



NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION

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

August 21, 2008

Mr. Don Ellis, Transportation Manager 2
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 Mr. Ellis:

Enclosed is the amendment package for amendments 2008-029 and 2008-030 to the FY 2008-2011 Transportation Improvement Program (TIP). These amendments were adopted by the MPO Executive Board at its August 20, 2008 meeting. The following TIP Projects were amended:

<u>TIP #</u>	<u>Project</u>
2008-407b	SR-840 South (From SR-46 to SR-246) - TDOT
2008-61-094	SR-840 South (From SR-246 to SR-6) - TDOT

Copies of the original and revised TIP pages are included for your reference. The amendments have been made according to the procedures identified in the MPO's federally-approved Public Participation Plan and result in a fiscally constrained TIP.

Please consider this a formal request to amend the STIP. Thank you for your assistance in processing this request. If you have any questions or comments, please contact me at 862-7186.

Sincerely,


Michael Skipper
Director

cc w/ attachments: Ms. Teresa Estes, TDOT
Ms. Angela Midgett, TDOT

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

MPO RESOLUTION 2008-010

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

NOW, THEREFORE, BE IT RESOLVED by the Executive Board of the Nashville Area Metropolitan Planning Organization that the Fiscal Years 2008 through 2011 Transportation Improvement Program is amended as follows:

Amend#	Project Description	Proposed Change
2008-028	Spring Hill - SR-247/Duplex Road	Add additional funds; change funding match source
2008-029	TDOT - SR-840 South	Add additional funds
2008-030	TDOT - SR-840 South	Add project to TIP

Adopted this 20th day of August, 2008 by the Executive Board of the Nashville Area Metropolitan Planning Organization.



The Honorable Mayor Ernest Burgess
Chairman, MPO Executive Board

Attest:



Michael Skipper
Secretary, MPO Executive Board

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 August 20, 2008 Amendments (Amendment # 2008-028 thru 2008-030)

On August 20, 2008 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	2008-028	2004-051	6002	SR-247 (Duplex Road) - Spring Hill. Widen from 2 to 3 lanes and correct vertical alignment issues.
2	2008-029	407b	E+C 39	SR-840 South - TDOT. Stage construction of a new 4 lane roadway from west of Leipers Creek Road (SR-46) to west of Carters Creek Pike (SR-246).
3	2008-030	2008-61-094	E+C 40	SR-840 South - TDOT. Stage construction of a new 4 lane roadway from west of Carters Creek Pike (SR-246) to west of Columbia Pike (SR-6).

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 July 16, 2008. 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 August 6, 2008 at the meeting of the Technical Coordinating Committee. The second and final public hearing was held on August 20, 2008 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:

All these projects are existing projects in the MPO's 2030 LRTP that have undergone conformity determination and as such meet the requirements of 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.

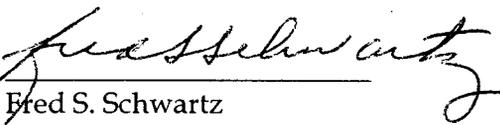
EXECUTIVE BOARD

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 – August 2008

TIP Amendment # 2008-029

TIP #: 407b
LRTP#: E+C 39
Project: SR-840 South
Requested By: TDOT
Phase: Stage Construction
Fiscal Year(s): 2009
Proposed Changes: Increase funding amount
Total Project Cost: \$ 83,440,000

From:

<i>FY</i>	<i>Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2009	STG CONST	BOND	\$ 38,500,000		\$ 38,500,000	

To:

<i>FY</i>	<i>Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2009	STG CONST	BOND	\$ 80,040,000		\$ 80,040,000	

Description: Stage Construction of new 4 lane roadway from west of Leipers Creek Road (SR-46) to west of Carters Creek Pike (SR-246).

Background: This is an existing project in the FY 2008-2011 TIP. The project is being amended to add additional funds in FY 2009.

