



**Transportation Policy Board**  
March 21, 2018  
**11 a.m.**

**Music City Central Station**  
**400 Charlotte Avenue, Nashville, TN**

*The GNRC Executive Committee will convene at 10:15 a.m. and be followed immediately by the Transportation Policy Board of the Nashville Area MPO at 11:00. For the convenience of membership, the GNRC agenda may include informational items related to actions taken at the MPO meeting. Members of each boards are encouraged to attend and participate in both meetings.*

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| <b>1. Call to Order</b>  | <b>Mary Esther Reed</b> , Town of Smyrna, Chair  |
| <b>2. Approval of 2/21/18 Meeting Minutes</b> ( <i>attachment</i> )  | <b>Mary Esther Reed</b> , Town of Smyrna, Chair  |
| <b>3. Public Comments</b>  | <b>Mary Esther Reed</b> , Town of Smyrna, Chair  |
| <b>4. Business Items:</b>  |  |
| <b>a. Resolution 2018-003 to Adopt Amendments to the 2017-2020 TIP</b> ( <i>attachment</i> )   | <b>Anna Emerson</b> ,<br>Senior Transportation Planner   |
| <b>5. Presentation Items:</b>  |  |
| <b>a. Quarterly Obligations Report</b> – Update on status of MPO funded projects in the TIP including the obligation of federal grant funds.   | <b>Michelle Lacewell</b> , GNRC Deputy Director and Acting MPO Coordinator                           |
| <b>b. Endorse Let’s Move Nashville – Metro’s Transportation Solution</b> – A \$5 billion+ transit program that represents the first major construction projects from the regionally-adopted nMotion Transit Master Plan. | <b>Erin Hafkenschiel</b> , Director of Transportation & Sustainability, Office of Mayor David Briley |
|  | (Presented during GNRC meeting)  |
| <a href="http://letsmovevashville.com/">http://letsmovevashville.com/</a>  |  |
| • <b>Resolution 2018-004</b> ( <i>attachment</i> )   |  |
| <b>6. Regular Reports</b>  |  |
| <b>a. MPO Coordinator’s Report</b>   | <b>Michelle Lacewell</b> , GNRC Deputy Director and Acting MPO Coordinator                           |
| <b>b. Chair’s Report</b>   | <b>Mary Esther Reed</b> , Town of Smyrna, Chair  |
| <b>7. Other Business</b>   |  |
| <b>8. Adjourn until April 18, 2018</b>   |  |

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**Agenda Item 2.**

**Meeting Minutes - February 21, 2018**

**MINUTES**  
**Of the**  
**TRANSPORTATION POLICY BOARD**  
**Of the**  
**Nashville Area Metropolitan Planning Organization**  
**February 21, 2018**

Attendees: Mayor Rogers Anderson, Mayor Megan Barry, Mayor Howard Bradley, Vice-Mayor David Briley, Mayor Paige Brown, Mayor Ernest Burgess, Mayor Jill Burgin, Mayor Patti Carroll, Mr. Felix Castrodad (for Mr. Steve Bland), Mayor Jamie Clary, Mr. Paul Corder (for Mayor Bernie Ash), Ms. Sabrina David, Mayor Dean Dickey, Mayor Rick Graham, Mr. Gerald Herman (for Mayor Michael Arnold), Executive Anthony Holt, Mr. Eddie Hood, Mayor Randall Hutto, Mr. Jim Kerr (for Mayor Shane McFarland), Mr. Ken Martin (for Mayor Ed Hagerty), Mayor Ken Moore, Mayor Charlie Norman, Mayor Mary Esther Reed, Mr. Michael Skipper, Mr. Josh Suddath (for Gov. Bill Haslam), Mayor Ken Wilber

Mayor Mary Esther Reed, Chair, opened the meeting at 10:55 a.m.

**Approval of 12/13/17 Meeting Minutes**

Mayor Hutto moved to approve the December 13, 2017 meeting minutes with Mayor Bradley seconding. The motion passed unanimously.

**Proposed amendments to the 2017-2020 Transportation Improvement Plan (TIP)**

Ms. Anna Emerson, MPO program staff, presented the TIP amendments for the board's review and endorsement. The amendments require a 21-day public review and comment period prior to adoption.

Mayor Ken Moore moved to endorse the amendments for public review and comment. Mayor Megan Barry seconded and the motion passed unanimously.

