



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

Local Programs Development Office  
Suite 600, James K. Polk Building  
Nashville, Tennessee 37243-0341  
Voice: 615-741-5314 FAX: 615-741-9673  
Find Information for Local Governments at <http://www.tdot.state.tn.us/local/>  
Email: [teresa.estes@tn.gov](mailto:teresa.estes@tn.gov)

May 6, 2011

Ms. Britta Stein  
FHWA TN Division  
404 BNA Drive, Suite 508  
Nashville, Tennessee 37217

Re: FY 2008-11 TIP Amendments for Nashville Area MPO

Dear Ms. Stein:

We are requesting approval of the attached Amendment 41 to the Tennessee State's Transportation Improvement Program. I have attached an amendment package which includes amendment number 2011-003 to the Nashville TIP.

The following information is included:

1. A checklist indicating that all requirements for amendments were met. This checklist is based on submitted assurances from the Nashville Metropolitan Transportation Organization. TDOT Local Programs office is in concurrence with the amendments to the STIP.
2. A letter from the MPO listing the amendments being made. The letter states that the changes leave the plan financially constrained. We have independently verified these figures and agree with this statement.
3. A resolution, properly signed by the TIP Chairman of the MPO Executive Board and the MPO director.
4. A Transportation Conformity Checklist.
5. Individual project sheets for each project. In the case of amended or adjusted projects, there are two sheets. One is labeled "original" and shows the project funding prior to the amendment/adjustment. The other is labeled "revised" and shows the project funding following the amendment/adjustment.
6. A conformity determination for the Nashville Long Range Transportation Plan.

Page 2  
May 6, 2011  
Ms. Stein

7. Two sets of financial summary sheets. One shows the funds disposition prior to the amendments. The second sheet shows the funds disposition after the changes to the TIP.
8. A spreadsheet showing the individual projects and each of the fund groups where there is a change.

The Nashville MPO has provided documentation that the public involvement process was followed and this amendment leaves the TIP financially constrained.

Based on a review of the attached material, we believe that the MPO has followed appropriate procedures and met all requirements necessary to permit approval of this amendment and request your concurrence with this assessment.

I trust this information is sufficient to allow approval of the presented amendments. If we need to provide any additional information please contact Larry McGoogin at 615-532-3160 or [Larry.McGoogin@tn.gov](mailto:Larry.McGoogin@tn.gov).

Sincerely,



Teresa Estes  
Transportation Coordinator

TE/lrm

cc: Michael Skipper, Nashville Area MPO  
Felix Castrodad, Nashville Area MPO  
File

bl/cc: Paul Degges  
Chris Christianson  
Jim Moore  
Angie Midgett, w/attachment  
Rick Pack w/attachment  
Ronnie Porter, w/attachment  
Ben Tyree, w/attachment  
File, w/attachment  
Book, w/attachment

## Statewide Transportation Improvement Program Amendment Review Checklist

Rural STIP Amendment

MPO STIP Amendment

Metropolitan Planning Organization: Nashville MPO STIP #41

**Or**

Rural County(s): \_\_\_\_\_

Amendment is adding un-programmed Federal Funds?

Yes – proceed with checklist

No

Amendment is adding a new project?

Yes – proceed with checklist

No

Amendment changes an existing project scope?

Yes – proceed with checklist

No

Amendment adds an amount of programmed funds to an existing project that is greater than 30% of the total project cost?

Yes – proceed with checklist

No

### Air Quality

Air Quality Status:

Attainment

Non-Attainment/Maintenance

Non-Attainment/Maintenance: Conformity Determination Documentation Provided?

Yes

No – Return for Documentation

Amendment is consistent with approved conformity horizon year?

Yes

No – Return for Conformity Approval

### MPO - Long Range Transportation Plan (LRTP)

Project is consistent with or included in adopted MPO's LRTP?

Yes\*

No – Return for LRTP Amendment

\*Nashville projects with an "x" are not eligible for inclusion in the TIP.

Public Involvement

Amendment meets adopted public involvement plan?

Yes

No – Return for Public Involvement

Amendment Process

Amendment meets the adopted amendment process – for MPOs, the Board resolution is provided?

Yes

No – Return for Process Completion

Rural Counties: RPO Review/Consultation Process

Amendment includes documentation of RPO review/consultation?

*NA*  Yes

No – Return for RPO Consultation

Fiscal Constraint

Amendment includes documentation of fiscal constraint demonstrating available funds vs. programmed funds?

Yes

No – Return for Documentation

Amendment includes copies of both the original and adjusted project sheets?

Yes

No – Return for Documentation

Project Sheet

Each project included in the amendment must include the following:

Project Sponsor

Source of Fund  
(HPP must also include HPP number)

Project number

Amount of Federal Funds by year

Project description/scope

Amount of matching funds by year

Project termini

Project phase by year

Total Project Cost



NASHVILLE AREA

# Metropolitan Planning Organization

May 4, 2010

Ms. Teresa Estes  
 Local Programs Development Office  
 Tennessee Department of Transportation  
 Suite 600, James K. Polk Bldg.  
 Nashville, Tennessee 37243

Re: March 2011 FY 2011-15 TIP Amendments for the Nashville Area MPO

Dear Ms. Estes:

Enclosed is an amendment package to the Nashville Area MPO's FY 2011-2015 Transportation Improvement Program (TIP). The amendment was adopted by the MPO Executive Board at its March 16, 2011 meeting.

The package contains a project amendments involving L-STP for the City of Portland. The following project is included for your review:

TIP #	Project	Sponsor	Amendment
2004-020	AR-109 @ Kirby Drive	City of Portland	Add funds

Copies of the original and revised TIP pages are included for your reference. The amendment has 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 or Félix Castrodad at 862-7204.

