | Rutherford County | Transit Capital | 5307 Urban Capital for Rover Public Transit- Additional PE for New Transit Facility | Yes | Programmed |
| 2014-45-029 | MPO | Rutherford County | Transit Capital | Bus & Bus Facilities (Grouping) - Murfreesboro UZA | Yes | Underway |
| 2014-510-040 | Portland | Sumner County | Resurfacing | Portland 3R Improvements Program (Grouping) | No | Complete |

Nashville Area MPO
Status of FYs 2014-2017 Transportation Improvement Program

| TIP ID | Lead Agency | County | Improvement Type | Name/Route | Carryover | STATUS |
|--------------|-----------------------------|-------------------|----------------------|--|-----------|------------|
| 2014-511-032 | Hendersonville | Sumner County | Multi-Modal Upgrades | Walton Ferry Elementary and Hawkins Middle Schools | No | Complete |
| 2014-54-052 | Sumner County | Sumner County | Intersection | SR-258 at Drakes Creek Rd and SR-258 at Stop 30 Rd Intersection Improvements | Yes | Programmed |
| 2014-56-054 | Portland | Sumner County | Sidewalks | Watt Hardison Elementary School | Yes | Underway |
| 2014-611-031 | Franklin | Williamson County | Multi-Modal Upgrades | Hunters Bend Elementary School | Yes | Programmed |
| 2014-612-035 | Fairview | Williamson County | Streetscaping | Fairview Boulevard West | No | Complete |
| 2014-62-001 | Franklin | Williamson County | Road Widening | Columbia Avenue (SR-6/ US-31) South Widening | Yes | Underway |
| 2014-66-030 | Fairview | Williamson County | Sidewalks | Fairview Middle School Sidewalk | Yes | Underway |
| 2014-66-053 | Nolensville | Williamson County | Sidewalks | Nolensville Elementary School | Yes | Underway |
| 2014-712-036 | Lebanon | Wilson County | Streetscaping | Lebanon Public Square Gateway | No | Complete |
| 2014-75-021 | RTA | Wilson County | Transit Capital | Hamilton Springs Station Construction | Yes | Underway |
| 2014-76-017 | Mt. Juliet | Wilson County | Greenway | Town Center Trail | Yes | Programmed |
| 2014-76-033 | Lebanon | Wilson County | Sidewalks | Walter J. Baird Middle School - Phase II | No | Complete |
| 2014-77-016 | Wilson County | Wilson County | Signage/Wayfinding | Stewarts Ferry Pike/State Route 840 Interchange lighting and signage project | Yes | Underway |
| 2014-79-018 | Mt. Juliet | Wilson County | Safety | Interchange Lighting on I-40 at Mt. Juliet Road | No | Complete |
| 2014-82-049 | TDOT | Multi-County | Road Widening | Nolensville Road (SR-11/US-31A) Reconstruction & Widening | Yes | Underway |
| 2014-85-012 | RTA | Multi-County | Transit Capital | Purchase and/or rehab Locomotive and rail cars | Yes | Programmed |
| 2014-85-013 | RTA | Multi-County | Transit Capital | Storage and Maintenance Yard for Music City Star Railcars | Yes | Underway |
| 2014-85-014 | Williamson County/TMA Group | Multi-County | Transit Capital | Regional Park & Ride | Yes | Programmed |
| 2014-85-015 | MPO | Multi-County | Transit Capital | Vanpool Vehicle Replacements | Yes | Underway |
| 2014-85-022 | RTA | Multi-County | Transit Capital | Positive Train Control | Yes | Programmed |
| 2014-85-023 | RTA | Multi-County | Transit Capital | Music City Star Miscellaneous Support Equipment & Passenger Amenities | Yes | Underway |
| 2014-85-024 | RTA | Multi-County | Transit Capital | Spare parts for stock | Yes | Underway |
| 2014-85-025 | MPO | Multi-County | Transit Capital | Enhanced Mobility of Seniors & Individuals with Disabilities (Grouping) | Yes | Underway |
| 2014-85-028 | MPO | Multi-County | Transit Capital | Bus & Bus Facilities (Grouping) - Nashville-Davidson UZA | Yes | Underway |
| 2014-85-055 | RTA | Multi-County | Transit Operations | RTA Operations | Yes | Underway |
| 2014-85-057 | RTA | Multi-County | Planning | RTA Master Plan | No | Underway |
| 2014-85-059 | RTA | Multi-County | Transit Capital | Express Bus Service from Dickson County | Yes | Underway |
| 2014-85-5555 | MPO | Multi-County | Transit Capital | MPO Mass Transit Program | No | Complete |
| 2014-86-6666 | MPO | Multi-County | Multi-Modal Upgrades | MPO Active Transportation Program | Yes | Underway |
| 2014-87-048 | TDOT | Multi-County | ITS | I-65 South Smartway Expansion | No | Underway |