**Endorse Amendments to the Regional Transportation Plan (RTP)**

Ms. Emerson briefly went over the amendments proposed. There was a clarification question asked and answered. RTP amendments require a 30-day review and comment period prior to adoption.

Mayor Barry moved to endorse the amendment for public review and comment with Executive Anthony Holt seconding. The motion passed unanimously.

## **Adopting TDOT Safety Performance Measures**

Ms. Mary Connelly, MPO program staff, presented an overview developed by TDOT Safety Performance Measures. She said that MAP-21 established a performance and outcome based program to help States and MPOs make progress toward national goals (in short, using data to monitor progress, make decisions, and achieve outcomes). Target setting requirements fall under final rules: safety, pavement and bridge condition, system performance/freight/CMAQ, and transit asset management.

Safety PMs requires States and MPOs to assess the following on all roads: number of fatalities, number of serious injuries, fatality rate (per 100 million VMT), serious injury rate (per 100 million VMT), and number of non-motorized fatalities and serious injuries. Safety PMs also propose targets (5 year rolling average) on a yearly basis.

She said that the TCC has recommended that we support the state-wide targets to ensure that as a region our goals and objectives are connected to our long range plan.

She explained that MPOs are required to consider the impact of projects to support the targets set by the state. MPOs should work together with State DOT to share data, review strategies, and understand outcomes, receive TAM Performance Measure targets from transit providers, update of planning agreements with TDOT and transit providers, and updates to TIP and RTP.

Mayor Rogers Anderson asked if funding for projects to be developed to meet these targets is available. Ms. Connelly said that the targets have a relationship to the state's funding, but not the MPOs. Mr. Josh Suddath, TDOT, said that TDOT controls safety funds. Ms. Sabrina David, FHWA, stated that regarding safety is applicable on all public roads regardless of ownership and regional classification. Mayor Anderson asked if the 5<sup>th</sup> bullet in the Resolution 2018-002 includes bicycles. Mr. Suddath said no.

Mayor Barry asked how we should communicate that the state has set fatality targets that show an increase in expected deaths. Mr. Suddath said that the state set fatality rates uses the federal code wording and to take a realistic look at reducing a trend long-term.

Ms. David said that this is the first time going we are going through target setting process and the FHWA is here to assist the state and MPOs figure out the process.

Executive Holt said it seems to be no clear method yet to access funds. Ms. David said that the state looked at the data which shows the trend is higher because there are more people in the state. Mr. Suddath said it was a very in-depth process. Executive Holt asked if this is a graded process. Mr. Suddath said doesn't impact at project level now. Ms. Michelle Lacewell, GNRC staff, said that this same conversation was held at the TCC meeting. She said that the board's support of the state's targets through this resolution is a required action to keep this MPO in line with this new regulation and rule-making.

Mayor Anderson said he would vote against the resolution because the feds and state push down regulations onto the counties. He said that it is a matter of money and of policy and it is about each

individual county being able to use the money the best way for their citizens. I'm all for safety but until I can get something that I can read and understand. Mr. Suddath said that there is nothing that can make TDOT force locals to do anything. These are just targets. There are no mandates.

Mr. Gerald Herman said that at the TCC meeting it was all about targets and we need to support the state to get this done. It does affect MPO funding and there are no consequences at the local level if the targets are not met. However, there are consequences at the state level.

Mr. Suddath said that the MPOs can set their own targets. Ms. David said that the FHWA is working through this to make sure the requirements are met.

Mayor Barry asked, if this resolution isn't passed today, how it will impact funding. Mr. Suddath said that there is no immediate impact regarding funding. Ms. Lacewell said that our responsibility is to endorse the state's targets or set our own and because of the short time frame, the recommendation is to support the state's and develop our own later.

Mr. Suddath said that the deadline to set targets or endorse the state's targets is February 27<sup>th</sup>. Ms. Lacewell said that we should support the state's targets now so we can set our own. If we don't meet the deadline, freezing of TIP would occur.

Mayor Paige Brown said that she find the numbers meaningless. She said she needs to understand the methodology. Mr. Suddath said that the State has that information. Mayor Ken Wilber said that the word 'target' makes it seem like what you want. Mr. Suddath said that the wording is from the federal code. Mayor Barry said the data seems to be based not on road conditions completely but on other issues, like distracted drivers. Ms. David said that FHWA recognizes that this is a sensitive issue. Ms. Lacewell said that pavement and bridge conditions is the next target. Ms. Connelly said she could provide an analysis of and reasons for these numbers.