Best,

Michael Skipper, AICP  
 Executive Director

**CC w/o enclosures:** Ms. Angie Midgett, TDOT  
Mr. Larry McGoogin, TDOT  
Mayor Ken Wilber, City of Portland  
Ms. Denise Geminden, City of Portland  
Mr. Tom Brashear, Wilson County, MPO TCC Chair  
Mayor Karl Dean, MPO Executive Board Chair

**Enclosures**

# Nashville Area Metropolitan Planning Organization

## FY 2011-2015 TIP Amendments – March 2011

**TIP Amendment # 2011-003**

**TIP #:** 2004-020  
**2035 RTP#:** 1054-280  
**Project:** **SR-109 at Kirby Drive**  
**Requested By:** City of Portland  
**Phase:** Construction  
**Fiscal Year(s):** 2011  
**Proposed Changes:** **Add funds**  
**Total Project Cost:** \$1,327,815

**FROM: \$ 665,845**

<i><b>FY</b></i>	<i><b>Type of Work</b></i>	<i><b>Funding</b></i>	<i><b>Total</b></i>	<i><b>Federal</b></i>	<i><b>State</b></i>	<i><b>Local</b></i>
2011	PE-N	L-STP	11,813	9,450		2,363
2011	PE-D	L-STP	106,317	85,054		21,263
2011	ROW	L-STP	157,000	125,600		31,400
2011	CONST	L-STP	65,477	52,382		13,095
2011	CONST	U-STP	325,238	260,190		65,048
<b>Total</b>			<b>665,845</b>	<b>532,676</b>		<b>133,169</b>

**TO: \$ 1,002,577**

<i><b>FY</b></i>	<i><b>Type of Work</b></i>	<i><b>Funding</b></i>	<i><b>Total</b></i>	<i><b>Federal</b></i>	<i><b>State</b></i>	<i><b>Local</b></i>
2011	PE-N	L-STP	11,813	9,450		2,363
2011	PE-D	L-STP	106,317	85,054		21,263
2011	ROW	L-STP	157,000	125,600		31,400
<b>2011</b>	<b>CONST</b>	<b>L-STP</b>	<b>61,429</b>	<b>61,429</b>		
2011	CONST	L-STP	<b>340,780</b>	<b>272,624</b>		<b>68,156</b>
2011	CONST	U-STP	325,238	260,190		65,048
<b>Total</b>			<b>1,002,577</b>	<b>814,347</b>		<b>188,230</b>

**Description:** Install traffic signal and turn lanes from SR-109 onto Kirby and from Kirby onto SR-109.

**Background:** This project is an existing project in the 2011-15 TIP. In June 2010, the City of Portland received notification from TDOT of their new allocation of L-STP funds for the four-year cycle covering 2009 thru 2013. The city desires to use a portion of those funds to cover for construction cost increases on this project.



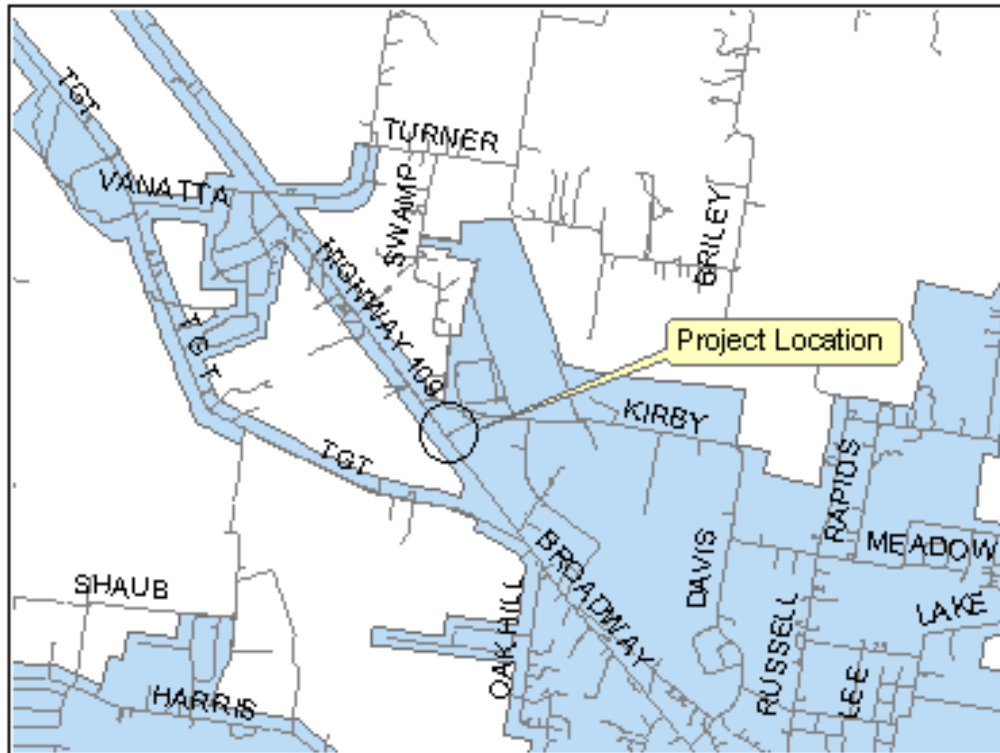
# Nashville Area MPO Fiscal Years 2011-2015 Transportation Improvement Program

