REGULAR MEETING AGENDA

1. Approval of 1/6/20 Meeting Minutes (A)  
   Glenn Harper  
   TCC Chair

2. Public Comment

3. Action Items:
   a. Endorse Draft 2045 RTP (A)  
      Sean Pfalzer  
      Transportation Planning Manager and MPO Coordinator  
      Staff will present the draft 2045 Regional Transportation Plan undergoing public review and comment. The Plan is scheduled for formal board adoption by the Transportation Policy Board on February 17.
   b. Endorse Updates to Performance Measures Targets (A)  
      Staff recommends adoption of regional targets for safety performance measures and state targets for infrastructure condition and system performance measures as part of federally-required performance-based planning.

4. Informational Items:
   a. Presentation of Amendments to the FYs 2020-23 TIP (A)  
      Anna Emerson  
      Principal Planner  
      Staff is preparing Cycle B amendments to the Transportation Improvement Program for public review and comment to be held in advance of the March 17 adoption hearing.

5. Regular Reports:
   a. Federal Report  
      FHWA Representative  
   b. TDOT Report  
      TDOT Representative  
   c. Chair’s Report  
      Glenn Harper  
   d. Staff Report  
      Sean Pfalzer

6. Other Business

7. Adjourn

Meeting Link and Call-In Details available at www.GNRC.org/Calendar  
Roll Call will be taken at www.GNRC.org/TCCRollCall  

The Microsoft Teams desktop client can be downloaded for free at:  
https://teams.microsoft.com/downloads

(A) Indicates an attachment is available in the packet

GNRC does not discriminate on the basis of race, color, national origin, limited English proficiency, gender, gender identity, sexual orientation, age, religion, creed or disability in admission to, access to, or operations of its programs, services, or activities. This policy applies to applicants for employment and current employees as well as sub-recipients and subcontractors of the GNRC that receive federal funding. Complaints should be directed to Grant Kehler, Non-Discrimination Coordinator, 220 Athens Way, Suite 200, Nashville, TN 37228, phone number 615-862-8828. GNRC meetings may be audio and video recorded.
Agenda Item 1.

Meeting Minutes – January 6, 2021

Background

Meeting minutes have been prepared and are ready for approval.

Recommendation

Approve meeting minutes.
MINUTES

TRANSPORTATION COORDINATING COMMITTEE
Of the

Nashville Area Metropolitan Planning Organization

January 6, 2021

Attendees: Mr. Andy Barlow, Mr. Tom Brashear, Mr. Felix Castrodad, Mr. Ceagus Clark, Mr. Marc Corrigan, Mr. Doug Demosi, Mr. Chuck Downham, Ms. Margot Fosnes, Mr. Grant Green, Mr. Glenn Harper, Mr. Mike Harris, Ms. Billy Higgins, Mr. Reed Hillen, Mr. Joe Horne, Ms. Katrina Jones, Mr. Jim Kerr, Mr. Jonathan Marston, Mr. Bill McCord, Ms. Kealan Millies-Lucke, Mr. Kevin Rigsby, Mr. Jonathan Russell, Mr. Sean Santalla, Mr. Matt Schenk, Mr. Marty Sewell, Mr. Josh Suddath, Mr. Alex West

Approval of 12/2/20 Meeting Minutes

Mr. Glenn Harper, Chair, opened the meeting at 10:40 a.m. via Microsoft Teams.

Mr. Bill McCord moved to approve the December 2, 2020 meeting minutes with a minor amendment to the Urban Transportation Planning Grant application details. Mr. Jonathan Russell seconded. The motion was unanimously approved.

Public Comment

There was no public comment.

Endorse Draft 2045 RTP for Public Review and Comment

Mr. Sean Pfalzer, Transportation Planning Manager and MPO Coordinator, provided an overview of the draft 2045 Regional Transportation Plan that staff is preparing for public review and comment. He noted that FHWA and TDOT have completed their compliance review and described how staff is working to address comments from state and federal partners. Staff is actively working with TDOT to ensure that the Plan is fiscally constrained by incorporating updates to funding source and time horizon for projects. The draft document will be out for required 30-day public review and comment period with a public hearing and adoption scheduled for the February 17, 2021 Transportation Policy Board (TPB) meeting.

