



NASHVILLE AREA

# Metropolitan Planning Organization

## MPO Technical Coordinating Committee

Wednesday, May 3, 2017 | 10:30 AM

The River Center on the third floor of the Nashville Bridge Building  
2 Victory Avenue in Nashville, Tennessee 37213

### 1. **ACTION ITEM:** Approve April 5, 2017 Meeting Minutes

### 2. Public Comment

### 3. TCC Chair's Report

### 4. **ACTION ITEM:** Endorse Proposed Amendments to 2016-2040 Regional Transportation Plan

The MPO has proposed the following amendments to the *2016-2040 Regional Transportation Plan (RTP)*. Amendments to the RTP must follow the same process and procedure outlined in the MPO's Public Participation Plan (PPP) for initial adoption with one exception. Public meetings are not required in each county. A 30-day public review and comment period and two public hearings are required prior to adoption by the Board. *More information is available at [NashvilleMPO.org/plans\\_programs/tip/](http://NashvilleMPO.org/plans_programs/tip/).*

Amendment #	TIP #	RTP #	Project Name	Sponsor	Action
2017-001	2016-14-228	NA	I-24 Interchange Modification at Hickory Hollow Parkway	Metro Nashville	Add Project to 2020 Horizon
2017-002	Pending	NA	W.A. Batson Parkway Extension (Phase 1)	City of Springfield	Add Project to 2020 Horizon
2017-003	Pending	NA	Saturn Parkway (SR-396) Extension	TDOT	Add Project to 2020 Horizon

#### SCHEDULE:

- 5/3 – TCC Endorsement for Public Comment and Review
- 5/17 – XB Endorsement for Public Comment and Review
- 5/17-6/21 – Public Review and Comment Period
- 6/14 – First Public Hearing (TCC)
- 6/21– Second Public Hearing / Adoption (XB)

**RECOMMENDATION: Endorse for Public Review and Comment**

### 5. **ACTION ITEM:** Endorse Proposed Amendments to FY 2017-2020 TIP

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. *More information is available at [NashvilleMPO.org/plans\\_programs/tip/](http://NashvilleMPO.org/plans_programs/tip/).*

Amendment #	TIP #	RTP #	Project Name	Sponsor	Action
2017-018	2017-31-031	Contingent	W.A. Batson Parkway Extension (Phase 1)	City of Springfield	Add Project (contingent on RTP amendment)
2017-019	2011-42-143	1042-131	Bradyville Pike (SR-99) Widening	City of Murfreesboro	Add Type of Work
2017-020	2017-61-032	Contingent	Saturn Parkway (SR-396) Extension	TDOT	Add Project (contingent on RTP amendment)
2017-021	2017-89-033	Consistent	South Corridor Transit Feasibility Study	Nashville MTA	Add Project
2017-022	2013-85-207	Consistent	Music City Star Passing Siding	RTA	Shift Funds
2017-023	2002-029	1052-180	Walton Ferry and Old Shackie Island Road Improvements Project	City of Hendersonville	Edit Project Limits
2017-024	2016-82-229	1032-109	SR-65/US-431 Widening	TDOT	Add Funds; Edit Project Length

**SCHEDULE:**

- **5/3 – TCC Endorsement for Public Comment and Review**
- 5/17 – XB Endorsement for Public Comment and Review
- 5/17-6/21 – Public Review and Comment Period
- 6/14 – First Public Hearing (TCC)
- 6/21– Second Public Hearing / Adoption (XB)

**RECOMMENDATION: Endorse for Public Review and Comment**

**6. PRESENTATION: Update on MPO Smart Cities Activities**

Peter Westerholm, senior policy analyst for the Nashville Area MPO will provide an update to TCC members on recent activities related smart city initiatives.

On behalf of the MPO, Peter has been participating in the Transportation for America’s Smart Cities Collaborative, Metro Nashville’s Mobility Subcommittee, the Moving Forward AV Sub-Committee and developing the RFP for the Regional Smart Cities Assessment the MPO will pursue in the fall of 2017.

