

NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2008-2011



Adopted August 22, 2007



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Funding for this document was provided by the U.S. Department of Transportation and the Metropolitan Government of Nashville/Davidson County, Tennessee.



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MPO RESOLUTION 2007-005

**A RESOLUTION BY THE NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION
ADOPTING THE FY 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Nashville Area Metropolitan Planning Organization (MPO) is responsible for the development of a Transportation Improvement Program for the metropolitan planning area in cooperation with the State and public transit operators; and

WHEREAS, the Transportation Improvement Program must be adopted every four years, and consist of federally funded and/ or regionally significant transportation improvement projects within the metropolitan planning area; and

WHEREAS, the Nashville Area was previously designated nonattainment by the U.S. Environmental Protection Agency (EPA) for the 1-hour ozone standard and continues to be subject to meeting transportation conformity requirements for that standard; and

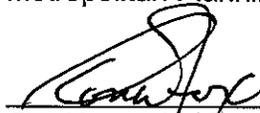
WHEREAS, the program of projects conforms to the State Implementation Plan for air quality conformity guidelines issued by the EPA, with the concurrence of the U.S. Department of Transportation; and

WHEREAS, the proposed projects are derived from a conforming Long Range Transportation Plan and/or are considered exempt projects according to the classifications contained in the U.S. EPA conformity requirements Title 40, Code of Federal Regulations (CFR) Part 51; and

WHEREAS, the FY 2008-2011 Transportation Improvement Program has been prepared by MPO staff with an endorsed from the MPO Technical Coordinating Committee, finding it consistent with the adopted Long Range Transportation Plan and Major Thoroughfare/Major Street Plans of the respective MPO jurisdictions; and

NOW, THEREFORE, BE IT RESOLVED, that the Nashville Area Metropolitan Planning Organization Executive Board does hereby adopt the FY 2008-2011 Transportation Improvement Program, finding that it has met the requirements of 23 CFR 450.324.

Adopted this 22nd day of August, 2007 by the Executive Board of the Nashville Area Metropolitan Planning Organization.



The Honorable Don Fox
Chairman, MPO Executive Board

Attest:



Michael Skipper
Secretary, MPO Executive Board

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Acronyms & Definitions

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

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

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

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

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: A categorical funding program created under ISTEA, which directs funding to projects that contribute to meeting national air quality standards in non-attainment areas for ozone and carbon monoxide.

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.

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

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.

EIA – Environmental Impact 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, 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 Nashville-Davidson, Rutherford, Sumner, Williamson and Wilson in the urbanized area. The Executive Board also has representatives from TDOT, representing the Governor. The Board is responsible for creating policies regarding transportation planning issues. The Executive Board meetings are open to the public and where any member of the public can address the MPO on any transportation issue.

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

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

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

FTA - Federal Transit Administration: 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.

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.

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.

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 SAFETELU 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.

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

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

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

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.

L RTP – 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.

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

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

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

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: Specific major roads to be designated September 30, 1995; the NHS will consist of 155,000 (plus or minus 15%) miles of road and represents one category of roads eligible for federal funds under ISTEA.

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

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

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

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

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.

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

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

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

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

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

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.

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.

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: The TDOT Five Year Work Program as prescribed by federal law.

STP – Surface Transportation Program (L-STP or U-STP): A program funded by the National Highway Trust Fund. **L-STP** provides funding to areas of 5,000 to 50,000 in population for improvements on routes functionally classified urban collectors or higher. **U-STP** Provides funding to Census designated urbanized areas over 50,000 in population (e.g. MPO areas based on US Census) for improvements on routes functionally classified urban collectors or higher.

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

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

TDOT – Tennessee Department of Transportation: the transportation planning agency for the state of Tennessee. TDOT manages federal and state funding, often applied in combination with local funding, for transportation projects across the state.

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

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

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

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

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

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.

TDOT - Tennessee Department of Transportation: State agency responsible for transportation issues in Tennessee.

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: This is a roadway performance measure to show how a highway volume compares with a highway's capacity.

VMT - Vehicle Miles Traveled: This is an output of the travel demand model and is a measure of traffic flow over a highway segment. While 1000 vehicles traveling over a mile road and 1 vehicle traveling over 1000 miles are mathematically.

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

FY 2008-2011 TIP Project List

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	FY 08-11 Amount
Regional	021	Transit Operating	Ridesharing Program	Region wide 5 county area	\$ 1,025,000
Regional	2002-010	Transit Operating	Job Access/Reverse Commute	Regionwide	\$ 3,055,280
Regional	2004-037b	Education & Outreach	Ozone Action Program	Regionwide	\$ 189,200
Regional	2004-049	Transit Operating	Extension of Bus Service	Downtown Nashville to Lebanon	\$ 120,000
Regional	2006-009	Transit Operating	Music City Star Commuter Rail	Downtown Nashville to the City of Lebanon	\$ 10,000,000
Regional	2006-016	Transit Operating	Transportation Demand Management	Regional	\$ 571,810
Regional	2006-017	Transit Operating	Ridesharing	Regional	\$ 2,675,000
Regional	2006-019	Transit Capital	Vanpool vehicle purchase	Regional	\$ 500,000
Regional	2006-112	Transit Operating	Vanpool Seat Guarantee	Regional	\$ 500,000
Regional	2006-113	Transit Operating	Bus Seat Guarantee	Regional	\$ 1,250,000
Regional	2006-122	ITS	ITS, Safety & Traveler Information System	Regional	\$ 138,000
Regional	2006-303	Transit Operating	Downtown Bus Circulator	Riverfront station in Downtown Nashville and circulate throughout the downtown area	\$ 111,375
Regional	2008-0na1	Cost Overrun Bucket	Nashville U-STP		\$ 3,020,796
Regional	2008-0na2	Contingency Bucket	Nashville U-STP		\$ 3,020,735
Regional	2008-84-012	Safety	Spot Safety Improvement Program		\$ 400,000
Regional	2008-84-013	Safety	Corridor Safety Improvements		\$ 8,000,000
Regional	2008-85-036	Transit Operating	TDM Strategies	Nashville, Gallatin, Hendersonville, Lebanon, Smyrna and Murfreesboro	\$ 833,700
Regional	2008-85-069	Transit Capital	Vanpool Vehicle Purchase	Regionwide	\$ 400,000
Regional	2008-85-070	Transit Capital	Vanpool Vehicle Purchase	Regionwide	\$ 1,000,000
Regional	2008-88-002	Bridge	Bridge Replacement	Urbanized Area	\$ 2,000,000
Regional	2008-88-011	Bridge	Bridge Replacement	Urbanized Area	\$ 19,000,000
Regional	2008-89-003	Cost Overrun Bucket	BRR-L		\$ 40,000
Regional	2008-89-004	Cost Overrun Bucket	BRR-S		\$ 250,000
Regional	2008-89-005	Cost Overrun Bucket	State STP		\$ 2,000,000
Regional	2008-89-006	Cost Overrun Bucket	State STP		\$ 2,000,000
Regional	2008-89-007	Cost Overrun Bucket	NHS		\$ 2,000,000
Regional	2008-89-008	Cost Overrun Bucket	NHS		\$ 2,000,000
Regional	2008-89-009	Cost Overrun Bucket	IM		\$ 800,000
Regional	2008-89-010	Cost Overrun Bucket	IM		\$ 800,000

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	FY 08-11 Amount
Regional	2008-89-014	Interstate Impr.	Interstate 3R improvements		\$ 1,150,000
Regional	2008-89-015	State Route Impr.	State Route 3R Improvements		\$ 200,000
Regional	2008-cmaq1	Cost Overrun Bucket	CMAQ		\$ 360,488
Regional	2008-cmaq2	Contingency Bucket	CMAQ		\$ 360,488
Davidson	(056)	Intersection	Elm Hill Pike	Spence Lane to Massman Drive	\$ 1,250
Davidson	(055)	Road Widening	West Trinity Lane	Buena Vista Pike to Whites Creek Pike (SR-431)	\$ 1,473,764
Davidson	001	Road Widening	Gateway Blvd/Franklin St Corridor Phase 2	1st Avenue to 4th Avenue	\$ 1,875,000
Davidson	020	Intersection	Andrew Jackson Parkway	Intersection of Chandler Road/ Old Lebanon Dirt Road	\$ 2,335,625
Davidson	057	Bridge	Central Pike (SR-256)	Lebanon Rd (SR-24) to just East of Nashville and Eastern Railroad	\$ 4,583,321
Davidson	060	ITS	Downtown Traffic Guidance	Downtown Nashville	\$ 1,743,000
Davidson	063	ITS	ATIS - Phase 1	Various intersections along Charlotte, James Robertson and West End	\$ 800,000
Davidson	065	Greenway	Stones River Greenway	Percy Priest Lake to Cumberland River	\$ 10,582,611
Davidson	066a	Transit Capital	Central Station - Downtown Transit Center	Central Business District	\$ 25,199,268
Davidson	066b	Transit Capital	Central Station - Downtown Transit Center	Central Business District	\$ 5,250,000
Davidson	2001-002	Interchange	I-65	SR-12 (8th Ave.) interchange	\$ 5,826,240
Davidson	2002-038	Pedestrian	21st Avenue Area Sidewalks	21st Avenue	\$ 675,000
Davidson	2002-041	ITS	ITS - Various Interstates (Phase 1)	Interstates including I-24, I-40, I-65 and I-440; Vietnam Veterans	\$ 3,900,000
Davidson	2003-002	Pedestrian	Cumberland River Pedestrian Bridge	Briley Parkway and Two Rivers Parkway	\$ 4,238,489
Davidson	2003-004	Road Widening	I-40/I-24	Fesslers Lane to Green Street	\$ 5,100,000
Davidson	2004-001	ITS	Arterial CCTV	Charlotte Pike, Lebanon Pike; Elm Hill Pike & Donelson Pike	\$ 1,378,125
Davidson	2004-004	Wayfinding	Increased Guidance for Improved Mobility	High volume corridors (e.g. West End), tourist areas, major intersections	\$ 551,250
Davidson	2004-005	Intersection	Jefferson Street	8th Ave N., 10th Ave N., 12th Ave N., 21st Ave. North, 28th Ave N.	\$ 1,402,010
Davidson	2004-006	ITS	Multi-Modal Traffic Signal Enhancement	Signalized intersections within the urban area	\$ 771,750
Davidson	2004-007	ITS	Traffic Management Center	Davidson County TMC & TDOT TMC	\$ 683,550
Davidson	2004-008	ITS	Traffic Signal Communication Provision and Upgrade	Countywide	\$ 1,608,312
Davidson	2004-009	Wayfinding	Wayfinding Program	Downtown Nashville	\$ 1,678,556
Davidson	2004-037a	Education & Outreach	Ozone Action Program	Regionwide	\$ 35,000
Davidson	2004-066	Road Widening	I-65/I-24	Trinity Lane to Dickerson Road	\$ 15,918,120
Davidson	2006-001	ITS	ITS - Various Interstates (Phase 2)	Interstates including I-24, I-40, I-65 and I-440; Vietnam Veterans	\$ 2,400,000

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	FY 08-11 Amount
Davidson	2006-002	Noise Barrier Wall	I-40	I-40 eastbound between I-65 and I-24	\$ 3,100,000
Davidson	2006-123	Pedestrian	Pedestrian Bridge to Emergency Center	Vanderbilt Medical Center	\$ 4,512,500
Davidson	2006-124	Road Widening	Gateway Blvd	4th Ave to 8th Ave	\$ 5,750,000
Davidson	2006-124b	Road Widening	Shelby Avenue Continuation (Gateway Boulevard)	4th Avenue to 8th Avenue	\$ 6,030,013
Davidson	2006-125	Greenway	Rolling Mill Hill Greenway Extension	Nashville Gateway Bridge south along Cumberland River	\$ 1,475,892
Davidson	2006-402	Transit Operating	Job Access and Reverse Commute	Regionwide	\$ 1,006,024
Davidson	2006-406	Transit Capital	Farebox Replacement	Countywide	\$ 500,000
Davidson	2006-409	Greenway	Cumberland River Greenway System	Downtown to Metro Center	\$ 1,574,750
Davidson	2006-411a	ITS	ITS-Variou Interstates and Controlled Access Facilities (Phase 3)	Various interstates	\$ 42,300,000
Davidson	2006-411b	ITS	ITS-Variou Interstates and Controlled Access Facilities (Phase 3)	Various interstates	\$ 1,000,000
Davidson	2006-412	Interchange	I-40	Briley Parkway/Robertson Avenue (Phase 2 CNST)	\$ 26,073,640
Davidson	2008-11-027	New Roadway	SR-255 Harding Place Extension (Phase I)	Murfreesboro Road to Couchville Pike	\$ 10,120,000
Davidson	2008-12-029	Road Widening	Demonbreun Street	10th Avenue to 1st Avenue	\$ 6,077,500
Davidson	2008-14-030	Intersection	Various intersection improvements (state routes)	Countywide	\$ 6,250,000
Davidson	2008-14-059	Signalization/Streetscaping	3rd Avenue and Union Street	3rd Avenue North and Union Street	\$ 6,957,707
Davidson	2008-15-025	Transit Capital	Central Station Downtown Transit Center - Support Equipment	Central Business District - MCC will be located on Charlotte Ave between 4th and 5th Streets	\$ 1,250,000
Davidson	2008-15-028	Transit Operating	Service Expansion and limited BRT implementation - Murfreesboro Rd	Murfreesboro Road within Davidson County	\$ 500,000
Davidson	2008-15-040	Transit Capital	Passenger stop facility improvements	MTA service area	\$ 1,300,000
Davidson	2008-15-040b	Transit Capital	Passenger stop facility improvements	MTA service area	\$ 100,000
Davidson	2008-15-044	Transit Capital	MTA Equipment	MTA Administrative Building - 130 Nestor Street	\$ 1,600,000
Davidson	2008-15-045	Transit Operating	Preventative Maintenance	130 Nestor Street	\$ 23,875,000
Davidson	2008-15-046	Transit Operating	Project Administration	130 Nestor Street - Administration Building	\$ 575,000
Davidson	2008-15-047	Transit	Security and Surveillance	130 Nestor and Downtown operations	\$ 400,000
Davidson	2008-15-048	Transit Capital	Service and Support Vehicles	MTA service area	\$ 600,000
Davidson	2008-15-049	Transit Capital	MTA- Administration Building Rehabilitation	130 Nestor Street	\$ 5,679,942
Davidson	2008-15-049b	Transit Capital	MTA- Administration Building Rehabilitation	130 Nestor Street	\$ 100,000
Davidson	2008-15-050	Transit Capital	Bus Purchase	MTA service area	\$ 260,000
Davidson	2008-15-051	Transit Operating	ADA Service capitalization	MTA Service Area	\$ 4,305,000
Davidson	2008-15-052	Transit Capital	ACCESSRIDE Buses	MTA Service Area	\$ 4,560,700
Davidson	2008-15-052b	Transit Capital	ACCESSRIDE Buses	MTA Service Area	\$ 1,500,000

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	FY 08-11 Amount
Davidson	2008-15-053	Transit Capital	Transit Facility at Lipscomb University	Granny White Pike	\$ 3,965,000
Davidson	2008-15-054	Transit Capital	Transit Buses	MTA Service Area	\$ 27,476,597
Davidson	2008-15-067	Transit Operating	Children's Health Transportation Fund Initiative (Vanderbilt Hospital)	Davidson County	\$ 463,237
Davidson	2008-15-071	Transit Capital	Vehicle Purchase	Countywide	\$ 25,756
Davidson	2008-17-020	ITS	ITS Communication Device Deployment	Countywide - Arterial corridors compliant with ITS Communication and Implementation Plans	\$ 1,500,000
Davidson	2008-17-021	ITS	Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL) & Intelligent Transportation System (ITS)	Regionwide	\$ 1,250,000
Davidson	2008-17-021b	ITS	Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL) and Intelligent Transportation System (ITS)	Regionwide	\$ 2,500,000
Davidson	2008-17-021c	ITS	Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL) and Intelligent Transportation System (ITS)	Regionwide	\$ 9,450,638
Davidson	2008-17-026	ITS	Arterial corridors compliant with ITS Communication and Implementation Plans	Central Business District to county line	\$ 4,000,000
Davidson	2008-17-031	Wayfinding	Arterial corridors compliant with ITS Communication and Implementation Plans and Wayfinding Plan (under development)	Central Business District to county line	\$ 2,000,000
Davidson	2008-17-056	ITS	Advanced Traveler Information System - Phase 2		\$ 2,812,800
Davidson	2008-17-057	ITS	ATIS Travelers Information System, ITS Communication & CCTV	Countywide	\$ 2,363,842
Davidson	2008-17-063	ITS	ITS - Various	Interstates including I-24, I-40, I-65 and I-440; Vietnam Veterans	\$ 400,000
Davidson	2008-19-001	Noise Barrier Wall	I-65	Near SR-45 (Old Hickory Blvd) to north of SR-386 (Vietnam Veterans Blvd) 2 locations	\$ 1,530,000
Davidson	2008-19-055	Noise Barrier Wall	Noise barrier wall on I-65	Near intersection of I-65 and Harding Place	\$ 769,986
Davidson	2008-19-062	Enhancement	21st Avenue Roadscaping in Hillsboro Village	21st Avenue from Hillsboro Village to St. Bernard Park Entrance	\$ 150,535
Davidson	99-New-36	Intersection	Hobson Pike (SR-171)	Various Intersections to include: Pin Hook, Hamilton Church, Smith Springs Blvd, Couchville, and Granny Wright	\$ 926,100
Davidson	Comp Prjt 8	Intersection	Granny White Pike	Old Hickory Boulevard (SR-254)	\$ 43,261
Robertson	(2004-011)	Bridge	North Main Street	Sulphur Fork Creek	\$ 57,500
Robertson	2004-010	Pedestrian	Central Business District Sidewalks	5th Avenue; Memorial Blvd to Willow and Locust to Springfield Middle School	\$ 615,180
Robertson	2004-022	Pedestrian	SR-76	East of Raymond Hirsch Pkwy to west of SR-41/US-31	\$ 608,811
Robertson	2004-061	Greenway	Springfield Greenway	Garner Street Park to the Bransford Community Center	\$ 231,250