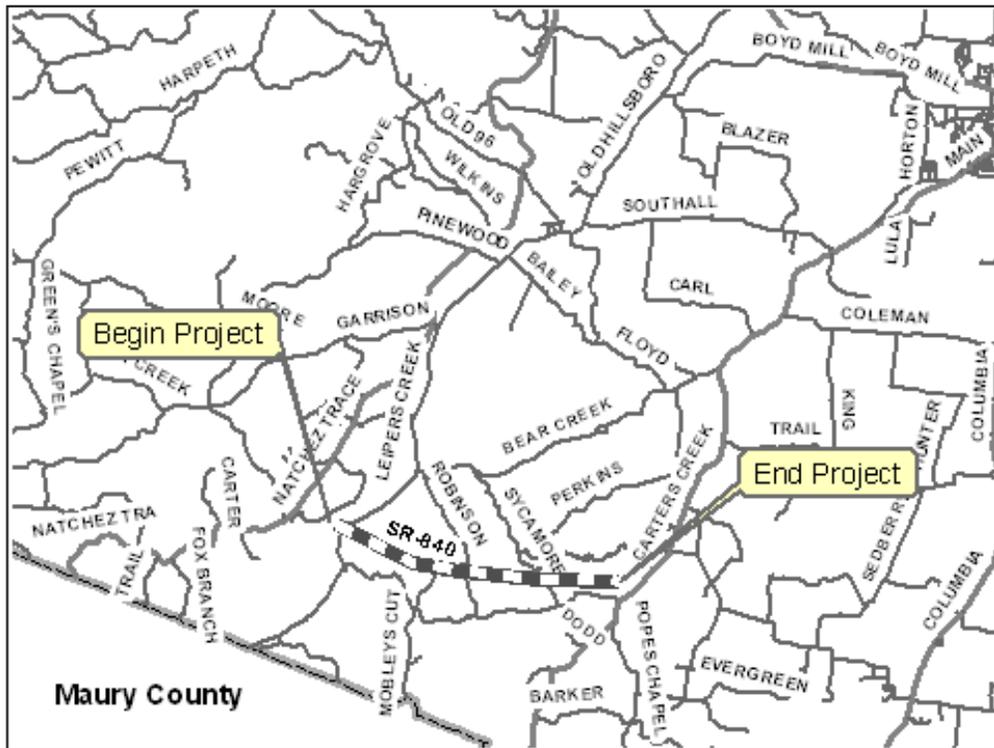


Fiscal Years 2008-2011 Transportation Improvement Program

TIP #	<input type="text" value="407b"/>	TDOT PIN #	<input type="text" value="101435.01"/>	Improvement Type	<input type="text" value="New Roadway"/>	Lead Agency	<input type="text" value="TDOT"/>
County	<input type="text" value="Williamson"/>	Length	<input type="text" value="3.2"/> mi	L RTP#	<input type="text" value="E+C 39"/>	Conformity Status	<input type="text" value="E+C"/>
Route/Project Name	<input type="text" value="SR-840 South"/>					Total Project Cost	<input type="text" value="\$41,900,000"/>
Termini or Intersection	<input type="text" value="West Leipers Creek Road (SR-46) to west of Carters Creek Pike (SR-246)"/>						
Project Description	<input type="text" value="Stage Construction of new 4 lane roadway"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2009	STG CONST	BOND	\$38,500,000		\$38,500,000	
<input type="text"/>						
<input type="text"/>						
<input type="text"/>						

Amendment 1 #	<input type="text"/>	Adjustment 1 #	<input type="text"/>	Remarks This project funds CNST for a portion of old TIP # 407 that funded ROW for a larger segment
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.

