



NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION

800 Second Avenue South - Nashville, TN 37201
(615) 862-7204 - (615) 862-4994 [fax]
www.nashvillempo.org

December 17, 2007

- Davidson County
-
- Rutherford County
-
- Sumner County
-
- Williamson County
-
- Wilson County
-
- Brentwood
-
- Franklin
-
- Gallatin
-
- Goodlettsville
-
- Hendersonville
-
- LaVergne
-
- Lebanon
-
- Metro Nashville
-
- Mt. Juliet
-
- Murfreesboro
-
- Portland
-
- Smyrna
-
- Spring Hill
-
- Springfield
-
- White House

Ms. Nancy Sartor, Manager
Office of Local Programs
Tennessee Department of Transportation
Suite 600, James K. Polk Bldg.
Nashville, TN 37243

RE: FY 2008-11 TIP Amendments for the Nashville Area MPO

Dear Ms. Sartor:

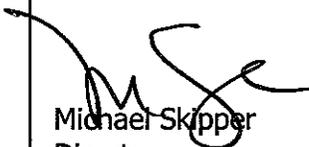
Enclosed are Transportation Improvement Program amendments which have been approved according to the procedures adopted by the Nashville Area MPO Executive Board, including public participation measures that meet federal requirements. These amendments will result in a fiscally constrained TIP. The following TIP Projects are being amended:

<u>TIP #</u>	<u>Project</u>
2008-19-077	Amqui Train Station Depot - Metro Nashville
2008-16-078	Demonbreun Street Streetscape Improvements - Metro Nashville
2008-56-079	Downtown Gallatin Streetscape Improvements Phase II - City of Gallatin
2008-89-080	Pilot Locomotive Diesel Retrofit (CSXT)-TDOT
2008-89-081	Pilot Locomotive Diesel Retrofit (NERR) - TDOT
In Previous TIP 2004-011	North Main Street Bridge - City of Springfield

Please consider this a formal request to amend the STIP.

Thank you for your assistance in processing these requests. If you have any questions or comments, please contact me at 862-7186.

Sincerely,



Michael Skipper
Director

cc w/ attachments: Mr. Billy Davis, Metro Public Works
Mr. George James, City of Springfield
Mr. Alan Jones, TDOT
Ms. Susan Ralph, TDOT
Mr. Jim Svoboda, City of Gallatin

MPO RESOLUTION 2007-008
NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION
A RESOLUTION CONCERNING AN AMENDMENT TO THE
FISCAL YEARS 2008 THROUGH 2011
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

WHEREAS, the Transportation Improvement Program consists of a staged multi-year program of federally and regionally significant transportation improvement projects that are financially constrained by year and includes an annual element for Metropolitan Nashville and Davidson County, Rutherford County, Sumner County, Williamson County and Wilson County, and portions of Maury and Robertson counties; and

WHEREAS, a program of projects in the MPO area has been developed to be in conformity with the State Implementation Plan for air quality, conformity guidelines issued by the Environmental Protection Agency (EPA), with the concurrence of the U.S. Department of Transportation; and

WHEREAS, the following proposed projects come 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

THEREFORE, BE IT RESOLVED, that the Executive Board of the Nashville Area Metropolitan Planning Organization does hereby amend the Fiscal Years 2008 through 2011 Transportation Improvement Program as follows:

Amend#	Project Description	Proposed Change
2008-001	Metro Nashville - Amqui Trains Station Depot	Add project to TIP
2008-002	Metro Nashville - Demonbreun St. Streetscape Improvements	Add project to TIP
2008-003	City of Gallatin - Downtown Streetscape Improvements-Phase 2	Add project to TIP
2008-004	TDOT - Pilot Locomotive Diesel Retrofit Project - CSXT	Add project to TIP
2008-005	TDOT - Pilot Locomotive Diesel Retrofit Project - NERR	Add project to TIP
2008-006	City of Springfield - North Main Street Bridge	Adjust phase & cost

EXECUTIVE BOARD

APPROVED

Date: November 14, 2007



The Honorable Don Fox, MPO Executive Board Chairman

Attest:



Michael Skipper, Secretary

Transportation Improvement Program

Transportation Conformity Check List

The Transportation Improvement Program (TIP) and all amendments must include a conformity report. The conformity report must address each item below in order for the Federal Highway Administration (FHWA) to provide approval for inclusion of the TIP into the Statewide Transportation Improvement Program (STIP). Please submit a copy of this checklist and the conformity report with your request to add projects to the STIP.

1) Identify which of the following applies to this TIP/TIP amendment:

- a) The report states that the TIP/TIP amendment is a subset of the most recently approved, conforming Long Range Transportation Plan, and that the conformity determination made for the Transportation Plan also applies to the TIP (40 CFR 93.122) and a copy of the FHWA/FTA conformity finding is included.

(OR)

- b) The report states that projects included in the TIP/TIP amendment are consistent with the conforming LRTP and identifies how they meet the requirements of 40 CFR 93.122 (i.e. the project is not regionally significant; does not impact the timing/funding of projects previously included in the conformity determination; project is exempt from conformity.) and a copy of the FHWA/FTA conformity finding is included.

(OR)

- c) The report states that the TIP/TIP amendment is subject to a new conformity finding and that the appropriate documentation to support the requirements of 40 CFR 93.109 is included in the document.