**ORIGINAL**

<b>TIP #</b>	<input type="text" value="2004-020"/>	<b>TDOT PIN #</b>	<input type="text" value="106992.00"/>	<b>Improvement Type</b>	<input type="text" value="Intersection"/>	<b>Lead Agency</b>	<input type="text" value="Portland"/>
<b>County</b>	<input type="text" value="Sumner"/>	<b>Length</b>	<input type="text" value="0.0"/> mi	<b>RTP#</b>	<input type="text" value="1054-280"/>	<b>Conformity Status</b>	<input type="text"/>
<b>Route/Project Name</b>	<input type="text" value="SR-109 @ Kirby Drive"/>					<b>Total Project Cost</b>	<input type="text" value="\$665,845"/>
<b>Termini or Intersection</b>	<input type="text" value="Kirby Drive"/>						
<b>Project Description</b>	<input type="text" value="Install traffic signal and turn lanes from SR-109 onto Kirby and from Kirby onto SR-109"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2011"/>	<input type="text" value="PE-N"/>	<input type="text" value="L-STP"/>	<input type="text" value="\$11,813"/>	<input type="text" value="\$9,450"/>	<input type="text"/>	<input type="text" value="\$2,363"/>
<input type="text" value="2011"/>	<input type="text" value="PE-D"/>	<input type="text" value="L-STP"/>	<input type="text" value="\$106,317"/>	<input type="text" value="\$85,054"/>	<input type="text"/>	<input type="text" value="\$21,263"/>
<input type="text" value="2011"/>	<input type="text" value="ROW"/>	<input type="text" value="L-STP"/>	<input type="text" value="\$157,000"/>	<input type="text" value="\$125,600"/>	<input type="text"/>	<input type="text" value="\$31,400"/>
<input type="text" value="2011"/>	<input type="text" value="CONST"/>	<input type="text" value="L-STP"/>	<input type="text" value="\$65,477"/>	<input type="text" value="\$52,382"/>	<input type="text"/>	<input type="text" value="\$13,095"/>

<b>Amendment 1 #</b>	<input type="text"/>	<b>Adjustment 1 #</b>	<input type="text"/>	<b>Remarks</b>          
<b>Amended on</b>	<input type="text"/>	<b>Adjusted on</b>	<input type="text"/>	
<b>Amendment 2 #</b>	<input type="text"/>	<b>Adjustment 2 #</b>	<input type="text"/>	
<b>Amended on</b>	<input type="text"/>	<b>Adjusted on</b>	<input type="text"/>	



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



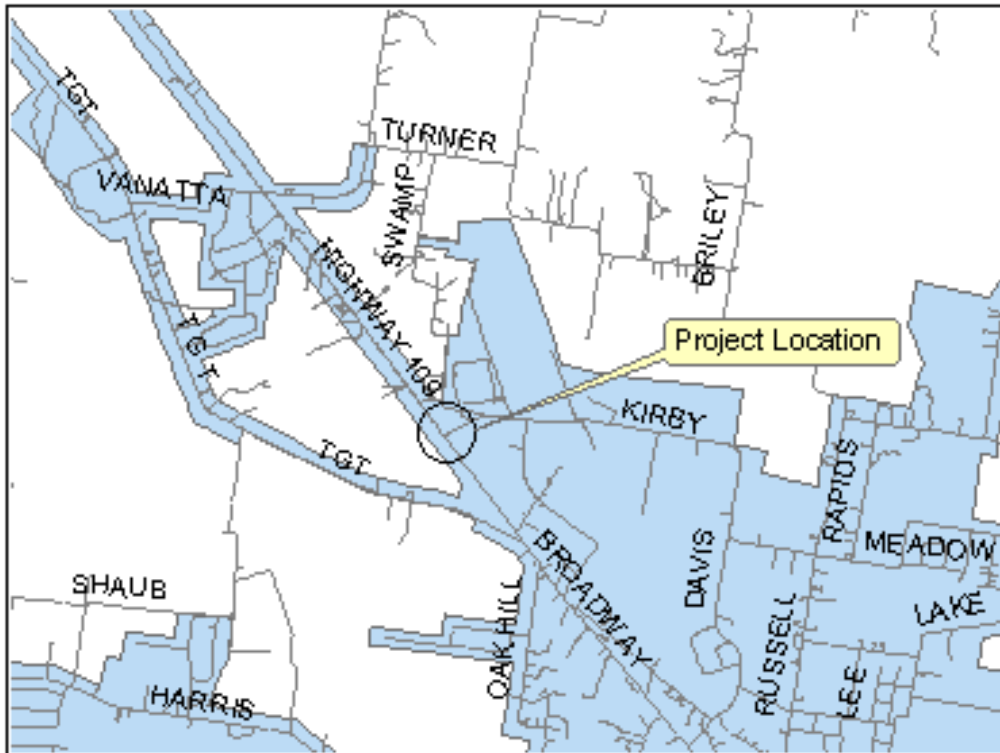
# Nashville Area MPO Fiscal Years 2011-2015 Transportation Improvement Program

**ORIGINAL**

<b>TIP #</b>	<input type="text" value="2004-020b"/>	<b>TDOT PIN #</b>	<input type="text"/>	<b>Improvement Type</b>	<input type="text" value="Intersection"/>	<b>Lead Agency</b>	<input type="text" value="Portland"/>
<b>County</b>	<input type="text" value="Sumner"/>	<b>Length</b>	<input type="text" value="0.0"/> mi	<b>RTP#</b>	<input type="text" value="1054-280"/>	<b>Conformity Status</b>	<input type="text"/>
<b>Route/Project Name</b>	<input type="text" value="SR-109 at Kirby Drive"/>					<b>Total Project Cost</b>	<input type="text" value="\$665,845"/>
<b>Termini or Intersection</b>	<input type="text" value="Kirby Drive"/>						
<b>Project Description</b>	<input type="text" value="Install traffic signal and turn lanes from SR-109 onto Kirby and from Kirby onto SR-109"/>						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
<input type="text" value="2011"/>	<input type="text" value="CONST"/>	<input type="text" value="U-STP"/>	<input type="text" value="\$325,238"/>	<input type="text" value="\$260,190"/>	<input type="text"/>	<input type="text" value="\$65,048"/>
<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"/>