Mr. Herman moved to approve the Resolution 2018-002 adopting TDOT Safety Performance Measures as required by the federal FAST Act. Mr. Jim Kerr seconded and the motion passed with Mayor Anderson and Mayor Rick Graham voting no.

### **Call-for-Studies for 2019 Unified Planning Work Program (UPWP)**

Ms. Lacewell said that the UPWP allocates transportation planning funds to studies and planning activities carried out by the MPO and its partners. She said that if anyone has ideas for studies for the coming year to please contact her soon.

### **Public Comment Period**

The MPO's Public Participation Plan calls for the first meeting of the calendar year to provide an opportunity for the public to comment on any of the Organization's plans/programs. Mayor Reed

opened the public comment period. There were no comments. Mayor Reed closed the public comment period.

### **MPO Coordinator's Report**

#### **Member Dues**

Ms. Lacewell said that a letter will be going out soon with the estimate of the dues to be paid by December 2018 (actual invoices will go out in October). There will be no change in the rate per capita but encouraged members to budget about a 10% increase over 2017 amounts due to the increase in population.

#### **South Corridor Study**

Ms. Lacewell said that the finalized contract for the South Corridor study. She said that is working to have a presentation on the study scheduled for the March board meetings.

#### **Smart Cities Assessment RFP**

Ms. Lacewell said that the RFP has been issued for the Smart Cities Assessment. This is a compliment to the ITS architecture.

#### **MPO Certification**

Ms. Lacewell said that the MPO Certification (which takes place every 4 years) will be this spring with the results out in August.

### **Chair's Report**

Mayor Bradley said that there were initially six candidates narrowed down to three who were interviewed for the new MPO Coordinator and hopefully the new coordinator will be announced in March.

Mayor Reed thanked the members for being patient during the meeting with all of the changes.

With no further business, the meeting was adjourned at 11:43 a.m.

Date: \_\_\_\_\_

\_\_\_\_\_  
The Honorable Mary Esther Reed  
Chairman, MPO Transportation Policy Board

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Michelle Lacewell, Interim MPO Director  
Secretary, Transportation Policy Board

## Agenda Item 4a.

### Adopt Amendments to the FYs 2017-2020 TIP

#### Item Description:

The MPO has proposed the following amendments to the Transportation Improvement Program (TIP). A 21-day public review and comment period and two public hearings are required prior to adoption by the Board.

Amendment #	TIP #	RTP #	Project Name	Sponsor	Action
2018-005	2018-87-051	1714-354	I-24 SMART Corridor – Phase 1	TDOT	Add project
2018-006	2018-87-052	1714-354	I-24 SMART Corridor – Phase 2	TDOT	Add project
2018-007	2018-85-053	1689-118	Bus Purchase & Replacement	RTA	Add project
2018-008	2011-85-147	Consistent	Job Access & Reverse Commute Program (Grouping)	MPO	Add funds
2018-009	2014-85-025	Consistent	Enhanced Mobility of Seniors & Individuals with Disabilities (Grouping)	MPO	Add funds
2018-010	AM-006	Consistent	Hurricane Creek Greenway	City of LaVergne	Add project

#### Schedule:

- 2/7 - TCC Endorsement for Public Review
- 2/21 – TPB Endorsement for Public Review
- 2/21 – 3/21– Public Review and Comment Period
- 3/7 – First Public Hearing (TCC)
- **3/21 – Second Public Hearing and Adoption (TPB)**

#### Staff Recommendation:

Hold public hearing and adopt MPO Resolution #2018-003 to Amend the 2017-2020 TIP.