**Nashville Area MPO
Status of FYs 2014-2017 Transportation Improvement Program**

| TIP ID | Lead Agency | County | Improvement Type | Name/Route | Carryover | STATUS |
|--------------|-----------------------------|-------------------|----------------------|--|-----------|------------|
| 2014-89-046 | TDOT | Multi-County | Road Upgrades | National Highway Performance Program (NHPP) Grouping | No | Underway |
| 2014-89-047 | TDOT | Multi-County | Road Upgrades | Surface Transportation Program (STP) Grouping | No | Underway |
| 2014-89-050 | TDOT | Multi-County | Air Quality | PM 2.5 Diesel Emission Reduction Strategies Grouping | Yes | Programmed |
| 2014-89-9999 | MPO | Multi-County | ITS | MPO ITS/Ops Program | No | Complete |
| 2015-111-069 | Nashville MTA | Davidson County | Multi-Modal Upgrades | North Nashville Mini-Hub | Yes | Programmed |
| 2015-111-070 | Nashville MTA | Davidson County | Multi-Modal Upgrades | Nolensville Pike Mini-Hub | Yes | Programmed |
| 2015-15-220 | Nashville MTA | Davidson County | Transit Operations | West End Corridor Transit Service | Yes | Underway |
| 2015-16-214 | Metro Nashville | Davidson County | Sidewalks | Hart Lane Pedestrian Safety Improvements | Yes | Underway |
| 2015-17-217 | Berry Hill | Davidson County | ITS | Berry Hill ITS Traffic Signal Coordination Project | Yes | Programmed |
| 2015-17-218 | Goodlettsville | Davidson County | ITS | Goodlettsville Traffic Flow Improvements & Traffic Signal Upgrades (Phase 2) | Yes | Underway |
| 2015-19-065 | Berry Hill | Davidson County | Planning | Franklin Pike Multimodal Plan | Yes | Programmed |
| 2015-35-221 | RTA | Robertson County | Transit Operations | Robertson County Transit Service | Yes | Underway |
| 2015-45-222 | RTA | Rutherford County | Transit Operations | Rutherford County Express Bus Service | Yes | Underway |
| 2015-46-072 | Smyrna | Rutherford County | Multi-Modal Upgrades | Lowry Street Improvements | Yes | Underway |
| 2015-56-064 | Portland | Sumner County | Sidewalks | Portland West Middle School | Yes | Underway |
| 2015-56-067 | Gallatin | Sumner County | Sidewalks | Gallatin Citywide Sidewalk Improvements - Phase 1 | Yes | Programmed |
| 2015-56-073 | Sumner County | Sumner County | Multi-Modal Upgrades | Lower Station Camp Creek Greenway - Phase 3B | Yes | Underway |
| 2015-56-074 | White House | Sumner County | Multi-Modal Upgrades | SR-41/US-31W Sidewalk/Bike Lane Project | Yes | Underway |
| 2015-57-061 | Portland | Sumner County | ITS | Portland Signal Timing Optimization Program | Yes | Underway |
| 2015-57-216 | Gallatin | Sumner County | ITS | Gallatin ITS & Signal Coordination Project | Yes | Programmed |
| 2015-65-060 | Franklin Transit Authority | Williamson County | Transit Capital | Bus & Bus Facilities | Yes | Underway |
| 2015-65-075 | Williamson County/TMA Group | Williamson County | Transit Capital | Vehicle Replacement for Vanpool | Yes | Underway |
| 2015-65-219 | Williamson County/TMA Group | Williamson County | Transit Operations | Regional Vanpool, Carpool, and One-Stop Shop | Yes | Programmed |
| 2015-66-063 | Nolensville | Williamson County | Sidewalks | Nolensville Elementary School - Phase 2 | Yes | Underway |
| 2015-66-066 | Franklin Transit Authority | Williamson County | Multi-Modal Upgrades | Franklin/Cool Springs Bike Share Program | Yes | Programmed |
| 2015-66-071 | Nolensville | Williamson County | Multi-Modal Upgrades | Nolensville Small Town Connections | No | Underway |
| 2015-67-215 | Brentwood | Williamson County | ITS | Brentwood Signal Timing Optimization Program | Yes | Programmed |
| 2015-69-076 | TDOT | Williamson County | Reconstruction | I-40 Truck Climbing Lane | Yes | Underway |