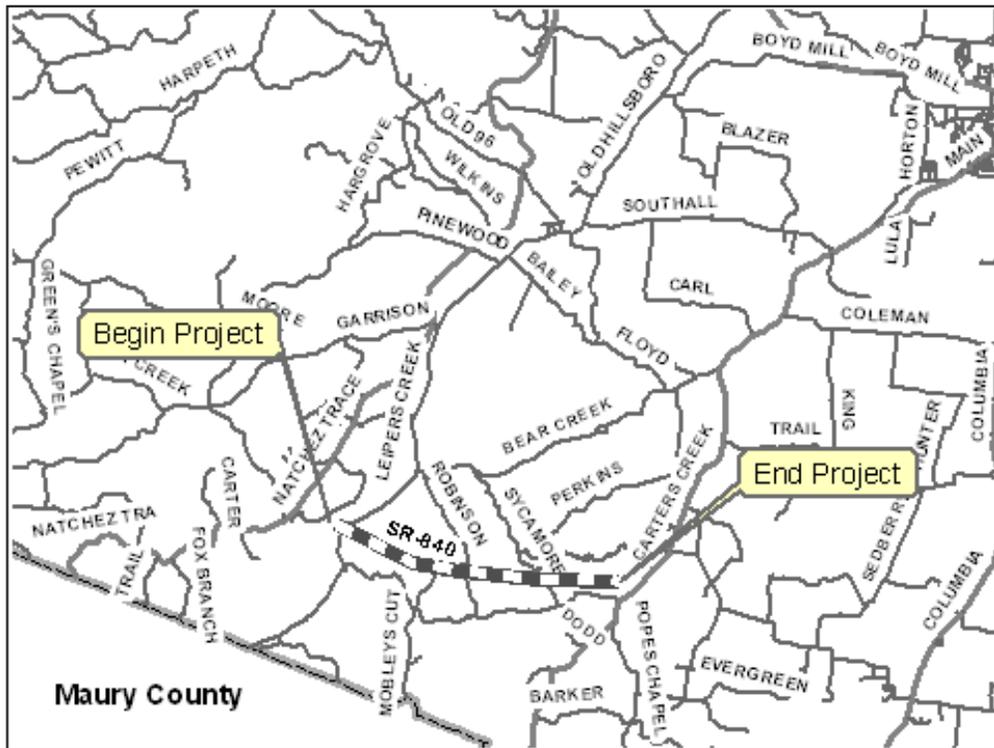


Fiscal Years 2008-2011 Transportation Improvement Program

TIP #	<input type="text" value="407b"/>	TDOT PIN #	<input type="text" value="101435.01"/>	Improvement Type	<input type="text" value="New Roadway"/>	Lead Agency	<input type="text" value="TDOT"/>
County	<input type="text" value="Williamson"/>	Length	<input type="text" value="3.2"/> mi	L RTP#	<input type="text" value="E+C 39"/>	Conformity Status	<input type="text" value="E+C"/>
Route/Project Name	<input type="text" value="SR-840 South"/>					Total Project Cost	<input type="text" value="\$83,440,000"/>
Termini or Intersection	<input type="text" value="West Leipers Creek Road (SR-46) to west of Carters Creek Pike (SR-246)"/>						
Project Description	<input type="text" value="Stage Construction of new 4 lane roadway"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2009"/>	<input type="text" value="STG CONST"/>	<input type="text" value="BOND"/>	<input type="text" value="\$80,040,000"/>	<input type="text"/>	<input type="text" value="\$80,040,000"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
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<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="2008-029"/>	Adjustment 1 #	<input type="text"/>	Remarks This project funds CNST for a portion of old TIP # 407 that funded ROW for a larger segment.
Amended on	<input type="text" value="8/20/2008"/>	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 – August 2008

TIP Amendment # 2008-030

TIP #: 2008-61-094 (New)
LRTP#: E+C 40
Project: SR-840 South
Requested By: TDOT
Phase: Stage Construction
Fiscal Year(s): 2009
Proposed Changes: Add project to TIP
Total Project Cost: \$ 82,660,000

To:

<i>FY</i>	<i>Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2009	STG CONST	BOND	\$ 57,960,000		\$ 57,960,000	

Description: Stage Construction of a new 4 lane roadway from west of Carter's Creek Pike (SR-246) to west of Columbia Pike (SR-6).