Mr. Kevin Rigsby asked why some of the locally submitted projects by the Town of Smyrna were included in the last RTP but not contained in the fiscally-constrained list of the draft RTP. Mr. Pfalzer identified that several factors have contributed to fewer locally submitted projects in the draft Plan, including cost increases to IMPROVE Act
projects, a heavy reliance on federal funds for IMPROVE Act projects, and more modest revenue assumptions (2% annual revenue growth for draft 2045 RTP versus 4% annual revenue growth for 2040 RTP.

Mr. Jonathan Russell noted that the cost estimates for IMPROVE Act projects are significantly more than initially expected. Mr. McCord asked if IMPROVE Act revenue was always intended to be utilized for matching federal funds and how much funding within the draft RTP is allocated to IMPROVE Act projects. He also expressed concern in a trend of fewer local priorities on the fiscally-constrained list of projects. Mr. Pfalzer indicated that he would follow up on the share of IMPROVE Act projects as part of all investments in the RTP.

Mr. Felix Castrodad expressed concern in the shift in funding source for the IMPROVE Act projects and recommended that TDOT be prepared to address the topic in more detail at the Transportation Planning Board meeting. Mr. Russell said that TDOT will be there and address the issue.

Mr. McCord moved to endorse the draft 2045 RTP for public review and comment with Mr. Josh Suddath seconding. The motion passed with Ms. Billy Higgins and Mr. Kevin Rigsby voting no. Mr. McCord clarified that his motion was not to endorse the draft list of projects, but to endorse the draft Plan for public review and comment.

**Update to Performance Measures Targets**

Mr. Pfalzer said that the national safety goal to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, and the MPO is responsible for setting safety targets annually to make progress toward that goal as part of its performance-based planning. He said that the MPO has adopted TDOT’s targets in the past, but there is consensus to develop regional targets as part of the update to the Regional Transportation Plan that will guide subsequent updates each year.

Ms. Ashleigh Reeves, Senior Research Analyst, reminded members of the scenarios considered for regional safety targets for traffic fatalities, and presented similar scenarios for serious injuries and non-motorized fatalities and serious injuries.

Based on the scenarios presented by Ms. Reeves, Mr. Pfalzer said that the staff recommends a 1% annual reduction in the safety performance measure targets over the life of the Plan.

Mr. Pfalzer also presented updated statewide targets for infrastructure condition (bridges and pavement) and system performance (travel time reliability). Mr. Pfalzer said that the staff recommends supporting the state targets for infrastructure condition and system performance measures.
Overview of Urban Transportation Planning Grant

Mr. Jonathan Russell, TDOT Office of Community Transportation, gave a brief overview of the pilot grant program to assist local governments located within the MPO planning area. There is $2.2 million available statewide with a max award of $200,000. The minimum local match requirement is 10%. He said that applications are due on Friday, January 15. For questions on the grant program or application, contact Jonathan at Jonathan.russell@tn.gov

Regular Reports

a) Federal Report
   Mr. Sean Santalla said that the latest COVID relief funding had infrastructure funding but does not yet have the details. He said that FHWA awarded an Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant to Metro Nashville to improve transit headways and manage congestion along the Charlotte Pike corridor.

b) TDOT Report
   Mr. Jonathan Russell said that if anyone has questions about the Urban Transportation Planning Grant program to contact him at Jonathan.russell@tn.gov

c) Chair’s Report
   Mr. Harper said he did not have anything to report.

d) Staff Report
   Mr. Pfalzer said that the GNRC’s Butler’s Run office had no significant damage within the office due to the Christmas Day bombing. He said that the structure is being assessed and at this time the staff does not have access to the building.