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	FY 08-11 Amount
Robertson/ Sumner	2006-416	Interchange	I-65	Proposed interchange at I-65 from existing SR-109 to I-65	\$ 200,000
Robertson/ Sumner	2008-32-018	Road Widening	SR-41/US-31 W	South of SR-109 to Kentucky State Line	\$ 1,456,560
Rutherford	202	Intersection	Broad Street (SR-1)	Old Fort Parkway (SR96), Memorial Boulevard (SR-10) - separated	\$ 1,504,031
Rutherford	203	ITS	Middle Tennessee Blvd	Greenland Drive to Main Street	\$ 7,101,553
Rutherford	223	Pedestrian	Fergus Road	Gale Lane to Bill Stewart Blvd	\$ 144,704
Rutherford	225	Greenway	Stones River Greenway	Smyrna to LaVergne	\$ 6,581,838
Rutherford	226	Greenway	Stones River Greenway Extension	Barfield-Crescent Road to north of Old Fort Parkway	\$ 6,000,000
Rutherford	232	Greenway	Gateway Trail	Stones River Greenway N. to General Bragg Trailhead	\$ 5,600,000
Rutherford	2002-033	Intersection	Murfreesboro Road (SR-1)	LaVergne City Hall	\$ 137,500
Rutherford	2004-013	Intersection	Murfreesboro Road (SR-41/US-70)	Floyd Mayfield Lane	\$ 343,847
Rutherford	2004-014	ITS	CCTV and Traffic Signal Interconnect	SR-96W, US-231N (SR-10), SR-99S	\$ 1,074,067
Rutherford	2004-056	Road Widening	SR-99 (New Salem Highway)	Old Fort Parkway to SW Loop Rd	\$ 600,000
Rutherford	2004-057	Interchange Lighting	US-41/70 (Northwest Broad)	SR-840	\$ 718,735
Rutherford	2004-072	Enhancement	Downtown Depot	Front Street and Washington Street	\$ 400,000
Rutherford	2004-074	Enhancement	Rutherford County Visitor's Center	I-24 and Medical Ctr Parkway	\$ 3,720,801
Rutherford	2005-006	Transit Operating	Murfreesboro Urban Area Transit Service	Murfreesboro Urban Area	\$ 521,841
Rutherford	2005-007	Transit Operating	Murfreesboro Urban Area Transit Service	Murfreesboro Urban Area	\$ 835,815
Rutherford	2006-120	Reconstruct	SR-99	SR-16 (US-41A) in Eagleville to West of SR-269 (Concord Rd)	\$ 11,300,000
Rutherford	2006-201	Greenway	Stones River Bicycle and Pedestrian Trail (North)	Various	\$ 6,125,500
Rutherford	2006-202	New Roadway	Stones River Battlefield - Natl Park Service Interior	Stones River Battlefield	\$ 500,000
Rutherford	2006-203	Greenway	Eagleville Bicycle and Pedestrian Trail	Downtown Area	\$ 177,539
Rutherford	2006-304	Greenway	Jefferson Springs Greenway Extension	Sharp Springs Natural Area to Jefferson Springs	\$ 2,843,084
Rutherford	2006-401	Road Widening	Waldron Rd / Parthenon Pkwy	Heil Quaker Blvd to Murfreesboro Rd (SR-1)	\$ 5,784,514
Rutherford	2006-403	Transit Capital	Murfreesboro Transit Equipment	City of Murfreesboro	\$ 23,000
Rutherford	2006-407	Signage	Rutherford County Wayfinding Sign Program	Rutherford County	\$ 416,000
Rutherford	2006-415	Road Widening	SR-266 / Jefferson Pike	SR-102 (Nissan Blvd) to SR-840	\$ 2,100,000
Rutherford	2007-001	Transit Capital	Bus Purchase - Murfreesboro Transit	City of Murfreesboro	\$ 700,000
Rutherford	2007-002	Transit Capital	Passenger Amenities - Murfreesboro Transit	City of Murfreesboro	\$ 100,000
Rutherford	2007-003	Transit Operating	Service Operations - Murfreesboro Transit	City of Murfreesboro	\$ 659,000
Rutherford	2008-0mu1		Project Cost Overrun Bucket	Murfreesboro Urbanized Area (Includes	\$ 36,640

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	FY 08-11 Amount
				LaVergne and Smyrna)	
Rutherford	2008-0mu2	Contingency Bucket	Murfreesboro U-STP		\$ 36,640
Rutherford	2008-42-017	Road Widening	SR-99	Cason Lane to SR-96 (Old Fort Pkwy)	\$ 4,161,600
Rutherford	2008-46-041	Greenway	Lytle Creek Greenway	Stones River Greenway to Cannonsburg/Public Square	\$ 292,131
Rutherford	2008-46-066	Greenway	Stones River Trail	Lytle Creek Greenway to Thompson Lane	\$ 90,861
Rutherford	2008-46-075	Pedestrian	Chaney Boulevard Sidewalk	From Chaney Blvd. to intersection of Old Nashville Highway	\$ 154,000
Rutherford	2008-46-076	Greenway	La Vergne Bicycle and Pedestrian Trail	City of La Vergne	\$ 1,391,541
Rutherford	2008-49-016	Noise Barrier Wall	I-24	East of SR-96 to Stones River	\$ 1,600,000
Rutherford	203a	ITS	Middle Tennessee Boulevard	Greenland Drive to Main Street	\$ 1,236,957
Rutherford	99-New-14	Signalization	Old Nashville Hwy	Stones River Road	\$ 311,250
Rutherford	AM-006	Greenway	Hurricane Creek Greenway	SR-41	\$ 147,000
Sumner	314	Pedestrian	SR-52	SR-109 to South Russell Street; College Street from Searcy Lane to Morningside Drive; and Searcy Lane from College Street to SR-52	\$ 131,250
Sumner	2002-018	Road Widening	SR-109	South of SR-76 to SR-52	\$ 11,200,000
Sumner	2002-028	New Roadway	Rockland Road/Imperial Boulevard	Center Point Road to Imperial Boulevard	\$ 10,351,004
Sumner	2002-029	Intersection	Walton Ferry/Old Shackle Island	Luna Lane to Main St. (Walton Ferry) & Main to New Shackle (Old Shackle)	\$ 5,661,460
Sumner	2002-030a	Greenway	Hendersonville Bike/Ped Trail Phase 2, Project 1	Drakes Creek to Wessington Elementary School/Vietnam Veterans Boulevard	\$ 751,040
Sumner	2002-030b	Greenway	Hendersonville Bike/Ped Trail - Phase 2, Project 2	Memorial Park to Nannie Berry Elementary, Ellis Middle and Hendersonville High School	\$ 292,560
Sumner	2004-019	New Roadway	Cartwright Parkway Extension	Williamson Road to North Cartwright SR-41 to US-31W	\$ 208,900
Sumner	2004-020	Intersection	SR-109	Kirby Drive	\$ 469,106
Sumner	2004-071	Pedestrian	Downtown Streetscape Project	Downtown Square	\$ 270,270
Sumner	2006-014	Road Widening	New Shackle Island Road (SR-258)	Iris Drive north to SR-386 (Vietnam Veterans Blvd)	\$ 3,948,070
Sumner	2006-023	Greenway	Town Creek Greenway	Begin at Hume St, End at Smith Street	\$ 844,375
Sumner	2006-302	Greenway	Town Creek Greenway (Phase I)	Triple Creek Park to N. Hume Ave.	\$ 577,016
Sumner	2008-0po1	Cost Overrun Bucket	Portland L-STP		\$ 5,516
Sumner	2008-0po2	Contingency Bucket	Portland L-STP		\$ 5,516
Sumner	2008-0wh1	Cost Overrun Bucket	White House L-STP		\$ 16,568
Sumner	2008-0wh2	Contingency Bucket	White House L-STP		\$ 16,568
Sumner	2008-51-032	New Roadway	East-West Corridor (Albert Gallatin Avenue (SR-174) / Hatten Track Road Extension)	From SR-174/N. Water Avenue intersection to new interchange onto SR-109.	\$ 8,510,000

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	FY 08-11 Amount
Sumner	2008-52-034	Road Widening	Indian Lake Boulevard	State Route 386 Intersection	\$ 6,250,000
Sumner	2008-54-033	Intersection	Various intersection improvements	SR-174/SR-6, SR-6/Belvedere Drive, SR-6/SR-109/Lock 4 Road, S. Water Avenue/SR-109/Airport Road, SR-6/Locust Street	\$ 197,438
Sumner	2008-55-072	Transit Capital	Vehicle Purchase	Countywide	\$ 119,626
Sumner	2008-56-022	Pedestrian	Volunteer State Community College Pedestrian Tunnel	Under Nashville Pike (SR-6/US-31E)	\$ 638,750
Sumner	99-New-23	Intersection	East Broadway (SR-6)	North Water Ave (SR-109)	\$ 1,688,429
Sumner	99-New-28	New Roadway	Indian Lake Boulevard	Existing Indian Lake Boulevard (SR-6/US-31E) to Vietnam Veterans Boulevard (SR-386)	\$ 388,500
Sumner	99-New-29	Signalization	Closed Loop and Signal Upgrade - CCTV	Main Street(SR-6); New Shackle Island Road (SR-258); Freehill Road	\$ 1,447,060
Sumner	AM-018	Road Widening	SR-109	North of Cumberland River Bridge to Sr-109 Bypass	\$ 2,357,730
Sumner	AM-019	Road Widening	SR-109	SR-109 bypass to south of Hollis Chapel Rd	\$ 13,668,000
Williamson	407	New Roadway	SR-840 South	West of Bending Chestnut Road to east of Thompson Station Road	\$ 10,000,000
Williamson	426	New Roadway	SR-840 South	Southeast of SR-100 to west of Bending Chestnut Rd	\$ 35,445,000
Williamson	2002-032	ITS	Franklin Traffic Operations Center	Cool Springs, Hillsboro Road, Mack Hatcher, Murfreesboro Road	\$ 557,500
Williamson	2004-023	ITS	Signal Interconnect	Northern Brentwood including Maryland Way; Old Hickory Blvd. In Davidson County	\$ 20,000
Williamson	2004-025	Greenway	Franklin Greenway & Harpeth River Walk	Fieldstone Park/Hillsboro Road to Mack Hatcher Parkway	\$ 204,668
Williamson	2004-051	Road Widening	SR-247 (Duplex Road)	SR-6 (US-31, Main Street) to near I-65	\$ 500,000
Williamson	2004-058a	Road Widening	SR-253 (Concord Road)	Edmonson Pike to SR-11 (Nolensville Rd)	\$ 2,100,000
Williamson	2004-058b	Road Widening	SR-253	Edmonson Pike to to Sunset Road	\$ 8,100,000
Williamson	2004-064	Transit Capital	Transit Capital & Planning		\$ 2,440,016
Williamson	2004-069	Enhancement	Hillsboro Road Stone Wall	East and west of the intersection with Berry's Chapel Road (502' in length)	\$ 262,500
Williamson	2006-011	Transit Capital	Franklin Transit Authority Maintenance and Storage Facility	City of Franklin	\$ 250,000
Williamson	2006-013	Road Widening	Concord Road (SR-253)	Jones Parkway east to Arrowhead Drive	\$ 4,130,000
Williamson	2006-015	Intersection	SR-96	SR-46 (Old Hillsboro Road)	\$ 189,000
Williamson	2006-018	Transit Operating	Vanpool fleet management	Regional	\$ 588,000
Williamson	2006-021	Transit Capital	Vanpool Vehicle Purchase	Regional	\$ 230,000
Williamson	2006-024	Greenway	Riverbend Greenway	5th Avenue and North Margin St.	\$ 1,147,500
Williamson	2006-025	Greenway	Harpeth River Walk / Franklin Linear Park	Harpeth River and Spencer Creek	\$ 78,750

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	FY 08-11 Amount
Williamson	2006-103	New Roadway	McEwen Drive	Cool Springs Boulevard easterly to Wilson Pike (SR-252)	\$ 14,315,000
Williamson	2006-104	New Roadway	McEwen Drive Extension (Phase 1)	McEwen Drive from Cool Springs Blvd at the present locations of McEwen Dr easterly to Mallory Ln	\$ 4,690,350
Williamson	2006-111	New Roadway	Carothers Parkway Extension (Phase 1)	Existing Carothers Pkwy Terminus to existing McEwen Drive	\$ 3,821,500
Williamson	2006-114	Road Widening	Lewisburg Pike (US431/SR106) Phase 1	South of Goose Creek Bypass to North of Old Peytonsville Rd	\$ 4,106,000
Williamson	2006-117	Road Widening	Hillsboro Rd (SR-106/US-431) Phase I	Del Rio Pike to Mack Hatcher Parkway (SR-397)	\$ 130,000
Williamson	2006-118	Road Widening	Hillsboro Rd (SR-106/US-431) Phase II	New Hwy 96 to just north of Del Rio Pike	\$ 170,000
Williamson	2006-405	Transit Operating	Job Access and Reverse Commute (JARC)	Williamson County	\$ 90,000
Williamson	2006-408	Road Widening	SR-31/Franklin Road Widening	SR-253/Cooncord Road to SR-441/Moores Lane	\$ 3,000,000
Williamson	2006-417	Road Widening	I-65	South of SR-840 to SR-96 including interchange at SR-248 (Peytonsville Rd)	\$ 84,549,392
Williamson	2006-418	New Roadway	SR-397	Mack Hatcher Pkwy West, from SR-6 (US-31) South of Franklin to SR-106 (US-431) North of Franklin	\$ 500,000
Williamson	2008-0sh1	Cost Overrun Bucket	Spring Hill L-STP		\$ 170,000
Williamson	2008-0sh2	Contingency Bucket	Spring Hill L-STP		\$ 170,000
Williamson	2008-62-039	Road Widening	Split Log Road	Wilson Pike east to Ragsdale Road	\$ 1,200,000
Williamson	2008-64-037	Intersection	SR-106 (Hillsboro Rd)	SR-46 (Old Hillsboro Rd)	\$ 150,000
Williamson	2008-65-023	Transit Operating	Vanpool Startup Program	Regionwide	\$ 900,040
Williamson	2008-65-073	Transit Capital	Vehicle Purchase	Countywide	\$ 41,548
Williamson	2008-67-035	ITS	Concord Road Signals	Wilson Pike to Sunset Road	\$ 225,000
Williamson	407b	New Roadway	SR-840 South	West Leipers Creek Road (SR-46) to west of Carters Creek Pike (SR-246)	\$ 38,500,000
Williamson	407c	New Roadway	SR-840 South	West of Bending Chestnut Road to west of Leipers Creek Road (SR-46)	\$ 66,000,000
Williamson	AM-020b	Road Widening	SR-397	SR-96 east of Franklin to SR-6 (US-31) north of Franklin	\$ 1,000,000
Williamson/ Maury	2008-64-043	Intersection	US Hwy 31/Main Street	SR-24/Duplex Road	\$ 740,000
Williamson/ Maury	2008-64-068	Signalization	US Hwy 31/Main Street Signalization	From Stephen P. Yokich Pkwy (South) to Buckner Road (North)	\$ 540,000
Wilson	503	Intersection	Maddox-Simpson Parkway (SR-26)	SR-26/US-70 (Sparta Pike)	\$ 756,614
Wilson	2002-023	Road Widening	SR-109	Division Street (north of I-40) to south of SR-24 (US-70)	\$ 15,400,000
Wilson	2004-029	Greenway	Cedar City Trail, Phase 4	Hill Street at N. Greenwood to Castle Heights; Castle Heights fro Hill Street to Main Street	\$ 337,500
Wilson	2004-043	Interchange	I-40	Interchange at Beckwith Road	\$ 500,000

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	FY 08-11 Amount
Wilson	2004-059	Interchange	I-40	Central Pike	\$ 1,600,000
Wilson	2004-067	Interchange	I-40	SR-171/Mt. Juliet Road, including Providence Place	\$ 2,092,000
Wilson	2004-068a	Road Widening	SR-171 / Mt. Juliet Road	Division Street to SR-24 (Lebanon Road)	\$ 2,200,000
Wilson	2004-068b	Road Widening	SR-171 / Mt. Juliet Road	Providence Place to Adams Lane	\$ 657,813
Wilson	2004-070	Pedestrian	Charlie Daniels Parkway Sidewalks	Beginning at Mt. Juliet Road/SR-171 and continuing approximately 1400 feet to the east	\$ 287,908
Wilson	2006-121	Road Widening	SR-141	North of Leland Lane to 0.2 miles south of Spring Creek	\$ 5,500,000
Wilson	2008-0le1	Cost Overrun Bucket	Lebanon L-STP		\$ 34,898
Wilson	2008-0le2	Contingency Bucket	Lebanon L-STP		\$ 34,898
Wilson	2008-71-038	New Roadway	Beckwith Road	Beckwith Road interchange to Benders Ferry Road & Highway 70	\$ 12,750,000
Wilson	2008-71-038b	New Roadway	Beckwith Road	Beckwith Road interchange to Benders Ferry Road & Highway 70	\$ 2,000,000
Wilson	2008-72-042	Road Widening	Hartmann Drive, Section 2	From Coles Ferry to Canal Street	\$ 4,472,949
Wilson	2008-74-060	Interchange	I-40 Interchange Lighting	I-40 at S. Hartmann Drive	\$ 312,500
Wilson	2008-74-061	Interchange	Interchange Lighting	I-40 at SR-109	\$ 312,500
Wilson	2008-74-065	RR Crossing	Railroad Crossing	SR-24 (West Main Street)	\$ 125,000
Wilson	2008-75-074	Transit Capital	Vehicle Purchase	Countywide	\$ 78,962
Wilson	2008-76-024	Greenway	West Division Street Greenway	North Greenhill Road (West) to Music City Star station (East)	\$ 1,033,830
Wilson	2008-78-064	Bridge	Linwood Road (Route 1067)	I-40	\$ 2,600,000
Wilson	99-New-30b	Greenway	Cedar City Trail	North side of Sinking Creek from Castle Heights Ave. to N. Greenwood, then to Maple St	\$ 1,058,025
Wilson	99-New-32	Road Widening	Old Lebanon Dirt Road (FAU 4450)	Davidson County Line/Wilson County Line to Jackson Trail	\$ 5,045,906
Wilson	AM-022	Reconstruct	SR-141	.2 mile south of Spring Creek to Trousdale Co. line	\$ 1,755,000
Wilson	AM-022a	Reconstruct	SR-141	0.2 miles south of Spring Creek to north of Tomlinson Rd	\$ 9,300,000

1.0 Introduction

1.1 Purpose

The purpose of this document is to provide information to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Tennessee Department of Transportation, the public, and other interested parties to indicate that the Nashville Area Metropolitan Planning Organization (MPO) has met the requirements of the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) for the development of the Transportation Improvement Program (TIP). This TIP is consistent with the MPO's 2030 Long-Range 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, USC and 23 CFR Part 450.334 (a).