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

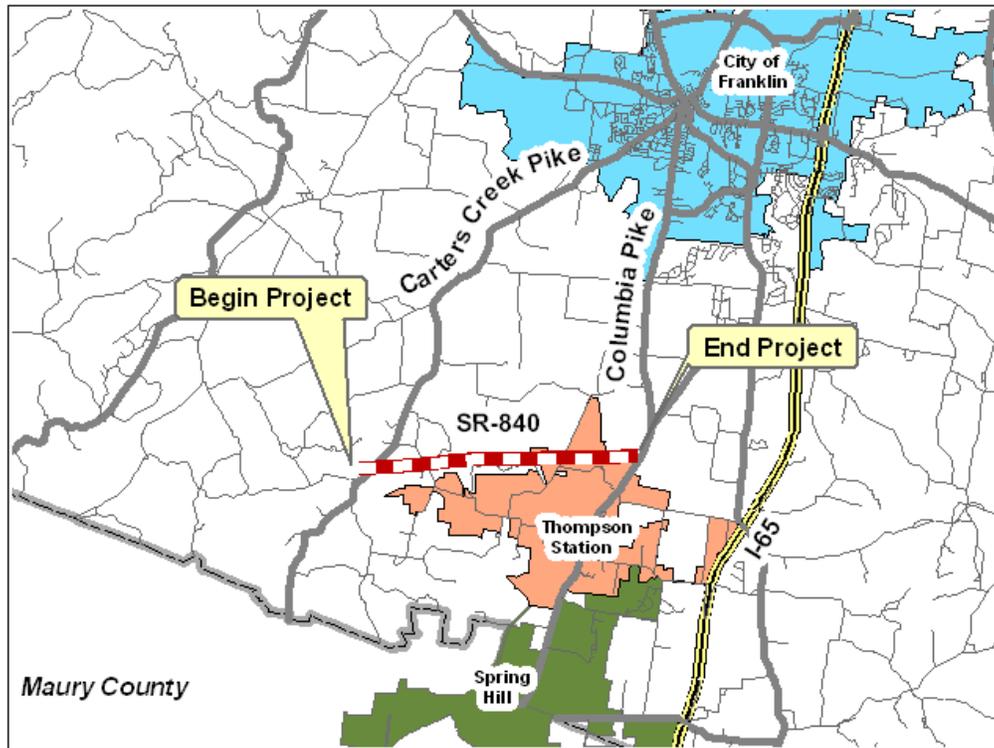


Fiscal Years 2008-2011 Transportation Improvement Program

TIP #	<input type="text" value="2008-61-094"/>	TDOT PIN #	<input type="text" value="101435.01"/>	Improvement Type	<input type="text" value="New Roadway"/>	Lead Agency	<input type="text" value="TDOT"/>
County	<input type="text" value="Williamson"/>	Length	<input type="text" value="3.1"/> mi	L RTP#	<input type="text" value="E+C 40"/>	Conformity Status	<input type="text" value="Non-Exempt"/>
Route/Project Name	<input type="text" value="SR-840 South"/>					Total Project Cost	<input type="text" value="\$82,660,000"/>
Termini or Intersection	<input type="text" value="From west of Carters Creek Pike (SR-246) to west of Columbia Pike (SR-6)"/>						
Project Description	<input type="text" value="Stage construction of new 4 lane roadway"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2009"/>	<input type="text" value="STG CONST"/>	<input type="text" value="BOND"/>	<input type="text" value="\$57,960,000"/>	<input type="text"/>	<input type="text" value="\$57,960,000"/>	<input type="text"/>
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<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="2008-030"/>	Adjustment 1 #	<input type="text"/>	Remarks <input type="text" value="Project funded through bond issue"/>
Amended on	<input type="text" value="8/20/2008"/>	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	\$ 444,916,460.73	\$ 231,470,387.53	\$ 118,588,833.40	\$ 149,764,535.50
BRR-L (Bridge Replacement & Rehabilitation - Local)	\$ 432,000.00	\$ 408,000.00	\$ 408,000.00	\$ 408,000.00
BRR-S (Bridge Replacement & Rehabilitation - State)	\$ 3,320,000.00	\$ 4,040,000.00	\$ 4,040,000.00	\$ 4,040,000.00
DEMO (Section 115)	\$ 2,083,773.52	\$ 354,172.00	\$ -	\$ -
ENH (Enhancement Grants)	\$ 11,389,916.61	\$ 320,000.00	\$ -	\$ -
Federal Lands Hwy	\$ 500,000.00	\$ -	\$ -	\$ -
FTA-5307 (Capital & Operations)	\$ 17,072,010.00	\$ 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)	\$ 1,818,689.00	\$ 548,622.00	\$ 381,910.00	\$ 381,910.00
FTA-5317 (New Freedom)	\$ 410,286.00	\$ -	\$ -	\$ -
HPP (High Priority Projects)	\$ 44,784,230.76	\$ 13,123,895.04	\$ 4,464,000.00	\$ 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)	\$ 23,806,800.00	\$ 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)	\$ 2,944,000.00	\$ 2,024,000.00	\$ 800,000.00	\$ 800,000.00
PLHD (Public Lands Highway Discretionary)	\$ 905,520.00	\$ -	\$ -	\$ -
TCSP (Transp, Community, & System Preservation)	\$ 250,000.00	\$ -	\$ -	\$ -
S-CMAQ (State Congestion Mitigation & Air Quality)	\$ 6,362,486.00	\$ -	\$ 400,000.00	\$ -
CMAQ (Regional CMAQ)	\$ 13,064,446.34	\$ 4,023,190.28	\$ 3,460,776.30	\$ 3,099,600.00
STP-S (State Surface Transportation Program)	\$ 59,692,050.00	\$ 17,283,200.00	\$ 3,912,832.00	\$ 2,930,342.00
SRTS (Safe Routes to School)	\$ 750,000.00	\$ 750,000.00	\$ 750,000.00	\$ 750,000.00
U-STP (Nashville Urban STP)	\$ 51,481,403.34	\$ 23,686,569.95	\$ 13,547,944.10	\$ 13,508,460.00
M-STP (Murfreesboro Urban STP)	\$ 1,910,024.92	\$ -	\$ -	\$ -
L-STP (Local STP)	\$ 3,862,050.30	\$ 511,606.00	\$ 384,000.00	\$ 176,000.00
State (includes matching amounts for federal funds)	\$ 90,377,563.25	\$ 116,988,189.00	\$ 9,269,227.00	\$ 14,074,792.00
Local (includes matching amounts for federal funds)	\$ 83,361,629.69	\$ 17,461,143.26	\$ 24,273,472.00	\$ 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	\$ 21,110,885.10	\$ 12,911,380.77	\$ 13,929,040.60	\$ 15,570,661.00
CMAQ (Regional CMAQ)	\$ 1,570,059.66	\$ 1,186,637.72	\$ 578,128.70	\$ 173,296.00
U-STP (Nashville Urban STP)	\$ 12,250,161.66	\$ 1,435,989.05	\$ 1,050,063.90	\$ 703,623.00
M-STP (Murfreesboro Urban STP)	\$ 5,819,001.08	\$ 7,938,639.00	\$ 9,618,455.00	\$ 11,298,271.00
L-STP (Local STP)	\$ 1,471,662.70	\$ 2,350,115.00	\$ 2,682,393.00	\$ 3,395,471.00