**7. Director’s Report**

- FY 18 UPWP Schedule
- Smart Growth America’s National Complete Streets Consortium
- Reminder – June TCC meeting moved to June 14

**8. Other Business**

**9. Adjourn until June 14, 2017**

**AGENDA ITEM 1: Minutes from April 5, 2017 TCC Meeting**

## MINUTES

### TECHNICAL COORDINATING COMMITTEE Of the

#### Nashville Area Metropolitan Planning Organization

April 5, 2017

**Attendees:** Mr. Andy Barlow, Mr. Jon Baughman, Mr. Russ Brashear, Mr. Tom Brashear, Mr. Michael Briggs, Mr. Felix Castrodad, Mr. Paul Corder, Mr. Marc Corrigan, Mr. Mark Crutcher, Mr. Doug Demosi, Mr. Grant Green, Mr. Wayne Hall, Mr. Glenn Harper, Mr. Mike Harris, Ms. Billy Higgins, Mr. Reed Hillen, Mr. Joe Horne, Mr. Jim Kerr, Mr. Bill McCord, Mr. Darrell Moore, Mr. Andrew Pieri, Mr. Kevin Rigsby, Mr. Jonathan Russell, Mr. Sean Santalla, Ms. Sarah Sitterle, Ms. Diane Thorne, Mr. Doug Vann, Mr. Brian Vick, Mr. Matt Von Lunen

#### **Approve March 1, 2017 Meeting Minutes**

Mr. Mike Harris, Chair, opened the meeting at 9:40 a.m. Mr. Matt Von Lunen moved to approve the March 1, 2017 meeting minutes. Mr. Bill McCord seconded and the motion passed unanimously.

#### **Public Comment**

There was no public comment.

#### **TCC Chair's Report**

Mr. Harris announced that, since the MPO staff is required to be at the statewide MPO conference on June 7<sup>th</sup>, the June 7<sup>th</sup> TCC meeting will be moved to June 14<sup>th</sup>. He said that the public hearing for the next round of TIP amendments will be held on June 14<sup>th</sup>.

Mr. Harris introduced Mr. Russ Brashear the new representative from Murfreesboro representing the Rover transit system. Ms. Michelle Lacewell, Interim MPO director, introduced Mr. Sean Santalla of the FHWA. He is a Planning and Air Quality Specialist. His contact information is [sean.santalla@dot.gov](mailto:sean.santalla@dot.gov) 615-781-5767. He introduced Ms. Vontra Giles, from FHWA's Illinois Division, is a community planner with FHWA and is doing a rotational developmental assignment at the Tennessee Division until May.

## **Update of the MPO and GNRC Integration Efforts**

Ms. Lacewell said that both the MPO and GNRC Boards voted to move forward with the integration of the MPO program and GNRC. She said that the joint committee will formally endorse the recommendation on April 11<sup>th</sup> for presentation and vote to the Boards.

Mr. Michael Skipper, GNRC Executive Director, said that the frequently asked questions 1-9 of the meeting packet relate to the general information about the integration and background of each organization. Mr. Harris said that these two organizations cover different areas and asked if other regional organizations around the country also have different areas. Mr. Skipper said yes, that it is pretty common. He said that the term COG and Development Districts are used interchangeably. He said that these are required by the federal government since the late 1960s. These types of organizations evolved differently across the nation.

Mr. Harris asked if there is a tendency for the two organizations to move toward covering the same area. Mr. Skipper said that the mismatch is not really wanted but it is where we are now. He said that the MOA spells out who does what. Federal law requires that MPO decisions be made by a Transportation Policy Board which has minimum requirements as to who sits on the Board.

Mr. Harris said there has been an area of concern as to how will the blended boards vote on issues that pertain only to the MPO. Will the transportation board make recommendations to the Executive Board? Mr. Skipper said that there are several different models. He said that Transportation Policy Board will be staffed by MPO staff within the GNRC and final approval of the RTP, TIP, and UPWP, etc. Then will be shared with the COG Board. This benefit is that the Board still exists and nests within the COG. The model we are recommending is the transportation policy board make the final decision on the MPO documents and that board is staffed by the MPO staff and that the GNRC governing body will oversee the resources.