This document provides a Transportation Improvement Program that is financially feasible and that depicts the MPO's regional priorities for the expenditure of federal funds for fiscal years 2008-2011. Projects within the TIP, once approved by the Governor, will become part of Tennessee State Transportation Improvement Program (STIP).

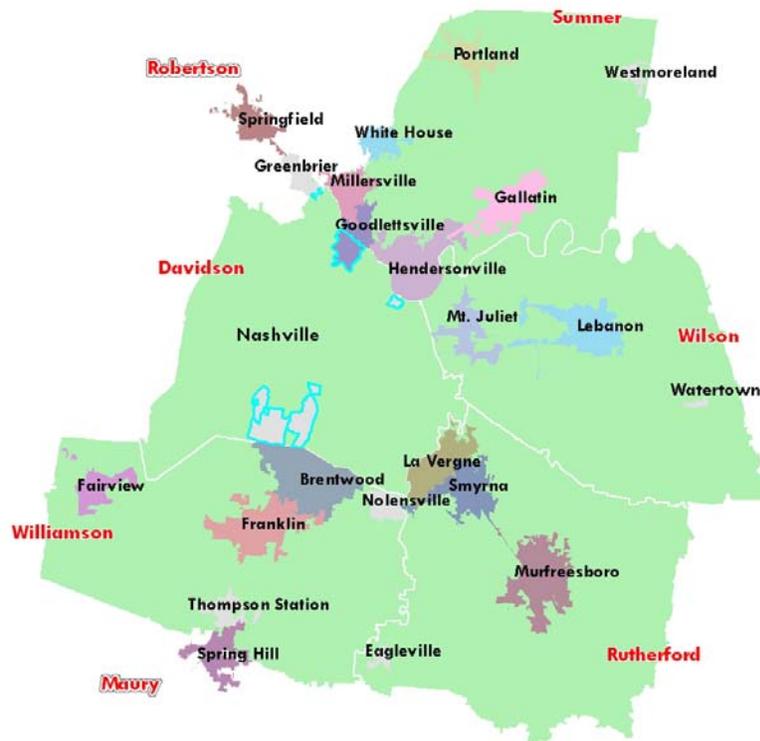
1.2 Regional Transportation Planning

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

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

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

MPO Planning Area



In order to carry out its responsibilities, the MPO produces three major work products: the Long Range Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program. Each is available to the public and interested parties at the MPO's website (www.nashvillempo.org) and at MPO offices located at 800 Second Avenue South, Nashville, Tennessee 37201.

Long Range Transportation Plan (LRTP)

The LRTP is a long range (25 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 LRTP is updated every four years and may be amended as a result of changes in projected federal, state, and local funding; major investment studies; congestion management systems plans; interstate interchange justification studies; and environmental impact studies. The MPO's current LRTP, adopted in 2005, extends through the year 2030.

Transportation Improvement Program (TIP)

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

Unified Planning Work Program (UPWP)

The UPWP is a one-year plan developed by the MPO Director to focus work efforts of staff and consultants using planning funds anticipated in the upcoming fiscal year. All federally funded planning activities must conform to federal planning requirements and be listed in the UPWP.

1.3 Statewide Transportation Improvement Program

While the primary purpose of the Nashville Area MPO is to provide coordinated long-term and short term transportation planning within the Nashville region, the Tennessee Department of Transportation (TDOT) performs both long and short-term planning across the entire state.

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 (for urban areas) throughout the state to determine project needs. For urban areas, the state participates in the metropolitan planning process to ensure the inclusion of state projects in the appropriate MPO Transportation Improvement Program. Upon adoption, each project within the Nashville Area MPO TIP will become, without exception, a part of the larger STIP.

2.0 Program Development

2.1 Overview

The development of the MPO's Transportation Improvement Program provides the opportunity to select projects from the long-range transportation plan that are most suitable to the region's current or short-term needs. The goals of the LRTP are to:

- Link land use and transportation planning goals,
- Improve regional mobility through a multi-modal system,
- Manage congestion,
- Protect the quality of the natural environment by improving the relationship between transportation, air quality and energy conservation, and
- Manage financial resources.

The LRTP provides a list of all the projects proposed for completion in the MPO region by the year 2030. The FY 2008-2011 Transportation Improvement Program (TIP) is a four year program of transportation improvements that are derived from the MPO's adopted 2030 Long-Range Transportation Plan (LRTP). It was developed by the MPO through a comprehensive, continuing and cooperative effort with the Federal Highway Administration, Federal Transit Administration, Tennessee Department of Transportation, local transit operators, the public, and other interested parties.

The TIP is updated or amended at least annually. The annual element represents those projects which have the highest priority and are programmed for implementation in the upcoming fiscal year. The TIP must include all projects that are funded wholly or in part with federal funds, or are determined to be regionally significant.

2.2 Revenue Sources

SAFETEA-LU gives greater flexibility for the use of federal transportation funds at the state and local levels. Once used primarily for highway improvements on state and federal roadways, these funds can now be used for a multitude of transportation related activities. Certain funds can now be used for projects such as roadway aesthetics, pedestrian and bicycle facilities, environmental impact mitigation, preservation of historic transportation facilities, transit facilities, and right-of-way corridor preservation. In addition, SAFETEA-LU continues and emphasizes the need for public participation. The following table presents an overview of the various funding sources available to pay for transportation projects and programs.

Table 1. Transportation Funding Programs

FUNDING PROGRAMS	DESCRIPTION	PRIMARY FUNDING DECISION	FUNDING RATIO	PRIMARY FUNDING PURPOSE
HIGHWAY & OTHER PROGRAMS				
BRIDGE REPLACEMENT AND REHABILITATION STATE & LOCAL (BRR or BR)	State – Provides funding for on-system bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings. Local - Provides funding for off-system bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings.	TDOT	80% Federal, 20% Non-Federal	Bridge Reconstruction and Bridge Replacement
CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (STATE CMAQ)	Provides funding for transportation projects in air quality non-attainment or maintenance areas. CMAQ projects are designed to contribute toward meeting the national ambient air quality standards.	TDOT	80% Federal, 20% Non-Federal	Construction
HIGH PRIORITY PROJECTS SET ASIDE OF SAFETEA (HPP)	Provides designated funding for specific projects identified by Congress.	CONGRESS	80% Federal, 20% Non-Federal	As described in Law
INTERSTATE MAINTENANCE (IM)	Provides funding to rehabilitate, restore, and resurface the Interstate System. Reconstruction is also eligible if it does not add new capacity, with the exception of High-Occupancy-Vehicle (HOV) lanes or auxiliary lanes in non-attainment areas, which can be added.	TDOT	90% Federal, 10% Non-Federal	Reconstruction
NATIONAL HIGHWAY SYSTEM (NHS)	Provides funding for major roads including the Interstate System, a large percentage of urban and rural principal arterials, the Strategic Defense Highway Network (STRAHNET), and strategic highway connectors.	TDOT	80% Federal, 20% Non-Federal	Construction
SAFETY SET ASIDE OF STP (SAFETY)	Provides funding for making high hazard improvements on state highways.	TDOT	80% Federal, 20% Non-Federal	Construction
STATE (STA)	This program provides 100% state funding for various projects on the State Route System.	TDOT	100% State	Construction
STATE - SURFACE TRANSPORTATION PROGRAM (S-STP)	Provides funding for roads functionally classified as rural major collector and above. Funds may be utilized on projects in Rural Areas, Urbanized Areas, Small Urban Areas, Enhancement, Safety, and Rail-Highway Crossings.	TDOT	80% Federal, 20% Non-Federal	Construction

FUNDING PROGRAMS	DESCRIPTION	PRIMARY FUNDING DECISION	FUNDING RATIO	PRIMARY FUNDING PURPOSE
ENHANCEMENT PROGRAMS				
RECREATIONAL TRAILS PROGRAM (RTP)	Provides funding for the creation, rehabilitation, and maintenance of multi-use recreational trails.	TDEC	80% Federal, 20% Non-Federal	Construction and Promotional Activities
TRANSPORTATION & COMMUNITY & SYSTEM PRESERVATION (TCSP)	This program provides funding for planning grants, implementation grants, and research to investigate and address the relationship between transportation and community and system preservation.	FHWA	100% Federal	Planning and Construction
TRANSPORTATION ENHANCEMENT SET ASIDE OF THE STP (TE or ENH)	Provides funding for 12 exclusive activities such as pedestrian facilities, rehabilitation, and restoration of historic transportation related structures, and environmental mitigation to address water pollution due to highway runoff.	TDOT	80% Federal, 20% Non-Federal	Construction and Promotional Activities
Safe Routes to School (SRTS)	Provides funding to infrastructure and educational programs for bicycle and pedestrian safety at elementary and middle schools.	TDOT	100% Federal	70-90% Engineering, Construction 10-30% Education
TRANSIT PROGRAMS				
FEDERAL TRANSIT ADMINISTRATION (FTA-5303) – PLANNING GRANTS	This program provides funds to Metropolitan Planning Organizations (MPO) to support the costs of transit planning and research studies.	MPO/Transit Agencies	80% Federal, 20% Non-Federal	Planning
FEDERAL TRANSIT ADMINISTRATION (FTA-5307)	Section 5307 is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation.	FTA/TDOT	80% Federal, 20% Non-Federal (Capital) 50% Federal, 50% Non-Federal (Operating)	Capital, Operating, Planning
FEDERAL TRANSIT ADMINISTRATION (FTA-5309)	Provides funding for the establishment of new rail or busway projects (new starts), the improvement and maintenance of existing rail and other fixed guideway systems that are more than seven years old, and the upgrading of bus systems.	FTA	80% Federal, 20% Non-Federal	Capital Investments
FEDERAL TRANSIT ADMINISTRATION (FTA-5310)	This program provides transit capital assistance, through the state, to private non-profit organizations and public bodies that provide specialized transportation services to elderly and/or disabled persons. Annually eligible applicants apply to OPT for funding to acquire equipment to provide specialized transportation need of elderly and/or disabled persons.	TDOT	80% Federal, 20% Non-Federal	Capital Investments
JOB ACCESS/REVERSE COMMUTE (JARC-5316)	A Job Access project is one that provides new or expanded transportation service designed to fill gaps that exist for welfare recipients and other low-income individuals to and from jobs and other employment-related services. Reverse Commute projects facilitate the provision of new or expanded public mass transportation services for the general public from urban, suburban, and rural areas to suburban work sites.	TDOT	50% FTA, 50% Other-Federal	Operating
New Freedoms (5317)	Encourages services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act.	TDOT	60% FTA, 40% Federal or Other	Capital , Operating; 10% eligible for Planning, Administration and Technical Assistance

FUNDING PROGRAMS	DESCRIPTION	PRIMARY FUNDING DECISION	FUNDING RATIO	PRIMARY FUNDING PURPOSE
Rural Formula Program (5311)	This program enhances access of people in nonurbanized areas to health care, shopping, education, employment, public services and recreation; assists in the maintenance, development, improvement and use of public transportation in rural and small-urban areas.	TDOT	80% Federal, 20% Non-Federal 50% Federal, 50% Non-Federal	Capital, Administrative Assistance Operating
MPO RELATED PROGRAMS				
CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)	Provides funding for transportation projects in air quality non-attainment or maintenance areas. CMAQ projects are designed to contribute toward meeting the national ambient air quality standards.	MPO	80% Federal, 20% Non-Federal	Education, Outreach, Transit Programs, Construction
LOCAL-SURFACE TRANSPORTATION PROGRAM (L-STP)	Provides funding to areas of 5,000 to 50,000 in population for improvements on routes functionally classified urban collectors or higher.	MPO	80% Federal, 20% Non-Federal	Construction
URBANIZED AREAS - SURFACE TRANSPORTATION PROGRAM (U-STP)	Provides funding to Census designated urbanized areas over 50,000 in population (e.g. MPO areas based on US Census) for improvements on routes functionally classified urban collectors or higher.	MPO	80% Federal, 20% Non-Federal	Construction
PLANNING PROGRAMS				
PL – FHWA SECTION 112 – MPO PLANNING GRANTS (WORK PROGRAM FUNDS)	This program provides funds to Metropolitan Planning Organizations (MPO) to support the costs of preparing long range transportation plans and financially feasible Transportation Improvement Plans and conducting inter-modal transportation planning and technical studies.	MPO	80% Federal, 20% Non-Federal	Planning
SPR – SECTION 5313(B) – STATE PLANNING & RESEARCH GRANT	Through this program, funding is available to each state for the purposes of technical studies and assistance, demonstrations, planning, management training and cooperative research activities.	TDOT	80% Federal, 20% State	Planning

2.3 Project Prioritization & Selection

Although several types of funds are identified and coordinated through the TIP, the MPO pays particular attention to Surface Transportation Program (STP) funds and Congestion Mitigation and Air Quality (CMAQ) funds which are directly managed by the Nashville Area MPO. Projects are moved from the LRTP into the TIP using a combination of methods to prioritize transportation needs relative to available funding to ensure that the overall program conforms to goals of the 2030 LRTP. To that end, the MPO has developed a priority scoring system to help determine which projects will best facilitate the region's long term vision.

The TIP scoring system is based on the eight planning factors identified in SAFETEA-LU. Federal transportation legislation requires this and other MPOs to focus efforts on the development and implementation of regional strategies that:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

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

Since the Nashville Urban Area has a population greater than 200,000, it is federally designated as a Transportation Management Area (TMA). In a TMA, the planning and programming process is also expected to consider land use implications, strategies to improve transit service, transportation system management, and intermodal connectivity. Projects to relieve congestion are given particular priority. As such, project prioritization is consistent with the MPO's Congestion Management Process (CMP) created as part of the development of the 2030 LRTP. In brief, the CMP provides a strategy and mechanism for identifying the appropriate transportation solution for congested roadways.

The scoring criteria in the TIP were designed to take into account these regional goals, as well as the federal planning factors. For example, the goal of "Consistency with Plans" corresponds to the LRTP goal of linking local land use and transportation plans. "Congestion Management" relates to several goals in the plan: enhancing a multi-modal system, reducing congestion and enhancing and preserving the environment. The project scoring system emphasizes efficient management of existing facilities, and encourages the development of other modes of transportation, rather than a sole focus on expanding the existing road system. These criteria successfully allow for projects reflecting various modes of transportation to be included in this TIP.

Examples of the U-STP and CMAQ scoring forms are located in Appendix A.

2.4 Air Quality Conformity

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

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

On December 29, 2004, the region entered into an Early Action Compact (EAC), and is currently on a “fast-track” towards air quality attainment. During the EAC period, the effective date of the 8-hour non-attainment status is deferred until 2007 when, according to the EAC timeline, the region will be designated attainment. The areas progress towards the 8-hour standard will continue to be monitored through a maintenance plan through 2017. Prior to 2007, and while the Nashville Area is under non-attainment-deferred designation, the region is still required to abide by the 1-hour emissions budget in the current State’s current SIP. Of important note for Middle Tennessee, is that the 1-hour ozone standard was revoked for most 1-hour ozone maintenance areas on June 15, 2005, but was not revoked for this area because of its participation in the 8-hour ozone Early Action Compact process. As such, Middle Tennessee is still subject to 1-hour ozone transportation conformity requirements until the area successfully completes the EAC process and is declared attainment for the 8-hour ozone standard.

Conformity Determination

Under the Code of Federal Regulations, (40 CFR 93.105), the development of the Long Range Transportation Plan and Transportation Improvement Program must include other federal, state and local agencies directly or indirectly impacted by the Plan’s implementation. The Nashville Area’s Interagency Consultation committee includes a variety of professionals involved in either air quality or transportation issues of the Nashville region. Members include the Tennessee Department of Transportation (TDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Environmental Protection Agency (EPA), Tennessee Department of Environment and Conservation (TDEC), Metropolitan Nashville/Davidson County Health Department, the Metropolitan Nashville Transit Authority (MTA), the Regional Transit Authority (RTA), and the Nashville Area MPO staff.

This committee meets periodically during Plan development to discuss the assumptions, modeling methods, and preliminary results of the LRTP and TIP development process.

The Nashville Area Interagency Consultation (IAC) Committee met by e-mail on Monday, July 16, 2007 to determine the conformity status of the FY 2008-2011 TIP for the 1-hour ozone standard. As presented, the TIP represents a subset of the 2030 LRTP, which was determined by the U.S. Department of Transportation, in consultation with the U.S. Environmental Protection Agency, on October 19, 2005 to be in conformity with federal air quality standards (40 CFR 93.122). Moreover, there are no transportation control measures in the State Implementation Plan for this area, and thus the TIP does not interfere with the implementation of those measures. As such, the IAC Committee concluded that the air quality conformity determination made for the LRTP also applies to the FY 2008-2011 TIP. Appendix B contains the IAC Emails and List of Exempt Projects.