   Mr. Pfalzer said that GNRC hired Ms. Jessica Hill as the new Community and Regional Planning Director. Prior to joining GNRC, Jessica worked at the Centralina Regional Council in Charlotte, North Carolina, and she brings experience in land use and transportation planning at the regional and local level. Her new email address is jhill@gnrc.org

   Ms. Anna Emerson, Principal Planner, said that the latest federal COVID-19 relief bill allocates $211 million to Tennessee. The funds do not require local or state match, but must be obligated by September 30, 2024. Of the state allocation, the Nashville area has been suballocated $18.2 million. There were several clarifying questions that were asked and answered.
Ms. Emerson said that the 2021 TIP amendment schedule is posted on the GNRC website at https://www.gnrc.org/DocumentCenter/View/1802/2021-TIP-Amend-Cycle-Schedule

She said that the 2021 meeting schedule is also available on the GNRC website at www.gnrc.org/calendar

With no further business, the meeting was adjourned at 12:00 noon.

Date: ________________________________

__________________________________
Glenn Harper, Chair
Transportation Coordinating Committee

__________________________________
Sean Pfalzer, Transportation Planning Manager
Secretary, Transportation Coordinating Committee
Agenda Item 3a.

Endorse Draft 2045 Regional Transportation Plan

Background

Staff will provide an overview of the draft Regional Transportation Plan that. The Plan is currently out for public review and comment, and it is scheduled for adoption according to the following schedule.

The RTP document and interactive map of proposed projects is available online at www.gnrc.org/DraftRTP

Schedule

- January 6 – Initial Presentation to the TCC
- January 20 – Initial Presentation to the Transportation Policy Board
- January 15-February 17 – Public Review and Comment Period
- February 3 – Final TCC Presentation
- February 17 – Public Hearing; Adoption by the Transportation Policy Board

Recommendation

Endorse draft Plan for consideration by the Transportation Policy Board.
Agenda Item 3b.

Endorse Federal Performance Measures Targets

Background
In 2012, Congress passed Moving Ahead for Progress in the 21st Century (MAP-21), which established performance-based planning and performance management requirements for States and MPOs. These requirements were outlined through a series of rules published in the Federal Register that require State DOTs and metropolitan set targets for safety performance measures on all public roads to support the Highway Safety Improvement Program (HSIP), pavement and bridge condition performance measures, and system performance measures on the NHS to carry out the National Highway Performance Program (NHPP).

Safety

- Number of Fatalities
- Fatality Rate (per 100 Million VMT)
- Number of Serious Injuries
- Serious Injury Rate (per 100 Million VMT)
- Number of Non-motorized Fatalities and Serious Injuries

Infrastructure Condition

- Percent of Interstate Pavement in Good Condition
- Percent of Interstate Pavement in Poor Condition
- Percent of Non-Interstate NHS Pavement in Good Condition
- Percent of Non-Interstate NHS Pavement in Poor Condition
- Percent of NHS Bridge by Deck Area in Good Condition
- Percent of NHS Bridge by Deck Area in Poor Condition

System Performance

- Interstate Travel Time Reliability
- Non-Interstate NHS Travel Time Reliability
- Interstate Truck Travel Time Reliability
**Recommendation**

Endorse regional targets for safety performance measures and endorse state targets for infrastructure condition and system performance measures for consideration by the TPB.
# Safety – Proposed Regional Target

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th>2015-2019 Baseline</th>
<th>2021 Trendline</th>
<th>2017-2021 Target</th>
<th>2045 Trendline</th>
<th>2045 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Regional</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of Fatalities</td>
<td>197</td>
<td>195.3</td>
<td>194.6</td>
<td>364.4</td>
<td>152</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td>0.92</td>
<td>0.90</td>
<td>0.91</td>
<td>1.3</td>
<td>0.53</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>1349.8</td>
<td>1,435.6</td>
<td>1,315.2</td>
<td>1,606.8</td>
<td>1,039</td>
</tr>
<tr>
<td>Serious Injury Rate</td>
<td>6.40</td>
<td>4.1</td>
<td>5.58</td>
<td>5.6</td>
<td>3.65</td>
</tr>
<tr>
<td>Number of Non-motorized Fatalities and Serious Injuries</td>
<td>178.6</td>
<td>183.3</td>
<td>179.5</td>
<td>677.2</td>
<td>138</td>
</tr>
</tbody>
</table>