Mr. Darrell Moore asked if there are counties in GNRC that are not in the MPO. Mr. Skipper said that Maury County is not in the GNRC and that some are in the GNRC but not in the Nashville Area MPO but in other MPOs/RPOs. Federal regulations encourage geography to be taken into account when forming MPOs/RPOs. He said that there is a recommendation to bring these together in a joint transportation committee. One of the benefits of integration is that transportation is looked at across the entire region. It is important to make clear who makes what decision.

Mr. Jonathan Russell asked about the timeline to bring the RPO into the GNRC. Mr. Skipper said that RPO used to be served by the GNRC. Mr. Skipper said TDOT pulled the RPO out of GNRC to be covered by MCHRA. He said that it makes sense for the staff to be at the GNRC to be working on a joint transportation plan that would include a rural

component as well as the urban/suburban component. He said that this is a long-term goal. Mr. Russell said that Trousdale County changed RPOs. He asked if Mr. Skipper sees them coming back into the old RPO. Mr. Skipper said that he thinks so at some point.

Mr. Tom Brashear asked about the transition of the MPO staff members into GNRC, especially regarding retirement. Is there any anticipation of any transition of the staff? Mr. Skipper said that there have been conversations with each staff member. Most have not been with the MPO long enough to be vested, which is 10 years in Metro. Mr. Brashear said that the state vesting has changed, but it is transferrable after 5 years. Ms. Lacewell said that Mr. Nick Lindeman and Ms. Lou Edwards are the only staffers vested in Metro.

Mr. McCord said in regards to the relationship between the TCC and the proposed Joint Transportation Policy Committee. Will the TCC's recommendations move forward to the proposed committee before presentation to the Executive Board? Also, will the TCC's recommendations be limited by the MPO boundaries as opposed to the GNRC boundary? Mr. Skipper said yes, the relationship between the TCC and the Executive Board will still remain, but that the MPO Executive Committee members will still only have authority over programming and policy decisions over the MPO planning area. He stated that many of the specifics for the operational aspects of the committee (like how often they meet) are going to be decided by that committee. Some of these decisions can be anticipated, but there will not be a new layer of decision making. The purpose of the joint committee is to pull together MPOs and RPOs when thinking about transportation across the area. There is no intent for a new committee to replace the responsibility of the MPO executive board, that responsibility is designated by federal regulations. He said that the TCC will continue to be work with the members of the MPO planning area. He said that information will be shared with the joint committee and governing board but GNRC won't be voted on by either. Mr. McCord asked if the joint committee will be made up of only elected officials or will there be staff members on it. Mr. Skipper said the joint committee is where Board members of the two MPOs and the RPO can come together to talk about transportation across the region regardless of planning area. He said the TCC and the Board of the Clarksville MPO and RPO meet together and it is quarterly.

Mr. McCord asked if the MCHRA is okay with surrendering their RPO in regards to transportation. Mr. Skipper said for MCHRA it is more about timing, but that the RPO board and TDOT have the authority to make the final decision. They have been involved in the discussion the entire time.

Mr. McCord asked what kind of saving there will be because of the merger. Mr. Skipper said that saving money was not a specific goal of integration. He said that dues rate currently does not meet the match and that staff has outline specifically where the money will be allocated.

Mr. Moore asked how would the demands on transportation be helped through this integration. Mr. Skipper said integration along will not change mind about how we invest our money but that it gives us a better opportunity to make decisions differently so that we are not creating an environment that is as congested as it needs to be. Transportation challenges won't be fixed by spending money on construction projects alone but the other parts of the decision making process needs to come into play. Even though federal regulations say to integrate these other factors in the decision making, he said that as an MPO we are not really affecting things other than transportation.

