May 25, 2018

Ms. Deborah Fleming
Long Range Planning Division
Tennessee Department of Transportation
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334

RE: AMENDMENT #3 TO THE NASHVILLE AREA MPO’S 2040 REGIONAL TRANSPORTATION PLAN

Dear Ms. Fleming:

Enclosed please find a summary packet of the Nashville Area MPO’s 2040 Regional Transportation Plan (RTP) Amendment adopted by the MPO Executive Board on April 18, 2017. The amendment to the RTP includes the following:

<table>
<thead>
<tr>
<th>RTP #</th>
<th>Project</th>
<th>Sponsor</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1714-355</td>
<td>I-24 Congestion Reduction/SMART Corridor</td>
<td>TDOT</td>
<td>Increase length; increase cost</td>
</tr>
</tbody>
</table>

The amendment has been made according to the procedures identified in the MPO’s federally-approved Public Participation Plan and results in a fiscally constrained RTP.

Thank you for your assistance in processing this request. If you have any questions or comments, please contact me or Anna Emerson at 615-862-8855.

Best,

Michelle Lacewell
Interim Director

CC w/enclosures: Mr. Sean Santalla, FHWA
Ms. Theresa Claxton, FHWA
Mr. Jonathan Russell, TDOT
Mr. Brian Hurst, TDOT
The Honorable Mary Esther Reed, MPO Transportation Policy Board Chair
Mr. Mike Harris, MPO TCC Chair

Enclosures
MPO RESOLUTION 2018-005

A RESOLUTION AMENDING THE 2040 REGIONAL TRANSPORTATION PLAN

WHEREAS, the Nashville Area Metropolitan Planning Organization (MPO) is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process throughout Davidson, Rutherford, Sumner, Williamson, Wilson, Maury and Robertson counties; and

WHEREAS, on February 17, 2016, the MPO adopted the 2040 Regional Transportation Plan in order to ensure the continued livability, sustainability, prosperity, and diversity of Middle Tennessee by serving as the basis for future transportation planning and programming decisions for the region; and

WHEREAS, the following amendment to the 2040 Regional Transportation Plan has met all public noticing requirements and conforms to the requirements of Title 40, Code of Federal Regulations (CFR) Part 51; and

WHEREAS, the proposed project is financially feasible based on future revenue forecasts, resulting in a fiscally-constrained Regional Transportation Plan;

WHEREAS, the MPO has followed procedures for amending the 2040 Regional Transportation Plan outlined in the Public Participation Plan including the requirements for a 30-day public review and comment period and two public hearings;

NOW, THEREFORE, BE IT RESOLVED by the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization that the 2040 Regional Transportation Plan is amended as follows:

Amendment # 2018-002
I-24 Congestion Reduction/SMART Corridor
2040 RTP ID# 1714-354

Description: This amendment to the 2040 Regional Transportation Plan will increase both the project length from 23.5 miles to 98 miles and the project cost from $16,000,000 to $81,000,000.

Adopted this 18th day of April, 2018 by the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization.

\[Signature\]
The Honorable Mary Esther Reed
Chairman, MPO Transportation Policy Board

Attest:

\[Signature\]
Michelle Lacewell
Secretary, MPO Coordinator
Appendix H. Air Quality Conformity
As of April 15, 2009, the counties of the Nashville Area MPO are considered in compliance with National Ambient Air Quality Standards and no longer are required to demonstrate conformity with established motor vehicle emissions budgets. The region does remain part of the Tennessee’s State Implementation Plan, and as such, continues to be eligible to receive Congestion Mitigation Air Quality funding from the Federal Highway Administration, at the discretion of the Tennessee Department of Transportation.
Public Involvement

The following pages show the items used to advertise these amendments.
PROPOSED AMENDMENTS TO THE MPO REGIONAL TRANSPORTATION PLAN

The Greater Nashville Regional Council, serving as the Metropolitan Planning Organization (MPO) for Middle Tennessee, is responsible for long range transportation planning in Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson Counties. Before regionally significant transportation projects can be undertaken, they must be included in the MPO’s Regional Transportation Plan (RTP) a 25-year plan for transportation projects in the Nashville region. The MPO’s Transportation Policy Board is seeking public comment on amendments to existing projects to the current 2040 RTP.