**Nashville Area MPO
Status of FYs 2014-2017 Transportation Improvement Program**

| TIP ID | Lead Agency | County | Improvement Type | Name/Route | Carryover | STATUS |
|---------------|--------------------|-------------------|-------------------------|--|------------------|---------------|
| 2015-76-068 | Mt. Juliet | Wilson County | Multi-Modal Upgrades | Belinda Parkway Pedestrian Connector | Yes | Underway |
| 2015-87-077 | TDOT | Multi-County | Signage/Wayfinding | Signage of US Bike Route 23 | No | Programmed |
| 2015-89-062 | TDOT | Multi-County | Safety | TDOT Help Truck Expansion | Yes | Underway |
| 2016-14-228 | Metro Nashville | Davidson County | Interchange | I-24 E Interchange Modification at Hickory Hollow Parkway | Yes | Programmed |
| 2016-212-224 | Columbia | Maury County | Streetscaping | Main Street (SR-6/US-31N) and Donald F. Ephlin Parkway Signage & Landscaping | Yes | Underway |
| 2016-212-226 | Columbia | Maury County | Streetscaping | West 6th St Streetscape from N Garden St (SR-7/US-31) to N Main St | Yes | Underway |
| 2016-212-227 | Columbia | Maury County | Streetscaping | West 7th St Streetscape from N Garden Street (SR-7/US-31) to N Main Street | Yes | Underway |
| 2016-23-225 | TDOT | Maury County | Interchange | SR-166 at SR-6 Interchange | Yes | Underway |
| 2016-34-232 | TDOT | Robertson County | Safety | Watauga School Safety | No | Programmed |
| 2016-82-229 | TDOT | Robertson County | Reconstruction | SR-65 Widening | Yes | Programmed |
| 2016-82-230 | TDOT | Rutherford County | Road Widening | SR-96 Widening | No | Programmed |
| 2016-84-231 | TDOT | Maury County | Interchange | SR-99 (US-412) Interchange Modification | No | Programmed |
| 2016-89-223 | Hytch, LLC | Multi-County | Education & Outreach | Ridesharing Application for Carpoolers | Yes | Programmed |
| 203 | Murfreesboro | Rutherford County | ITS | Middle Tennessee Boulevard | Yes | Underway |
| 226 | Murfreesboro | Rutherford County | Greenway | Stones River Greenway Extension | Yes | Underway |
| 314 | Portland | Sumner County | Sidewalks | SR-52 Sidewalks | No | Complete |
| 99-New-28 | Hendersonville | Sumner County | Road Widening | Drakes Creek Road Widening | Yes | Underway |
| 99-New-29 | Hendersonville | Sumner County | ITS | Hendersonville Closed Loop and Signal Upgrade | Yes | Underway |
| AM-006 | LaVergne | Rutherford County | Greenway | Hurricane Creek Greenway | No | Underway |
| AM-018 | TDOT | Sumner County | Road Widening | SR-109 | Yes | Underway |

Appendix I. Public Comments

Comments received during the formal public review and comment period will be inserted here.

Public comment on FY17-20 TIP

October 19, 2016

Margo Chambers, Nashville, asked that the Board not adopt the new TIP because of the lack of per capita cost for the jurisdictions being established. Also, she is concerned about the MOA with the GNRC being undefined and that there might be an issue with an agreement between the GNRC and the Clarksville MPO.

Appendix J. STIP/TIP Grant Program Descriptions

STIP/TIP Funding Program Descriptions

Highway Funding Program Descriptions

Federal Highway Administration Funds are allocated to the state in numerous categories. The major funding categories are described below:

Appalachia Development Highway System (APD) This program provides funding for routes with remaining work deemed eligible as approved by the Appalachian Regional Commission in the most recent APD Cost Estimate. This funding program was eliminated under MAP-21. The FAST Act continues that precedent with the elimination of a standalone funding category for APD. APD projects may be eligible for FAST Act STBG funds. Unexpended APD funds remain in place under pre-FAST Act rules and regulations. States can apply for 100% Federal share using APD or other apportioned funds for highways and access roads on the Appalachia Development Highway System.

Bridge Replacement and Rehabilitation (BRR) This program provides funding for bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings. This funding program was eliminated under MAP-21. The FAST Act continues that precedent with the elimination of a standalone funding category for BRR. All projects previously authorized under the BRR Program and carry-over funds will still be administered under previous rules and regulations of the BRR Program.