#### More Information:

Information about current projects in the MPO's Transportation Improvement Program is available to the public at <http://TIP.NashvilleMPO.org>. Complete documentation of the TIP is available at: [http://www.nashvillempo.org/plans\\_programs/tip/](http://www.nashvillempo.org/plans_programs/tip/)

# MPO RESOLUTION 2018-003

## A RESOLUTION AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL YEARS 2017 THROUGH 2020

**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, local governments, and public transit operators; and

**WHEREAS**, on November 16, 2016, the MPO adopted the TIP for federal fiscal years 2017 through 2020 to advance projects contained within the MPO's Regional Transportation Plan; and

**WHEREAS**, the TIP 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, Maury County, Robertson County, Rutherford County, Sumner County, Williamson County, and Wilson County; and

**WHEREAS**, the MPO's Public Participation Plan allows the public and interested stakeholders a period of no less than 21 days to review proposed amendments to the TIP; and

**WHEREAS**, the following amendments have met all public noticing requirements, are consistent with the 2040 Regional Transportation Plan, and conform to the requirements of Title 23 Code of Federal Regulations Part 450.324;

**NOW, THEREFORE, BE IT RESOLVED** by the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization, that the Fiscal Years 2017 through 2020 Transportation Improvement Program is amended as follows:

<b>Amendment#</b>	<b>Project Description</b>	<b>Proposed Change</b>
2018-005	I-24 SMART Corridor – Phase 1	Add project
2018-006	I-24 SMART Corridor – Phase 2	Add project
2018-007	Bus Purchase & Replacement	Add project
2018-008	Job Access & Reverse Commute Program (Grouping)	Add funds
2018-009	Enhanced Mobility of Seniors & Individuals with Disabilities (Grouping)	Add funds
2018-010	Hurricane Creek Greenway	Add project

Adopted this 21<sup>st</sup> day of March, 2018 by the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization.

Attest:

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The Honorable Mayor Mary Esther Reed  
Chairman, MPO Transportation Policy Board

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Michelle Lacewell  
MPO Coordinator





NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2017-2020 TIP Amendment – March 2018 Adoption

### TIP Amendment # 2018-005

**TIP #:** 2018-87-051  
**2040 RTP ID:** 1714-354  
**Project:** I-24 SMART Corridor – Phase 1  
**Requested By:** TDOT  
**Proposed Changes:** Add project  
**Total Project Cost:** \$4,050,000

**TO: \$1,000,000**

<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>
<b>2018</b>	<b>PE-N</b>	<b>STBG</b>	<b>500,000</b>	<b>400,000</b>	<b>100,000</b>	<b>0</b>
<b>2018</b>	<b>PE-D</b>	<b>STBG</b>	<b>500,000</b>	<b>400,000</b>	<b>100,000</b>	<b>0</b>
<b>Total</b>			<b>1,000,000</b>	<b>800,000</b>	<b>200,000</b>	<b>0</b>

### Amendment Description

This amendment proposes to add the project to the TIP with \$800,000 (federal) in state STBG funding.

This project includes preliminary engineering for an ITS SMART Corridor Plan on I-24, SR-1/US-70S, and connecting roads. The project limits are I-24 from I-440 (Exit 53) to SR-10/US-231 (Exit 81) in Murfreesboro and SR-1 from I-24 to SR-10 in Murfreesboro and various connector routes. It includes ITS and signal improvements on all project roadways, extending ramps and implementing ramp meters along I-24, installing emergency pull-offs along I-24, improving lane widths on I-24, operational improvements, implementing an active traffic management system (ATMS), installing overhead dynamic message signs (DMS) along I-24, and shoulder improvements along I-24.



NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2017-2020 TIP Amendment – March 2018 Adoption

### TIP Amendment # 2018-006

**TIP #:** 2018-87-052  
**2040 RTP ID:** 1714-354  
**Project:** I-24 SMART Corridor – Phase 2  
**Requested By:** TDOT  
**Proposed Changes:** Add project  
**Total Project Cost:** \$37,000,000

**TO: \$37,000,000**

<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>
<b>2018</b>	<b>CONST</b>	<b>NHPP</b>	<b>34,000,000</b>	<b>27,200,000</b>	<b>6,800,000</b>	<b>0</b>
<b>2018</b>	<b>CONST</b>	<b>STBG</b>	<b>3,000,000</b>	<b>2,400,000</b>	<b>600,000</b>	<b>0</b>
<b>Total</b>			<b>37,000,000</b>	<b>29,600,000</b>	<b>7,400,000</b>	<b>0</b>

### Amendment Description

This amendment proposes to add the project to the TIP with \$29,600,000 (federal) in state NHPP and STBG funding.

This project includes ITS and signal improvements on all project roadways. The project limits are I-24 from I-440 (Exit 53) to SR-10/US-231 (Exit 81) in Murfreesboro and SR-1 from I-24 to SR-10 in Murfreesboro and various connector routes. It includes extending ramps along I-24, installing emergency pull-offs along I-24, and operational improvements.



NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2017-2020 TIP Amendment – March 2018 Adoption

**TIP Amendment # 2018-007**

**TIP #:** 2018-85-053

**2040 RTP ID:** 1689-118

**Project:** Bus Purchase & Replacement

**Requested By:** RTA

**Proposed Changes:** Add project

**Total Project Cost:** \$1,682,839

**TO: \$1,682,839**

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2018	PURCHASE	STATE	1,682,839	0	1,262,129	420,710
<b>Total</b>			<b>1,682,839</b>	<b>0</b>	<b>1,262,129</b>	<b>420,710</b>

### Amendment Description

This amendment proposes to add the project to the TIP with \$1,262,129 in state IMPROVE Act funding awarded to RTA by the TDOT Division of Multimodal Transportation Resources.

This project includes the purchase of rolling stock for replacement, including hybrid and electric buses as needed on RTA bus routes.



NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2017-2020 TIP Amendment – March 2018 Adoption

**TIP Amendment # 2018-008**

**TIP #:** 2011-85-147

**2040 RTP ID:** Consistent

**Project:** Job Access & Reverse Commute Program (Grouping)

**Requested By:** MPO

**Proposed Changes:** Add funds

**Total Project Cost:** \$4,000,000

### **FROM: \$1,000,000**

<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>
2017	IMPLEMENTATION	FTA 5307	1,000,000	800,000	100,000	100,000
<b>Total</b>			<b>1,000,000</b>	<b>800,000</b>	<b>100,000</b>	<b>100,000</b>

### **TO: \$4,000,000**

<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>
2017	IMPLEMENTATION	FTA 5307	1,000,000	800,000	100,000	100,000
<b>2018</b>	<b>IMPLEMENTATION</b>	<b>FTA 5307</b>	<b>1,000,000</b>	<b>800,000</b>	<b>100,000</b>	<b>100,000</b>
<b>2019</b>	<b>IMPLEMENTATION</b>	<b>FTA 5307</b>	<b>1,000,000</b>	<b>800,000</b>	<b>100,000</b>	<b>100,000</b>
<b>2020</b>	<b>IMPLEMENTATION</b>	<b>FTA 5307</b>	<b>1,000,000</b>	<b>800,000</b>	<b>100,000</b>	<b>100,000</b>
<b>Total</b>			<b>4,000,000</b>	<b>3,200,000</b>	<b>400,000</b>	<b>400,000</b>

### **Amendment Description**

This amendment reflects funds that have been set aside for the Grouping from 5307 funds apportioned to the region.

Job Access and Reverse Commute (JARC) Program funds expand the availability of public transportation services to employment and career centers throughout the region via a competitive project selection process.



NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2017-2020 TIP Amendment – March 2018 Adoption

**TIP Amendment # 2018-009**

**TIP #:** 2014-85-025  
**2040 RTP ID:** Consistent  
**Project:** Enhanced Mobility of Seniors & Individuals with Disabilities (Grouping)  
**Requested By:** MPO  
**Proposed Changes:** Add funds  
**Total Project Cost:** \$3,244,497

**FROM: \$1,105,472**

<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>
2017	CAPITALIZATION	FTA 5310	478,750	383,000	47,875	47,875
2017	OPERATIONS	FTA 5310	626,722	313,361	156,680	156,680
<b>Total</b>			<b>1,105,472</b>	<b>696,361</b>	<b>204,555</b>	<b>204,555</b>

**TO: \$3,244,497**

<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>
2017	CAPITALIZATION	FTA 5310	478,750	383,000	47,875	47,875
2017	OPERATIONS	FTA 5310	626,722	313,361	156,680	156,680
<b>2018</b>	<b>CAPITALIZATION</b>	<b>FTA 5310</b>	<b>735,636</b>	<b>588,509</b>	<b>73,564</b>	<b>73,564</b>
<b>2018</b>	<b>OPERATIONS</b>	<b>FTA 5310</b>	<b>225,678</b>	<b>180,542</b>	<b>22,568</b>	<b>22,568</b>
<b>2019</b>	<b>CAPITALIZATION</b>	<b>FTA 5310</b>	<b>510,033</b>	<b>408,026</b>	<b>51,003</b>	<b>51,003</b>
<b>2019</b>	<b>OPERATIONS</b>	<b>FTA 5310</b>	<b>667,678</b>	<b>333,839</b>	<b>166,920</b>	<b>166,920</b>
<b>Total</b>			<b>3,244,497</b>	<b>2,207,277</b>	<b>518,610</b>	<b>518,610</b>

### Amendment Description

This amendment reflect funds that are available for the program and are updated to the TIP page as projects are competitively selected.