2.5 Public 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 SAFETEA-LU compliant Public Participation Plan (PPP) provides guidelines for how the public and interested stakeholders will be involved in the development of the TIP.

Public participation for the TIP occurred at two stages in the planning process. First, projects included in the TIP went through a lengthy public involvement process as part of the development and adoption of the 2030 LRTP. 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.

Second, the public was given 30 days to review and comment on the draft TIP and Air Quality Conformity Determination before the MPO Executive Board held the public adoption hearing. During the public review and comment period, copies of the TIP were made available on the MPO's website and at local branch libraries throughout the MPO region.

During that time, MPO staff consulted with interested parties and stakeholders affected by transportation plans and programs. Many of them had indicated an interest in the TIP through a survey conducted during the development of the MPO's Public Participation Plan. The MPO also consulted with the various agencies through the Nashville Area Interagency Consultation Committee in its work towards air quality conformity determination. All those parties were provided an opportunity to review and comment on the draft TIP prior to adoption. Comments received through the public involvement were provided to the MPO Executive Board prior to adoption (Appendix E).

3.0 Financial Plan

3.1 Overview

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 funds, by jurisdiction and fund type for each program year. TDOT, local jurisdictions, transit operators, and other agencies with projects in the TIP have indicated that they have the financial resources available to provide the necessary matching funds to complete their projects. The tables show that programmed expenditures are within reasonable balance of expected fund allocations. In accordance with the requirements of SAFETEA-LU, the TIP is "fiscally constrained."

3.2 Financial Plan Policies

As part of the TIP financial plan, the MPO has identified several policies that provide guidance for development and maintenance of the TIP. Those policies are listed below:

Policy 1. Require that the U-STP funding "pot" maintain a contingency equal to at least 5% of its total project costs and 2.5% for the CMAQ funding "pot".

This will require two over-run "buckets". The over-run bucket for *current* TIP projects is called Project Contingency Over-runs. The bucket for *previous* TIP projects is called Project Cost Over-runs. These buckets will split the 5% total contingency equally (2.5% to each) and will be used to cover cost overruns on each jurisdiction's projects.

Policy 2. Adjust right-of-way and construction estimates by 5% inflation rate for each year that a project is postponed.

Some cost overruns occur because a project was originally budgeted in the TIP but was then delayed for several years. Meanwhile, construction prices go up, but the TIP still has the

same cost estimate. The adopted solution is to apply a 5% inflation factor to the right-of-way and construction phase of each TIP project if it is moved forward a year.

Policy 3. Projects that have gone through two TIPs without any progress or having any money obligated shall be re-evaluated.

Projects that have not made any progress after being programmed in two successive TIPs (four to six years) will be re-scored as if they were brand-new proposals.

Policy 4. Allow jurisdictions outside of the Urbanized Areas to request funding for a project from the Urbanized Area STP and Local STP pots. Jurisdictions will work together on the specifics of the agreement and projects will be considered on a case by case basis.

Policy 5. Formalize an agreement with the Tennessee Department of Transportation (TDOT) regarding the reporting process for over-runs and under-runs (projects that come in under budget).

3.3 Maintenance & Operations Costs

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 transportation infrastructure. Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities such as pavement resurfacing and markings, bridge repair, guardrail and sign replacement and traffic signal maintenance. Operations may include more routine items such as painting and right of way maintenance. While these activities are not funded through or scheduled in the TIP, they are included here for information purposes.

The varied and complex systems used to maintain the regional transportation network are difficult to quantify and present. Each jurisdiction and agency has unique methods of accounting for these activities. They may also have varying goals and priorities they are seeking to achieve. In order to provide a clearer picture of the efforts undertaken, the MPO will act as a reporting agency for these activities through the TIP.

The jurisdictions involved in the MPO process provided information on their existing system's operations and maintenance costs (see Table 2). Categories of operation and maintenance include:

1. Paving or repaving,
2. Signs and Painting,
3. Right-of-way Maintenance (including guard rails),
4. Traffic Signal Maintenance,
5. Surveillance, Inspections and Repair (if not already included in the TIP as a specific bridge or re-paving project),
6. Street Lighting, and
7. Other.

Table 2. 2008 System Maintenance and Operations Costs

Jurisdiction	Paving	Signs & Painting	ROW Maintenance	Traffic Signal Maintenance	Surveillance and Inspection	Street Lighting	Other	Total
Metro Nashville-Davidson	\$11,265,000	\$1,095,700	\$17,895,400	\$3,853,400	\$4,770,300	\$4,728,000	\$3,784,000	\$47,391,800
Rutherford County	\$3,200,000	\$122,000	\$874,000	N/A	N/A	N/A	\$5,400,000	\$9,596,000
La Vergne	\$350,000	\$25,000	\$95,000	\$25,000	\$5,000	\$200,000	\$175,000	\$875,000
Smyrna	\$350,000	\$30,000	\$150,000	\$50,000	\$75,000	\$260,000	\$200,000	\$1,115,000
Murfreesboro	\$1,429,936	\$243,000	\$150,000	\$285,000	\$250,000	\$1,200,000	\$476,000	\$4,033,936
Sumner County	\$2,499,674	\$64,233	\$576,918	N/A	N/A	N/A	N/A	\$3,140,825
Hendersonville	\$300,000	\$10,000	\$100,000	\$125,000	\$30,000	\$210,000	N/A	\$775,000
Gallatin	\$300,000	\$18,000	\$34,090	\$30,000	N/A	\$250,000	N/A	\$598,000
Goodlettsville	\$420,000	\$8,000	\$25,000	\$10,000	N/A	\$80,000	N/A	\$543,000
Millersville*	\$250,000	\$1,000	\$10,000	N/A	N/A	\$28,000	N/A	\$289,000
White House	\$200,000	\$10,000	\$620,000	\$8,000	\$500	\$115,000	\$10,000	\$963,000
Williamson County	\$2,560,000	\$110,000	\$91,000	\$5,000	\$250,000	N/A	\$7,638,563	\$10,654,563
Brentwood	\$1,095,000	\$90,000	\$107,000	\$47,700	N/A	\$406,200	N/A	\$1,745,900
Fairview	\$149,400	\$2,000	\$108,000	N/A	\$1,500	\$11,000	N/A	\$ 271,900
Franklin	\$1,000,000	\$132,000	\$35,000	\$212,000	N/A	\$85,500	N/A	\$1,464,500
Wilson County	\$1,918,475	\$46,654	\$200,000	\$14,000	\$65,000	\$0	\$4,227,526	\$6,471,655
Mt. Juliet	\$225,000	\$10,000	\$30,000	\$25,000	\$50,000	\$40,000	N/A	\$380,000
Lebanon	\$275,000	\$25,000	\$450,000	\$150,000	N/A	\$275,000	N/A	\$1,175,000
Springfield	\$680,000	\$52,000	\$622,000	\$338,000	\$85,000	\$239,000	N/A	\$2,016,000
Spring Hill	\$75,000	\$30,000	\$30,000	\$30,000	\$40,000	\$30,000	\$10,000	\$245,000
Portland	\$500,000	\$6,000	\$350,000	\$8,000	\$0	\$163,000	\$0	\$1,027,000
Total	\$29,042,485	\$2,130,587	\$22,519,318	\$5,216,100	\$5,622,300	\$8,320,700	\$21,921,089	\$94,772,579

* These are 2006 figures

Transit System	Total Maintenance & Operations
Franklin Transit Authority	\$998,000
Metropolitan Transit Authority (Nashville-Davidson County)	\$36,500,000
Regional Transportation Authority	\$3,700,000
Total	\$41,198,000

3.4 Funding Tables

Table 3. FY 2008-2011 Available Revenues by Funding Source

Funding Source	FY 2008	FY 2009	FY 2010	FY 2011
Total Amount Available to Program	\$ 404,064,733.83	\$ 274,912,918.30	\$ 134,276,519.00	\$ 162,472,268.50
BRR-L (Bridge Replacement & Rehabilitation - Local)	\$ 408,000.00	\$ 408,000.00	\$ 408,000.00	\$ 408,000.00
BRR-S (Bridge Replacement & Rehabilitation - State)	\$ 3,280,000.00	\$ 4,040,000.00	\$ 4,040,000.00	\$ 4,040,000.00
DEMO (Section 115)	\$ 2,113,233.52	\$ 354,172.00	\$ -	\$ -
ENH (Enhancement Grants)	\$ 6,913,957.61	\$ 320,000.00	\$ -	\$ -
Federal Lands Hwy	\$ 500,000.00	\$ -	\$ -	\$ -
FTA-5307 (Capital & Operations)	\$ 15,588,406.00	\$ 9,685,780.00	\$ 9,681,780.00	\$ 9,460,000.00
FTA-5309 (Capital Grant)	\$ 19,039,394.00	\$ 10,092,020.00	\$ 6,000,000.00	\$ 6,200,000.00
FTA-5310 (Elderly & Disabled)	\$ 212,713.00	\$ -	\$ -	\$ -
FTA-5316 (Job Access & Reverse Commute)	\$ 1,133,800.00	\$ 548,622.00	\$ 381,910.00	\$ 381,910.00
HPP (High Priority Projects)	\$ 44,207,582.76	\$ 13,130,295.04	\$ 4,570,400.00	\$ 776,000.00
HSIP (Highway Safety Improvement Program)	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00
IM (Interstate Maintenance)	\$ 8,902,800.00	\$ 8,370,000.00	\$ 35,014,892.00	\$ 86,307,761.00
ITS (Intelligent Transportation Systems)	\$ 3,285,474.00	\$ -	\$ -	\$ -
LIC (Local Interstate Connector)	\$ -	\$ -	\$ -	\$ -
NHS (National Highway System)	\$ 1,280,000.00	\$ 2,024,000.00	\$ 800,000.00	\$ 800,000.00
TCSP (Transp, Community, & System Preservation)	\$ 250,000.00	\$ -	\$ -	\$ -
S-CMAQ (State Congestion Mitigation & Air Quality)	\$ -	\$ 30,080,000.00	\$ 400,000.00	\$ -
CMAQ (Regional CMAQ)	\$ 14,634,506.00	\$ 5,209,828.00	\$ 4,038,905.00	\$ 3,272,896.00
STP (State Surface Transportation Program)	\$ 45,570,250.00	\$ 11,854,400.00	\$ 5,414,528.00	\$ 920,000.00
U-STP (Nashville Urban STP)	\$ 63,080,193.00	\$ 25,522,559.00	\$ 14,998,008.00	\$ 14,612,083.00
M-STP (Murfreesboro Urban STP)	\$ 7,729,026.00	\$ 7,938,639.00	\$ 9,618,455.00	\$ 11,298,271.00
L-STP (Local STP)	\$ 5,333,713.00	\$ 2,861,721.00	\$ 3,066,393.00	\$ 3,571,471.00
State (includes matching amounts for federal funds)	\$ 84,564,462.25	\$ 123,150,989.00	\$ 9,644,651.00	\$ 13,572,206.00
Local (includes matching amounts for federal funds)	\$ 74,237,222.69	\$ 17,521,893.26	\$ 24,398,597.00	\$ 5,051,670.50

Table 4. FY 2008-2011 Programmed Funds by Funding Source

Funding Program	FY 2008	FY 2009	FY 2010	FY 2011
Total Amount Programmed	\$ 381,700,563.73	\$ 261,811,537.53	\$ 120,314,978.40	\$ 146,501,607.50
BRR-L (Bridge Replacement & Rehabilitation - Local)	\$ 408,000.00	\$ 408,000.00	\$ 408,000.00	\$ 408,000.00
BRR-S (Bridge Replacement & Rehabilitation - State)	\$ 3,280,000.00	\$ 4,040,000.00	\$ 4,040,000.00	\$ 4,040,000.00
DEMO (Section 115)	\$ 2,113,233.52	\$ 354,172.00	\$ -	\$ -
ENH (Enhancement Grants)	\$ 6,913,957.61	\$ 320,000.00	\$ -	\$ -
Federal Lands Hwy	\$ 500,000.00	\$ -	\$ -	\$ -
FTA-5307 (Capital & Operations)	\$ 15,588,406.00	\$ 9,685,780.00	\$ 9,681,780.00	\$ 9,460,000.00
FTA-5309 (Capital Grant)	\$ 19,039,394.00	\$ 10,092,020.00	\$ 6,000,000.00	\$ 6,200,000.00
FTA-5310 (Elderly & Disabled)	\$ 212,713.00	\$ -	\$ -	\$ -
FTA-5316 (Job Access & Reverse Commute)	\$ 1,133,800.00	\$ 548,622.00	\$ 381,910.00	\$ 381,910.00
HPP (High Priority Projects)	\$ 44,207,582.76	\$ 13,130,295.04	\$ 4,570,400.00	\$ 776,000.00
HSIP (Highway Safety Improvement Program)	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00
IM (Interstate Maintenance)	\$ 8,902,800.00	\$ 8,370,000.00	\$ 35,014,892.00	\$ 86,307,761.00
ITS (Intelligent Transportation Systems)	\$ 3,285,474.00	\$ -	\$ -	\$ -
LIC (Local Interstate Connector)	\$ -	\$ -	\$ -	\$ -
NHS (National Highway System)	\$ 1,280,000.00	\$ 2,024,000.00	\$ 800,000.00	\$ 800,000.00
TCSP (Transp, Community, & System Preservation)	\$ 250,000.00	\$ -	\$ -	\$ -
S-CMAQ (State Congestion Mitigation & Air Quality)	\$ -	\$ 30,080,000.00	\$ 400,000.00	\$ -
CMAQ (Regional CMAQ)	\$ 12,486,946.34	\$ 4,233,190.28	\$ 3,828,276.30	\$ 3,099,600.00
STP (State Surface Transportation Program)	\$ 45,570,250.00	\$ 11,854,400.00	\$ 5,414,528.00	\$ 920,000.00
U-STP (Nashville Urban STP)	\$ 50,755,717.34	\$ 23,686,569.95	\$ 13,547,944.10	\$ 13,508,460.00
M-STP (Murfreesboro Urban STP)	\$ 1,470,202.92	\$ -	\$ -	\$ -
L-STP (Local STP)	\$ 3,700,401.30	\$ 511,606.00	\$ 384,000.00	\$ 176,000.00
State (includes matching amounts for federal funds)	\$ 84,564,462.25	\$ 123,150,989.00	\$ 9,644,651.00	\$ 13,572,206.00
Local (includes matching amounts for federal funds)	\$ 74,237,222.69	\$ 17,521,893.26	\$ 24,398,597.00	\$ 5,051,670.50

Table 5. FY 2008-2011 Remaining Funds by Funding Source

Funding Program	FY 2008	FY 2009	FY 2010	FY 2011
Amount Remaining	\$ 22,364,170.10	\$ 13,101,380.77	\$ 13,961,540.60	\$ 15,970,661.00
CMAQ (Regional CMAQ)	\$ 2,147,559.66	\$ 976,637.72	\$ 210,628.70	\$ 173,296.00
U-STP (Nashville Urban STP)	\$ 12,324,475.66	\$ 1,835,989.05	\$ 1,450,063.90	\$ 1,103,623.00
M-STP (Murfreesboro Urban STP)	\$ 6,258,823.08	\$ 7,938,639.00	\$ 9,618,455.00	\$ 11,298,271.00
L-STP (Local STP)	\$ 1,633,311.70	\$ 2,350,115.00	\$ 2,682,393.00	\$ 3,395,471.00

Table 6. Regional CMAQ Funds

		CMAQ
2008		
Carryover Balance		\$ 11,572,238
Allocation	+	\$ 3,062,268
Total Funds Available	=	\$ 14,634,506
Current Projects	-	\$ 11,557,387
New Projects	-	\$ 625,000
Over-Run Bucket	-	\$ 304,560
Remaining 2008	=	\$ 2,147,560
2009		
Carryover Balance		\$ 2,147,560
Allocation	+	\$ 3,062,268
Total Funds Available	=	\$ 5,209,828
Current Projects	-	\$ 2,722,242
New Projects	-	\$ 1,407,700
Over-Run Bucket	-	\$ 103,249
Remaining 2009	=	\$ 976,637
2010		
Carryover Balance		\$ 976,637
Allocation	+	\$ 3,062,268
Total Funds Available	=	\$ 4,038,905
Current Projects	-	\$ 2,090,500
New Projects	-	\$ 1,644,404
Over-Run Bucket	-	\$ 93,373
Remaining 2010	=	\$ 210,628
2011		
Carryover Balance		\$ 210,628
Allocation	+	\$ 3,062,268
Total Funds Available	=	\$ 3,272,896
Current Projects	-	\$ 1,963,000
New Projects	-	\$ 1,061,000
Over-Run Bucket	-	\$ 75,600
Remaining 2011	=	\$ 173,296

Table 7. Urban STP Funds

		Nashville Urbanized Area	Murfreesboro Urbanized Area
2008			
Carryover Balance		\$ 49,918,174	\$ 6,049,210
Allocation	+	\$ 13,162,019	\$ 1,679,816
Total Funds Available	=	\$ 63,080,193	\$ 7,729,026
Current Projects	-	\$ 36,688,431	\$ 1,411,578
New Projects	-	\$ 11,616,000	\$ -
Over-Run Bucket	-	\$ 2,415,222	\$ 58,625
Remaining 2008	=	\$ 12,360,540	\$ 6,258,823
2009			
Carryover Balance		\$ 12,360,540	\$ 6,258,823
Allocation	+	\$ 13,162,019	\$ 1,679,816
Total Funds Available	=	\$ 25,522,559	\$ 7,938,639
Current Projects	-	\$ 8,803,638	\$ -
New Projects	-	\$ 13,755,000	\$ -
Over-Run Bucket	-	\$ 1,127,932	\$ -
Remaining 2009	=	\$ 1,835,989	\$ 7,938,639
2010			
Carryover Balance		\$ 1,835,989	\$ 7,938,639
Allocation	+	\$ 13,162,019	\$ 1,679,816
Total Funds Available	=	\$ 14,998,008	\$ 9,618,455
Current Projects	-	\$ 2,694,304	\$ -
New Projects	-	\$ 10,208,500	\$ -
Over-Run Bucket	-	\$ 645,140	\$ -
Remaining 2010	=	\$ 1,450,064	\$ 9,618,455
2011			
Carryover Balance		\$ 1,450,064	\$ 9,618,455
Allocation	+	\$ 13,162,019	\$ 1,679,816
Total Funds Available	=	\$ 14,612,083	\$ 11,298,271
Current Projects	-	\$ -	\$ -
New Projects	-	\$ 12,865,200	\$ -
Over-Run Bucket	-	\$ 643,260	\$ -
Remaining 2011	=	\$ 1,103,623	\$ 11,298,271