<<<Note: For new conformity findings, use the Long Range Transportation Plan Conformity Checklist in addition to the Transportation Improvement Program Conformity Checklist.>>>

- 2) The report documents that the TIP/TIP amendment conforms with the State Implementation Plan (SIP) and complies with the Clean Air Act, the Transportation Conformity Regulation, the Statewide and Metropolitan Planning Regulations, and other applicable Federal and state requirements.
- 3) The report contains a copy of each of the following:
- Adopting Resolution for the TIP/TIP amendment;
 - Adopting Resolution for the applicable Conformity Determination.
- 4) The report provides cross-references for projects listed in the TIP/TIP amendment to those listed in the Transportation Plan. (cross-reference may be accomplished through numbering system, or consistent project naming).
- 5) The report documents the public participation process of the TIP/TIP amendment including any comments raised verbally or in writing and how the MPO addressed raised issues; or the report states that no comments were received.
- 6) The report identifies the interagency consultation process used in the development of the TIP/TIP amendment according to 40 CFR 93.105; and includes any comments raised and how the MPO addressed raised issues; or the report states that no comments were received.

NASHVILLE AREA MPO
TRANSPORTATION IMPROVEMENT PROGRAM
FY 2008-2011

Amendment Conformity Report for November 14, 2007 Amendments (Amendment # 2008-001 thru 2008-006)

On November 14, 2007 the Executive Board of the Nashville Area MPO voted to approve the following amendments to the FY2008-2011 Transportation Improvement Program:

Item #	Amend #	TIP #	LRTP #	Description
1	2008-001	2008-19-077	Consistent w/LRTP	Amqui Train Station Depot - Metro Nashville. Rehabilitation and restoration of the Amqui Train Station Depot in Madison for a Transportation Museum.
2	2008-002	2008-16-078	8006	Demonbreun Street Streetscape Improvements - Metro Nashville. Construction of sidewalks along Demonbreun Street between 1st Avenue South and 8th Avenue South. Project includes landscaping, lighting, crosswalks and pedestrian amenities.
3	2008-003	2008-56-079	8006	Downtown Gallatin Streetscape Improvements Phase II - City of Gallatin. Continuation of pedestrian project in historic downtown area to include the installation of sidewalks and pedestrian crossing improvements, landscaping and aesthetic improvements, and connection to Town Creek Greenway project.
4	2008-004	2008-89-080	Consistent w/LRTP	Pilot Locomotive Diesel Retrofit Project - CSXT - Retrofit six CSXT switcher locomotives with auxiliary power units with automatic stop-start technology to reduce idling and reduce diesel emissions.
5	2008-005	2008-89-081	Consistent w/LRTP	Pilot Locomotive Diesel Retrofit Project - NERR - Retrofit three Nashville and Eastern short-haul locomotives with diesel-driven heating systems to reduce cold-weather idling and reduce diesel emissions.
6	2008-006	In Previous TIP 2004-011	Consistent w/LRTP	North Main Street Bridge - Replace existing bridge over Sulphur Fork Creek in Springfield.

LRTP Conformity

These projects are consistent with the conforming LRTP. They are exempt from conformity and as such meet the requirements of 40 CFR 93.126.

State/Federal Regulation Conformity

The TIP amendments conform to the State Implementation Plan (SIP) and comply with the Clean Air Act, the Transportation Conformity Regulation, the Statewide and Metropolitan Planning Regulations and all other applicable Federal and State requirements.

Resolutions

Adopting resolutions for the TIP and LRTP are included in this packet.

Project Cross References

The Long Range Transportation Plan Project number for each TIP amendment is provided in the table above.

Public Participation

Public participation processes as described in the Nashville Area MPO's Public Participation Plan were followed. The Executive Board released the amendments for public review on October 17, 2007. Amendments were placed in all local public libraries for the required 21-day public comment period. Newspaper ads were run announcing the public review period and the public hearing schedule. Two public hearings were held to receive public comments. The first hearing was held on November 7, 2007 at the meeting of the Technical Coordinating Committee. The second and final public hearing was held on November 14, 2007 at the meeting of the Executive Board. No public comments were received regarding these projects.

Inter-Agency Consultation Process

Exempt projects were determined during the Inter-agency Consultation (IAC) process and generally follow the requirements of 40 CFR 93.126.

Projects were classified as exempt from conformity analysis if they:

- (1) add only bicycle or pedestrian facilities
- (2) fund operations, vehicles, or other equipment for transit/rideshare agencies
- (3) add or upgrade signals without changing the total number of thru lanes
- (4) add signs, lighting, crosswalks or other amenities without changing the total number of thru lanes
- (5) reconstruct roadways or bridges without changing the total number of lanes, including shoulder improvements and bringing lane widths up to standards

It was also agreed through Inter-agency Consultation that two additional types of projects would be reviewed on a case-by-case basis to determine exempt status:

- (6) extend an auxiliary lane between interchanges on an access-controlled facility
- (7) signal interconnects or other corridor-wide signal projects.

These two project types were not included in the conformity modeling. The IAC committee determined that inclusion of these projects in a future Transportation Improvement Program may require a Long Range Plan amendment, at which point they will be discussed in the Interagency Consultation process and explicitly included in a new conformity determination.