		<b>Remarks</b>		
<b>Amendment 1 #</b>	<input type="text"/>	<b>Admin Modification 1#</b>		<input type="text"/>
<b>Amended on</b>	<input type="text"/>	<b>Modified on</b>		<input type="text"/>
<b>Amendment 2 #</b>	<input type="text"/>	<b>Admin Modification 2#</b>		<input type="text"/>
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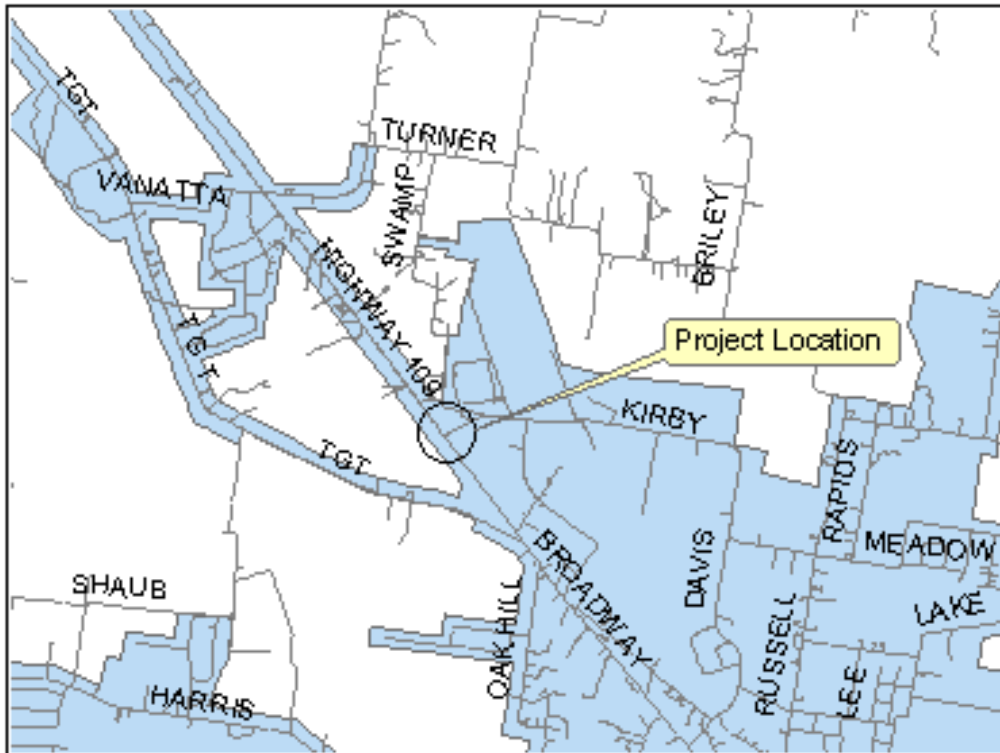
# Nashville Area MPO Fiscal Years 2011-2015 Transportation Improvement Program

**REVISED**

<b>TIP #</b>	<input type="text" value="2004-020"/>	<b>TDOT PIN #</b>	<input type="text" value="106992.00"/>	<b>Improvement Type</b>	<input type="text" value="Intersection"/>	<b>Lead Agency</b>	<input type="text" value="Portland"/>
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Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
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			Remarks
<b>Amendment 1 #</b>	<input type="text" value="2011-003"/>	<b>Admin Modification 1#</b>	<input type="text"/>
<b>Amended on</b>	<input type="text" value="3/16/2011"/>	<b>Modified on</b>	<input type="text"/>
<b>Amendment 2 #</b>	<input type="text"/>	<b>Admin Modification 2#</b>	<input type="text"/>
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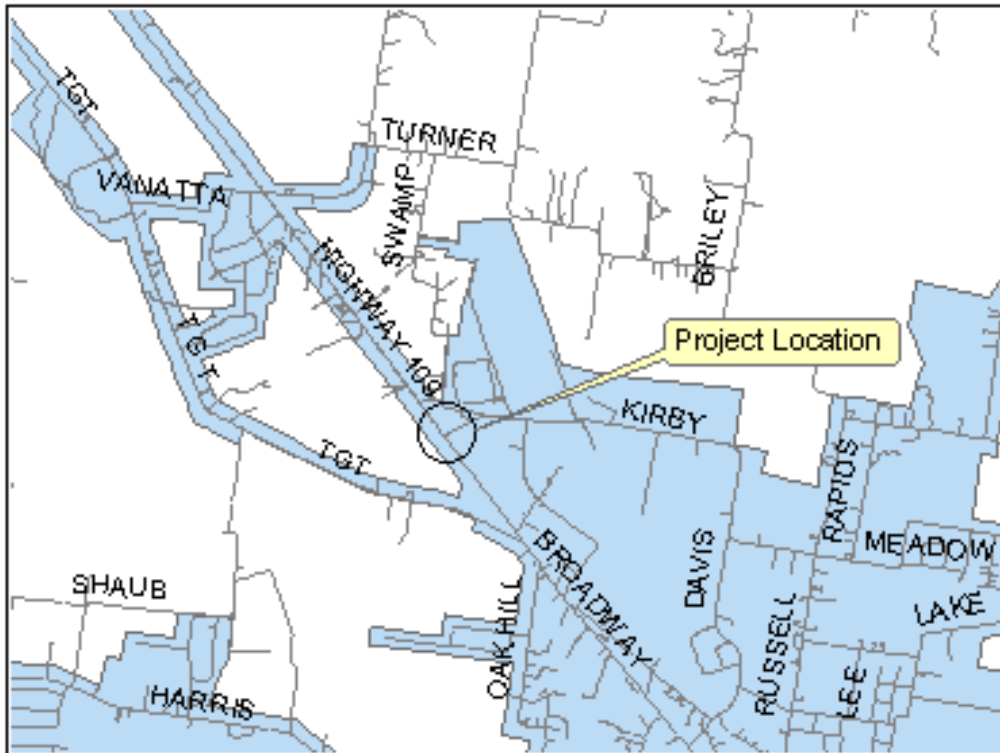
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**REVISED**