Congestion Mitigation and Air Quality (CMAQ) The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (non-attainment areas) and for former non-attainment areas that are now in compliance (maintenance areas). These areas are shown below.



Funds may be used for transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, have a high level of effectiveness in reducing air pollution, and be included in the MPO's current transportation plan and TIP or the current STIP in areas without an MPO. Currently, all non-attainment areas in the state are located within an MPO area, meaning that air quality conformity must be demonstrated in the MPO long-range transportation plans.

Some specific eligible activities are described below:

- Establishment or operation of a traffic monitoring, management, and control facility, including advanced truck stop electrification systems, if it contributes to attainment of an air quality standard.

STIP/TIP Funding Program Descriptions

- Projects that improve traffic flow, including projects to improve signalization, construct HOV lanes, improve intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement Intelligent Transportation System (ITS) solutions and other CMAQ-eligible projects, including projects to improve incident and emergency response or improve mobility, such as real-time traffic, transit, and multimodal traveler information.
- Purchase of integrated, interoperable emergency communications equipment.
- Projects that shift traffic demand to non-peak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand.
- Purchase of diesel retrofits or conducts of related outreach activities.
- Facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization) are explicitly eligible.
- Some expanded authority to use funds for transit operations.
- Workforce development, training, and education activities are also an eligible use of CMAQ funds.

Demonstration Set Aside of the STP (DEMO) This program provides special funding for certain projects.

Enhancement Activity Set Aside of the STP (ENH) This program provides funding for pedestrian and bicycle facilities; pedestrian and bicycle safety and educational activities; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other scenic beautification activities; historic preservation; rehabilitation of historic transportation buildings, structures, or facilities; preservation of abandoned railway corridors; control and removal of outdoor advertising; archaeological planning and research; environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; establishment of transportation museums. Under the Tennessee Roadscapes grant program, types of work will include landscaping, irrigation, benches, trash cans, paths, and signage. This funding program was eliminated under MAP-21. All projects previously authorized under the ENH Program and carry-over funds will still be administered under previous rules and regulations of the ENH Program.

Forest Highway/Public Lands (FH/PL) This funding program was eliminated under MAP-21. All projects previously authorized under the Forest Highway Program and carry-over funds from SAFETEA-LU will still be administered under previous rules and regulations of the Forest Highway Program.

Federal Lands Access Program (FLAP) This is a new program created under MAP-21 and continued under the FAST Act. It provides funds for projects on Federal Lands Access Transportation Facilities that are located on, adjacent to, or that provide access to Federal lands.

A Federal Lands access transportation facility is defined as a public highway, road, bridge, trail, or transit system that is located on, adjacent to, or provides access to Federal lands for which title or maintenance responsibility is vested in a State, county, town, township,

STIP/TIP Funding Program Descriptions

tribal, municipal, or local government. Funds are distributed by formula among States that have Federal Lands managed by the National Park Service, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management, and the U.S. Army Corps of Engineers. The Eastern Federal Lands Highway Division is responsible for administering the FLAP and serving the transportation engineering needs of these Federal Land Management agencies in Tennessee. Eligible Activities include but are not limited to: Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of Federal Lands located on or adjacent to, or that: provide access to a Federal land (adjacent vehicular parking areas; acquisition of necessary scenic easements and scenic or historic sites; provisions for pedestrians and bicycles; environmental mitigation in or adjacent to Federal land to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; construction and reconstruction of roadside rest areas, including sanitary and water facilities); Operation and maintenance of transit facilities.

High Priority Projects (HPP and HPP-L) This program provides designated funding to the state (HPP) and Local Agencies (HPP-L) for specific projects identified by Congress.

Highway Safety Improvement Program (HSIP) The FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The FAST Act continues the overarching requirement that HSIP funds be used for safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem. Under MAP-21, the HSIP statute listed a range of eligible HSIP projects. However, the list was non-exhaustive, and a State could use HSIP funds on any safety project (infrastructure-related or non-infrastructure) that met the overarching requirement. In contrast, the FAST Act limits HSIP eligibility to only those listed in statute—most of which are infrastructure-safety related.

High Risk Rural Road (HRRR) A HRRR is any rural major or minor collector or a rural local road with significant safety risks, as defined by a State in accordance with an updated SHSP. This funding program was eliminated as a separate program under MAP-21. All projects previously authorized under the HRRR Program and carry-over funds will still be administered under previous rules and regulations of the HRRR Program.