Exempt Projects:

		Exempt Item
▲	TIP # 2008-19-077	Amqui Train Station Depot Transp. Enhancement Activities
▲	TIP # 2008-16-078	Demonbreun St. Streetscape Improvements (2)
▲	TIP# 2008-56-079	Downtown Gallatin Streetscape Improvements Phase II (2)
▲	TIP# 2008-89-080	Pilot Locomotive Diesel Retrofit Project (CSXT) *
▲	TIP# 2008-89-081	Pilot Locomotive Diesel Retrofit Project (NERR) *
▲	TIP# In Previous TIP 2004-011	North Main Street Bridge (5)

* FHWA clarification on diesel retrofit projects: *In 40 CFR 93.126, EPA specifically exempts "Specific activities which do not involve or lead directly to construction" because these activities do not contribute to emissions, and they do not fall under the definition of construction or a project under 23 U.S.C. 101(a) Although diesel retrofits were not listed as a specific example under this exempt category, EPA and FHWA agree that since diesel retrofit activities are consistent with the original intent of this exempt category, these activities can be considered exempt from transportation conformity under 40 CFR 93.126.*



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 Messers. 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

NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION
EXECUTIVE BOARD

RESOLUTION 2005- 19

CONCERNING THE ADOPTION OF THE
2030 LONG RANGE TRANSPORTATION PLAN

WHEREAS, the Nashville Area Metropolitan Planning Organization is responsible for the development and adoption of a Long Range Transportation Plan through a comprehensive, cooperative, and continuing transportation planning process; and

WHEREAS, the various state, local, and regional agencies concerned with transportation planning for the Nashville Area MPO's study area have cooperatively developed a Long Range Transportation Plan within this framework and provided for public involvement in the policymaking process; and

WHEREAS, the Long Range Transportation Plan is consistent with local and regional transportation plans and programs and has been determined to be in conformity with the Clean Air Act Amendments of 1990;

THEREFORE, BE IT RESOLVED, that the Executive Board of the Nashville Area Metropolitan Planning Organization does hereby adopt the 2030 Long Range Transportation Plan re-affirmation for Davidson, Rutherford, Sumner, Williamson and Wilson counties in Middle Tennessee and the portions of Robertson and Maury included in the MPO.

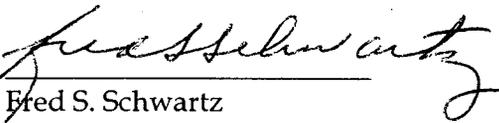
EXECUTIVE BOARD

Date: October 19, 2005



The Honorable Rogers Anderson
Chairman, Executive Board

Attest:



Fred S. Schwartz
Secretary

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

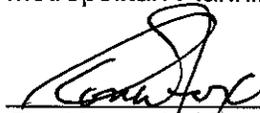
WHEREAS, the program of projects conforms to the State Implementation Plan for air quality conformity guidelines issued by the EPA, with the concurrence of the U.S. Department of Transportation; and

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

Nashville Area Metropolitan Planning Organization

FY 2008-2011 TIP AMENDMENT – November 2007

TIP Amendment # 2008-001

TIP #: 2008-19-077 (New)
LRTP#: Consistent with LRTP
Project: Amqui Train Station Depot
Requested By: Metro Nashville
Phase: Engineering/Construction
Fiscal Year(s): 2008
Proposed Changes: Add project to TIP
Total Project Cost: \$743,280

To:

<i>FY</i>	<i>Work</i>	<i>Funding</i>	<i>Total</i>	<i>Fed</i>	<i>State</i>	<i>Local</i>
2008	Engineering	Local	55,000			55,000
2008	Construction	ENH	688,280	550,624		137,656

Description: Rehabilitation and restoration of the Amqui Train Station Depot for a Transportation Museum.

Background: This is a new project proposed for inclusion in the FY 2008-2011 TIP.

Note: PE is being used as a soft match to reduce the local match.