Mr. McCord asked if Metro's in-kind is provided in lieu of paid dues. Mr. Skipper said no, that Metro has always paid dues as well as donating in-kind services. Mr. McCord asked is the value of the in-kind is to be absorbed by the rest of the members. Mr. Skipper said that the required match is being divided up. Ms. Lacewell said that right now roughly \$190,000 is brought in by dues and remainder is in-kind from Metro but we need \$450,000 to match the federal planning grant. She said that it is unfortunate that this conversation is being held at the same time as integration but we cannot continue to rely on Metro indefinitely to provide us space and other support services as in-kind instead of charging to the grant.

Mr. Harris said that the dues increase is needed anyway it is hard to point to the integration as the reason. Mr. Skipper said that the in-kind amount will not always available regardless if integration. Ms. Diane Thorne asked if the proposed dues increase from 12.2% to 26% would happen regardless of integration. Ms. Lacewell said yes, but the timing could may be adjusted based on the outcome of integration decisions.

Mr. Andy Barlow asked when the work load associated with broader studies for the RTP will the cost of the study be shared between GNRC and MPO. Mr. Skipper said that it will not necessarily increase the cost of plans. But there will be a coordinated effort to be mindful of the entire region. The GNRC would be using the planning grants for the respective areas.

Mr. Santalla asked how the joint committee's last meeting went. Ms. Lacewell said the discussion was around certain questions in the packet as well as additional questions asked by TDOT and FHWA. She said that she and Mr. Skipper will be meeting with TDOT and FHWA to get clarity so all are on the same page. Mr. Skipper said most questions are procedural and while important but the answers are not known right now and don't affect the decisions of respective boards. Mr. Santalla asked about the feedback from other stakeholders. Ms. Lacewell said that their concerns are related to ensuring coordination and support from TDOT and FHWA. One specific concern regarding weighted voting is continued to be brought up by Vice-Mayor David Briley and needs to be addressed in the Bylaws.

If anyone has any other thoughts or concerns, please send them to either Ms. Lacewell or Mr. Skipper.

### **Director's Report**

- RTP Amendments Schedule  
Ms. Lacewell said that any amendments to the RTP need to be turned in by Friday, April 7<sup>th</sup>. A clarifying question was asked and answered about one project.
- Ms. Rochelle Carpenter is pulling together information on projects that use TIGER or other competitive grants so that specifics can be used in letters to legislative delegates regarding possible cuts in these grant programs.

### **Other business**

Mr. Santalla said that this is Work Zone Safety Awareness week to bring attention to the safety of TDOT employees working along the highways.

Mr. Harris reminded the members that the June TCC meeting will be moved to June 14<sup>th</sup>.

With no further business, the meeting was adjourned at 11:40 a.m.

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

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Mike Harris, Chair  
Technical Coordinating Committee

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Michelle Lacewell, Interim MPO Director  
Secretary, Technical Coordinating Committee



**AGENDA ITEM 4: Proposed Amendments to 2016-2040 Regional Transportation Plan**

2016 Nashville Area MPO  
**2040 REGIONAL TRANSPORTATION PLAN**  
Summary of Proposed Amendments and Staff Analysis/ Recommendations  
May 3, 2017

**Metro Nashville**

**RTP Amendment #2017-001: I-24 E Interchange Modification at Hickory Hollow Parkway**

- Description: Construct a full-access diverging diamond interchange in three phases:
  - Phase 1 – Widen the west side of Hickory Hollow Parkway and the existing bridge over I-24 and add a new exit ramp from I-24 EB and two new entry ramps at I-24 EB and WB. Lengthening of the acceleration lane for the EB entry ramp and for the deceleration lane for WB exit ramp to Hickory Hollow will also be built.
  - Phase 2 – Widen the east side of Hickory Hollow Parkway and the existing bridge over I-24 and complete the proposed intersection and grade separation on the proposed development site. Complete the proposed intersection and grade separation on the proposed development site
  - Phase 3- Construction of the curb lines at the diverging diamond intersection locations.
- 2040 RTP ID#: not currently in RTP
- TIP#: 2016-14-228
- Cost: \$22,886,000
- **Requested change: Add project to 2020 Horizon.**

**Staff Analysis:** This project was thought to be a project that is included in the 2040 RTP, however, conversations with the sponsor agency have revealed the need to add this project to the RTP separately. Metro Nashville has identified local funding for the preliminary phases of the project and anticipates State funding from TDOT for the project’s construction.