**Recommendation:**
Endorse regional targets for safety (1% annual reduction)
# Infrastructure Condition – Proposed State Target

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th>Baseline (2017)</th>
<th>Performance (2-year)</th>
<th>Target (2-year)</th>
<th>Target (4-year)</th>
<th>Adjusted Target (4-year)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Statewide</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of NHS Bridges in Good Condition</td>
<td>39.5%</td>
<td>35.1%</td>
<td>36.0%</td>
<td>36.0%</td>
<td>N/A</td>
</tr>
<tr>
<td>% of NHS Bridges in Poor Condition</td>
<td>3.5%</td>
<td>4.1%</td>
<td>6.0%</td>
<td>6.0%</td>
<td>N/A</td>
</tr>
<tr>
<td>% Good Interstate Pavement</td>
<td>N/A</td>
<td>71.5%</td>
<td>N/A</td>
<td>60.0%</td>
<td>N/A</td>
</tr>
<tr>
<td>% Poor Interstate Pavement</td>
<td>N/A</td>
<td>0.3%</td>
<td>N/A</td>
<td>1.0%</td>
<td>N/A</td>
</tr>
<tr>
<td>% Good Non-Interstate NHS Pavement</td>
<td>N/A</td>
<td>41.6%</td>
<td>42.0%</td>
<td>40.0%</td>
<td>N/A</td>
</tr>
<tr>
<td>% Poor Non-Interstate NHS Pavement</td>
<td>N/A</td>
<td>4.0%</td>
<td>4.0%</td>
<td>4.0%</td>
<td>5.0%</td>
</tr>
</tbody>
</table>

**Recommendation:**
Endorse state targets for infrastructure condition performance measures
## System Performance – Proposed State Target

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th>Baseline (2017)</th>
<th>Performance (2-year)</th>
<th>Target (2-year)</th>
<th>Target (4-year)</th>
<th>Adjusted Target (4-year)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statewide</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate Reliability</td>
<td>87.7%</td>
<td>88.2%</td>
<td>85.3%</td>
<td>83.0%</td>
<td>N/A</td>
</tr>
<tr>
<td>Non-Interstate NHS Reliability</td>
<td>89.7%</td>
<td>89.4%</td>
<td>N/A</td>
<td>87.5%</td>
<td>N/A</td>
</tr>
<tr>
<td>Freight Reliability</td>
<td>1.35</td>
<td>1.35</td>
<td>1.35</td>
<td>1.33</td>
<td>1.37</td>
</tr>
</tbody>
</table>

**Recommendation:**
Endorse state targets for system performance measures
Agenda Item 4a.

Cycle B Amendments to the FYs 2020-2023 Transportation Improvement Program

**Background**

The following draft amendments have been requested by project sponsors as part of the Cycle B round of amendments to the TIP.

<table>
<thead>
<tr>
<th>Amend #</th>
<th>TIP #</th>
<th>Project Name</th>
<th>Sponsor</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021-014</td>
<td>2019-32-093</td>
<td>I-65 Widening from SR-25 to SR-109</td>
<td>TDOT</td>
<td>Add funds</td>
</tr>
<tr>
<td>2021-015</td>
<td>2021-17-114</td>
<td>Charlotte Ave (SR-24/US70)/Dr. MLK Jr. Blvd</td>
<td>Metro Nashville</td>
<td>Add project</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Connected Transit Technology</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2021-016</td>
<td>2021-44-115</td>
<td>Veterans Pkwy/I-840 Interchange Lighting Project</td>
<td>Murfreesboro</td>
<td>Add project</td>
</tr>
<tr>
<td>2021-017</td>
<td>2021-44-116</td>
<td>Joe B. Jackson Pkwy/I-24 Interchange Lighting</td>
<td>Murfreesboro</td>
<td>Add project</td>
</tr>
<tr>
<td>2021-018</td>
<td>2015-111-069</td>
<td>North Nashville Transit Center</td>
<td>Nashville MTA (WeGo)</td>
<td>Add funds</td>
</tr>
<tr>
<td>2021-019</td>
<td>2021-811-117</td>
<td>Regional Park &amp; Ride Facility</td>
<td>RTA (WeGo)</td>
<td>Add project</td>
</tr>
</tbody>
</table>