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<b>County</b>	<input type="text" value="Sumner"/>	<b>Length</b>	<input type="text" value="0.0"/> mi	<b>RTP#</b>	<input type="text" value="1054-280"/>	<b>Conformity Status</b>	<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"/>
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**Nashville Area MPO  
Transportation Improvement Program  
FYs 2011 through 2015**

Funding Tables, Before May 4, 2011 Amendment

**Table 1. FYs 2011-2015 TDOT Program Funds**

<b>Grant Program</b>	<b>FY 2011</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>TOTAL</b>
Total Amount Programmed*	\$ 227,570,237	\$ 78,616,953	\$ 77,966,412	\$ 20,978,979	\$ 431,250	\$ 405,563,831
BRR-L (Bridge Replacement & Rehabilitation - Local)	\$ 408,000	\$ 408,000	\$ 408,000	\$ 408,000	\$ -	\$ 1,632,000
BRR-S (Bridge Replacement & Rehabilitation - State)	\$ 3,240,000	\$ 3,240,000	\$ 3,240,000	\$ 3,240,000	\$ -	\$ 12,960,000
CMAQ (Congestion Mitigation Air Quality)	\$ 11,293,043	\$ 3,606,825	\$ 4,013,300	\$ 1,615,000	\$ -	\$ 20,528,168
DEMO (Section 115 Demonstration Program)	\$ 354,172	\$ -	\$ -	\$ -	\$ -	\$ 354,172
ENH (Enhancement Grants)	\$ 5,306,875	\$ 2,440,238	\$ 2,000,000	\$ 2,000,000	\$ -	\$ 11,747,113
HPP (High Priority Projects)	\$ 29,914,228	\$ 800,430	\$ 664,000	\$ 844,800	\$ -	\$ 32,223,458
HSIP (Highway Safety Improvement Program)	\$ 7,470,000	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ -	\$ 12,870,000
H-STP (STP Set Aside for Hazard Elimination)	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
IM (Interstate Maintenance)	\$ 65,403,000	\$ 31,005,000	\$ 47,002,500	\$ 1,305,000	\$ -	\$ 144,715,500
ITS (Intelligent Transportation Systems)	\$ 1,891,073	\$ -	\$ -	\$ -	\$ -	\$ 1,891,073
NHS (National Highway System)	\$ 5,384,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ -	\$ 7,784,000
NSBP (National Scenic Byways Program)	\$ 276,644	\$ -	\$ -	\$ -	\$ -	\$ 276,644
PLHD (Public Lands Highways)	\$ 4,023,107	\$ -	\$ -	\$ -	\$ -	\$ 4,023,107
SRTS (Safe Routes to School)	\$ 850,000	\$ 850,000	\$ 850,000	\$ 850,000	\$ -	\$ 3,400,000
STP (State Surface Transportation Program)	\$ 28,402,542	\$ 4,513,168	\$ 3,200,480	\$ 3,428,480	\$ -	\$ 39,544,670
STP-S (STP Set Aside for Safety Improvements)	\$ -	\$ -	\$ 266,400	\$ -	\$ -	\$ 266,400
State Funds (includes matching funds)	\$ 63,253,553	\$ 29,153,292	\$ 13,721,732	\$ 4,687,699	\$ 431,250	\$ 111,247,526

\*Funds are programmed only if corresponding revenue is anticipated by TDOT.

Table 2. FYs 2011-2015 MPO Funds: FHWA Grant Revenues

Grant Program	Opening Balance*	FY 2011 Allocation	FY 2012 Allocation	FY 2013 Allocation	FY 2014 Allocation	FY 2015 Allocation	Total Revenue
<b>Total Revenue</b>	\$ 77,766,914	\$ 17,283,436	\$ 17,801,939	\$ 18,335,997	\$ 19,987,189	\$ 20,586,805	\$ 171,762,280
STP Nash-Davidson UZA	\$ 63,059,849	\$ 14,972,607	\$ 15,421,785	\$ 15,884,439	\$ 16,360,972	\$ 16,851,801	\$ 142,551,453
STP Murfreesboro UZA	\$ 10,302,617	\$ 2,310,829	\$ 2,380,154	\$ 2,451,558	\$ 2,525,105	\$ 2,600,858	\$ 22,571,122
STP Lebanon**	\$ 1,389,339	\$ -	\$ -	\$ -	\$ 347,335	\$ 357,755	\$ 2,094,429
STP Spring Hill**	\$ 1,313,746	\$ -	\$ -	\$ -	\$ 328,437	\$ 338,290	\$ 1,980,472
STP Fairview**	\$ 486,114	\$ -	\$ -	\$ -	\$ 121,529	\$ 125,174	\$ 732,817
STP Portland**	\$ 612,637	\$ -	\$ -	\$ -	\$ 153,159	\$ 157,754	\$ 923,550
STP White House**	\$ 602,612	\$ -	\$ -	\$ -	\$ 150,653	\$ 155,173	\$ 908,438

\*Opening balance includes unobligated funds from prior years. \*\*Local Urban Area STP for communities 5,000 to 50,000 in population is allocated by TDOT in four-year cycles.