Interstate Maintenance (IM) This program provides funding to rehabilitate, restore, and resurface the Interstate System. Reconstruction is also eligible if it does not add capacity, and High-Occupancy-Vehicle (HOV) lanes can be added. This funding program was eliminated under MAP-21. All projects previously authorized under the IM Program and carry-over funds will still be administered under previous rules and regulations of the IM Program.

National Highway Freight Program (NHFP) The FAST Act established a new National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals. Generally, NHFP funds must contribute to the efficient movement of freight on the NHFN and be identified in a freight

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investment plan included in the State's freight plan (required in FY 2018 and beyond). In addition, a State may use not more than 10% of its total NHFP apportionment each year for freight intermodal or freight rail projects. Eligible uses of program funds are as follows:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
- Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.
- Efforts to reduce the environmental impacts of freight movement.
- Environmental and community mitigation for freight movement.
- Railway-highway grade separation.
- Geometric improvements to interchanges and ramps.
- Truck-only lanes.
- Climbing and runaway truck lanes.
- Adding or widening of shoulders.
- Truck parking facilities eligible for funding under section 1401 (Jason's Law) of MAP-21.
- Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.
- Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies.
- Traffic signal optimization, including synchronized and adaptive signals.
- Work zone management and information systems.
- Highway ramp metering.
- Electronic cargo and border security technologies that improve truck freight movement.
- Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.
- Additional road capacity to address highway freight bottlenecks.
- Physical separation of passenger vehicles from commercial motor freight.
- Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.
- A highway or bridge project, other than a project described above, to improve the flow of freight on the NHFN.
- Any other surface transportation project to improve the flow of freight into and out of an eligible intermodal freight facility.
- Diesel retrofit or alternative fuel projects under the Congestion Mitigation and Air Quality Improvement program (CMAQ) for class 8 vehicles.
- Conducting analyses and data collection related to the NHFP, developing and updating freight performance targets to carry out section 167 of title 23, and reporting to the Administrator to comply with the freight performance target under section 150 of title 23.

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National Highway Performance Program (NHPP) The FAST Act continues the NHPP, which 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.

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. Eligible activities include:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments.
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels.
- Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other NHS highway infrastructure assets.
- Training of bridge and tunnel inspectors.
- Construction, rehabilitation, or replacement of existing ferry boats and facilities, including approaches that connect road segments of the NHS.
- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a Federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of title 49, if the project is in the same corridor and in proximity to a fully access-controlled NHS route, if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement, and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow.
- Bicycle transportation and pedestrian walkways.
- Highway safety improvements on the NHS.
- Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs.
- Development and implementation of a State Asset Management Plan for the NHS including data collection, maintenance and integration, software costs, and equipment costs.
- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Environmental mitigation related to NHPP projects.
- Construction of publicly owned intracity or intercity bus terminals servicing the NHS.
- Workforce development, training, and education activities are also an eligible use of NHPP funds.
- Installation of vehicle-to-infrastructure communication equipment.
- Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a

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bridge on a non-NHS Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are satisfied).

- A project to reduce the risk of failure of critical NHS infrastructure (defined to mean a facility, the incapacity or failure of which would have a debilitating impact in certain specified areas).
- At a State's request, the U.S. DOT may use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible NHPP project or group of projects.

National Highway System (NHS) This Program 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. This funding program was eliminated under MAP-21. All projects previously authorized under the NHS Program and carry-over funds will still be administered under previous rules and regulations of the NHS Program.

National Scenic Byways Program (NSBP) This Program provides funding for roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities and provides for designation of these roads as National Scenic Byways, All-American Roads or America's Byways. This funding program was eliminated under MAP-21. All projects previously authorized under the NSBP Program and carry-over funds will still be administered under previous rules and regulations of the NSBP Program.

Recreational Trails (RTP) This program provides funding for the creation, rehabilitation and maintenance of multi-use recreational trails. The FAST Act eliminated the RTP in lieu of replacing it and other programs with a set-aside of STBG funding for transportation alternatives. All projects previously authorized under the RTP and carry-over funds will still be administered under previous rules and regulations of the RTP.

Repurposed Funds (R-) This acronym does not represent a specific funding program, but rather the re-designation of funds. The Consolidated Appropriations Act of 2016 allows States to repurpose certain funds originally earmarked for specific projects more than 10 years ago. The limitations in the provision are to ensure the projects are obligated promptly and used in the same geographic area as the original earmark to provide funding for other needed projects eligible under the Surface Transportation Block Grant Program. In this STIP, repurposed earmark funds are designated with 'R-' preceding the funding code.