Copies of the proposed amendments to the RTP are available for public review and comment at all public libraries in the 7-county area and on the MPO website. Comments received on the amendments will be considered by the MPO Transportation Policy Board prior to final approval.

Two Public Hearings will be held regarding the amendment of projects to the 2040 RTP. The first will be on Wednesday, April 4, 2018 at 10:30 am in the 3rd floor meeting room of the Bridge Building at 2 Victory Avenue, Nashville, TN, and the final public hearing will be held Wednesday, April 18, 2018 at 11:00 am in the Music City Central Public Meeting Room at 400 Charlotte Ave., Nashville, TN.

The April meeting schedule for the MPO is as follows:

- Technical Coordinating Committee will meet on Wednesday, April 4, 2018 at 10:30 a.m. This meeting will be held in the 3rd floor meeting room of the Bridge Building, 2 Victory Ave., Nashville.
- Transportation Policy Board will meet on Wednesday, April 18, 2018 at 11:00 a.m. at the Music City Central Public Meeting Room at 400 Charlotte Ave., Nashville, TN.

For more information on the amendments or meetings, call 615-862-8855 or visit our website at nashvillempo.org

It is against the policy of the Greater Nashville Regional Council to discriminate against an individual based upon that person’s race, color or national origin. This policy applies to applicants for employment and current employees as well as sub-recipients and subcontractors of the Greater Nashville Regional Council that receive Federal Funding. Complaints should be directed to Layla Smith, Title VI Coordinator, 138 Second Avenue North, Nashville, TN 37201, phone number 615-862-8855.
ENMIENDAS PROPUESTAS EN EL PLAN DE TRANSPORTE REGIONAL DE MPO

El Consejo Regional metropolitan de Nashville, que sirve como la Organización de planificación Metropolitana (MPO) de Tennessee medio, es responsable del transporte de largo alcance en Davidson, Maury, Robertson, Rutherford, Sumner, Williamson y condados de Wilson. Antes de que puedan llevar a cabo proyectos de transporte regionalmente significativa, debe incluirse en el plan de Plan de transporte Regional (RTP) a 25 años de MPO para proyectos de transporte en la región de Nashville. Junta de política de transporte de la MPO busca comentarios públicos sobre las enmiendas a los proyectos existentes a la actual RTP de 2040.

Copias de las enmiendas propuestas a la RTP están disponibles para revisión pública y comentarios en todas las bibliotecas públicas en el área de Condado de 7 y en la página web MPO. Comentarios recibidos en las enmiendas se considerarán por la Junta de política de transporte MPO antes de su aprobación final.

Se llevará a cabo dos audiencias públicas en relación con la enmienda de los proyectos que la RTP de 2040. El primero será el miércoles, 04 de abril de 2018 a 10:30 en la sala de reuniones del piso 3rd de la construcción del puente en 2 Victory Avenue, Nashville, TN, y la audiencia pública final se llevará a cabo miércoles, 18 de abril de 2018 en 11:00 en la sala de reunión pública Music City Central en 400 Charlotte Ave, Nashville, TN.

El calendario de reuniones de abril con la MPO es el siguiente:

- Comité de coordinación técnica se reunirá el miércoles, 04 de abril de 2018 en 10:30 Esta reunión se celebrará en el 3rd piso sala de la construcción del puente, 2 Victory Ave., Nashville.
- Junta de política de transporte se reunirá en miércoles, 18 de abril de 2018 en 11:00 en la sala de reunión pública Music City Central en 400 Charlotte Ave, Nashville, TN.