**Schedule**

- Feb 3 – Initial Presentation to the TCC
- Feb 17 – Initial Presentation to the Transportation Policy Board (TPB)
- Feb 19- Mar 17 – Public Review and Comment
- Mar 3 – Final TCC Presentation
- Mar 17 – Public Hearing; Adoption by the Transportation Policy Board

**Recommendation**

For informational only.
FY 2020-2023 TIP Amendment – March 2021 Adoption

TIP Amendment # 2021-014

TIP #: 2019-32-093
2040 RTP ID: 1632-168
Project: I-65 Widening from SR-25 to SR-109
Requested By: TDOT
Proposed Changes: Add funds
Total Project Cost: $132,500,000

FROM: $64,000,000

<table>
<thead>
<tr>
<th>FY</th>
<th>Type of Work</th>
<th>Funding</th>
<th>Total</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>PE-N</td>
<td>NHPP</td>
<td>700,000</td>
<td>560,000</td>
<td>140,000</td>
<td>0</td>
</tr>
<tr>
<td>2021</td>
<td>PE-D</td>
<td>NHPP</td>
<td>300,000</td>
<td>240,000</td>
<td>60,000</td>
<td>0</td>
</tr>
<tr>
<td>2021</td>
<td>CONST</td>
<td>NHPP (AC)</td>
<td>63,000,000</td>
<td>0</td>
<td>63,000,000</td>
<td>0</td>
</tr>
</tbody>
</table>

Total 64,000,000

TO: $132,500,000

<table>
<thead>
<tr>
<th>FY</th>
<th>Type of Work</th>
<th>Funding</th>
<th>Total</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>PE-N</td>
<td>NHPP</td>
<td>700,000</td>
<td>560,000</td>
<td>140,000</td>
<td>0</td>
</tr>
<tr>
<td>2021</td>
<td>PE-D</td>
<td>NHPP</td>
<td>300,000</td>
<td>240,000</td>
<td>60,000</td>
<td>0</td>
</tr>
<tr>
<td>2021</td>
<td>CONST</td>
<td>NHPP (AC)</td>
<td>131,500,000</td>
<td>0</td>
<td>131,500,000</td>
<td>0</td>
</tr>
</tbody>
</table>

Total 132,500,000

Amendment Description

This amendment proposes to add $68,500,000 state funds to the project.

This project will widen I-65 from 4 to 6 lanes from near SR-25 to near SR-109. The northbound weigh station site will be converted to truck parking.
FY 2020-2023 TIP Amendment – March 2021 Adoption

TIP Amendment # 2021-015

TIP #: 2021-17-114
2040 RTP ID: Multimodal
Project: Charlotte Avenue (SR-24/US70)/Dr. MLK Jr. Boulevard Connected Transit Technology
Requested By: Metro Nashville
Proposed Changes: Add project
Total Project Cost: $2,998,054

TO: $2,998,054

<table>
<thead>
<tr>
<th>FY</th>
<th>Type of Work</th>
<th>Funding</th>
<th>Total</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>IMPLEMENT</td>
<td>ATCMTD</td>
<td>716,611</td>
<td>371,000</td>
<td>0</td>
<td>345,611</td>
</tr>
<tr>
<td>2022</td>
<td>IMPLEMENT</td>
<td>ATCMTD</td>
<td>2,092,443</td>
<td>1,112,000</td>
<td>0</td>
<td>980,443</td>
</tr>
<tr>
<td>2023</td>
<td>IMPLEMENT</td>
<td>ATCMTD</td>
<td>189,000</td>
<td>16,000</td>
<td>0</td>
<td>173,000</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>2,998,054</td>
<td>1,499,000</td>
<td>0</td>
<td>1,499,054</td>
</tr>
</tbody>
</table>

Amendment Description

This amendment proposes to add the project to the TIP with $1,499,000 federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) funds awarded to the project.