Safe Routes to School (SRTS) This program provides funding for empowering communities to make walking and bicycling to school a safe and routine activity. This funding program was eliminated under MAP-21. All projects previously authorized under the SRTS Program and carry-over funds will still be administered under previous rules and regulations of the SRTS Program.

Section 154 This Program provides funding to help save lives, prevent injuries, and reduce economic costs due to road traffic crashes, through education, research, safety standards, and enforcement activity.

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State (STA) This program provides 100% state funding by the state for various projects on the State Highway System.

Surface Transportation Block Grant Program (STBG) The FAST Act converted the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program (STBG). The new STBG Program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Eligible activities include:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 USC 14501.
- Replacement, rehabilitation, preservation, protection, and anti-icing/deicing for bridges and tunnels on any public road, including construction or reconstruction necessary to accommodate other modes.
- Construction of new bridges and tunnels on a Federal-aid highway.
- Inspection and evaluation of bridges, tunnels and other highway assets as well as training for bridge and tunnel inspectors.
- Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities used to provide intercity passenger bus service.
- Carpool projects, fringe and corridor parking facilities and programs, including electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, and ADA sidewalk modification.
- Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, mitigation of hazards caused by wildlife, railway-highway grade crossings.
- Highway and transit research, development, technology transfer.
- Capital and operating costs for traffic monitoring, management and control facilities and programs, including advanced truck stop electrification.
- Surface transportation planning.
- Transportation alternatives - newly defined with set-aside, includes most transportation enhancement eligibilities.
- Transportation control measures.
- Development and establishment of management systems.
- Environmental mitigation efforts (as under National Highway Performance Program).
- Intersections with high accident rates or levels of congestion.
- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs.
- Recreational trails projects.
- Construction of ferry boats and terminals.
- Border infrastructure projects.

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- Truck parking facilities.
- Development and implementation of State asset management plan for the NHS, and similar activities related to the development and implementation of a performance based management program for other public roads.
- Surface transportation infrastructure modifications within port terminal boundaries, only if necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.
- Construction and operational improvements for a minor collector in the same corridor and in proximity to an NHS route if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement and will enhance NHS level of service and regional traffic flow.
- Workforce development, training, and education activities are also an eligible use of STBG funds.
- Create and operate a State office to help design, implement, and oversee public-private partnerships (P3) eligible to receive Federal highway or transit funding, and to pay a stipend to unsuccessful P3 bidders in certain circumstances.
- At a State's request, the U.S. DOT may use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible STBG project or group of projects.

Similar to the past STP funding, STBG projects may not be on local or rural minor collectors. However, there are a number of exceptions to this requirement. A State may use up to 15% of its rural sub allocation on minor collectors. Other exceptions include: bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian and bicycle projects, and safe routes to school projects; boulevard/roadway projects largely in the right-of-way of divided highways; inspection/evaluation of bridges, tunnels, and other highway assets; port terminal modifications; and projects within the pre-FAST Act title 23 definition of "transportation alternatives".

The FAST Act continues the MAP-21 set-aside of a share of each State's STBG apportionment for use on bridges not on Federal-aid highways ("off-system bridges"). The amount is to be not less than 15% of the State's FY 2009 Highway Bridge Program apportionment. The Secretary, after consultation with State and local officials, may reduce a State's set-aside requirement if the State has insufficient off-system bridge needs. For wholly State/locally funded projects to replace or rehabilitate deficient off-system bridges, any amounts spent that are in excess of 20% of project costs may be credited to the non-Federal share of eligible bridge projects in the State.

Transportation Alternatives Program (TAP) The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Generally, transportation alternatives eligibilities are the same as those under the prior TAP

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and consist of:

- Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 1103):
 - Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
 - Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
 - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
 - Construction of turnouts, overlooks, and viewing areas.
 - Community improvement activities, including;
 - Inventory, control, or removal of outdoor advertising;
 - Historic preservation and rehabilitation of historic transportation facilities;
 - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
 - Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to;
 - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The recreational trails program under section 206 of title 23.
- The safe routes to school program under section 1404 of the SAFETEA-LU.
 - Infrastructure-related projects.-planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off- street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
 - Non-infrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe