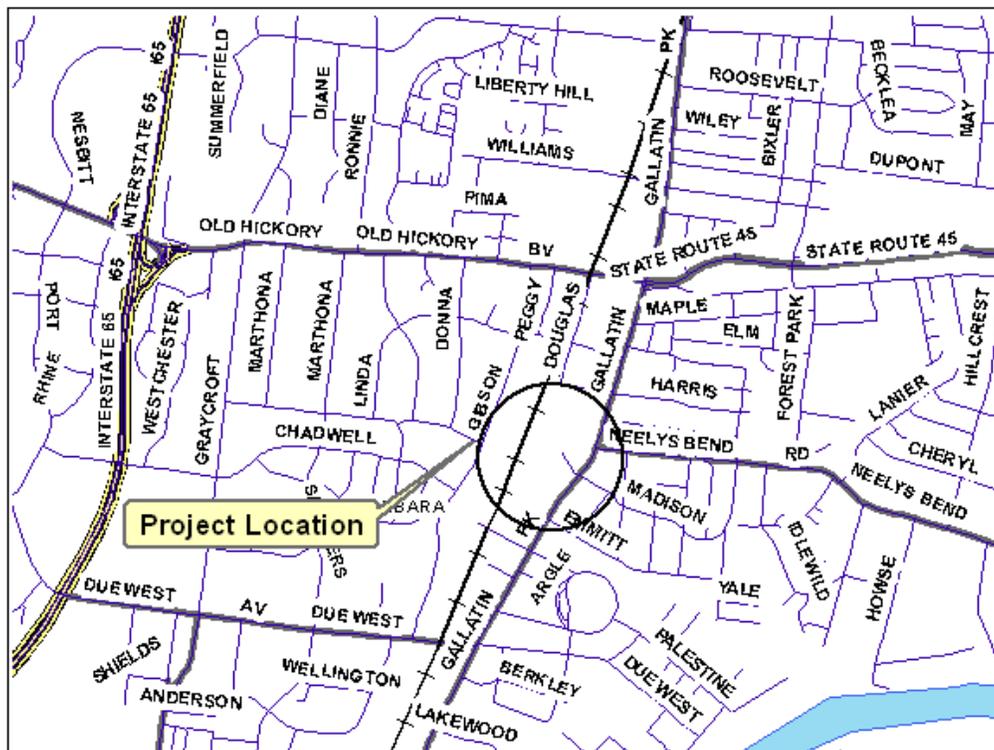


Fiscal Years 2008-2011 Transportation Improvement Program

TIP #	<input type="text" value="2008-19-077"/>	TDOT PIN #	<input type="text"/>	Improvement Type	<input type="text" value="Enhancement"/>	Lead Agency	<input type="text" value="Nashville"/>
County	<input type="text" value="Davidson"/>	Length	<input type="text" value="0.0"/> mi	L RTP#	<input type="text" value="Consistent w/L RTP"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="Amqui Train Station Depot"/>					Total Project Cost	<input type="text" value="\$743,280"/>
Termini or Intersection	<input type="text" value="Madison"/>						
Project Description	<input type="text" value="Rehabilitation and restoration of the Amqui Train Station Depot for a transportation museum."/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2008"/>	<input type="text" value="PE"/>	<input type="text" value="LOCAL"/>	<input type="text" value="\$55,000"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="\$55,000"/>
<input type="text" value="2008"/>	<input type="text" value="CONST"/>	<input type="text" value="ENH"/>	<input type="text" value="\$688,280"/>	<input type="text" value="\$550,624"/>	<input type="text"/>	<input type="text" value="\$137,656"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Amendment 1 #	<input type="text" value="2008-001"/>	Adjustment 1 #	<input type="text"/>	Remarks	<input type="text" value="PE is being used as a soft match to reduce the local match"/>
Amended on	<input type="text" value="11/14/2007"/>	Adjusted on	<input type="text"/>		
Amendment 2 #	<input type="text"/>	Adjustment 2 #	<input type="text"/>		
Amended on	<input type="text"/>	Adjusted on	<input type="text"/>		



This map is for illustrative purposes only. Drawings depict conceptual project corridors and areas, not approved alignments.

Nashville Area Metropolitan Planning Organization

FY 2008-2011 TIP Amendment - November 2007

TIP Amendment # 2008-002

TIP #: 2008-16-078 (New)
LRTP#: 8006
Project: Demonbreun Street Streetscape Improvements
Requested By: Metro Nashville
Phase: Engineering / Construction
Fiscal Year(s): 2008
Proposed Changes: Add project to TIP
Total Project Cost: \$865,143

To:

<i>FY</i>	<i>Work</i>	<i>Funding</i>	<i>Total</i>	<i>Fed</i>	<i>State</i>	<i>Local</i>
2008	Engineering	Local	112,059			112,059
2008	Construction	ENH	753,084	602,467		150,617

Description: Construction of sidewalks along Demonbreun Street between 1st Avenue South and 8th Avenue South. Project includes landscaping, lighting, crosswalks and pedestrian amenities.

Background: This is a new project proposed for inclusion in the FY 2008-2011 TIP.

Note: PE is being used as a soft match to reduce the local match.