**Staff Recommendation: Endorse amendment as requested for public review and comment.**

**City of Springfield**

**RTP Amendment #2017-002: W.A. Batson Parkway Extension (Phase 1)**

- Description: This phase of the W.A. Batson Parkway extension will connect the existing termini at Blackpatch Drive to U.S. 41. The project will include two 12-foot travel lanes separated by a 14-foot landscaped median with 10-foot shoulders.
- 2040 RTP ID#: N/A – currently on Illustrative Needs List
- TIP#: Pending
- Cost: \$7,750,000
- **Requested change: Add project to 2020 Horizon.**

**Staff Analysis:** Project currently included in plan’s Needs List. Springfield has identified L-STBG funding for the project’s preliminary phases and intends to supplement with local and future funding sources for the project’s construction. All needed right-of-way has been purchased by the sponsor agency.

**Staff Recommendation: Endorse amendment as requested for public review and comment.**

RTP Amendment #2017-003: Saturn Parkway (SR-396) Extension

- Description: Construct a new facility that will provide direct connectivity from the existing SR-396 to SR-247. A portion of existing SR-247 will also be improved. The SR-247 improvements include construction of a structure built to accommodate a future 5-lane over the existing railroad crossing. SR-247 from the new extension to Cleburne Road will be widened to a 3-lane section. The intersection at Cleburne Rd and SR-247 will also be improved by including the addition of turn lanes. Additional intersection improvements at SR-247 and Town Center Parkway and the intersection of Stephen P. Yokich Parkway at US-31 will be constructed as part of this project. The typical section will vary from a 2-lane arterial, extending from Saturn Parkway, and transitions to a 3-lane curb and gutter section as it ties into Beechcroft Road (SR-247).
- 2040 RTP ID#: N/A – currently on Illustrative Needs List
- TIP#: Pending
- Cost: \$48,000,000
- Requested change: **Add project to 2020 Horizon.**

**Staff Analysis:** Project currently included in plan’s Needs List. TDOT has identified Surface Transportation Block Grant Program (STBG) and State matching funds for this project.

**Staff Recommendation:** Endorse amendment as requested for public review and comment.

**AGENDA ITEM 5: Proposed Amendments to 2017-2020 TIP**



NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2017-2020 TIP Amendment – June 2017 Adoption

**TIP Amendment # 2017-018**

**TIP #:** 2017-31-031  
**2040 RTP ID:** Contingent Upon Adoption into RTP  
**Project:** W.A. Batson Parkway Extension (Phase 1)  
**Requested By:** City of Springfield  
**Proposed Changes:** Add project  
**Total Project Cost:** \$7,500,000

**TO: \$7,500,000**

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2017	PE-N	L-STBG	125,000	100,000	0	25,000
2017	PE-D	L-STBG	250,000	200,000	0	50,000
2017	CONST	L-STBG	1,005,839	838,194	0	167,639
2017	CONST	LOCAL	6,119,161	0	0	6,119,161
<b>Total</b>			<b>7,500,000</b>	<b>1,138,194</b>	<b>0</b>	<b>6,361,800</b>

### Amendment Description

This amendment proposes to add the project to the TIP (contingent upon its adoption into the 2040 RTP) with \$1,138,194 (federal) in L-STBG funds.

This project involves the extension of W.A. Batson Parkway in Springfield from Blackpatch Drive to SR-11/US-41. It will include two 12-foot travel lanes separated by a 14-foot landscaped median and 10-foot shoulders.

This project is the next phase of the total W.A. Batson Parkway extension. It is the highest priority for the city's local street network, as it will complete the connection from US-431/Tom Austin Highway to US-41 near Greenbrier. It will complete the southern bypass for the city that will relieve some congestion along Memorial Boulevard.



NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2017-2020 TIP Amendment – June 2017 Adoption

**TIP Amendment # 2017-019**

**TIP #:** 2011-42-143

**2040 RTP ID:** 1042-131

**Project:** Bradyville Pike (SR-99) Widening

**Requested By:** City of Murfreesboro

**Proposed Changes:** Add type of work

**Total Project Cost:** \$7,378,400

**FROM: \$1,295,600**

<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	ROW	M-STBG	750,000	600,000	0	150,000
2017	ROW	STBG	545,600	436,480	109,120	0
<b>Total</b>			<b>1,295,600</b>	<b>1,036,480</b>	<b>109,120</b>	<b>150,000</b>

**TO: \$1,295,600**

<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	ROW	M-STBG	750,000	600,000	0	150,000
<b>2017</b>	<b>CONST</b>	<b>STBG</b>	<b>545,600</b>	<b>436,480</b>	<b>109,120</b>	<b>0</b>
<b>Total</b>			<b>7,500,000</b>	<b>1,138,194</b>	<b>0</b>	<b>6,361,800</b>

### Amendment Description

This amendment proposes to change the type of work on the FY 2017 STBG funding line from “ROW” to “CONST.” As this change results in the addition of a later phase of work to the project, federal rules stipulate that an amendment is required. The project’s funding does not actually change.

This project involves the widening of Bradyville Pike from SE Broad Street (US-41) to Rutherford Boulevard from 2 to 3 lanes with sidewalks, bike lanes, and transit shelters.



NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2017-2020 TIP Amendment – June 2017 Adoption

### TIP Amendment # 2017-020

**TIP #:** 2017-61-032  
**2040 RTP ID:** Contingent Upon Adoption into RTP  
**Project:** Saturn Parkway (SR-396) Extension  
**Requested By:** TDOT  
**Proposed Changes:** Add project  
**Total Project Cost:** \$47,000,000

**TO: \$47,000,000**

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2017	PE, ROW, CONST	STBG	47,000,000	37,600,000	9,400,000	0
<b>Total</b>			<b>47,000,000</b>	<b>37,600,000</b>	<b>9,400,000</b>	<b>0</b>

### Amendment Description

This amendment proposes to add the project to the TIP (contingent upon its adoption into the 2040 RTP) with \$37,600,000 (federal) in STBG funds.

This project involves the extension of Saturn Parkway (SR-396) from its existing terminus to Beechcroft Road (SR-247). A portion of existing SR-247 will also be improved, including the construction of a structure, built to accommodate a future 5-lane, over the existing railroad crossing. SR-247 from the new extension to Cleburne Road will be widened to a 3-lane section. The intersection at Cleburne and SR-247 will also be improved by including the addition of turn lanes. Additional intersection improvements at SR-247 and Town Center Parkway, and the intersection of Stephen P. Yokich Parkway at US-31 will be constructed as part of this project. The typical section will vary from a 2-lane arterial, extending from Saturn Parkway, and transitions to a 3-lane curb and gutter section as it ties into Beechcroft (SR-247).

This project is a high priority for the Tennessee Department of Transportation. General Motors has committed to \$1.02 billion in capital improvements over the next 5 years, as well as creation of 1,048 net new full time employees. The additional employee and truck traffic from the General Motors improvements will have a significant impact on local infrastructure. Saturn Parkway (SR-396) as it exists today is a four lane access controlled facility that connects I-65 to the General Motors Spring Hill Manufacturing Plant. Located to the north of the GM Plant, along Beechcroft Road are industries that provide supplies to the plant. These industries are accessed by using local routes in a commercially developed area. Creating a direct route from SR-396 to SR-247 will reduce travel time and impacts on local infrastructure. Additionally, the grade separation that will be constructed as part of this project will provide improved safety for all users.



NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2017-2020 TIP Amendment – June 2017 Adoption

**TIP Amendment # 2017-021**

**TIP #:** 2017-89-033  
**2040 RTP ID:** Consistent  
**Project:** South Corridor Transit Feasibility Study  
**Requested By:** Nashville MTA  
**Proposed Changes:** Add project  
**Total Project Cost:** \$500,000

**TO: \$500,000**

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2017	IMPLEMENTATION	FTA 5307	500,000	400,000	50,000	50,000
<b>Total</b>			<b>500,000</b>	<b>400,000</b>	<b>50,000</b>	<b>50,000</b>

### Amendment Description

This amendment proposes to add the project to the TIP with \$400,000 (federal) in FTA 5307 funds.