Table 3. FYs 2011-2015 MPO Funds: FHWA Grant Expenditures

Grant Program	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	TOTAL
<b>Total Amount Programmed</b>	\$ 84,110,493	\$ 7,677,834	\$ 6,420,000	\$ 3,876,000	\$ 1,500,000	\$ 103,548,327
STP Nash-Davidson UZA	\$ 73,248,055	\$ 4,678,584	\$ 660,000	\$ 500,000	\$ 1,500,000	\$ 80,586,639
STP Murfreesboro UZA	\$ 7,988,320	\$ 2,868,000	\$ 5,760,000	\$ 2,720,000	\$ -	\$ 19,336,320
STP Lebanon	\$ 894,454	\$ 131,250	\$ -	\$ 656,000	\$ -	\$ 1,681,704
STP Spring Hill	\$ 1,135,966	\$ -	\$ -	\$ -	\$ -	\$ 1,135,966
STP Fairview	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP Portland	\$ 272,486	\$ -	\$ -	\$ -	\$ -	\$ 272,486
STP White House	\$ 571,212	\$ -	\$ -	\$ -	\$ -	\$ 571,212

**Table 4. FYs 2011-2015 MPO Funds: FHWA Unprogrammed Revenues**

<b>Grant Program</b>	<b>FY 2011</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>
<b>Remaining Balance*</b>	\$ 10,939,857	\$ 21,063,962	\$ 32,979,959	\$ 49,059,750	\$ 68,146,554
STP Nash-Davidson UZA	\$ 4,784,401	\$ 15,527,602	\$ 30,752,041	\$ 46,613,013	\$ 61,964,814
STP Murfreesboro UZA	\$ 4,625,126	\$ 4,137,280	\$ 828,838	\$ 633,944	\$ 3,234,802
STP Lebanon	\$ 494,885	\$ 363,635	\$ 363,635	\$ 54,970	\$ 412,725
STP Spring Hill	\$ 177,780	\$ 177,780	\$ 177,780	\$ 506,217	\$ 844,506
STP Fairview	\$ 486,114	\$ 486,114	\$ 486,114	\$ 607,643	\$ 732,817
STP Portland	\$ 340,151	\$ 340,151	\$ 340,151	\$ 493,310	\$ 651,064
STP White House	\$ 31,400	\$ 31,400	\$ 31,400	\$ 150,653	\$ 305,826

\* Annual cumulative balance.

**Table 5. FYs 2011-2015 MPO Funds: FHWA Construction Reserves & Balances**

<b>Grant Program</b>	<b>FY 2011 to FY 2015</b>
STP Nash-Davidson UZA Unprogrammed Funds	\$ 61,964,814
STP Nash-Davidson UZA Construction Reserve	\$ 61,486,922
<b>STP Nash-Davidson UZA Remaining Balance</b>	<b>\$ 477,892</b>
STP Murfreesboro UZA Unprogrammed Funds	\$ 3,234,802
STP Murfreesboro UZA Construction Reserve	\$ 2,000,000
<b>STP Murfreesboro UZA Remaining Balance</b>	<b>\$ 1,234,802</b>

Table 6. FYs 2011-2015 MPO Funds: FTA Grant Revenues

Grant Program	Opening Balance*	FY 2011 Allocation	FY 2012 Allocation	FY 2013 Allocation	FY 2014 Allocation	FY 2015 Allocation	Total Revenue
Total Revenue	\$ 4,917,973	\$ 14,402,535	\$ 14,868,994	\$ 18,888,335	\$ 19,457,185	\$ 20,040,901	\$ 92,575,922
5307 Nash-Davidson UZA	\$ -	\$ 11,683,802	\$ 12,034,316	\$ 16,000,000	\$ 16,480,000	\$ 16,974,400	\$ 73,172,518
5307 Murfreesboro UZA	\$ 4,000,000	\$ 2,006,160	\$ 2,066,345	\$ 2,128,335	\$ 2,192,185	\$ 2,257,951	\$ 14,650,975
5316 Nash-Davidson UZA	\$ 539,887	\$ 440,113	\$ 455,000	\$ 470,000	\$ 485,000	\$ 499,550	\$ 2,889,550
5317 Nash-Davidson UZA	\$ 378,086	\$ 272,461	\$ 313,333	\$ 290,000	\$ 300,000	\$ 309,000	\$ 1,862,880

\*Opening balance includes unobligated funds from prior years.

Table 7. FYs 2011-2015 MPO Funds: FTA Grant Expenditures

Grant Program	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	TOTAL
Total Amount Programmed	\$ 18,272,407	\$ 13,683,220	\$ 15,724,643	\$ 16,873,850	\$ 3,450,000	\$ 68,004,120
5307 Nash-Davidson UZA	\$ 11,676,110	\$ 11,393,162	\$ 13,397,265	\$ 14,474,451	\$ 3,450,000	\$ 54,390,988
5307 Murfreesboro UZA	\$ 4,965,750	\$ 1,521,725	\$ 1,567,378	\$ 1,614,399	\$ -	\$ 9,669,252
5316 Nash-Davidson UZA	\$ 980,000	\$ 455,000	\$ 470,000	\$ 485,000	\$ -	\$ 2,390,000
5317 Nash-Davidson UZA	\$ 650,547	\$ 313,333	\$ 290,000	\$ 300,000	\$ -	\$ 1,553,880