Table 8. Local STP Funds

		Fairview	Gallatin	LaVergne	Lebanon	Murfreesboro	Portland	Smyrna	Springfield	Spring Hill	White House
2008											
Carryover Balance		\$ 324,136	\$ 147,438	\$ 48,649	\$ 1,110,770	\$ 1,043,567	\$ 381,042	\$ 141,963	\$ 392,555	\$ 614,758	\$ 412,557
Allocation	+	\$ 86,726	\$ -		\$ 270,628		\$ 100,436		\$ -	\$ 173,208	\$ 85,280
Total Available	=	\$ 410,862	\$ 147,438	\$ 48,649	\$ 1,381,398	\$ 1,043,567	\$ 481,478	\$ 141,963	\$ 392,555	\$ 787,966	\$ 497,837
Current Projects	-	\$ -	\$ 147,438	\$ 45,000	\$ 516,748	\$ 642,000	\$ 143,868	\$ -	\$ 392,555	\$ 400,000	\$ 24,000
New Projects	-	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ -
Over-Run Bucket	-	\$ -	\$ -	\$ -	\$ 111,675	\$ 64,200	\$ 14,387	\$ -	\$ -	\$ 44,000	\$ 2,400
Remaining 2008	=	\$ 410,862	\$ -	\$ 3,649	\$ 152,975	\$ 337,367	\$ 323,224	\$ 141,963	\$ -	\$ 303,966	\$ 471,437
2009											
Carryover Balance		\$ 410,862	\$ -	\$ 3,649	\$ 152,975	\$ 337,367	\$ 323,224	\$ 141,963	\$ -	\$ 303,966	\$ 471,437
Allocation	+	\$ 86,726	\$ -	\$ -	\$ 270,628	\$ -	\$ 100,436	\$ -	\$ -	\$ 173,208	\$ 85,280
Total Available	=	\$ 497,588	\$ -	\$ 3,649	\$ 423,603	\$ 337,367	\$ 423,660	\$ 141,963	\$ -	\$ 477,174	\$ 556,717
Current Projects	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 265,096
New Projects	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -
Over-Run Bucket	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 26,510
Remaining 2009	=	\$ 497,588	\$ -	\$ 3,649	\$ 423,603	\$ 337,367	\$ 423,660	\$ 141,963	\$ -	\$ 257,174	\$ 265,111
2010											
Carryover Balance		\$ 497,588	\$ -	\$ 3,649	\$ 423,603	\$ 337,367	\$ 423,660	\$ 141,963	\$ -	\$ 257,174	\$ 265,111
Allocation	+	\$ 86,726	\$ -	\$ -	\$ 270,628	\$ -	\$ 100,436	\$ -	\$ -	\$ 173,208	\$ 85,280
Total Available	=	\$ 584,314	\$ -	\$ 3,649	\$ 694,231	\$ 337,367	\$ 524,096	\$ 141,963	\$ -	\$ 430,382	\$ 350,391
Current Projects	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Projects	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 192,000	\$ -
Over-Run Bucket	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,200	\$ -
Remaining 2010	=	\$ 584,314	\$ -	\$ 3,649	\$ 694,231	\$ 337,367	\$ 524,096	\$ 141,963	\$ -	\$ 219,182	\$ 350,391
2011											
Carryover Balance		\$ 584,314	\$ -	\$ 3,649	\$ 694,231	\$ 337,367	\$ 524,096	\$ 141,963	\$ -	\$ 219,182	\$ 350,391
Allocation	+	\$ 86,726	\$ -	\$ -	\$ 270,628	\$ -	\$ 100,436	\$ -	\$ -	\$ 173,208	\$ 85,280
Total Funds Available	=	\$ 671,040	\$ -	\$ 3,649	\$ 964,859	\$ 337,367	\$ 624,532	\$ 141,963	\$ -	\$ 392,390	\$ 435,671
Current Projects	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Projects	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ -
Over-Run Bucket	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,000	\$ -
Remaining 2011	=	\$ 671,040	\$ -	\$ 3,649	\$ 964,859	\$ 337,367	\$ 624,532	\$ 141,963	\$ -	\$ 216,390	\$ 435,671

4.0 Amendment & Adjustment Process

Changes to an approved TIP are documented by either an amendment or an administrative adjustment.

4.1 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 TIP amendment which requires *MPO Executive Board approval*:

1. Adding a new project to a TIP, regardless if the project has been in a previous TIP or not.
2. Deleting a programmed project from the four-year period of the TIP.
3. Adding new, unprogrammed funds regardless of the source.
The term “unprogrammed funds” means any remaining portion of allocated funds that have not been identified for use in a particular project or any additional funds not currently identified in the TIP.
4. Increasing the cost of any phase of any project listed in the current TIP by more than 30 %.
5. Changing a project description/scope or introducing any other change that is inconsistent with the NEPA documentation or will alter the NEPA determination.
Examples include: changing the number of through lanes, adding or deleting non-motorized facilities, changing mode (FTA rolling stock or facility type), changing capital category (FTA), and changing project termini/length.
6. Changing a project description/scope or introducing any other change that alters the approved Air Quality conformity finding.
7. Moving a project from year to year within a TIP period if the move crosses an Air Quality Horizon year.

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

1. The Technical Coordinating Committee shall review and endorse the Transportation Improvement Program Amendment for consideration by the Executive Board. The Executive Board shall then review, amend if necessary and concur with the Transportation Improvement Program for public review and comment.
2. After concurrence by the Executive Board of the Transportation Improvement Program, the MPO shall publish the Transportation Improvement Program Amendment and place copies in public libraries in the region. These copies must be distributed to the libraries a minimum of twenty-one (21) days prior to final consideration and adoption by the Executive Board.
3. A notice stating that the Executive Board has endorsed a Transportation Improvement Program Amendment for public review and comment shall be placed in the notice newspapers listed in the Public Participation Plan of the MPO. The notice shall specify

the dates, times and location of forthcoming public hearings. Similar press releases shall be furnished to all news organizations registered with the Transportation Planning Coordinator. Special efforts shall be made to provide information on the Transportation Improvement Program to media and organizations serving the low-income and minority populations in the region. This notice and press release shall be published/mailed a minimum of twenty-one (21) days prior to the meeting at which the Transportation Improvement Program Amendment will be considered by the Executive Board.

4. A public hearing shall be held by the Technical Coordinating Committee following the Executive Board's endorsement of the Transportation Improvement Program Amendment. Comments received at this public hearing shall be provided to the Executive Board prior to the final public hearing.
5. A final public hearing shall be held by the Executive Board prior to voting on the Transportation Improvement Program Amendment.
6. At the public meetings the MPO Director shall report to the Board all comments received in writing prior to the meetings.
7. The public shall be afforded the opportunity for comment at the public meetings. The Executive Board may establish reasonable time limits for each presentation, considering the time constraints of the meeting and complexity of the issue.
8. At the time of adoption of the amendment by the Executive Board, the MPO Director/staff shall request that TDOT include the amendment into the STIP.

4.2 Administrative Adjustments

Administrative Adjustments can be used to document minor changes to the 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:

- Adding a prior phase to a programmed project.
- Moving programmed funds between programmed projects.
- Moving a project from year to year within a TIP period provided that, in air quality non-attainment and maintenance areas, the move does not cross an Air Quality Horizon year.
- Changing a project description/scope if:
 - the change does not necessitate revising the NEPA documentation or will not alter the NEPA determination or in air quality non-attainment and maintenance areas, the change does not require a new Air Quality conformity finding.
 - Once the Administrative Adjustment need has been identified, MPO staff will perform the TIP adjustment and request that TDOT include the adjustment into the STIP.

4.3 Transferring (Flexing) Funds

ISTEA, TEA-21 and SAFETEA-LU provided considerable flexibility in the use of FHWA and FTA funds for either highway or transit projects. All of these transportation acts permitted the transfer of funds from FHWA to FTA and vice versa. Funds transferred to or from FHWA or FTA can only be used for purposes that would have been eligible in the original funding category from which the funds were transferred.

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

4.4 Projects Identified at the State-Level

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

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

4.5 Funding Sources for New Projects and Cost Increases

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

- Funds from new appropriations or allocations of federal funds that were not available when the TIP was developed
- Funds included in the projected revenue for the appropriate TIP year, but left unprogrammed when the TIP was developed.
- Funds coming from the deletion or deferral of another individual project appearing in the appropriate year of the TIP.
- Funds coming from reductions to the cost estimates for another project or projects appearing in the appropriate year of the TIP.

Cost increases on projects appearing in the current TIP can be financed by funds from any of the four (4) sources described previously. Acquiring funds by reducing the cost estimates for another project(s) as described above in the number 4 option can generally be

accomplished by an administrative adjustment, as can the acquisition of funds from the deferral of another project in a few circumstances. All other actions described above would require an amendment.

Cost increases on projects appearing only in a previous TIP can also be financed by funds from any of the four (4) sources described above. A TIP amendment, however, would be required to accomplish any of the actions described above since the project needing additional funds must be amended back into the current TIP in the same manner as a new project.

4.6 Managing Cost Increases with Lump-Sum (Bucket) Projects

To expedite TIP modifications and reduce their complexity, the Nashville Area MPO has provided provisions for lump-sum (bucket) projects in the TIP to cover cost overruns. Two (2) types of lump sum projects have been established. These are called *Project Contingency Overruns* and *Project Cost Overruns* and are described below. The inclusion of these two lump-sum projects provides the necessary funding for the majority of project cost increases without requiring a TIP amendment.

Project Contingency Overruns will be used only to address project cost increases for projects that appear in the current TIP. As long as the cost overrun does not increase the cost for any phase more than 30%, funds from the *Project Contingency Overruns* pool could be used to fund the overrun via the administrative adjustment process. If the overrun increases the cost of any phase more than 30%, funds from the *Project Contingency Overruns* pool can still be used to fund the overrun, however, a formal amendment documenting the action is required.

Project Cost Overruns will be used to address project cost increases for projects appearing only in a previous TIP. The inclusion of this type of lump-sum project eliminates the need for amending the project back into the current TIP when such cost overruns occur.

5.0 Detailed Project Sheets

Appendix A. U-STP and CMAQ Scoring Sheets

2008-11 TIP - STP Project Selection Criteria

Criteria	Possible Points
Congestion Management	25 points min. 26 points max. (1 possible bonus point)*
Corridor has 2004 Congestion	
Corridor is projected to have congestion in 2016	
Safety	20 points min. 24 points max. (4 possible bonus points)*
Project addresses a geometric issue	
Project provides safety for bicyclists and pedestrians	
Project reduces modal conflict	
Project addresses a high accident location	
Project addresses a Transit Security and/or Homeland Security Strategy as identified in an approved Safety/Security Plan	
Operations and Maintenance	15 points min. 18 max. (3 possible bonus points)*
Project addresses reconstruction	
Project addresses major maintenance	
Project utilizes Intelligent Transportation Systems	
Project improves traffic operations	
Alternative Modes	15 points min. 16 points max. (1 possible bonus point)*
Project provides a transit improvement	
Project provides a bicycle or pedestrian facility	
Air Quality Improvement	10 points maximum
Project reduces the number of vehicle trips or trip length	
Freight and Goods Movement	10 points maximum
Improves the efficiency or safety of freight movement	
Consistency with Plans	5 points min. 9 points max (4 possible bonus points)*
Consistent with local comprehensive or land use plan	
Regional ITS Architecture Plan	
Coordinated Public Transit-Human Services Transportation Plan	
Strategic Highway Safety Plan	
Transit Agency Security/Safety Strategy Plan	
TOTAL	Maximum Points = 113 (including bonus points)

2008-2011 TIP - CMAQ Project Selection Criteria

<p>CMAQ Projects will be evaluated and ranked based on the following criteria.</p> <p>A. Emission Reductions (Maximum - 55 points) B. Congestion Management System (Maximum - 20 points) C. Cost effectiveness of emission reductions (Maximum - 10 points) D. Environmental justice/Title VI (Maximum - 15 points)</p>	
	Score
<p>A. Emission Reductions Estimate the amount of ozone emissions that will be reduced as a result of the implemented project. For assistance with determining the appropriate methodology and assumptions contact Matt Meservy at 862-7157. Please attach methodology and assumptions. This category will be ranked according to the amount of estimated emissions reductions when compared to all CMAQ project submittals with the highest possible value being equal to 55 points. Total possible points = 55</p> <p>Estimated Emission Reductions (kg/day): VOC _____ NOx _____</p>	
<p>B. Congestion Management System 1. Does the project address a congested corridor/intersection as defined in Section 2 of the Congestion Management System Plan? (20 points)</p>	
<p>C. Cost Effectiveness of Emission Reductions Total anticipated emission reductions divided by CMAQ dollars requested. Each ratio will be ranked high (10 points), medium (5 points) or low (1 point) according to its numerical value compared to all CMAQ submittals. Note: For projects that span multiple years, the average cost will be used to determine cost effectiveness. Total possible points = 10.</p> <p>Emission Reductions / CMAQ \$ VOC _____ NOx _____</p>	
<p>D. Environmental Justice How does the project provide transportation services to individuals or groups who need some form of transportation due to an inability to utilize other forms of transportation? This can include service to the elderly & disabled or economically disadvantaged individuals. (5 points)</p> <p>Briefly describe any adverse or positive benefits this project may have on the transportation disadvantaged including minorities, elderly and disabled residents. For instance does this project provide positive impact by offering a transportation option that did not previously exist? Or does it have a negative impact, such as disrupting a minority neighborhood by physically separating it? (10 points for positive, -10 points for negative impacts). Total possible points = 15.</p>	
Maximum Total Score = 100	

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* = One bonus point awarded for each additional criteria met by the project

Items in blue are new criteria providing opportunity for potential bonus points.

As noted earlier, the criteria for scoring TIP projects emphasize better management of existing facilities as well as fostering the development of other modes of transportation instead of focusing solely on expanding the existing road system. This TIP scoring system builds on the Congestion Management System (CMS) developed as part of the planning process for the Long Range Transportation Plan. Many projects that move from the Long Range Transportation plan into the TIP have been developed through the CMS. In brief, the CMS provides a strategy and mechanism for identifying the appropriate transportation solution specifically for congested roadways. For more information about the CMS process see both the Nashville Area Long Range Transportation Plan and the Nashville Area CMS.

Appendix B. Air Quality Conformity Determination

Exempt Projects

Federal regulations exempt from regional emissions analysis many types of projects that do not negatively affect air quality. The projects listed in Table B-1 have been identified by the Interagency Consultation (IAC) Process as exempt from review based on the following set of exemption criteria (Exemption Code):

- (1) Pedestrian or bicycle facility improvements that do not involve adding additional lanes.
- (2) Transit operating assistance or capital improvements that do not expand the service fleet.
- (3) Reconstruction or improvement of roadways where new lanes are not added (e.g., safety improvements, etc.).
- (4) Streetscape / beautification projects or noise mitigation projects that do not add lanes.
- (5) Intersection or interchange improvements including traffic signalization.
- (6) Construction or rehabilitation of buildings.
- (7) Projects that do not involve operating or capital improvements (e.g., public outreach, education).