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- routes to school programs.
- Safe Routes to School coordinator.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Ineligible Activities: Section 1103 of MAP-21 eliminated the definition of transportation enhancement activities in section 104 of title 23 and inserted in its place a definition of transportation alternatives, which does not include eligibility for certain activities that were previously eligible as transportation enhancements:
- Safety and educational activities for pedestrians and bicycles.
 - Exception: Activities targeting children in Kindergarten through 8th grade are eligible under SRTS (an eligible activity under the TAP funding).
 - Note: Some of these activities may be eligible under HSIP. Non-construction projects for bicycle safety remain broadly eligible for STP funds.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs (including visitor and welcome centers).
 - Note: A few specific activities under this category (construction of turnouts, overlooks, and viewing areas) remain eligible under section 101(a)(29)(D) of title 23.
- Historic preservation as an independent activity unrelated to historic transportation facilities. Note: Historic preservation and rehabilitation of historic transportation facilities are permitted as one type of community improvement activity; see section 101(a)(29)(E).
- Operation of historic transportation facilities.
- Archaeological planning and research undertaken for proactive planning. This category now must be used only as mitigation for highway projects.
- Transportation museums.

The FAST Act newly allows an urbanized area with a population of more than 200,000 to use up to 50% of its sub-allocated TA funds for any STBG-eligible purpose (but still subject to the TA-wide requirement for competitive selection of projects). Additionally, it eliminated TAP's "Flexibility of Excess Reserved Funding" provision, which allowed the use of excess TAP funds for any TAP-eligible activity or for projects eligible under the CMAQ Program.

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Federal, State, and Local Match Requirements by Funding Program

| Program | | Funding Match Requirements |
|-----------------|--|---|
| APD | Appalachia Development Highway System Projects | 100% Federal |
| BRR | Bridge Replacement and Rehabilitation | 80% Federal, 20% State |
| CMAQ | Congestion Mitigation Air Quality | 80% Federal, 20% State/Local |
| DEMO | Demonstration project, special set aside | 100% Federal or 80% Federal, 20% State/Local |
| ENH | Enhancement Activity set aside of the STP | 80% Federal, 20% Local/State |
| FH/PL | Forest Highway/Public Lands Projects | 100% Federal or 80% Federal, 20% State |
| FLAP | Forest Lands Access Program | 100% Federal or 80% Federal, 20% State |
| HPP | High Priority Projects | 80% Federal, 20% State |
| HPP-L | High Priority Projects (Local) | 80% Federal, 20% Local |
| HRRR | High Risk Rural Roads | 90% Federal, 10% State/Local |
| HSIP | Highway Safety Improvement Program | 90% Federal, 10% State |
| IM | Interstate Maintenance Projects | 90% Federal, 10% State |
| IMD | Interstate Maintenance Discretionary Funds | 90% Federal, 10% State/Local |
| NHFP | National Highway Freight Program | 90% Federal, 10% State or 80% Federal, 20% State |
| NHPP | National Highway Performance Program | 80% Federal, 20% State |
| NHS | National Highway System Program | 80% Federal, 20% State |
| NSBP | National Scenic Byways Program | 100% Federal or 80% Federal, 20% State/Local |
| PLHD | Public Lands Highways Discretionary Funds | 100% Federal |
| RTP | Recreational Trails Projects | 80% Federal, 20% State |
| Sect 154 | Section 154 | 100% Federal |
| SRTS | Safe Routes to School | 100% Federal |
| STA | State Funds | 100% State |
| STBG | Surface Transportation Block Grant Program | 80% Federal, 20% State |
| TAP | Transportation Alternatives Program | 80% Federal, 20% State/Local |

Appendix K. Acronyms and Definitions

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.

ATRI – American Transportation Research Institute: A well-known leader in transportation-related research, is an organization whose hallmark is innovative thinking, critical analysis and uncompromised excellence. As part of the American Trucking Associations (ATA) Federation, ATRI benefits from the broad support of the ATA and its members.

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 criterion in judging the success of trip reduction programs.

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.

CMAQ - Congestion Mitigation and Air Quality Improvement Program: Provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

CMP - Congestion Management Process (previously known as Congestion Management System): A systematic process required under SAFETEA-LU 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): Work by the agency or contractor(s) to construct the project, possibly including utility relocation.

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: The process of identifying, predicting, evaluating and mitigating the biophysical, social, and other relevant effects of development proposals prior to major decisions being taken and commitments made. The purpose of the assessment is to ensure that decision-makers consider environmental impacts before deciding whether to proceed with new projects

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.

EJ - Environmental Justice: Derived from Title VI of the Civil Rights Act of 1964, and established by Executive Order 12898, EJ requires federally funded plans and programs to assess their impact, either positive or negative, on traditionally underserved (e.g., low-income, minority, etc.) communities or segments of the population. The goal of EJ is to ensure public involvement of low income and minority groups in decision making to prevent disproportionately high and adverse impacts on low income and minority groups, and to ensure that these groups receive equal benefits from transportation improvements.