Table 8. FYs 2011-2015 MPO Funds: FTA Unprogrammed Revenues

Grant Program	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Remaining Balance*	\$ 1,048,102	\$ 2,233,875	\$ 5,397,567	\$ 7,980,902	\$ 24,571,803
5307 Nash-Davidson UZA	\$ 7,692	\$ 648,846	\$ 3,251,581	\$ 5,257,130	\$ 18,781,530
5307 Murfreesboro UZA	\$ 1,040,410	\$ 1,585,030	\$ 2,145,987	\$ 2,723,773	\$ 4,981,723
5316 Nash-Davidson UZA	\$ -	\$ -	\$ -	\$ -	\$ 499,550
5317 Nash-Davidson UZA	\$ -	\$ -	\$ -	\$ -	\$ 309,000

\* Annual cumulative balance.

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**Nashville Area MPO  
Transportation Improvement Program  
FYs 2011 through 2015**

**REVISED**

Funding Tables, After May 4, 2011 Amendment

**Table 1. FYs 2011-2015 TDOT Program Funds**

<b>Grant Program</b>	<b>FY 2011</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>TOTAL</b>
Total Amount Programmed*	\$ 227,570,237	\$ 78,616,953	\$ 77,966,412	\$ 20,978,979	\$ 431,250	\$ 405,563,831
BRR-L (Bridge Replacement & Rehabilitation - Local)	\$ 408,000	\$ 408,000	\$ 408,000	\$ 408,000	\$ -	\$ 1,632,000
BRR-S (Bridge Replacement & Rehabilitation - State)	\$ 3,240,000	\$ 3,240,000	\$ 3,240,000	\$ 3,240,000	\$ -	\$ 12,960,000
CMAQ (Congestion Mitigation Air Quality)	\$ 11,293,043	\$ 3,606,825	\$ 4,013,300	\$ 1,615,000	\$ -	\$ 20,528,168
DEMO (Section 115 Demonstration Program)	\$ 354,172	\$ -	\$ -	\$ -	\$ -	\$ 354,172
ENH (Enhancement Grants)	\$ 5,306,875	\$ 2,440,238	\$ 2,000,000	\$ 2,000,000	\$ -	\$ 11,747,113
HPP (High Priority Projects)	\$ 29,914,228	\$ 800,430	\$ 664,000	\$ 844,800	\$ -	\$ 32,223,458
HSIP (Highway Safety Improvement Program)	\$ 7,470,000	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ -	\$ 12,870,000
H-STP (STP Set Aside for Hazard Elimination)	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
IM (Interstate Maintenance)	\$ 65,403,000	\$ 31,005,000	\$ 47,002,500	\$ 1,305,000	\$ -	\$ 144,715,500
ITS (Intelligent Transportation Systems)	\$ 1,891,073	\$ -	\$ -	\$ -	\$ -	\$ 1,891,073
NHS (National Highway System)	\$ 5,384,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ -	\$ 7,784,000
NSBP (National Scenic Byways Program)	\$ 276,644	\$ -	\$ -	\$ -	\$ -	\$ 276,644
PLHD (Public Lands Highways)	\$ 4,023,107	\$ -	\$ -	\$ -	\$ -	\$ 4,023,107
SRTS (Safe Routes to School)	\$ 850,000	\$ 850,000	\$ 850,000	\$ 850,000	\$ -	\$ 3,400,000
STP (State Surface Transportation Program)	\$ 28,402,542	\$ 4,513,168	\$ 3,200,480	\$ 3,428,480	\$ -	\$ 39,544,670
STP-S (STP Set Aside for Safety Improvements)	\$ -	\$ -	\$ 266,400	\$ -	\$ -	\$ 266,400
State Funds (includes matching funds)	\$ 63,253,553	\$ 29,153,292	\$ 13,721,732	\$ 4,687,699	\$ 431,250	\$ 111,247,526

\*Funds are programmed only if corresponding revenue is anticipated by TDOT.

**Table 2. FYs 2011-2015 MPO Funds: FHWA Grant Revenues**

Grant Program	Opening Balance*	FY 2011 Allocation	FY 2012 Allocation	FY 2013 Allocation	FY 2014 Allocation	FY 2015 Allocation	Total Revenue
<b>Total Revenue</b>	\$ 77,766,914	\$ 17,283,436	\$ 17,801,939	\$ 18,335,997	\$ 19,987,189	\$ 20,586,805	\$ 171,762,280
STP Nash-Davidson UZA	\$ 63,059,849	\$ 14,972,607	\$ 15,421,785	\$ 15,884,439	\$ 16,360,972	\$ 16,851,801	\$ 142,551,453
STP Murfreesboro UZA	\$ 10,302,617	\$ 2,310,829	\$ 2,380,154	\$ 2,451,558	\$ 2,525,105	\$ 2,600,858	\$ 22,571,122
STP Lebanon**	\$ 1,389,339	\$ -	\$ -	\$ -	\$ 347,335	\$ 357,755	\$ 2,094,429
STP Spring Hill**	\$ 1,313,746	\$ -	\$ -	\$ -	\$ 328,437	\$ 338,290	\$ 1,980,472
STP Fairview**	\$ 486,114	\$ -	\$ -	\$ -	\$ 121,529	\$ 125,174	\$ 732,817
STP Portland**	\$ 612,637	\$ -	\$ -	\$ -	\$ 153,159	\$ 157,754	\$ 923,550
STP White House**	\$ 602,612	\$ -	\$ -	\$ -	\$ 150,653	\$ 155,173	\$ 908,438

\*Opening balance includes unobligated funds from prior years. \*\*Local Urban Area STP for communities 5,000 to 50,000 in population is allocated by TDOT in four-year cycles.