Table B-1 IAC Exempt Projects

County	TIP ID#	Route	Improvement Type	Reason
Regional	021	Ridesharing Program	Transit Operating	2
Regional	2002-010	Job Access/Reverse Commute (JARC)	Transit Operating	2
Regional	2004-037b	Ozone Action Program	Education & Outreach	7
Regional	2004-049	Extension of Bus Service	Transit Operating	2
Regional	2006-009	Music City Star Commuter Rail	Transit Operating	2
Regional	2006-016	Transportation Demand Management	Transit Operating	2
Regional	2006-017	Ridesharing	Transit Operating	2
Regional	2006-019	Vanpool vehicle purchase	Transit Capital	2
Regional	2006-112	Vanpool Seat Guarantee	Transit Operating	2
Regional	2006-113	Bus Seat Guarantee	Transit Operating	2
Regional	2006-122	ITS, Safety & Traveler Information System	ITS	5
Regional	2006-303	Downtown Bus Circulator	Bridge	3
Regional	2008-84-012	Spot Safety Improvement Program	Safety	5
Regional	2008-84-013	Safety	Safety	5
Regional	2008-85-036	TDM Strategies	Transit Operating	2
Regional	2008-85-069	Vanpool Vehicle Purchase	Transit Capital	2
Regional	2008-85-070	Vanpool Vehicle Purchase	Transit Capital	2
Regional	2008-89-014	Interstate 3R improvements	Interstate Improvement	5
Regional	2008-89-015	State Route 3R Improvements	State Route Improvement	5
Davidson	006	Donelson Pike (SR-255)	Intersection	5
Davidson	020	Andrew Jackson Parkway	Intersection	5
Davidson	063	ATIS - Phase 1	ITS	5
Davidson	066	Landport Regional Transportation Hub / Demonbreun Street	Transit Capital	2

County	TIP ID#	Route	Improvement Type	Reason
Davidson	066a	Central Station - Downtown Transit Center	Transit Capital	2
Davidson	066b	Central Station - Downtown Transit Center	Transit Capital	2
Davidson	2002-041	ITS - Various Interstates (Phase 1)	ITS	3
Davidson	2004-001	Arterial CCTV	ITS	2
Davidson	2004-004	Increased Guidance for Improved Mobility	Wayfinding	3
Davidson	2004-006	Multi-Modal Traffic Signal Enhancement	ITS	5
Davidson	2004-007	Traffic Management Center	ITS	3
Davidson	2004-008	Traffic Signal Communication Provision and Upgrade	ITS	5
Davidson	2004-009	Wayfinding Sign Program	Wayfinding	4
Davidson	2004-037a	Ozone Action Program	Education & Outreach	7
Davidson	2006-001	ITS - Various Interstates (Phase 2)	ITS	3
Davidson	2006-002	I-40	Noise Barrier Wall	5
Davidson	2006-402	Job Access and Reverse Commute (JARC)	Transit Operating	2
Davidson	2006-406	Farebox Replacement	Transit Capital	2
Davidson	2006-409	Cumberland River Greenway System	Greenway	1
Davidson	2006-411a	ITS-Variou Interstates and Controlled Access Facilities (Phase 3)	ITS	5
Davidson	2006-411b	ITS-Variou Interstates and Controlled Access Facilities (Phase 3)	ITS	5
Davidson	2008-14-030	Various intersection improvements (state routes)	Intersection	5
Davidson	2008-14-059	3rd Avenue and Union Street	Signalization/Signage/Streetscaping	5
Davidson	2008-15-025	Central Station Downtown Transit Center - Support Equipment	Transit Capital	2
Davidson	2008-15-028	Service Expansion and limited BRT implementation (Murfreesboro Rd)	Transit Operating	2
Davidson	2008-15-040	Passenger stop facility improvements	Transit Capital	2
Davidson	2008-15-044	MTA Equipment	Transit Capital	2
Davidson	2008-15-045	Preventative Maintenance	Transit Operating	2
Davidson	2008-15-046	Project Administration	Transit Operating	2
Davidson	2008-15-047	Security and Surveillance	Transit	2
Davidson	2008-15-048	Service and Support Vehicles	Transit Capital	2
Davidson	2008-15-049	MTA- Administration Building Rehabilitation	Transit Capital	2
Davidson	2008-15-049b	MTA- Administration Building Rehabilitation	Transit Capital	2
Davidson	2008-15-050	Bus Purchase	Transit Capital	2
Davidson	2008-15-051	ADA Service capitalization	Transit Operating	2
Davidson	2008-15-052	ACCESSRIDE Buses	Transit Capital	2
Davidson	2008-15-052b	ACCESSRIDE Buses	Transit Capital	2
Davidson	2008-15-053	Transit Facility at Lipscomb University	Transit Capital	2
Davidson	2008-15-054	Transit Buses	Transit Capital	2
Davidson	2008-15-071	Vehicle Purchase	Transit Capital	2
Davidson	2008-17-020	ITS Communication Device Deployment	ITS	5
Davidson	2008-17-021	Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL) & Intelligent Transportation System (ITS)	ITS	2
Davidson	2008-17-021b	Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL) and Intelligent Transportation System (ITS)	ITS	2

County	TIP ID#	Route	Improvement Type	Reason
Davidson	2008-17-021c	Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL) and Intelligent Transportation System (ITS)	ITS	2
Davidson	2008-17-026	Arterial corridors compliant with ITS Communication and Implementation Plans	ITS	5
Davidson	2008-17-031	Arterial corridors compliant with ITS Communication and Implementation Plans and Wayfinding Plan (under development)	Wayfinding	5
Davidson	2008-17-056	Advanced Traveler Information System - Phase 2	ITS	3
Davidson	2008-17-057	ATIS Travelers Information System, ITS Communications & CCTV	ITS	3
Davidson	2008-17-063	ITS - Various	ITS	5
Davidson	2008-19-001	I-65	Noise Barrier Wall	5
Davidson	2008-19-055	Construct noise barrier wall between I-65 and Harding Place in Oak Hill	Noise Barrier Wall	5
Davidson	2008-19-062	21st Avenue Streetscaping in Hillsboro Village	Enhancement	4
Davidson	40b	Passenger stop facility improvements	Transit Capital	2
Davidson	99-New-36	Hobson Pike (SR-171)	Intersection	5
Davidson	Completed Project 11	West End (SR-1)	Intersection	5
Davidson	Completed Project 2	Murfreesboro Road	Intersection	5
Davidson	Completed Project 8	Granny White Pike	Intersection	5
Davidson	In Previous TIP (056)	Elm Hill Pike	Intersection	5
Robertson	2004-010	Central Business District Sidewalks	Pedestrian	1
Robertson	2004-061	Springfield Greenway	Greenway	1
Rutherford	202	Broad Street (SR-1)	Intersection	5
Rutherford	223	Fergus Road	Pedestrian	1
Rutherford	225	Stones River Greenway	Greenway	1
Rutherford	226	Stones River Greenway Extension	Greenway	1
Rutherford	232	Gateway Trail	Greenway	1
Rutherford	2002-033	Murfreesboro Road (SR-1)	Intersection	5
Rutherford	2004-014	CCTV and Traffic Signal Interconnect	ITS	5
Rutherford	2004-057	US-41/70 (Northwest Broad)	Interchange Lighting	5
Rutherford	2004-072	Downtown Depot	Enhancement	6
Rutherford	2004-074	Rutherford County Visitor's Center	Enhancement	6
Rutherford	2005-006	Murfreesboro Urban Area Transit Service	Transit Operating	2
Rutherford	2005-007	Murfreesboro Urban Area Transit Service	Transit Operating	2
Rutherford	2006-120	SR-99	Reconstruct	3
Rutherford	2006-201	Stones River Bicycle and Pedestrian Trail (North)	Greenway	1
Rutherford	2006-203	Eagleville Bicycle and Pedestrian Trail	Greenway	1
Rutherford	2006-304	Jefferson Springs Greenway Extension	Greenway	1
Rutherford	2008-46-041	Lytle Creek Greenway	Greenway	1
Rutherford	2008-46-066	Stones River Trail	Greenway	1
Rutherford	2008-46-067	Lytle Creek Greenway	Greenway	1
Rutherford	2008-46-075	Chaney Boulevard Sidewalk	Pedestrian	1
Rutherford	2008-46-076	La Vergne Bicycle and Pedestrian Trail	Greenway	1

County	TIP ID#	Route	Improvement Type	Reason
Rutherford	2008-49-016	I-24	Noise Barrier Wall	5
Rutherford	99-New-14	Old Nashville Hwy	Signalization	5
Sumner	314	SR-52	Pedestrian	1
Sumner	315	White House Greenway	Greenway	1
Sumner	2002-030a	Hendersonville Bike/Ped Trail Phase 2, Project 1	Greenway	1
Sumner	2002-030b	Hendersonville Bike/Ped Trail - Phase 2, Project 2	Greenway	1
Sumner	2004-020	SR-109	Intersection	5
Sumner	2004-022	SR-76	Pedestrian	1
Sumner	2004-071	Downtown Streetscape Project	Pedestrian	1
Sumner	2006-023	Town Creek Greenway	Greenway	1
Sumner	2006-302	Town Creek Greenway (Phase I)	Greenway	1
Sumner	2008-54-033	Various intersection improvements	Intersection	5
Sumner	2008-55-072	Vehicle Purchase	Transit Capital	2
Sumner	2008-56-022	Volunteer State Community College Pedestrian Tunnel	Pedestrian	1
Sumner	99-New-29	Closed Loop and Signal Upgrade - CCTV	Signalization	5
Williamson	2002-032	Franklin Traffic Operations Center	ITS	5
Williamson	2004-023	Signal Interconnect	ITS	5
Williamson	2004-024	Concord Road (SR-253)	Intersection	5
Williamson	2004-025	Franklin Greenway & Harpeth River Walk	Greenway	1
Williamson	2004-028	Hillsboro Road (SR-106)	Intersection	5
Williamson	2004-064	Transit Capital & Planning	Transit Capital	2
Williamson	2006-011	Franklin Transit Authority Maintenance and Storage Facility	Transit Capital	2
Williamson	2006-015	SR-96	Intersection	5
Williamson	2006-018	Vanpool fleet management	Transit Operating	2
Williamson	2006-021	Vanpool Vehicle Purchase	Transit Capital	2
Williamson	2006-024	Riverbend Greenway	Greenway	1
Williamson	2006-025	Harpeth River Walk / Franklin Linear Park	Greenway	1
Williamson	2006-405	Job Access and Reverse Commute (JARC)	Transit Operating	2
Williamson	2008-64-037	SR-106 (Hillsboro Rd)	Intersection	5
Williamson	2008-64-043	US Hwy 31 (Main Street)	Intersection	5
Williamson	2008-64-068	Deer Ridge and Highway 100 Intersection	Intersection	5
Williamson	2008-65-023	Vanpool Startup Program	Transit Operating	2
Williamson	2008-65-073	Vehicle Purchase	Transit Capital	2
Williamson	2008-67-035	Concord Road Signals	ITS	5
Wilson	503	Maddox-Simpson Parkway (SR-26)	Intersection	5
Wilson	2004-029	Cedar City Trail, Phase 4	Greenway	1
Wilson	2008-75-074	Vehicle Purchase	Transit Capital	2
Wilson	2008-76-024	West Division Street Greenway	Greenway	1
Wilson	99-New-30b	Cedar City Trail	Greenway	1
Wilson	AM-022	SR-141	Reconstruct	3
Wilson	AM-022a	SR-141	Reconstruct	3



U.S. Department
of Transportation

**Federal Highway Administration
Tennessee Division Office
640 Grassmere Park, Suite 112
Nashville, TN 37211**

**Federal Transit Administration
Region 4
61 Forsyth Street, S.W., Suite 17T50
Atlanta, GA 30303**

November 7, 2005

Mr. Gerald Nicely, Commissioner
Tennessee Department of Transportation
Suite 700, James K. Polk Building
Nashville, Tennessee 37243-0349

Honorable Rogers Anderson
Mayor of Williamson County
1320 West Main Street, Suite 125
Franklin, TN 37064

Subject: 1-hr Conformity Determination for Nashville 2030 Long Range Transportation Plan

Dear Messrs. Nicely, and Anderson:

The Tennessee Division of the Federal Highway Administration (FHWA) and Region 4 of the Federal Transit Administration (FTA) in coordination with Region 4 of the Environmental Protection Agency (EPA) have reviewed the Nashville Area Metropolitan Planning Organization's (MPO) 2030 Long Range Transportation Plan and Conformity Determination, adopted on October 19, 2005. The Tennessee Department of Environment and Conservation, the Tennessee Department of Transportation, and the Metro Transit System, also had an opportunity to review and comment on the above-mentioned documents.

The Conformity Determination must be based on a Long Range Transportation Plan that meets the Federal Planning Regulations listed under 23 CFR 450.322. FHWA and FTA have reviewed the Nashville Area MPO's 2030 LRTP for consistency with the Federal requirements, and have determined consistency.

FHWA and FTA found that the Conformity Document for the Nashville Area MPO meets the five primary criteria of the Transportation Conformity Rule (62 FR 43779, August 15, 1997):

- use of the latest planning assumptions;
- use of the latest emissions model;
- use of appropriate consultation procedures;
- consistency with the mobile source emission budgets in the State Implementation Plan (SIP); and
- provisions for timely implementation of transportation control measures in the SIP.

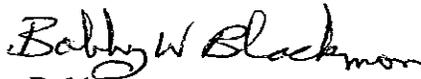


We also found that these documents met the criteria outlined in the Transportation Conformity Rule for the 1-hour Ozone Standard.

Therefore, the FHWA and the FTA approve the Conformity Determination for the 1-hour ozone standard for the adopted Nashville Area 2030 Long Range Transportation Plan.

If you have any questions regarding this approval, please contact Theresa Hutchins (FHWA) at 615-781-5767 or James Garland (FTA) at 440-562-3507.

Sincerely,



Bobby W. Blackmon

Division Administrator

Federal Highway Administration, Tennessee Division

Cc: Ed Cole, TDOT - Planning
Angie Midgett, TDOT - Planning
Fred Schwartz, Nashville MPO
James Garland, FTA Region 4
Theresa Hutchins, FHWA
Lynorae Benjamin, EPA Region 4

Skipper, Michael (MPO)

From: Skipper, Michael (MPO)
Sent: Monday, July 16, 2007 11:52 AM
To: Alan Jones; Allyson Shumate; Angie Midgett (E-mail); Benjamin.Lynorae@epamail.epa.gov; Downs, Patricia (MTA); Fred Huggins (E-mail); Hubie Stephens (E-mail); jeanne.stevens@state.tn.us; Marc Corrigan (E-mail); Raney, Rob (Health); Robert Rock; Tameka Macon; Tony Dittmeier
Cc: Thompson, Leslie (MPO)
Subject: Action Requested: Conformity Determination for FY 08-11 TIP
Importance: High
Attachments: 1hourozone_conformityletter_2005.pdf

Dear IAC Committee members,

As most of you are aware, the Nashville Area MPO will be adopting a new 4-year Transportation Improvement Program later this summer (August 15). That process requires a conformity determination for the 1-hour ozone standard. Since projects listed in the draft FY 2008-2011 are either (1) included in the conforming 2030 LRTP or (2) exempt from air quality analysis, MPO staff recommends that the IAC endorse the TIP as conforming with air quality standards based on the regional emissions analysis produced for the 2030 LRTP. For your reference, I have attached the 2030 LRTP 1-hour ozone conformity letter. The draft FY 2008-2011 TIP is posted on our website at www.nashvillempo.org

I appreciate your quick reply to this email with a recommendation for conformity determination.

Best,
Michael Skipper
MPO Director
Nashville Area MPO

7/19/2007

Skipper, Michael (MPO)

From: Skipper, Michael (MPO)
Sent: Monday, July 16, 2007 2:03 PM
To: Alan Jones; Allyson Shumate; Angie Midgett (E-mail); Benjamin.Lynorae@epamail.epa.gov; Downs, Patricia (MTA); Fred Huggins (E-mail); Hubie Stephens (E-mail); jeanne.stevens@state.tn.us; Marc Corrigan (E-mail); Raney, Rob (Health); Robert Rock; Tameka Macon; Tony Dittmeier
Cc: Huggins, Fred (Health); Thompson, Leslie (MPO)
Subject: RE: Action Requested: Conformity Determination for FY 08-11 TIP

Fred,

Our 2030 LRTP does conform to the MVEBs for VOC (13.30 / 21.93) and NOx (10.65 / 45.76) as referenced in your email (emissions / 2016 budget).

Thanks for your quick response.

Michael

From: Huggins, Fred (Health)
Sent: Monday, July 16, 2007 12:52 PM
To: Skipper, Michael (MPO)
Subject: RE: Action Requested: Conformity Determination for FY 08-11 TIP

Michael,

Attached is a copy of the Middle Tennessee 1-Hour Ozone Maintenance Plan Update. Could you confirm that the 2030 LRTP conforms to the Motor Vehicle Emissions Budget (MVEB) for VOC and NOx as contained in Table 4.3 on page 12. The 2016 and beyond MVEB is in the last column. If so, I concur that the TIP, as explained, will conform.