REVISED

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

Funding Program	FY 2008	FY 2009	FY 2010	FY 2011
Total Amount Programmed	\$ 445,296,418.73	\$ 330,970,387.53	\$ 118,588,833.40	\$ 149,764,535.50
BRR-L (Bridge Replacement & Rehabilitation - Local)	\$ 432,000.00	\$ 408,000.00	\$ 408,000.00	\$ 408,000.00
BRR-S (Bridge Replacement & Rehabilitation - State)	\$ 3,320,000.00	\$ 4,040,000.00	\$ 4,040,000.00	\$ 4,040,000.00
DEMO (Section 115)	\$ 2,083,773.52	\$ 354,172.00	\$ -	\$ -
ENH (Enhancement Grants)	\$ 11,389,916.61	\$ 320,000.00	\$ -	\$ -
Federal Lands Hwy	\$ 500,000.00	\$ -	\$ -	\$ -
FTA-5307 (Capital & Operations)	\$ 17,072,010.00	\$ 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)	\$ 1,818,689.00	\$ 548,622.00	\$ 381,910.00	\$ 381,910.00
FTA-5317 (New Freedom)	\$ 410,286.00	\$ -	\$ -	\$ -
HPP (High Priority Projects)	\$ 44,784,230.76	\$ 13,123,895.04	\$ 4,464,000.00	\$ 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)	\$ 23,806,800.00	\$ 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)	\$ 2,944,000.00	\$ 2,024,000.00	\$ 800,000.00	\$ 800,000.00
PLHD (Public Lands Highway Discretionary)	\$ 905,520.00	\$ -	\$ -	\$ -
TCSP (Transp, Community, & System Preservation)	\$ 250,000.00	\$ -	\$ -	\$ -
S-CMAQ (State Congestion Mitigation & Air Quality)	\$ 6,362,486.00	\$ -	\$ 400,000.00	\$ -
CMAQ (Regional CMAQ)	\$ 13,064,446.34	\$ 4,023,190.28	\$ 3,460,776.30	\$ 3,099,600.00
STP-S (State Surface Transportation Program)	\$ 59,692,050.00	\$ 17,283,200.00	\$ 3,912,832.00	\$ 2,930,342.00
SRTS (Safe Routes to School)	\$ 750,000.00	\$ 750,000.00	\$ 750,000.00	\$ 750,000.00
U-STP (Nashville Urban STP)	\$ 51,481,403.34	\$ 23,686,569.95	\$ 13,547,944.10	\$ 13,508,460.00
M-STP (Murfreesboro Urban STP)	\$ 1,910,024.92	\$ -	\$ -	\$ -
L-STP (Local STP)	\$ 4,166,016.30	\$ 511,606.00	\$ 384,000.00	\$ 176,000.00
State (includes matching amounts for federal funds)	\$ 90,277,563.25	\$ 216,488,189.00	\$ 9,269,227.00	\$ 14,074,792.00
Local (includes matching amounts for federal funds)	\$ 83,537,621.69	\$ 17,461,143.26	\$ 24,273,472.00	\$ 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	\$ 20,806,919.10	\$ 12,607,414.77	\$ 13,625,074.60	\$ 15,266,695.00
CMAQ (Regional CMAQ)	\$ 1,570,059.66	\$ 1,186,637.72	\$ 578,128.70	\$ 173,296.00
U-STP (Nashville Urban STP)	\$ 12,250,161.66	\$ 1,435,989.05	\$ 1,050,063.90	\$ 703,623.00
M-STP (Murfreesboro Urban STP)	\$ 5,819,001.08	\$ 7,938,639.00	\$ 9,618,455.00	\$ 11,298,271.00
L-STP (Local STP)	\$ 1,167,696.70	\$ 2,046,149.00	\$ 2,378,427.00	\$ 3,091,505.00

* Bond funds are coded under the State category