Para más información sobre las reuniones, o enmiendas llame al 615-862-8855 o visite nuestro sitio web nashvillempo.org

Es contra la política del Consejo Regional mayor de Nashville para discriminar a un individuo basado en raza, color u origen nacional de esa persona. Esta política se aplica a los solicitantes de empleo y empleados actuales como sub-receptores y subcontratistas del mayor Consejo Regional de Nashville que reciben fondos federales. Las quejas deben dirigirse a Layla Smith, Coordinador del título VI, 138 Second Avenue North, Nashville, TN 37201, teléfono número 615-862-8863.
RTP Amendment #2018-002: I-24 Congestion Reduction/SMART Corridor

- Description: I-24 Congestion Reduction, from I-24/I-40 Interchange near the Silliman Evans Bridge in Davidson County to SR-10 in Rutherford County (including ITS implementation on SR-1 and connecting roads).
- 2040 RTP ID#: 1714-354
- TIP#: 2017-19-039; 2018-87-051; 2018-87-052 (both pending federal approval)
- Cost: $81,000,000 (scheduled to receive NHPP funding)
- Requested change: Increase project length to 98 miles. Increase project cost to $81,000,000.

Staff Analysis: TDOT is working to implement a large-scale ITS project on I-24 involving multiple smart components and roads connecting to the interstate. A study was performed to determine the scope of the project. As that scope has materialized, the Department is seeking to update the MPO’s Regional Transportation Plan with the details of the project that will be developed.

Staff Recommendation: Hold the first public hearing for the above proposed amendment and endorse the amendment for a second public hearing and adoption by the Transportation Policy Board on April 18, 2018.
Fiscal Constraint

The following financial tables show the summary of funding sources, and the before and after amendment revenues vs. expenditures.
Figure 8-8

Cumulative Balance of Federal Grant Programs through 2020

<table>
<thead>
<tr>
<th>2020 HORIZON</th>
<th>Revenue</th>
<th>Expenditures</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Highway Performance Program (NHPP)</td>
<td>$616.04</td>
<td>$616.04</td>
<td>$0.00</td>
</tr>
<tr>
<td>Surface Transportation Block Grant Program (STBG)</td>
<td>$573.11</td>
<td>$510.43</td>
<td>$62.68</td>
</tr>
<tr>
<td>Direct Suballocation to MPO Area</td>
<td>$212.69</td>
<td>$150.01</td>
<td>$62.68</td>
</tr>
<tr>
<td>MPO Share of Statewide Program</td>
<td>$360.42</td>
<td>$360.42</td>
<td>$0.00</td>
</tr>
<tr>
<td>Highway Safety Improvement Program (HSIP)</td>
<td>$80.70</td>
<td>$80.70</td>
<td>$0.00</td>
</tr>
<tr>
<td>Congestion Mitigation Air Quality Program (CMAQ)</td>
<td>$46.09</td>
<td>$46.09</td>
<td>$0.00</td>
</tr>
<tr>
<td>Transportation Alternatives Program (TA)</td>
<td>$27.44</td>
<td>$27.44</td>
<td>$0.00</td>
</tr>
<tr>
<td>Direct Suballocation to MPO Area</td>
<td>$6.65</td>
<td>$6.65</td>
<td>$0.00</td>
</tr>
<tr>
<td>MPO Share of Statewide Program</td>
<td>$20.79</td>
<td>$20.79</td>
<td>$0.00</td>
</tr>
<tr>
<td>Urbanized Area Transit Program (FTA 5307)</td>
<td>$120.23</td>
<td>$120.23</td>
<td>$0.00</td>
</tr>
<tr>
<td>Rural Area Transit Program (FTA 5311)</td>
<td>$9.61</td>
<td>$9.61</td>
<td>$0.00</td>
</tr>
<tr>
<td>Enhanced Mobility for Seniors &amp; Disabled (FTA 5310)</td>
<td>$6.06</td>
<td>$6.06</td>
<td>$0.00</td>
</tr>
<tr>
<td>Transit State of Good Repair Program (FTA 5337)</td>
<td>$12.50</td>
<td>$12.50</td>
<td>$0.00</td>
</tr>
<tr>
<td>Bus and Bus Facilities Program (FTA 5339)</td>
<td>$8.49</td>
<td>$8.49</td>
<td>$0.00</td>
</tr>
<tr>
<td>Other Federal Grants (Non-recurring)</td>
<td>$7.46</td>
<td>$7.46</td>
<td>$0.00</td>
</tr>
<tr>
<td>Total Federal Revenue, Expenditures, and Balance</td>
<td>$1,507.73</td>
<td>$1,445.05</td>
<td>$62.68</td>
</tr>
<tr>
<td>State Funds (including match)</td>
<td>$332.69</td>
<td>$332.69</td>
<td>$0.00</td>
</tr>
<tr>
<td>Local Funds (including match)</td>
<td>$84.29</td>
<td>$84.29</td>
<td>$0.00</td>
</tr>
<tr>
<td>Total Revenue, Expenditures, and Balance</td>
<td>$1,924.71</td>
<td>$1,862.03</td>
<td>$62.68</td>
</tr>
</tbody>
</table>