Thanks,

7/19/2007

Appendix C. Status of FY 2006-2008 Projects

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	CURRENT TIP	PROJECT STATUS
Davidson	001	Road Widening	Gateway Boulevard/Franklin St Corridor Phase 2	1st Avenue to 4th Avenue	YES	Underway
Davidson	006	Intersection	Donelson Pike (SR-255)	Lebanon Pike (SR-24)	NO	Completed
Davidson	020	Intersection	Andrew Jackson Parkway	Intersection of Chandler Road/Old Lebanon Dirt Road	YES	Programmed
Davidson	057	Bridge	Central Pike (SR-256)	Lebanon Rd (SR-24) to East of Nashville and Eastern Railroad	YES	Programmed
Davidson	059	ITS	Advanced Traveler Information System - Phase 2		NO	Combined/Resubmit
Davidson	060	ITS	Advanced Traveler Information System	Downtown Nashville	YES	Underway
Davidson	063	Signalization	Advanced Traveler Information System - Phase 1A	Various intersections along Charlotte, James Robertson and West End	YES	Programmed
Davidson	065	Greenway	Stones River Greenway	Percy Priest Lake to Cumberland River	YES	Underway
Davidson	066	Transit	Landport Regional Transportation Hub / Demonbreun Street	Downtown Nashville - Shelby Street / Demonbreun Street	NO	Programmed
Davidson	066a	Transit	Central Station - Downtown Transit Center	Central Business District	YES	Underway
Davidson	066b	Transit	Central Station - Downtown Transit Center	Central Business District	YES	Underway
Davidson	066c	Transit	Central Station - Downtown Transfer Center	Central Business District	NO	Completed
Davidson	2001-002	Interchange	I-65 North	SR-12 (8th Ave) Interchange (Formerly I-265)	YES	Underway
Davidson	2002-002	Transit	ADA Service Capitalization		NO	Combined/Resubmit
Davidson	2002-004	Transit	Service/Support Vehicles		NO	Combined/Resubmit
Davidson	2002-007	Transit	Support Facilities - MTA	130 Nestor Street	NO	Combined/Resubmit
Davidson	2002-009	Transit	Passenger Stop Facility Improvements	Davidson County	NO	Combined/Resubmit
Davidson	2002-026	Greenway	Richland Creek Greenway	Along CSX railroad from Cherokee, along Creek to N of N. Tech	NO	Completed
Davidson	2002-027	Greenway	Whites Creek Greenway	Richard Hartman Park on Tucker Road, along Whites Creek, Clarksville Pike to Ashland City Highway	NO	Completed
Davidson	2002-038	Enhancement	21st Avenue Area Sidewalks		YES	Underway
Davidson	2002-041a	ITS	ITS - Various Interstates & Controlled Access Routes (Phase 1)	Interstates including I-24, I-40, I-65 and I-440; Vietnam Veterans	YES	Underway
Davidson	2002-041b	ITS	Various Interstates & Controlled Access Routes (Phase 1)	Interstates including I-24, I-40, I-65 and I-440; Vietnam Veterans	YES	Underway
Davidson	2003-002	Enhancement	Cumberland River Pedestrian Bridge	Briley Parkway and Two Rivers Parkway	YES	Underway

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	CURRENT TIP	PROJECT STATUS
Davidson	2003-004	Interchange	I-40/I-24	Fesslers Lane Interchange to Green Street	YES	Underway
Davidson	2004-001	ITS	Arterial CCTV	Charlotte Pike, Lebanon Pike; Elm Hill Pike & Donelson Pike	YES	Programmed
Davidson	2004-002	ITS	Emergency Pre-emption and Transit Priority	Lebanon Pike and selected arterials	NO	Completed
Davidson	2004-004	Intersection	Increased Guidance for Improved Mobility	High volume corridors (e.g. West End), tourist areas, major intersections	YES	Programmed
Davidson	2004-005	Intersection	Jefferson Street	8th Ave N., 10th Ave N., 12th Ave N., Dr. DB Todd Jr. Blvd, 28th Ave N.	YES	Programmed
Davidson	2004-006	ITS	Multi-Modal Traffic Signal Enhancement	Signalized intersections within the urban area	YES	Programmed
Davidson	2004-007	ITS	Traffic Management Center	Davidson County TMC & TDOT TMC	YES	Underway
Davidson	2004-008	ITS	Traffic Signal Communication Provision and Upgrade	Countywide	YES	Programmed
Davidson	2004-009	Intersection	Wayfinding Sign Program	Downtown Nashville	YES	Underway
Davidson	2004-033	Transit	Express Route - Expanded Service	Harpeth Valley, Bellevue, Antioch, Priest Lake, Hermitage, Madison, Old Hickory	NO	Completed
Davidson	2004-037a	Education & Outreach	Ozone Action Program	Regionwide	YES	Underway
Davidson	2004-045	Transit	Vehicle Purchase		NO	Combined/Resubmit
Davidson	2004-046	Transit	Security/Surveillance Installation to Administration/Maintenance Facility		NO	Combined/Resubmit
Davidson	2004-047	Transit	Automatic Vehicle Locator (AVL)		NO	Combined/Resubmit
Davidson	2004-066	Reconstruct	I-65	Trinity Lane to Dickerson Road	YES	Underway
Davidson	2005-003	Transit	Hybrid Fleet Vehicle Purchase		NO	Completed
Davidson	2006-001a	ITS	ITS - Various Interstates & Controlled Access Routes	Interstates including I-24, I-40, I-65 and I-440; Vietnam Veterans	YES	Underway
Davidson	2006-001b	ITS	ITS - Various Interstates & Controlled Access Routes	Interstates including I-24, I-40, I-65 and I-440; Vietnam Veterans	YES	Underway
Davidson	2006-002	Noise Barrier	I-40	I-40 southbound between I-65 and I-24	YES	Underway
Davidson	2006-003	Noise Barrier	I-65	I-65 southbound at Lindell Avenue	NO	Underway
Davidson	2006-004	Road Widening	Nolensville Road (SR-11/US-31a)	South of Burkitt Rd to near Old Hickory Blvd (SR-254)	NO	Programmed
Davidson	2006-123	Pedestrian	Pedestrian Bridge	Vanderbilt Medical Center	YES	Underway
Davidson	2006-124	Road Widening	Gateway Blvd	4th Ave to 8th Ave	YES	Programmed
Davidson	2006-124a	Road Widening	Shelby Avenue Continuation (Gateway Blvd)	4th Avenue to 8th Avenue	NO	Combined/Resubmit
Davidson	2006-125	Pedestrian	Rolling Mill Hill Greenway Extension	Nashville Gateway Bridge south along Cumberland River	YES	Programmed
Davidson	2006-204	Pedestrian	3rd Ave and Union Streetscape Project	3rd Ave. North and Union Street	NO	Combined/Resubmit
Davidson	2006-301	Reconstruction	Hermitage Ave	Gateway Blvd to Lindsley Ave.	NO	Deferred
Davidson	2006-402	Transit	Jobs Access and Reverse Commute	Regionwide	YES	Programmed
Davidson	2006-404	Bicycle	State Bicycle Parking Pilot Project	Multiple locations at State Capitol Complex in Nashville	NO	Underway

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	CURRENT TIP	PROJECT STATUS
Davidson	2006-406	Transit	Farebox Replacement	Davidson County	YES	Underway
Davidson	2006-409	Greenway	Cumberland River Greenway System	Downtown to Metro Center	YES	Underway
Davidson	2006-410	ITS	ITS Maintenance-Davidson County (Phase 1)	Various routes in Davidson County	NO	Underway
Davidson	2006-412	Directional Ramps	I-40	at Briley Parkway/Robertson Avenue Intersection	YES	Underway
Davidson	2006-413	Road Widening	SR-155/Briley Parkway	South of Elm Hill Pike to North of SR-24	NO	Underway
Davidson	2006-414	Road Widening	SR-155/Briley Parkway	from North of Lebanon/SR-24 to North of Two Rivers Parkway	NO	Underway
Davidson	99-NEW-36	Intersection	Hobson Pike (SR-171)	Various Intersections to include: Pin Hook, Hamilton Church, Smith Springs Blvd, Couchville, and Granny Wright	YES	Programmed
Davidson	99-NEW-57	Transit	Preventive Maintenance - MTA		NO	Combined/Resubmit
Davidson	99-NEW-58	Transit	ACCESSRIDE Minibuses		NO	Combined/Resubmit
Davidson	99-NEW-61	Transit	Equipment - MTA		NO	Combined/Resubmit
Davidson	99-NEW-62	Pedestrian	Hillsboro Pike Vicinity	South of Hobbs Road to North of Crestmoor Road	NO	Completed
Davidson	99-NEW-77	Transit	Project Administration - MTA		NO	Combined/Resubmit
Davidson	Completed Project 1	Road Widening	Conference Drive	SR-386 to SR-174	NO	Completed
Davidson	Completed Project 10	Intersection	Harding Road (SR-255)	Nolensville Road (SR-11)	NO	Completed
Davidson	Completed Project 11	Intersection	West End (SR-1)	I-440 to Acklen Park Drive	NO	Completed
Davidson	Completed Project 2	Intersection	Murfreesboro Road	Bell Road	NO	Completed
Davidson	Completed Project 3		Harding Road (SR-255)	Sidco Drive to Timberhill Drive	NO	Completed
Davidson	Completed Project 4	Road Widening	West Trinity (SR-65)	Whites Creek Pike to Brick Church Pike	NO	Completed
Davidson	Completed Project 8	Intersection	Granny White Pike	Old Hickory Boulevard (SR-254)	YES	Underway
Davidson	Completed Project 9	Intersection	Old Hickory Blvd (SR-45)	Gallatin Road	NO	Completed
Davidson	2002-008	Transit	Transit Buses		NO	Combined/Resubmit
Davidson/Sumner	2006-411	ITS	ITS-Various Interstates and Controlled Access Facilities (Phase 3)	Various interstates	YES	Underway
Regional	015	Park-n-Ride	Park & Ride Lot/Transit Station	East Corridor	NO	Deferred
Regional	021	Rideshare/TDM	Ridesharing Program	Regionwide - 5 county area	YES	Underway
Regional	064	Park-n-Ride	Music City Star Commuter Rail Station	Downtown Nashville to Lebanon	NO	Completed
Regional	037-a	Transit	Music City Star Commuter Rail Line	East Corridor - downtown Nashville to Lebanon	NO	Completed
Regional	037-b	Transit	Music City Star Commuter Rail Line	East Corridor - downtown Nashville to Lebanon	NO	
Regional	2002-010	Transit	Job Access/Reverse Commute	Regionwide	YES	Underway
Regional	2004-034	Transit	Bus & Vanpool Seat Guarantee	Regional	NO	Combined/Resubmit
Regional	2004-035	Transit	Web-Based Dynamic Ridematching	Regional	NO	Completed
Regional	2004-036	Transit	Vehicle Purchase		NO	Completed

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	CURRENT TIP	PROJECT STATUS
Regional	2004-037b	Education & Outreach	Ozone Action Program	Regionwide	YES	Underway
Regional	2004-049	Transit	Extension of Bus Service	Downtown Nashville to Lebanon	YES	Underway
Regional	2004-060	Transit	Southeast Corridor Transit Alternatives Analysis	Nashville to Murfreesboro	NO	Completed
Regional	2006-009	Transit	Music City Star Commuter Rail	Downtown Nashville to the City of Lebanon	YES	Programmed
Regional	2006-017	Rideshare	Ridesharing	Regional	YES	Underway
Regional	2006-019	Transit	Vanpool Vehicle Purchase	Regional	YES	Underway
Regional	2006-021	Transit	Vanpool Vehicle Purchase	Regional	YES	Programmed
Regional	2006-0na1		Project Cost Overrun Bucket	Nashville U-STP	YES	Programmed
Regional	2006-0na2		Project Contingency Overrun Bucket	Nashville U-STP	YES	Programmed
Regional	2006-112	Transit	Vanpool Seat Guarantee	Regional	YES	Underway
Regional	2006-113	Transit	Bus Seat Guarantee	Regional	YES	Underway
Regional	2006-122	ITS	ITS, Safety & Traveler Information System	Regional	YES	Programmed
Regional	2006-303	Transit	Downtown Bus Circulator	Riverfront station in Downtown Nashville and circulate throughout the downtown area	YES	Underway
Regional	2006-cmaq1		Project Cost Overrun Bucket	CMAQ Overrun Bucket	YES	Programmed
Regional	2006-cmaq2		Project Contingency Overrun Bucket	CMAQ Contingency Bucket	YES	Programmed
Regional	i2004-048	Transit	Southeast Corridor Development		NO	Dropped
Regional	i2006-010	Transit	Regional Transit Development Studies	Regionwide	NO	Dropped
Regional	zz2006-022	Transit	Bus and Vanpool Seat Guarantee	Regional	NO	Completed
Robertson	2004-010	Pedestrian	Central Business District	5th Avenue; Memorial Blvd to Willow and Locust to Springfield Middle School	YES	Programmed
Robertson	2004-022	Pedestrian	SR-76	East of Raymond Hirsch Pkwy to west of SR-41/US-31	YES	Underway
Robertson	2004-039	Road Widening	SR-65/US-431 (Tom Austin Memorial)	Walling Road to SR-11/US-431 (Memorial Blvd)	NO	Deferred
Robertson	2004-061	Greenway	Springfield Greenway	Garner Street Park to the Bransford Community Center	YES	Programmed
Rutherford	202	Intersection	Broad Street (SR-1)	Old Fort Parkway (SR96), Memorial Boulevard (SR-10) - separated	YES	Underway
Rutherford	203	ITS	Middle Tennessee Boulevard	Greenland Drive to Main Street	YES	Underway
Rutherford	222	Pedestrian	Stones River Road	SR-1/US-41 to Hurricane Circle	NO	Underway
Rutherford	223	Pedestrian	Fergus Road	Gale Lane to Bill Stewart Blvd	YES	Programmed
Rutherford	225	Greenway	Stones River Greenway	Smyrna to LaVergne	YES	Programmed
Rutherford	226	Greenway	Stones River Greenway Extension	Barfield-Crescent Road to north of Old Fort Parkway	YES	Underway
Rutherford	232	Greenway	Gateway Trail	Stones River Greenway N. to General Bragg Trailhead	YES	Underway
Rutherford	427	Interchange	SR-840	Interchange at Beasley Road	NO	Underway
Rutherford	2002-033	Intersection	Murfreesboro Road (SR-1)	LaVergne City Hall	YES	Programmed
Rutherford	2002-042	Road Widening	I-24 East	SR-10/US-231 to SR-96	NO	Underway
Rutherford	2004-012	Intersection	Murfreesboro Road (SR-1)	Dick Buchanan	NO	Underway
Rutherford	2004-013	Intersection	Murfreesboro Road (SR-41/US-70)	Floyd Mayfield Lane	YES	Underway

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	CURRENT TIP	PROJECT STATUS
Rutherford	2004-014	ITS	CCTV and Traffic Signal Interconnect	SR-96W, US-231N (SR-10), SR-99S	YES	Underway
Rutherford	2004-056	Road Widening	SR-99 (New Salem Highway)	Old Fort Parkway to SW Loop Rd	YES	Underway
Rutherford	2004-057	Interchange Lighting	US-41/70 (Northwest Broad)	SR-840	YES	Underway
Rutherford	2004-072	Enhancement	Downtown Depot	Front Street and Washington Street	YES	Programmed
Rutherford	2004-074	Enhancement	Rutherford County Visitor's Center	I-24 and Medical Center Blvd	YES	Underway
Rutherford	2005-006	Transit	Murfreesboro Urban Area Transit Service	Murfreesboro Urban Area	YES	Underway
Rutherford	2005-007	Transit	Murfreesboro Urban Area Transit Svc.	Murfreesboro Urban Area	YES	Underway
Rutherford	2006-026	Road Widening	SR-266 / Jefferson Pike	Nissan Blvd (SR-102) to SR-840	NO	Combined/Resubmit
Rutherford	2006-01a		Project Contingency Overrun Bucket	LaVergne L-STP	NO	Dropped
Rutherford	2006-0mu1		Project Cost Overrun Bucket	Murfreesboro Urbanized Area (Includes LaVergne and Smyrna)	YES	
Rutherford	2006-0mu1L		Project Cost Overrun Bucket	Murfreesboro L-STP	NO	Dropped
Rutherford	2006-0mu2		Project Contingency Overrun Bucket	Murfreesboro Urbanized Area (Includes LaVergne and Smyrna)	YES	
Rutherford	2006-0mu2L		Project Contingency Overrun Bucket	Murfreesboro L-STP	NO	Dropped
Rutherford	2006-0sm		Project Cost Overrun Bucket	Smyrna L-STP	NO	Dropped
Rutherford	2006-120	Road Widening	SR-99	SR-16 (US-41A) in Eagleville to West of SR-269 (Concord Rd.)	YES	Underway
Rutherford	2006-201	Bicycle	Stones River Bicycle and Pedestrian Trail	Various	YES	Programmed
Rutherford	2006-202	New Roadway	Stones River Battlefield - National Park Service Interior	Stones River Battlefield	YES	Underway
Rutherford	2006-203	Greenway	Eagleville Bicycle and Pedestrian Trail	Downtown Area	YES	Programmed
Rutherford	2006-304	Greenway	Jefferson Springs Greenway Extension	Sharp Springs Natural Area to Jefferson Springs	YES	Programmed
Rutherford	2006-401	Road Widening	Waldron Rd / Parthenon Pkwy	Heil Quaker Blvd to Murfreesboro Rd (SR-1)	YES	Programmed
Rutherford	2006-403	Transit	Murfreesboro Transit Equipment	Murfreesboro	YES	Programmed
Rutherford	2006-407	Signalization	Rutherford County Wayfinding Sign Program	Rutherford County	YES	Underway
Rutherford	2006-415	Road Widening	SR-266/Jefferson Pike	From SR-102 to SR-840	YES	Underway
Rutherford	2007-001	Transit	Bus Purchase-Murfreesboro Transit	City of Murfreesboro	YES	Underway
Rutherford	2007-002	Transit	Passenger Amenities-M'boro Transit	City of Murfreesboro	YES	Underway
Rutherford	2007-003	Transit	Service Operations-Murfreesboro Transit	City of Murfreesboro	YES	Underway
Rutherford	203a	ITS	Middle Tennessee Blvd	Greenland Drive to Main Street	YES	Underway
Rutherford	99-NEW-14	Signalization	Old Nashville Hwy	Stones River Road	YES	Programmed
Rutherford	AM-006	Greenway	Hurricane Creek Greenway	SR-41	YES	Programmed
Rutherford	Completed Project 13	Greenway	Stones River Greenway	Thompson Lane Trailhead to Fortress Rosecrans	NO	Completed
Rutherford	zz2006-020	ITS	Signal Synchronization	SR-266 and SR-102	NO	Deferred
Sumner	301	Intersection Imp	Hartsville Pike (SR-25)	Airport Road	NO	Completed
Sumner	314	Pedestrian	SR-52	SR-109 to South Russell Street; College Street from Searcy Lane to Morningside Drive; and Searcy Lane from College Street to SR-52	YES	Underway
Sumner	315	Greenway	White House Greenway	Tyree Springs Road north to US-	NO	Completed