TDOT, the Nashville Area MPO, the Nashville MTA, the RTA, and local partners will continue to work to evaluate the feasibility of major transit investments in the region's south corridor between Nashville and Spring Hill. The effort is being coordinated with TDOT's I-65 Corridor Study.





NASHVILLE AREA

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**DRAFT**

## FY 2017-2020 TIP Amendment – June 2017 Adoption

**TIP Amendment # 2017-022**

**TIP #:** 2013-85-207

**2040 RTP ID:** Consistent

**Project:** Music City Star Passing Siding

**Requested By:** RTA

**Proposed Changes:** Shift funds

**Total Project Cost:** \$750,000

**FROM: \$1,250,000**

<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	1,250,000	1,000,000	125,000	125,000
<b>Total</b>			<b>1,250,000</b>	<b>1,000,000</b>	<b>125,000</b>	<b>125,000</b>

**TO: \$750,000**

<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	750,000	600,000	75,000	75,000
<b>Total</b>			<b>750,000</b>	<b>600,000</b>	<b>75,000</b>	<b>75,000</b>

### Amendment Description

This amendment proposes to shift \$400,000 (federal) in FTA 5307 funds to another project.

This project is on hold until decisions pertaining to implementation of positive train control (PTC) are finalized. In the meantime, funds are being shifted to TIP# 2017-89-033.



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**DRAFT**

## FY 2017-2020 TIP Amendment – June 2017 Adoption

**TIP Amendment # 2017-023**

**TIP #:** 2002-029

**2040 RTP ID:** 1052-180

**Project:** Walton Ferry and Old Shackle Island Road Improvements Project

**Requested By:** City of Hendersonville

**Proposed Changes:** Edit project limits

**Total Project Cost:** \$12,565,325

**FROM: \$3,150,000**

<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	CONST	U-STBG	3,150,000	2,520,000	0	630,000
<b>Total</b>			<b>3,150,000</b>	<b>2,520,000</b>	<b>0</b>	<b>630,000</b>

**TO: \$3,150,000**

<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>NO CHANGE</b>					
<b>Total</b>						

### Amendment Description

This amendment proposes to increase the project limits from “Imperial Boulevard to Volunteer Drive” to “Nokes Drive to Volunteer Drive.”

Walton Ferry Rd will be widened from 2 to 5 lanes from Nokes Drive to Main St and made to align with Old Shackle Island Road at Main St. Improvements will be made on Old Shackle Island Road from Main St to Volunteer Drive. The extension of the Walton Ferry Road widening portion of this project will result in a final product that better serves the project’s vicinity.



NASHVILLE AREA

# Metropolitan Planning Organization

**DRAFT**

## FY 2017-2020 TIP Amendment – June 2017 Adoption

TIP Amendment # 2017-024

TIP #: 2016-82-229  
2040 RTP ID: 1032-109  
Project: SR-65/US-431 Widening  
Requested By: TDOT  
Proposed Changes: Add funds; edit project length  
Total Project Cost: \$50,515,055

**FROM: \$30,900,000**

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2017	CONST	STBG	30,900,000	24,720,000	6,180,000	0
<b>Total</b>			<b>30,900,000</b>	<b>24,720,000</b>	<b>6,180,000</b>	<b>0</b>

**TO: \$40,900,000**

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2017	CONST	STBG	40,900,000	32,720,000	8,180,000	0
<b>Total</b>			<b>40,900,000</b>	<b>32,720,000</b>	<b>8,180,000</b>	<b>0</b>

### Amendment Description

This amendment proposes to add \$8,000,000 (federal) in STBG funds to the project in FY 2017. The project length will also be edited from 3.0 miles to 4.42 miles.

SR-65/US-431 will be widened from 2 lanes to a 4 lane-divided from Old Highway 431 to Walling Road.