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.



NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2017-2020 TIP Amendment – March 2018 Adoption

**TIP Amendment # 2018-010**

**TIP #:** AM-006  
**2040 RTP ID:** Consistent  
**Project:** Hurricane Creek Greenway  
**Requested By:** LaVergne  
**Proposed Changes:** Add project  
**Total Project Cost:** \$2,552,810

**TO: \$617,330**

<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>
2018	CONST	TAP	617,330	493,864	0	123,466
<b>Total</b>			<b>617,330</b>	<b>493,864</b>	<b>0</b>	<b>123,466</b>

### Amendment Description

This amendment proposes to add the project to the TIP with \$493,864 in Transportation Alternatives Program funding granted by TDOT.

This project includes the construction of one mile of greenway/bike trail in LaVergne beginning at US-41 near City Hall and proceeding northeast connecting to residential areas. It also includes a trailhead on Nir Shriebman Boulevard. This project was contained in previous MPO TIPs, but at the time of the creation of the FY 17-20 TIP, all granted funding had been obligated. The recent grant will carry the same TIP ID# as was shown in previous TIPs to facilitate project tracking.

**Agenda Item 5b.**

**Resolution 2018-004 - Let's Move Nashville**

## **MPO RESOLUTION 2018-004**

### **A RESOLUTION ENDORSING “LET’S MOVE NASHVILLE,” AS THE FIRST MAJOR CONSTRUCTION PROGRAM FOR A REGIONAL TRANSIT NETWORK**

**WHEREAS,** the Nashville Area Metropolitan Planning Organization (MPO) is responsible for coordinating the federally-required comprehensive, cooperative, and continuing transportation planning process across Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson counties, and

**WHEREAS,** the MPO is a membership-based governmental organization composed of county and municipal governments, representatives of county highway officials and public transit operators, and state and federal transportation agencies; and

**WHEREAS,** for reasons related to economic prosperity and quality of life, the expansion and modernization of public transit has been a leading priority of the MPO and its members since the adoption of the *2035 Regional Transportation Plan* in 2010, with a reaffirmation of that position documented through the adoption of the *2040 Regional Transportation Plan* in February 2016; and

**WHEREAS,** in September 2016, area mayors and county executives serving on the Regional Transportation Authority voted to adopt a transit master plan called “nMotion,” developed with widespread involvement of the public and business community, to provide further specificity for how transit would serve the region; and

**WHEREAS,** the Tennessee General Assembly has passed the IMPROVE Act which authorizes local governments to dedicate revenue from a local transit surcharge to fund the design, construction, and operation of a public transit system and to make improvements to complementary pedestrian and bicycle infrastructure to allow safe and efficient access to transit service, subject to the approval of qualified voters through a public referendum, and

**WHEREAS,** the Nashville Metropolitan Transit Authority (MTA) has prepared “Let’s Move Nashville” in response to calls from the general public and business community to exercise the option granted by the IMPROVE Act; and

**WHEREAS,** “Let’s Move Nashville” represents the first major proposal to begin construction on the *nMotion* master plan and includes more than \$5 billion worth of investment to improve existing bus and paratransit services and to construct new rapid transit options along regional corridors throughout Davidson County; and

**WHEREAS,** the MPO and its members are actively engaged in identifying additional projects and funding opportunities to extend those transit corridors into surrounding counties to better connect Middle Tennesseans with each other and to jobs, education, healthcare, and amenities.

**NOW, THEREFORE, BE IT RESOLVED** by the Transportation Policy Board of the Nashville Area MPO, that it endorses “Let’s Move Nashville,” as the first major step in constructing a regional transit system across Middle Tennessee.



Adopted this 21st day of March 2018 by the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization.

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The Honorable Mary Esther Reed  
Chairman, MPO Executive Board

Attest:

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Michelle Lacewell  
MPO Coordinator and Secretary