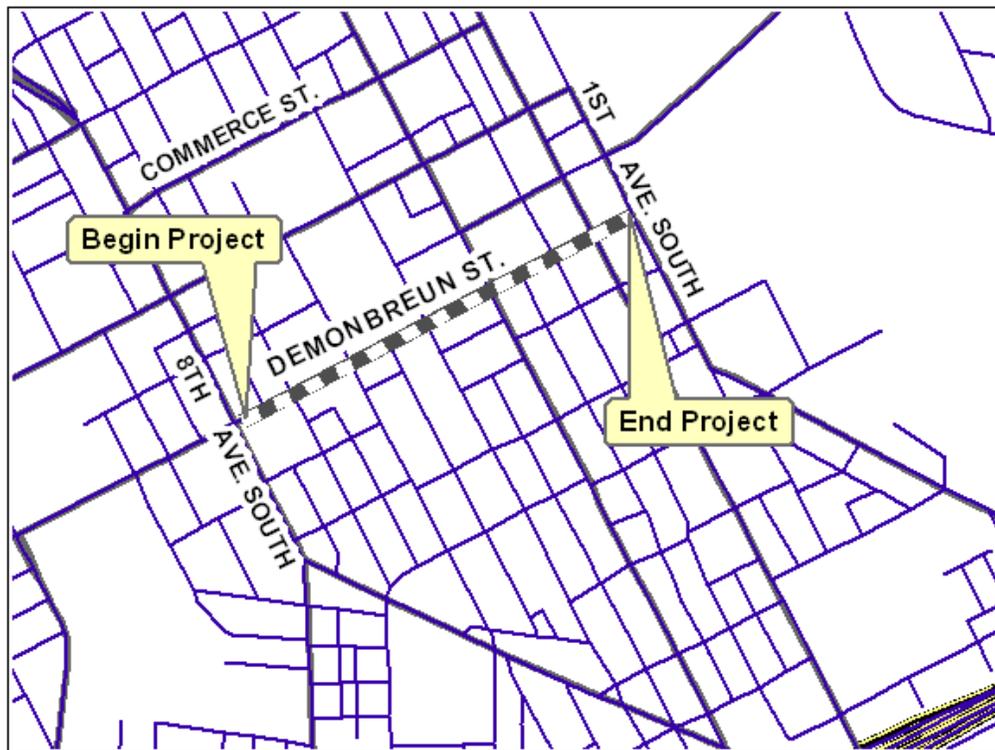


Fiscal Years 2008-2011 Transportation Improvement Program

TIP #	<input type="text" value="2008-16-078"/>	TDOT PIN #	<input type="text"/>	Improvement Type	<input type="text" value="Enhancement"/>	Lead Agency	<input type="text" value="Nashville"/>
County	<input type="text" value="Davidson"/>	Length	<input type="text" value="0.5"/> mi	L RTP#	<input type="text" value="8006"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="Demonbreun Street Streetscape Improvements"/>					Total Project Cost	<input type="text" value="\$865,143"/>
Termini or Intersection	<input type="text" value="1st Avenue South to 8th Avenue South"/>						
Project Description	<input type="text" value="Construct sidewalks along Demonbreun Street between 1st Avenue South and 8th Avenue South. Project includes landscaping, lighting, crosswalks and pedestrian amenities."/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2008"/>	<input type="text" value="PE"/>	<input type="text" value="LOCAL"/>	<input type="text" value="\$112,059"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="\$112,059"/>
<input type="text" value="2008"/>	<input type="text" value="CONST"/>	<input type="text" value="ENH"/>	<input type="text" value="\$753,084"/>	<input type="text" value="\$602,467"/>	<input type="text"/>	<input type="text" value="\$150,617"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Amendment 1 #	<input type="text" value="2008-002"/>	Adjustment 1 #	<input type="text"/>	Remarks <input type="text" value="PE is being used as a soft match to reduce the local match."/>
Amended on	<input type="text" value="11/14/2007"/>	Adjusted on	<input type="text"/>	
Amendment 2 #	<input type="text"/>	Adjustment 2 #	<input type="text"/>	
Amended on	<input type="text"/>	Adjusted on	<input type="text"/>	



This map is for illustrative purposes only. Drawings depict conceptual project corridors and areas, not approved alignments.

Nashville Area Metropolitan Planning Organization

FY 2008-2011 TIP Amendment - November 2007

TIP Amendment # 2008-003

TIP #: 2008-56-079 (New)
LRTP#: 8006
Project: Downtown Gallatin Streetscape Improvements-Phase II
Requested By: City of Gallatin
Phase: PE / ROW / CNST
Fiscal Year(s): 2008
Proposed Changes: Add project to TIP
Total Project Cost: \$810,508

To:

<i>FY</i>	<i>Work</i>	<i>Funding</i>	<i>Total</i>	<i>Fed</i>	<i>State</i>	<i>Local</i>
2008	Engineering	ENH	97,261	77,809		19,452
2008	Right-of-Way	ENH	40,525	32,420		8,105
2008	Construction	ENH	672,722	538178		134,544

Description: Continuation of pedestrian project in historic downtown area to include the installation of sidewalks and pedestrian crossing improvements, landscaping and aesthetic improvements, and connection to Town Creek Greenway project.

Background: This is a new project proposed for inclusion in the FY 2008-2011 TIP.