Metro Nashville is partnering with WeGo Public Transit and TDOT to develop connected transit technology on the Charlotte Avenue (SR-24/US70)/Dr. MLK Jr. Boulevard corridor, or WeGo Route 50. Connected transit data will be used for operational decision-making, with connected vehicle technology installed to allow features based on vehicle-to-infrastructure communications. The project will include installation of on-board connected communication devices on 24 buses in the WeGo fleet and signal upgrades at 29 intersections along the corridor. This infrastructure, along with related projects, is a prerequisite for applications like active traffic management, transit signal priority, signal performance measures, and future connected vehicle opportunities as technology advances and expands.
FY 2020-2023 TIP Amendment – March 2021 Adoption

TIP Amendment # 2021-016

2040 RTP ID: Safety

Project: Veterans Parkway/I-840 Interchange Lighting Project

Requested By: Murfreesboro

Proposed Changes: Add project

Total Project Cost: $1,309,300

TO: $1,309,300

<table>
<thead>
<tr>
<th>FY</th>
<th>Type of Work</th>
<th>Funding</th>
<th>Total</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>PE-N</td>
<td>M-STBG</td>
<td>71,418</td>
<td>28,567</td>
<td>35,709</td>
<td>7,142</td>
</tr>
<tr>
<td>2021</td>
<td>PE-D</td>
<td>M-STBG</td>
<td>47,612</td>
<td>19,045</td>
<td>23,806</td>
<td>4,761</td>
</tr>
<tr>
<td>2021</td>
<td>CONST</td>
<td>M-STBG</td>
<td>1,190,270</td>
<td>476,108</td>
<td>595,135</td>
<td>119,027</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td></td>
<td>1,309,300</td>
<td>523,720</td>
<td>654,650</td>
<td>130,930</td>
</tr>
</tbody>
</table>

Amendment Description

This amendment proposes to add the project to the TIP with $523,720 federal M-STBG funds from the Murfreesboro Urbanized Area unprogrammed balance. TDOT is contributing 50% of the project cost in the form of state funds from its Interchange Lighting Program.

This project will install lighting at the Veterans Parkway and I-840 interchange in Murfreesboro in order to enhance safety at the interchange.
FY 2020-2023 TIP Amendment – March 2021 Adoption

TIP Amendment # 2021-017
TIP #: 2021-44-116
2040 RTP ID: Safety
Project: Joe B. Jackson Parkway/I-24 Interchange Lighting Project
Requested By: Murfreesboro
Proposed Changes: Add project
Total Project Cost: $1,703,800

TO: $1,703,800

<table>
<thead>
<tr>
<th>FY</th>
<th>Type of Work</th>
<th>Funding</th>
<th>Total</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>PE-N</td>
<td>M-STBG</td>
<td>92,934</td>
<td>37,174</td>
<td>46,467</td>
<td>9,293</td>
</tr>
<tr>
<td>2021</td>
<td>PE-D</td>
<td>M-STBG</td>
<td>61,956</td>
<td>24,782</td>
<td>30,978</td>
<td>6,196</td>
</tr>
<tr>
<td>2021</td>
<td>CONST</td>
<td>M-STBG</td>
<td>1,548,910</td>
<td>619,564</td>
<td>774,455</td>
<td>154,891</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>1,703,800</td>
<td>681,520</td>
<td>851,900</td>
<td>170,380</td>
</tr>
</tbody>
</table>

Amendment Description

This amendment proposes to add the project to the TIP with $681,520 federal M-STBG funds from the Murfreesboro Urbanized Area unprogrammed balance. TDOT is contributing 50% of the project cost in the form of state funds from its Interchange Lighting Program.