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.

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 Davidson, Maury, Robertson, Rutherford, Sumner, Williamson and Wilson. 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.

FAST Act – Fixing America’s Surface Transportation Act: The federal transportation act passed by Congress and signed into law in 2015 that authorized federal surface transportation programs for Fys 2016 through 2020.

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.

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

Fiscal Constraint: A requirement that the MPO regional transportation plan and TIP include sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year.

FTA - Federal Transit Administration: Federal entity 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.

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.

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.

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.

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 and SAFETEA-LU.

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: As a phase of a project - Procuring, developing, or integrating technology to manage transportation facilities, improve safety, or mobility.) **Definition** - 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.

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.

LRTP – Long-Range 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.

MAP-21 – Moving Ahead for Progress in the 21st Century Act: The federal transportation act passed by Congress and signed into law in 2012 that authorized federal surface transportation programs for FYs 2013 and 2014.

MG - Minimum Guarantee: A funding category created in TEA-21 that guarantees a 90 percent 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.

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.

NHS - National Highway System: Consists of roadways important to the nation’s economy, defense, and mobility. The NHS includes the Interstate System, principal arterial highways in rural and urban areas, the Strategic Highway Networks and connectors for national defense purposes, and intermodal connectors that tie together the surface, air, water, and rail transportation systems.

NOx – Nitrogen Oxides or oxides of nitrogen: 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.

Operations: Phase of a project - Operating the transportation system such as incurring costs related to the day-to-day operations or maintenance of transit vehicle systems, traffic signal systems, or intelligent transportation systems.

PE – Preliminary Engineering: a process to begin developing the design of the facilities and system, to analyze the function and operation of the system, evaluation cost efficiencies and prepare for the final design of the project. **PE-N (Preliminary Engineering – NEPA phase of a project):** Includes activities from the inception of the project, fulfilling the requirements of the National Environmental Policy Act of 1969 and all applicable legislation, regulations, executive orders, and directives, up to the approval of the environmental

document. **PE-D (Preliminary Engineering – Design phase of a project):** Preliminary engineering design work, according to accepted engineering practices, after approval of the environmental document.

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.

Purchase/Acquire (phase of a project): Procuring equipment, software, or vehicles.

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. **ROW (phase of a project):** Work from the distribution of ROW plans up to advertising for bids or commencement of work by the Agency, dealing with real property acquisition, temporary and permanent easements, and utility relocation.

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 simulating and forecasting regional travel patterns as well as testing various growth patterns or transportation investment scenarios to measure the impact to area traffic. The base year travel patterns are determined from periodic survey research of travel behaviors among Nashville area households and data provided by the US Census.

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 was preceded by ISTEA and TEA-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.

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, State, and local funding sources for each project. Transportation projects in the state's 11 metropolitan areas are determined through Metropolitan Planning Organization process.

STBG – Surface Transportation Block Grant Program (L-STBG, M-STBG, or U-STBG): Formerly the Surface Transportation Program (STP), provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. In general, STBG projects may not be on local or rural minor collectors. However, there are a number of exceptions to this requirement. A State may use up to 15% of its rural suballocation on minor collectors. **L-STBG** refers to STBG funding suballocated to areas of 5,000 to 50,000 in population. **U-STBG** refers to STBG funding suballocated to the Nashville-Davidson Urbanized Area, and **M-STBG** refers to STBG funding suballocated to the Murfreesboro Urbanized Area. Urbanized Areas are defined by the U.S. Census Bureau.

TCC - Technical Coordinating Committee: A standing committee of MPO area planners, engineers, and other transportation related agencies which provide advice on plans or actions of the MPO. TCC meetings are open to the public.

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.

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.

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, state, and local 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 designation by the U.S. Department of Transportation given to all urbanized areas with a population of 200,000 or more (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 - 450.300-338.

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.

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.

Training (Phase of a project): Training activities.

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.

TRIMS – Tennessee Roadway Information Management System: An Oracle database application which enables TDOT to capture, maintain, and view critical roadway data. The TRIMS application provides users with a view of roadway data, traffic, bridges, crashes, railroad grade crossings, pavement conditions and photolog digital images.

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.

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.

V/C Ratio Volume over Capacity Ratio: A roadway performance measure to show how a highway volume compares with a highway’s capacity.

VMT - Vehicle Miles Traveled: A measure calculated from observed traffic counts and travel behaviors or from a travel demand model to convey the total distanced traveled by automobiles. May also be expressed on per capita basis.

VOC – Volatile Organic Compounds: 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.



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