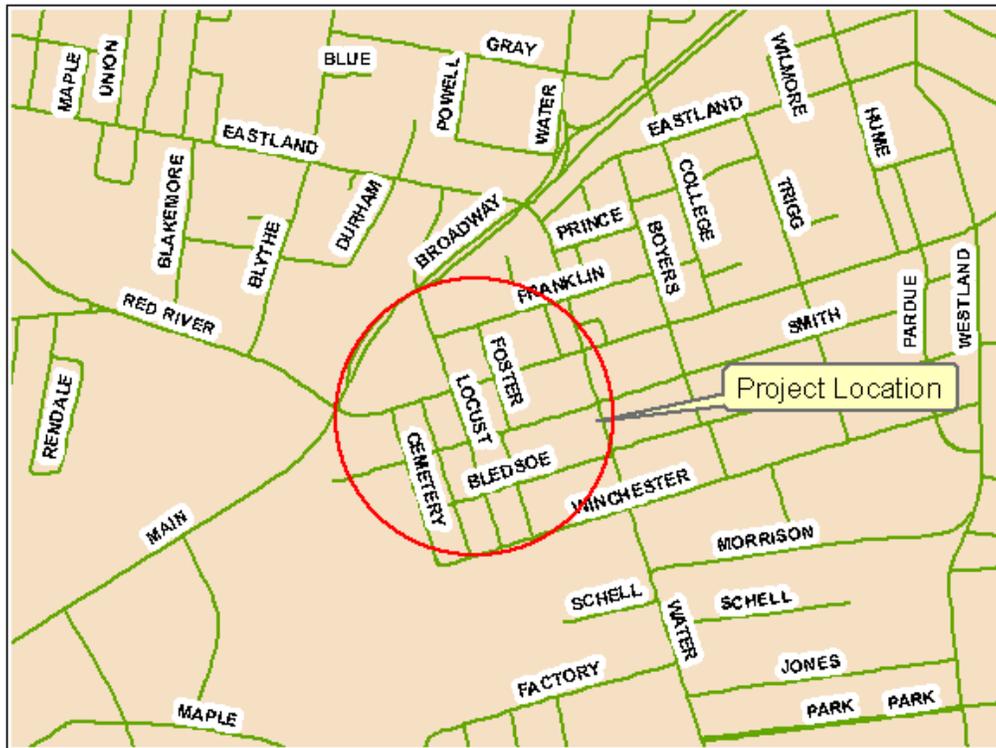


Fiscal Years 2008-2011 Transportation Improvement Program

TIP #	<input type="text" value="2008-56-079"/>	TDOT PIN #	<input type="text"/>	Improvement Type	<input type="text" value="Enhancement"/>	Lead Agency	<input type="text" value="Gallatin"/>
County	<input type="text" value="Sumner"/>	Length	<input type="text" value="0.0"/> mi	L RTP#	<input type="text" value="8006"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="Downtown Gallatin Streetscape Improvements - Phase II"/>					Total Project Cost	<input type="text" value="\$810,508"/>
Termini or Intersection	<input type="text" value="Downtown Gallatin"/>						
Project Description	<input type="text" value="Continuation of pedestrian project in historic downtown area to include installation of sidewalks and pedestrian crossing improvements, landscaping and aesthetic improvements, and connection to Town Creek Greenway project."/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2008"/>	<input type="text" value="PE"/>	<input type="text" value="ENH"/>	<input type="text" value="\$97,261"/>	<input type="text" value="\$77,809"/>	<input type="text"/>	<input type="text" value="\$19,452"/>
<input type="text" value="2008"/>	<input type="text" value="ROW"/>	<input type="text" value="ENH"/>	<input type="text" value="\$40,525"/>	<input type="text" value="\$32,420"/>	<input type="text"/>	<input type="text" value="\$8,105"/>
<input type="text" value="2008"/>	<input type="text" value="CONST"/>	<input type="text" value="ENH"/>	<input type="text" value="\$672,722"/>	<input type="text" value="\$538,178"/>	<input type="text"/>	<input type="text" value="\$134,544"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Amendment 1 #	<input type="text" value="2008-003"/>	Adjustment 1 #	<input type="text"/>	Remarks
Amended on	<input type="text" value="11/14/2007"/>	Adjusted on	<input type="text"/>	
Amendment 2 #	<input type="text"/>	Adjustment 2 #	<input type="text"/>	
Amended on	<input type="text"/>	Adjusted on	<input type="text"/>	



This map is for illustrative purposes only. Drawings depict conceptual project corridors and areas, not approved alignments.

Nashville Area Metropolitan Planning Organization

FY 2008-2011 TIP Amendment - November 2007

TIP Amendment # 2008-004

TIP #: 2008-89-080 (New)
LRTP#: Consistent with LRTP
Project: Pilot Locomotive Diesel Retrofit Project - CSXT
Requested By: TDOT
Phase: Implementation
Fiscal Year(s): 2008
Proposed Changes: Add project to TIP
Total Project Cost: \$226,842

To:

<i>FY</i>	<i>Work</i>	<i>Funding</i>	<i>Total</i>	<i>Fed</i>	<i>State</i>	<i>Local</i>
2008	Implementation	S-CMAQ	226,842	181,473		45,369

Description: Retrofit six CSXT switcher locomotives with auxiliary power units with automatic stop-start technology to reduce idling and reduce diesel emissions.

Background: This is a new project proposed for inclusion in the FY 2008-2011 TIP. Funding for the project is through TDOT's Clean Transportation Innovations Incentives Fund for CMAQ projects.



Fiscal Years 2008-2011 Transportation Improvement Program

TIP #	<input type="text" value="2008-89-080"/>	TDOT PIN #	<input type="text"/>	Improvement Type	<input type="text" value="Locomotive Diesel Retro"/>	Lead Agency	<input type="text" value="TDOT"/>
County	<input type="text" value="Davidson"/>	Length	<input type="text" value="0.0"/> mi	L RTP#	<input type="text" value="Consistent w/L RTP"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="Pilot Locomotive Diesel Retrofit - CSXT"/>					Total Project Cost	<input type="text" value="\$226,842"/>
Termini or Intersection	<input type="text" value="CSXT Rail line"/>						
Project Description	<input type="text" value="Retrofit six CSXT switcher locomotives with auxiliary power units with automatic stop-start technology to reduce idling and reduce diesel emissions."/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2008"/>	<input type="text" value="IMPLEMENTATION"/>	<input type="text" value="S-CMAQ"/>	<input type="text" value="\$226,842"/>	<input type="text" value="\$181,473"/>	<input type="text"/>	<input type="text" value="\$45,369"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Amendment 1 #	<input type="text" value="2008-004"/>	Adjustment 1 #	<input type="text"/>	Remarks Funding for this project is throughg TDOT's Clean Transportation Innovations Fund for CMAQ projects.
Amended on	<input type="text" value="11/14/2007"/>	Adjusted on	<input type="text"/>	
Amendment 2 #	<input type="text"/>	Adjustment 2 #	<input type="text"/>	
Amended on	<input type="text"/>	Adjusted on	<input type="text"/>	



This map is for illustrative purposes only. Drawings depict conceptual project corridors and areas, not approved alignments.