**Table 3. FYs 2011-2015 MPO Funds: FHWA Grant Expenditures**

Grant Program	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	TOTAL
<b>Total Amount Programmed</b>	\$ 84,383,117	\$ 7,677,834	\$ 6,420,000	\$ 3,876,000	\$ 1,500,000	\$ 103,856,951
STP Nash-Davidson UZA	\$ 73,248,055	\$ 4,678,584	\$ 660,000	\$ 500,000	\$ 1,500,000	\$ 80,586,639
STP Murfreesboro UZA	\$ 7,988,320	\$ 2,868,000	\$ 5,760,000	\$ 2,720,000	\$ -	\$ 19,336,320
STP Lebanon	\$ 894,454	\$ 131,250	\$ -	\$ 656,000	\$ -	\$ 1,681,704
STP Spring Hill	\$ 1,135,966	\$ -	\$ -	\$ -	\$ -	\$ 1,135,966
STP Fairview	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP Portland	\$ 545,110	\$ -	\$ -	\$ -	\$ -	\$ 545,110
STP White House	\$ 571,212	\$ -	\$ -	\$ -	\$ -	\$ 571,212

**Table 4. FYs 2011-2015 MPO Funds: FHWA Unprogrammed Revenues**

<b>Grant Program</b>	<b>FY 2011</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>
<b>Remaining Balance*</b>	\$ 10,667,233	\$ 20,791,338	\$ 32,707,335	\$ 49,059,750	\$ 68,146,554
STP Nash-Davidson UZA	\$ 4,784,401	\$ 15,527,602	\$ 30,752,041	\$ 46,613,013	\$ 61,964,814
STP Murfreesboro UZA	\$ 4,625,126	\$ 4,137,280	\$ 828,838	\$ 633,944	\$ 3,234,802
STP Lebanon	\$ 494,885	\$ 363,635	\$ 363,635	\$ 54,970	\$ 412,725
STP Spring Hill	\$ 177,780	\$ 177,780	\$ 177,780	\$ 506,217	\$ 844,506
STP Fairview	\$ 486,114	\$ 486,114	\$ 486,114	\$ 607,643	\$ 732,817
STP Portland	\$ 67,527	\$ 67,527	\$ 67,527	\$ 493,310	\$ 651,064
STP White House	\$ 31,400	\$ 31,400	\$ 31,400	\$ 150,653	\$ 305,826

\* Annual cumulative balance.

**Table 5. FYs 2011-2015 MPO Funds: FHWA Construction Reserves & Balances**

<b>Grant Program</b>	<b>FY 2011 to FY 2015</b>
STP Nash-Davidson UZA Unprogrammed Funds	\$ 61,964,814
STP Nash-Davidson UZA Construction Reserve	\$ 61,486,922
<b>STP Nash-Davidson UZA Remaining Balance</b>	<b>\$ 477,892</b>
STP Murfreesboro UZA Unprogrammed Funds	\$ 3,234,802
STP Murfreesboro UZA Construction Reserve	\$ 2,000,000
<b>STP Murfreesboro UZA Remaining Balance</b>	<b>\$ 1,234,802</b>

**Table 6. FYs 2011-2015 MPO Funds: FTA Grant Revenues**

Grant Program	Opening Balance*	FY 2011 Allocation	FY 2012 Allocation	FY 2013 Allocation	FY 2014 Allocation	FY 2015 Allocation	Total Revenue
<b>Total Revenue</b>	\$ 4,917,973	\$ 14,402,535	\$ 14,868,994	\$ 18,888,335	\$ 19,457,185	\$ 20,040,901	\$ 92,575,922
5307 Nash-Davidson UZA	\$ -	\$ 11,683,802	\$ 12,034,316	\$ 16,000,000	\$ 16,480,000	\$ 16,974,400	\$ 73,172,518
5307 Murfreesboro UZA	\$ 4,000,000	\$ 2,006,160	\$ 2,066,345	\$ 2,128,335	\$ 2,192,185	\$ 2,257,951	\$ 14,650,975
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5317 Nash-Davidson UZA	\$ 378,086	\$ 272,461	\$ 313,333	\$ 290,000	\$ 300,000	\$ 309,000	\$ 1,862,880

\*Opening balance includes unobligated funds from prior years.

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5307 Murfreesboro UZA	\$ 4,965,750	\$ 1,521,725	\$ 1,567,378	\$ 1,614,399	\$ -	\$ 9,669,252
5316 Nash-Davidson UZA	\$ 980,000	\$ 455,000	\$ 470,000	\$ 485,000	\$ -	\$ 2,390,000
5317 Nash-Davidson UZA	\$ 650,547	\$ 313,333	\$ 290,000	\$ 300,000	\$ -	\$ 1,553,880

**Table 8. FYs 2011-2015 MPO Funds: FTA Unprogrammed Revenues**

Grant Program	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
<b>Remaining Balance*</b>	\$ 1,048,102	\$ 2,233,875	\$ 5,397,567	\$ 7,980,902	\$ 24,571,803
5307 Nash-Davidson UZA	\$ 7,692	\$ 648,846	\$ 3,251,581	\$ 5,257,130	\$ 18,781,530
5307 Murfreesboro UZA	\$ 1,040,410	\$ 1,585,030	\$ 2,145,987	\$ 2,723,773	\$ 4,981,723
5316 Nash-Davidson UZA	\$ -	\$ -	\$ -	\$ -	\$ 499,550
5317 Nash-Davidson UZA	\$ -	\$ -	\$ -	\$ -	\$ 309,000

\* Annual cumulative balance.