

|              | OFFICIAL USE: |
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| Received by: |               |
| Date:        |               |

| FYs 14-17 TRAN  | NSPORTATI(  | ON IMPROVEMENT P   | ROGRAM  | GRANT AP  | PLIC           | CATION                   | Infrastru  | cture            |
|---|---|--|---|---|----------------|--------------------------|------------|------------------|
| PROJECT<br>NAME   | Reseal N  | Reseal Music City Central 4 <sup>th</sup> and 5 <sup>th</sup> ave. Horseshoes                                  |   |   |                |                          |            |                  |
| LEAD AGENCY   | Nashville   | Nashville Metropolitan Transit Authority   |   |   |                |                          |            |                  |
| PROJECT TYPE  | □ On-Ro   | pad Improvements   | <b>X</b> Off-R  | <b>X</b> Off-Road Improvements □ Amenities/ Enhancement |                |                          |            |                  |
| ROADWAY OR<br>NEAREST   |   | 4 <sup>th</sup> and 5 <sup>th</sup> ave.   |   | TERMINI (TO/FROM)                                       |                |                          | ROM)       | LENGTH (MILES)   |
| INTERSECTION  |   |  |   |   |                |                          |            |                  |
| COUNTIES  | <b>X</b> Davids   | on   Rutherford  | ☐ Sumne   | ımner/Robertson 🗆 Williamson/Maury                      |                |                          |            | ry 🗆 Wilson      |
| BRIEF<br>DESCRIPTION  | Resealin  | Resealing the concrete around the horseshoes on 4 <sup>th</sup> and 5 <sup>th</sup> ave at Music City Central. |   |   |                |                          |            | City Central.    |
| PRO   | OPOSED EL   | EMENTS   |   |   |                | PROJE                    | CT HISTORY |                  |
| □ Sidewalks □ Curb Ramps □ Crosswalk □ Signalization/ Traffic Control □ Intelligent Transportation System □ Signage  X Bus/ Transit Stop □ Transit Service □ Transit Capital □ Pedestrian Amenities □ Bicycle Parking (Rack, Locker) □ Shared Lane □ New Greenway |   | Fiscal<br>2014<br>2015<br>2016<br>2017   | □ Existing Project, Not in TIP or Plan  X New Project □ Other: □ Other: □ GRANT FUNDING SUMMARY (NEW REQUESTS)  Fiscal Year Federal Requested Match 014 \$400,000 \$100,000 015 \$0 \$0 016 \$480,000 \$120,000 |   |                |                          |            |                  |
| <ul><li>☐ Greenway Extension</li><li>☐ Greenway Amenities</li></ul>   |   |  | Total   |   |                | \$0<br>\$880,000         |            | \$0<br>\$220,000 |
| ☐ Conn<br>☐ Conn  | *Please complete the PROJECT BUDGET WORKSHEET form and include any funding from other sources of revenue. |  |   |   |                |                          |            |                  |
| AGENCY CONTA  | ACT INFORI  | MATION   |   |   |                |                          |            |                  |
| Name Ka   | ate Whelley   |  |   | E-mai   |                | Kathryn.whelley@nashvill |            | ville.gov        |
| Title PI  | anning A  |  | Phone   | ;   | (615) 862-5622 |                          |            |                  |
| Department  |   | Planning   |   |   |                |                          |            |                  |
| Agency/ Organization Nashville MTA  |   |  |   |   |                |                          |            |                  |

| PROPOSAL NARRATIVE  |  |
|---|--|
| (Provide no more than 5 pages, re                             | esponding to each of the following sections)   |
| Section 1. Project Description, Purpose, Need, and Objectives | Resealing the concrete around the horseshoes on 4th and 5th ave at Music City Central. This is where the busses at the terminal turn around. The concrete is currently cracked and poses a safety hazard not only for the busses but for pedestrians. This will also improve the overall look of the MTA.  |
| Section 2. Benefits to Region and Local Community             | Safety and upkeep are very important to the MTA. Sealing these horseshoes will promote both and will also prevent the MTA from having to do more drastic maintenance in the future.  This project is consistent with the transit priorities identified by the Nashville Area Metropolitan Planning Organization (MPO) 2035 Regional Transportation Plan. This project is also a part of the MTA's Strategic Master Plan, which identifies long-term planning opportunities for public transportation in Nashville. |
| Section 3. Project Deliverables, Schedule, & Milestones       | Projects can be implemented within 12 months and project can be obligated within 12 months. MTA has an experienced procurement and program management staff and is ready to begin procurement and deployment of the program tasks once the notice of award for this project has been granted.  MTA has previous success with completing larger capital projects with the use of federal funds. There are no outstanding legal issues that would make this a high-risk project to implement quickly.                |
| Section 4. Budget Narrative                                   | MTA is the designated recipient for federal funds. MTA is in fundable status for grant-making purposes. We have already identified a 10% match through local funds and have requested the State to provide a 10% match. MTA has an adequate financial system in place to effectively implement this project.   |



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| FYs 14-17 TIP PROJECT BUDGET WORKSHEET   PROPOSAL NAME: |                                |             |                | Reseal MCC 4 <sup>th</sup> and 5 <sup>th</sup> Ave Horseshoes |                |                            |                  |
|---|--------------------------------|-------------|----------------|---|----------------|----------------------------|------------------|
| FISCAL<br>YEAR  | PROPOSED PHASE/ TASK/ ACTIVITY | GRANT FUNDS | LOCAL<br>MATCH | OTHER<br>FEDERAL  | OTHER<br>LOCAL | OTHER<br>SOURCE<br>(State) | TOTAL<br>FUNDING |
| 2014  | Construction                   | \$400,000   | \$50,000       | \$  | \$             | \$50,000                   | \$500,000        |
| 2015  |                                | \$0         | \$0            | \$  | \$             | \$                         | \$               |
| 2016  | Construction                   | \$480,000   | \$60,000       | \$  | \$             | \$60,000                   | \$600,000        |
| 2017  |                                | \$0         | \$0            | \$  | \$             | \$                         | \$               |
|   |                                |             |                | \$  | \$             | \$                         | \$               |
|   |                                | \$          | \$             | \$  | \$             | \$                         | \$               |
|   |                                | \$          | \$             | \$  | \$             | \$                         | \$               |
|   |                                | \$          | \$             | \$  | \$             | \$                         | \$               |
|   |                                | \$          | \$             | \$  | \$             | \$                         | \$               |
|   |                                | \$          | \$             | \$  | \$             | \$                         | \$               |
|   |                                | \$          | \$             | \$  | \$             | \$                         | \$               |
|   |                                | \$          | \$             | \$  | \$             | \$                         | \$               |
|   |                                | \$          | \$             | \$  | \$             | \$                         | \$               |
|   |                                | \$          | \$             | \$  | \$             | \$                         | \$               |
|   |                                | \$          | \$             | \$  | \$             | \$                         | \$               |
|   | TOTAL                          | \$880,000   | \$110,000      | \$  | \$             | \$110,000                  | \$1,100,000      |