Nashville Area Metropolitan Planning Organization

FY 2008-2011 TIP Amendment - November 2007

TIP Amendment # 2008-005

TIP #: 2008-89-081 (New)
LRTP#: Consistent with LRTP
Project: Pilot Locomotive Diesel Retrofit Project - NERR
Requested By: TDOT
Phase: Implementation
Fiscal Year(s): 2008
Proposed Changes: Add project to TIP
Total Project Cost: \$101,266

To:

<i>FY</i>	<i>Work</i>	<i>Funding</i>	<i>Total</i>	<i>Fed</i>	<i>State</i>	<i>Local</i>
2008	Implementation	S-CMAQ	101,266	81,013		20,253

Description: Retrofit three Nashville and Eastern short-haul locomotives with diesel-driven heating systems to reduce cold-weather idling and reduce diesel emissions.

Background: This is a new project proposed for inclusion in the FY 2008-2011 TIP. Funding for the project is through TDOT's Clean Transportation Innovations Incentives Fund for CMAQ projects.

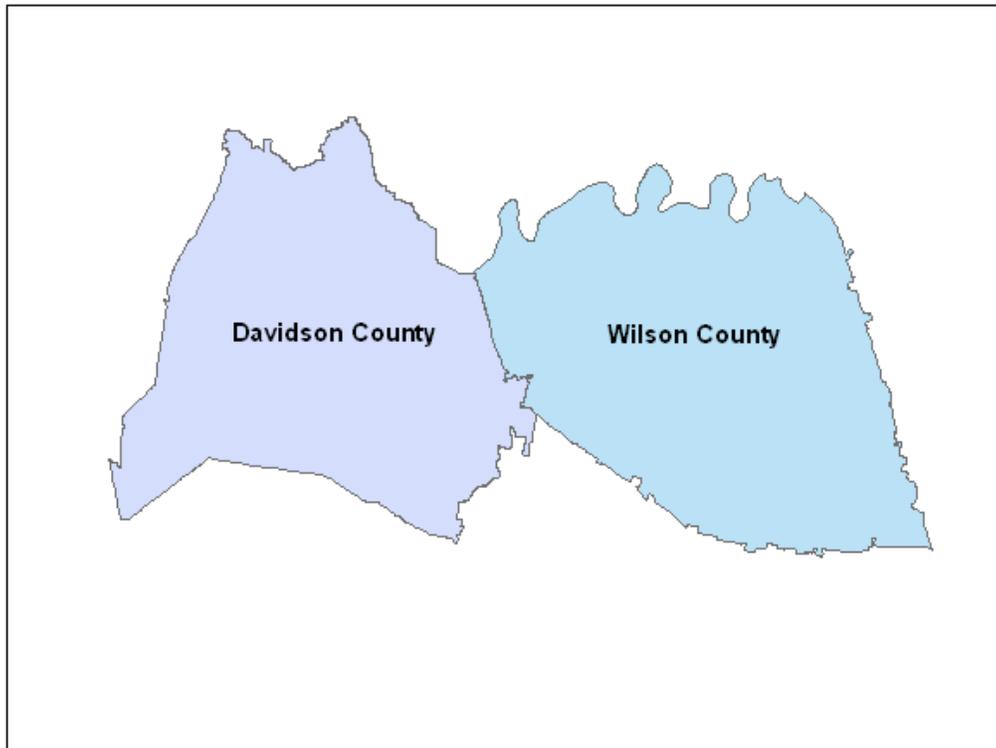


Fiscal Years 2008-2011 Transportation Improvement Program

TIP #	<input type="text" value="2008-89-081"/>	TDOT PIN #	<input type="text"/>	Improvement Type	<input type="text" value="Locomotive Diesel Retro"/>	Lead Agency	<input type="text" value="TDOT"/>
County	<input type="text" value="Regional"/>	Length	<input type="text" value="0.0"/> mi	L RTP#	<input type="text" value="Consistent w/L RTP"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="Pilot Locomotive Diesel Retrofit - NERR"/>					Total Project Cost	<input type="text" value="\$101,266"/>
Termini or Intersection	<input type="text" value="NERR Rail line"/>						
Project Description	<input type="text" value="Retrofit three Nashville and Eastern short-haul locomotives with diesel driven heating systems to reduce cold-weather idling and reduce diesel emissions."/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2008"/>	<input type="text" value="IMPLEMENTATION"/>	<input type="text" value="S-CMAQ"/>	<input type="text" value="\$101,266"/>	<input type="text" value="\$81,013"/>	<input type="text"/>	<input type="text" value="\$20,253"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Amendment 1 #	<input type="text" value="2008-005"/>	Adjustment 1 #	<input type="text"/>	Remarks Funding for this project is throughg TDOT's Clean Transportation Innovations Fund for CMAQ projects.
Amended on	<input type="text" value="11/14/2007"/>	Adjusted on	<input type="text"/>	
Amendment 2 #	<input type="text"/>	Adjustment 2 #	<input type="text"/>	
Amended on	<input type="text"/>	Adjusted on	<input type="text"/>	



This map is for illustrative purposes only. Drawings depict conceptual project corridors and areas, not approved alignments.