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	CURRENT TIP	PROJECT STATUS
				31W		
Sumner	2002-018	Road Widening	SR-109	South of SR-76 to SR-52 - HPP# TN184 (Section 1702 SAFETEA-LU)	YES	Underway
Sumner	2002-028	New Roadway	Rockland Road/Imperial Boulevard	Center Point Road to Imperial Boulevard	YES	Programmed
Sumner	2002-029	Intersection Imp	Walton Ferry/Old Shackle Island	Main St to Luna Lane (Walton Ferry) & Main to New Shackle (Old Shackle)	YES	Programmed
Sumner	2002-030a	Bicycle	Hendersonville Bike/Ped Trail Phase 2, Project 1	Drakes Creek to Wessington Elementary School/Vietnam Veterans Boulevard	YES	Programmed
Sumner	2002-030b	Bicycle	Hendersonville Bike/Ped Trail - Phase 2, Project 2	Memorial Park to Nannie Berry Elementary, Ellis Middle and Hendersonville High School	YES	Underway
Sumner	2004-019	New Roadway	Cartwright Parkway Extension	Williamson Road to North Cartwright SR-41 to US-31W	YES	Programmed
Sumner	2004-020	Intersection Imp	SR-109	Kirby Drive	YES	Underway
Sumner	2004-071	Pedestrian	Downtown Streetscape Project	Downtown Square	YES	Programmed
Sumner	2004-073	Pedestrian	Union School Road Bike/Ped Trail (Sumner County Pedestrian/Bicycle Trail)		NO	Completed
Sumner	2006-014	Road Widening	New Shackle Island Road (SR-258)	Iris Drive north to SR-386 (Vietnam Veterans Blvd)	YES	Programmed
Sumner	2006-023	Greenway	Town Creek Greenway	Begin at Hume St, End at Smith Street	YES	Underway
Sumner	2006-0po1		Project Cost Overrun Bucket	Portland L-STP	YES	
Sumner	2006-0po2		Project Contingency Overrun Bucket	Portland L-STP	YES	
Sumner	2006-0wh1		Project Cost Overrun Bucket	White House L-STP	YES	Combined/Resubmit
Sumner	2006-0wh2		Project Contingency Overrun Bucket	White House L-STP	YES	Combined/Resubmit
Sumner	2006-302	Greenway	Town Creek Greenway (Phase I)	Triple Creek Park to N. Hume Ave.	YES	Underway
Sumner	2006-416	Interchange	I-65	At SR-109	YES	Programmed
Sumner	306-a	New Roadway	Vietnam Veterans Boulevard (SR-386)	Existing SR-386 to 7/10 of a miles west of Station Camp Creek	NO	Completed
Sumner	306-b	New Roadway	Vietnam Veterans Boulevard (SR-386)	Station Camp Creek Interchange to Harris Lane Interchange	NO	Completed
Sumner	99-NEW-23	Intersection	East Broadway (SR-6)	North Water Ave (SR-109)	YES	Underway
Sumner	99-NEW-28	New Roadway	Indian Lake Boulevard	Existing Indian Lake Boulevard (SR-6/US-31E) to Vietnam Veterans Boulevard (SR-386)	YES	Underway
Sumner	99-NEW-29	Signalization	Closed Loop and Signal Upgrade - CCTV	Main Street(SR-6); New Shackle Island Road (SR-258); Freehill Road	YES	Programmed
Sumner	AM-018	Road Widening	SR-109 (S. Water Ave.)	North of Cumberland River Bridge to SR-109 Bypass - HPP# TN049 (Section 1602 - TEA-21)	YES	Underway
Sumner	AM-019	Road Widening	SR-109	Gallatin Bypass near Crestview Cemetery to Hollis Chapel Road	YES	Underway
Sumner	Completed Project 12	Intersection	New Shackle (SR-258)	Long Hollow Pike (SR-174)	NO	Completed

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	CURRENT TIP	PROJECT STATUS
Sumner	zz2006-007	New Roadway	Green Lea Blvd (St. Blaise/Harris Lane)	Nashville Pike to intersection at SR-386 w/connector road to GAP	NO	Underway
Williamson	402	Signalization	Cool Springs Signal Project	Cool Springs Area	NO	Completed
Williamson	407	New Roadway	SR-840	West of Bending Chestnut Road to east of Thompson Station Road	YES	Underway
Williamson	423	TDM/Rideshare	Rideshare Program		NO	Completed
Williamson	426	New Roadway	SR-840	Southeast of SR-100 to Bending Chestnut Road	YES	Underway
Williamson	2002-031	TDM/Rideshare	Ridesharing/Clean Air Partnership	County-wide	NO	Completed
Williamson	2002-032	ITS	Franklin Traffic Operations Center	Cool Springs, Hillsboro Road, Mack Hatcher, Murfreesboro Road	YES	Underway
Williamson	2004-023	ITS	Signal Interconnect	Northern Brentwood including Maryland Way; Old Hickory Blvd. In Davidson County	YES	Completed
Williamson	2004-024	Intersection	Concord Road (SR-253)	Sunset Road	YES	Completed
Williamson	2004-025	Greenway	Franklin Greenway & Harpeth River Walk	Fieldstone Park/Hillsboro Road to Mack Hatcher Parkway	YES	Underway
Williamson	2004-028	Intersection	Hillsboro Road (SR-106)	Battlewood	YES	Underway
Williamson	2004-042	Interchange	I-65	McEwen Drive	NO	Underway
Williamson	2004-051	Road Widening	SR-247 (Duplex Road)	SR-6 (US-31, Main Street) to near I-65	YES	Underway
Williamson	2004-058	Road Widening	SR-253 (Concord Road)	Edmondson Pike to Nolensville Road	YES	Underway
Williamson	2004-062	Transit	Transit Vehicle Purchase		NO	Underway
Williamson	2004-064	Transit	Transit Planning		YES	Programmed
Williamson	2004-069	Enhancement	Hillsboro Road Stone Wall	East and west of the intersection with Berry's Chapel Road (502' in length)	YES	Underway
Williamson	2006-011	Transit	Franklin Transit Authority Maintenance and Storage Facility	City of Franklin	YES	Underway
Williamson	2006-013	Road Widening	Concord Road (SR-253)	Jones Parkway east to Arrowhead Drive	YES	Programmed
Williamson	2006-015	Intersection	SR-96	SR-46 (Old Hillsboro Road)	YES	Programmed
Williamson	2006-016	Transit	Transportation Demand Management	Regional	YES	Programmed
Williamson	2006-018	Transit	Clean Air Partnership and Regional Vanpool	Regional	YES	Underway
Williamson	2006-024	Greenway	Riverbend Greenway	5th Avenue and North Margin St.	YES	Underway
Williamson	2006-025	Greenway	Harpeth River Walk / Franklin Linear Park	Harpeth River and Spencer Creek	YES	Underway
Williamson	2006-050	New Roadway	McEwen Drive (Phase III)	McEwen Drive from Carothers Pkwy easterly to the intersection with Cool Springs Boulevard ext.	NO	Underway
Williamson	2006-0sh1		Project Cost Overrun Bucket	Spring Hill L-STP	YES	
Williamson	2006-0sh2		Project Contingency Overrun Bucket	Spring Hill L-STP	YES	
Williamson	2006-100	Road Widening	Split Log Road	Wilson Pike east to Ragsdale Road	YES	Underway
Williamson	2006-101	New Roadway	Cool Springs Boulevard	From existing terminus of Cool Springs Blvd to existing McEwen Dr.	NO	Completed
Williamson	2006-102	New Roadway	Goose Creek Bypass (Hwy 248)	Just east of Long Lane to Bagsby	NO	Completed

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	CURRENT TIP	PROJECT STATUS
				Lane		
Williamson	2006-103	New Roadway	McEwen Drive	Cool Springs Boulevard easterly to Wilson Pike (SR-252)	YES	Underway
Williamson	2006-104	New Roadway	McEwen Drive Extension (Phase 1)	McEwen Drive from Cool Springs Blvd at the present locations of McEwen Dr easterly to Mallory Ln	YES	Underway
Williamson	2006-106	Bridge	South Carothers Parkway (Harpeth River Bridge)	Harpeth River Crossing of South Carothers Parkway	NO	Completed
Williamson	2006-107	New Roadway	South Carothers Parkway Extension (Phase 1)	South Carothers Parkway from Falcon Creek Subdivision to Harpeth River	NO	Completed
Williamson	2006-108	New Roadway	South Carothers Parkway Extension (Phase II)	Harpeth River to Long Lane	NO	Completed
Williamson	2006-109	New Roadway	South Carothers Parkway Extension (Phase III)	Long Lane to Goose Creek Bypass Extension	NO	Completed
Williamson	2006-110	Road Widening	SR-96	East of Arno Road to SR-252	NO	Programmed
Williamson	2006-111	New Roadway	Carothers Parkway Extension (Phase 1)	Existing Carothers Pkwy Terminus to existing McEwen Drive	YES	Underway
Williamson	2006-115	New Roadway	Carothers Pkwy Extension (Phase II)	Liberty Pike to McEwen Drive	NO	Completed
Williamson	2006-116	New Roadway	Carothers Pkwy Extension (Phase III)	Liberty Pike to Covey Drive	NO	Completed
Williamson	2006-117	Road Widening	Hillsboro Rd (SR-106/US-431) Phase I	Del Rio Pike to Mack Hatcher Parkway (SR-397)	YES	Underway
Williamson	2006-118	Road Widening	Hillsboro Rd (SR-106/US-431) Phase II	New Hwy 96 to just north of Del Rio Pike	YES	Underway
Williamson	2006-405	Transit	Job Access and Reverse Commute	Williamson County	YES	Underway
Williamson	2006-408	Road Widening	SR-31/Franklin Road Widening	SR-253/Cooncord Road to SR-441/Moores Lane.	YES	Underway
Williamson	2006-417	Road Widening	I-65 Widening	From S of SR-840 to SR-96 including interchange at SR-248	YES	Programmed
Williamson	2006-418	New Roadway	SR-397/Mack Hatcher (NW Quadrant)	SR-96, W of Franklin to SR-106, N of Franklin	YES	Programmed
Williamson	407a	New Roadway	SR-840 South	West of Carter's Creek to east of Thompson Station Road	YES	Underway
Williamson	99-NEW-75	Signalization	Brentwood Signal System	Southern Brentwood including Concord Rd, Wilson Pk, Moores Ln	NO	Combined/Resubmit
Williamson	AM-020B	Reconstruct	Mack Hatcher (SR-397)	SR-96 East of Franklin to SR-6/US-31 North of Franklin (NE Quadrant)	YES	Underway
Williamson	AM-021	New Roadway	SR-840	East of Thompson Station Road to .3 miles west of SR-6	NO	Underway
Williamson	i2006-012	Transit	Transit Vehicle Purchase for Franklin Transit Authority		NO	Dropped
Williamson	zz2006-105	Road Widening	North Royal Oaks Boulevard	London Lane to Liberty Pike	NO	Dropped
Williamson	zz2006-114	Road Widening	Lewisburg Pike (US431/SR106) Phase 1	South of Goose Creek Bypass to North of Old Peytonsville Rd	YES	Underway
Williamson	zz2006-119	Interchange	I-65 Goose Creek Bypass\Peytonsville Rd	South of SR-840 to SR-96, including Interchange at SR-248	NO	Combined/Resubmit
Wilson	503	Intersection	Maddox-Simpson Parkway (SR-26)	SR-26/US-70 (Sparta Pike)	YES	Programmed
Wilson	2002-023	Road Widening	SR-109	Division Street (N of I-40) to South of Lebanon Pike SR-24/US-70	YES	Underway

COUNTY	TIP#	TYPE	ROUTE/ DESCRIPTION	TERMINI/ INTERSECTION	CURRENT TIP	PROJECT STATUS
Wilson	2004-029	Greenway	Cedar City Trail, Phase 4	Hill Street at N. Greenwood to Castle Heights; Castle Heights fro Hill Street to Main Street	YES	Underway
Wilson	2004-043	Interchange	I-40	Beckwith Road	YES	Underway
Wilson	2004-043a	Interchange	I-40	Beckwith Road	YES	Underway
Wilson	2004-059	New Interchange	I-40	Central Pike	YES	Programmed
Wilson	2004-067	Interchange	I-40	Mt. Juliet Road/SR-171, including Providence Place	YES	Underway
Wilson	2004-068	Road Widening	SR-171/Mt. Juliet Road	Providence Place (S of I-40) to SR-24/Lebanon - excluding I-40 to Division Street	YES	Programmed
Wilson	2004-070	Pedestrian	Charlie Daniels Parkway Sidewalks	Beginning at Mt. Juliet Road/SR-171 and continuing approximately 1400 feet to the east	YES	Programmed
Wilson	2005-004	New Roadway	Hartmann Drive	Existing Hartmann Drive at Coles Ferry to US-231/SR-10	NO	Completed
Wilson	2006-01e1		Project Cost Overrun Bucket	Lebanon L-STP	YES	
Wilson	2006-01e2		Project Contingency Overrun Bucket	Lebanon L-STP	YES	
Wilson	2006-121	Road Widening	SR-141 (Hartsville Pike)	North of Leland Lane to .2miles south of Spring Creek	YES	Underway
Wilson	99-NEW-30b	Greenway	Cedar City Trail	North side of Sinking Creek from Castle Heights Ave. to N. Greenwood, then to Maple St	YES	Programmed
Wilson	99-NEW-32	Reconstruction	Old Lebanon Dirt Road (FAU 4450)	Davidson County Line/Wilson County Line to Jackson Trail	YES	Programmed
Wilson	AM-022	Reconstruct	SR-141	.2 miles south of Spring Creek to Trousdale County Line	YES	Underway
Wilson	AM-022a	Reconstruct	SR-141 Reconstruction	0.2 miles south of Spring Creek to north of Tomlinson Road	YES	Underway
Wilson	Completed Project 5	Road Widening	Old Lebanon Dirt Road	West of Julie Drive to SR-171 in Mt. Juliet	NO	Completed
Wilson	Completed Project 6	Intersection	SR-10	Tennessee Blvd/Leeville Pike	NO	Completed
Wilson	Completed Project 7	Road Widening	SR-24	West of Babb Drive to east of Babb Drive	NO	Completed
Wilson/Sumner	2006-006	Bridge	SR-109	Bridge over Cumberland River (l.m. 14.91)	NO	Programmed

Appendix D. Certifications

MPO Self Certifications and Federal Certifications

23CFR 450.334

- (a) The MPO and state shall certify the metropolitan planning process every 4 years is in accordance with:
- X (1) 23 USC 134, 49 USC 5303 (Highways and Transit)
 - X (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended 942 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 SAFETEA-LU (Pub. L 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT 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.
 - 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 E. Public Comments

August 1, 2007 - Public Hearing #1 for FY 2008-2011 TIP

No public comments.

August 21, 2007 - Comments received during Public Advertisement Period

Email from Citizen: I am in support of TIP project 2008-11-027 SR 255 Harding Extension Phase I. This project has been in the planning for many years. The right of way acquisition has been completed and it is time to start construction which is way overdue.

This road, in addition to easing traffic and moving it off a narrow windy road (Couchville Pike) will open a large area for Industrial Development land. Davidson County has an acute shortage of available industrial land particularly large (over 10 acres) industrial sites. This will give Davidson County the opportunity to pursue large industrial employers which would enhance Davidson County's tax base, job growth and opportunity.

August 22, 2007 - Public Hearing #2 for FY 2008-2011 TIP

Citizen #1 (Nashville) said that he has been speaking about Harding Place extension for two decades. He said that the project is environmentally dangerous, and that he sent out a media notice this week about the project.

He stated that members of the Executive Board from outside of Davidson County should not vote on the project. He said that it would destroy the largest old growth forest in urban Nashville. He said that when the environmental study was done for the project in 2001 that there was no global climate crisis.

He stated that deforestation and fossil fuels are the largest contributors to the climate crisis. He mentioned that David Walker, the U.S. Comptroller is traveling the nation forewarning about the climate crisis. He stated that there was no environmental scrutiny done for this project, and that the 2001 Federal Highway report on the project concluded that there was no environmental impact.

Citizen #1 stated that the Executive Board may only be considering the first phase of the project today, but that all of the phases should be considered as part of the whole picture. He said that we are spending money that we do not have, which is an estimated \$131 million for this project. He stated that the Board should not begin to fund any phase of the project.

Citizen #1 said that the United States is surviving on a credit card that the head of the Tennessee Department of Transportation recently stated that if a project was going to cost more than \$1 million a mile, then the project should be discarded. Citizen #1 said that the project would destroy the largest old growth forest in Nashville, and that the destruction would have a large impact.

He stated that any action to move the project forward is a huge mistake. Citizen #1 stated there is no priority for the project, that it is not needed and not wanted by the tax payers.

Citizen #1 concluded by saying that the United States is borrowing \$1 million of every minute of every day, and we should not continue to borrow money for projects that are not needed.

Citizen #2 (Nashville) stated that she lives in a home off of Elm Hill Pike that her father purchased in the 1940's. She said that she is here to discuss the Harding Place Extension

project. She said the TDOT keeps redrawing the road, and that Dell was going to purchase what is known as the north track of the land, but that the deal did not go through.

She stated that people who lived on that land were forced off for Dell, but that the Airport took the property back. She mentioned that at the time, the Airport did not have the option of eminent domain on these 12 acres, but that TDOT moved the road alignment on top of her property.

Citizen #2 stated that the (former) Chair of the Airport Board owns commercial property that this road will directly benefit. She mentioned that the road alignment has been moved three times. She stated that the airport dictates what is occurring with this project, that the MPO Executive Board should table the vote on this project because it needs more consideration.

Metro Councilman (District 13) explained that the project (Harding Place Extension) runs through his Council district. He said that he is not an opponent or a proponent of the project, but he hopes that the MPO Executive Board will be transparent in its decision and reminded the board of what responsibility it has, especially in terms of funding. He asked that the Board give consideration to the citizens.

State Representative (District 60) stated that he has served in the State Legislature for 24 years and that he serves on the House Transportation Committee. He mentioned that some members of the board (who do not represent constituents in the project area) do not have a "dog in the fight". He said that TDOT says there will be no new projects, yet this project appears to be moving forward.

The Representative asked why this Board is making the decision for this project to move forward, and that he wants to know the funding sources for the project. He wondered how many Board members would be able to drive to the location of the project if the members were to go get into their cars at that moment. He asked the Board to delay approval for this project and to look into alternatives for the project.

He asked the Board to look at the number of Board members present at the meeting, and then multiply that number by the 100's to get an idea of how many citizens would be affected by this project. He said that the last public meeting on this project was at the Una School in 2001, and was attended by TDOT and Dell.

The Representative said that the plans for the current road alignment are not the plans that were presented at the last community meeting in 2001. He stated that the alignment used to be closer to the airport, but now the alignment has changed because the airport wants to build a new runway.

The Representative asked the Board to give Nashville a chance to rework the plan. He said that the decision of the Board would impact a whole lot of people, but that the Board did not have a clear idea of how far their impact would reach. He said that members of the Board may not have a dog in the fight, but that they are human beings.