This project will install lighting at the Joe B. Jackson Parkway and I-24 interchange in Murfreesboro in order to enhance safety at the interchange.
**FY 2020-2023 TIP Amendment – March 2021 Adoption**

**TIP Amendment # 2021-018**

**TIP #:** 2015-111-069  
**2040 RTP ID:** Active Transportation Program  
**Project:** North Nashville Transit Center  
**Requested By:** Nashville MTA (WeGo)  
**Proposed Changes:** Add funds  
**Total Project Cost:** $8,336,120

**Amendment Description**

This amendment proposes to add $2,700,000 state IMPROVE Act funds to the project.

This project will construct a transit center near 25th Ave N and Clarksville Pk, designed to create and enhance multimodal transportation options and connections in the North Nashville area.

<table>
<thead>
<tr>
<th>FY</th>
<th>Type of Work</th>
<th>Funding</th>
<th>Total</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>PE-D</td>
<td>U-STBG</td>
<td>187,220</td>
<td>149,776</td>
<td>0</td>
<td>37,444</td>
</tr>
<tr>
<td>2020</td>
<td>ROW</td>
<td>U-STBG</td>
<td>299,560</td>
<td>239,648</td>
<td>0</td>
<td>59,912</td>
</tr>
<tr>
<td>2021</td>
<td>CONST</td>
<td>STATE</td>
<td>3,600,000</td>
<td>0</td>
<td>2,700,000</td>
<td>900,000</td>
</tr>
<tr>
<td>2021</td>
<td>CONST</td>
<td>U-STBG</td>
<td>449,340</td>
<td>359,472</td>
<td>0</td>
<td>89,868</td>
</tr>
<tr>
<td>2021</td>
<td>PE-D</td>
<td>HOPE</td>
<td>200,000</td>
<td>180,000</td>
<td>0</td>
<td>20,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>4,736,120</strong></td>
<td><strong>928,896</strong></td>
<td><strong>2,700,000</strong></td>
<td><strong>1,107,224</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FY</th>
<th>Type of Work</th>
<th>Funding</th>
<th>Total</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>PE-D</td>
<td>U-STBG</td>
<td>187,220</td>
<td>149,776</td>
<td>0</td>
<td>37,444</td>
</tr>
<tr>
<td>2020</td>
<td>ROW</td>
<td>U-STBG</td>
<td>299,560</td>
<td>239,648</td>
<td>0</td>
<td>59,912</td>
</tr>
<tr>
<td>2021</td>
<td>CONST</td>
<td>STATE</td>
<td>3,600,000</td>
<td>0</td>
<td>2,700,000</td>
<td>900,000</td>
</tr>
<tr>
<td>2021</td>
<td>CONST</td>
<td>U-STBG</td>
<td>449,340</td>
<td>359,472</td>
<td>0</td>
<td>89,868</td>
</tr>
<tr>
<td>2021</td>
<td>PE-D</td>
<td>HOPE</td>
<td>200,000</td>
<td>180,000</td>
<td>0</td>
<td>20,000</td>
</tr>
<tr>
<td><strong>2021</strong></td>
<td><strong>CONST</strong></td>
<td><strong>STATE</strong></td>
<td><strong>3,600,000</strong></td>
<td><strong>0</strong></td>
<td><strong>2,700,000</strong></td>
<td><strong>900,000</strong></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>8,336,120</strong></td>
<td><strong>928,896</strong></td>
<td><strong>5,400,000</strong></td>
<td><strong>2,007,224</strong></td>
</tr>
</tbody>
</table>
FY 2020-2023 TIP Amendment – March 2021 Adoption

TIP Amendment # 2021-019

TIP #: 2021-811-117
2040 RTP ID: Multimodal
Project: Regional Park & Ride Facility
Requested By: RTA
Proposed Changes: Add project
Total Project Cost: $2,500,000

<table>
<thead>
<tr>
<th>TO: $2,500,000</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FY</strong></td>
</tr>
<tr>
<td>2021</td>
</tr>
<tr>
<td>Total</td>
</tr>
</tbody>
</table>

Amendment Description

This amendment proposes to add the project to the TIP with $2,500,000 federal FTA 5307 CARES Act funds.

This project will create a network of Park & Ride lots to improve mobility across the region by providing parking for transit and rideshare users.