Nashville Area Metropolitan Planning Organization

FY 2008-2011 TIP Amendment - November 2007

TIP Amendment # 2008-006

TIP #: In Previous TIP 2004-011
LRTP#: Consistent with LRTP
Project: North Main Street Bridge
Requested By: Springfield/TDOT
Phase: Right-of-Way
Fiscal Year(s): 2008
Proposed Changes: Correct work phase and cost
Total Project Cost: \$230,000

From: (Currently on TIP)

<i>FY</i>	<i>Work</i>	<i>Funding</i>	<i>Total</i>	<i>Fed</i>	<i>State</i>	<i>Local</i>
2008	Engineering	L-STP	57,500	46,000		11,500

To:

<i>FY</i>	<i>Work</i>	<i>Funding</i>	<i>Total</i>	<i>Fed</i>	<i>State</i>	<i>Local</i>
2008	Right-of-Way	L-STP	230,000	184,000		46,000

Description: Replace existing bridge over Sulphur Fork Creek in Springfield.

Background: This project is in the FY 2008-2011 TIP. TDOT has obligated Preliminary Engineering for this project. The amendment is to change the work phase from PE to ROW and show the correct cost estimate for ROW.



Fiscal Years 2008-2011 Transportation Improvement Program

TIP #	<input type="text" value="In Previous TIP (2004)"/>	TDOT PIN #	<input type="text" value="040267.00"/>	Improvement Type	<input type="text" value="Bridge"/>	Lead Agency	<input type="text" value="Springfield"/>
County	<input type="text" value="Robertson"/>	Length	<input type="text" value="0.0"/> mi	L RTP #	<input type="text" value="Consistent w/L RTP"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="North Main Street"/>					Total Project Cost	<input type="text" value="\$57,500"/>
Termini or Intersection	<input type="text" value="Sulphur Fork Creek"/>						
Project Description	<input type="text" value="Replace existing bridge over Sulphur Fork Creek in Springfield"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2008	PE	L-STP	\$57,500	\$46,000		\$11,500
<input type="text"/>						
<input type="text"/>						
<input type="text"/>						

Amendment 1 #	<input type="text"/>	Adjustment 1 #	<input type="text"/>	Remarks <input type="text" value="Funds needed to cover adjustments"/>
Amended on	<input type="text"/>	Adjusted on	<input type="text"/>	
Amendment 2 #	<input type="text"/>	Adjustment 2 #	<input type="text"/>	
Amended on	<input type="text"/>	Adjusted on	<input type="text"/>	



This map is for illustrative purposes only. Drawings depict conceptual project corridors and areas, not approved alignments.



Fiscal Years 2008-2011 Transportation Improvement Program

TIP #	<input type="text" value="In Previous TIP (2004)"/>	TDOT PIN #	<input type="text" value="040267.00"/>	Improvement Type	<input type="text" value="Bridge"/>	Lead Agency	<input type="text" value="Springfield"/>
County	<input type="text" value="Robertson"/>	Length	<input type="text" value="0.0"/> mi	L RTP #	<input type="text" value="Consistent w/L RTP"/>	Conformity Status	<input type="text" value="Exempt"/>
Route/Project Name	<input type="text" value="North Main Street"/>					Total Project Cost	<input type="text" value="\$230,000"/>
Termini or Intersection	<input type="text" value="Sulphur Fork Creek"/>						
Project Description	<input type="text" value="Replace existing bridge over Sulphur Fork Creek in Springfield"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2008	ROW	L-STP	\$230,000	\$184,000		\$46,000
<input type="text"/>						
<input type="text"/>						
<input type="text"/>						

Amendment 1 #	<input type="text" value="2008-006"/>	Adjustment 1 #	<input type="text"/>	Remarks <input type="text" value="Funds needed to cover adjustments"/>
Amended on	<input type="text" value="11/14/2007"/>	Adjusted on	<input type="text"/>	
Amendment 2 #	<input type="text"/>	Adjustment 2 #	<input type="text"/>	
Amended on	<input type="text"/>	Adjusted on	<input type="text"/>	



This map is for illustrative purposes only. Drawings depict conceptual project corridors and areas, not approved alignments.

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)	\$ 74,237,222.69	\$ 17,521,893.26	\$ 24,398,597.00	\$ 5,051,670.50
Local (includes matching amounts for federal funds)	\$ 84,564,462.25	\$ 123,150,989.00	\$ 9,644,651.00	\$ 13,572,206.00

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 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

*** The State and Local programmed amounts were mistakenly inverted in the original table. Consequently, an "Original Revised" table containing the appropriate correction has been submitted with this package.**

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

Funding Program	FY 2008	FY 2009	FY 2010	FY 2011
Total Amount Programmed	\$ 399,420,102.73	\$ 224,211,537.53	\$ 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)	\$ 8,715,455.61	\$ 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)	\$ 15,922,800.00	\$ 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)	\$ 5,862,486.00	\$ -	\$ 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)	\$ 3,838,401.30	\$ 511,606.00	\$ 384,000.00	\$ 176,000.00
State (includes matching amounts for federal funds)	\$ 86,744,462.25	\$ 115,630,989.00	\$ 9,644,651.00	\$ 13,572,206.00
Local (includes matching amounts for federal funds)	\$ 74,954,777.69	\$ 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	\$ 22,226,170.10	\$ 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)	\$ 1,495,311.70	\$ 2,350,115.00	\$ 2,682,393.00	\$ 3,395,471.00