Figure 8-8
Cumulative Balance of Federal Grant Programs through 2020

<table>
<thead>
<tr>
<th>2020 HORIZON</th>
<th>Revenue</th>
<th>Expenditures</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Highway Performance Program (NHPP)</td>
<td>$681.04</td>
<td>$681.04</td>
<td>$0.00</td>
</tr>
<tr>
<td>Surface Transportation Block Grant Program (STBG)</td>
<td>$573.11</td>
<td>$510.43</td>
<td>$62.68</td>
</tr>
<tr>
<td>Direct Suballocation to MPO Area</td>
<td>$212.69</td>
<td>$150.01</td>
<td>$62.68</td>
</tr>
<tr>
<td>MPO Share of Statewide Program</td>
<td>$360.42</td>
<td>$360.42</td>
<td>$0.00</td>
</tr>
<tr>
<td>Highway Safety Improvement Program (HSIP)</td>
<td>$80.70</td>
<td>$80.70</td>
<td>$0.00</td>
</tr>
<tr>
<td>Congestion Mitigation Air Quality Program (CMAQ)</td>
<td>$46.09</td>
<td>$46.09</td>
<td>$0.00</td>
</tr>
<tr>
<td>Transportation Alternatives Program (TA)</td>
<td>$27.44</td>
<td>$27.44</td>
<td>$0.00</td>
</tr>
<tr>
<td>Direct Suballocation to MPO Area</td>
<td>$6.65</td>
<td>$6.65</td>
<td>$0.00</td>
</tr>
<tr>
<td>MPO Share of Statewide Program</td>
<td>$20.79</td>
<td>$20.79</td>
<td>$0.00</td>
</tr>
<tr>
<td>Urbanized Area Transit Program (FTA 5307)</td>
<td>$120.23</td>
<td>$120.23</td>
<td>$0.00</td>
</tr>
<tr>
<td>Rural Area Transit Program (FTA 5311)</td>
<td>$9.61</td>
<td>$9.61</td>
<td>$0.00</td>
</tr>
<tr>
<td>Enhanced Mobility for Seniors &amp; Disabled (FTA 5310)</td>
<td>$6.06</td>
<td>$6.06</td>
<td>$0.00</td>
</tr>
<tr>
<td>Transit State of Good Repair Program (FTA 5337)</td>
<td>$12.50</td>
<td>$12.50</td>
<td>$0.00</td>
</tr>
<tr>
<td>Bus and Bus Facilities Program (FTA 5339)</td>
<td>$8.49</td>
<td>$8.49</td>
<td>$0.00</td>
</tr>
<tr>
<td>Other Federal Grants (Non-recurring)</td>
<td>$7.46</td>
<td>$7.46</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Total Federal Revenue, Expenditures, and Balance</strong></td>
<td><strong>$1,507.73</strong></td>
<td><strong>$1,445.05</strong></td>
<td><strong>$62.68</strong></td>
</tr>
<tr>
<td>State Funds (including match)</td>
<td>$332.69</td>
<td>$332.69</td>
<td>$0.00</td>
</tr>
<tr>
<td>Local Funds (including match)</td>
<td>$84.29</td>
<td>$84.29</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Total Revenue, Expenditures, and Balance</strong></td>
<td><strong>$1,924.71</strong></td>
<td><strong>$1,862.03</strong></td>
<td><strong>$62.68</strong></td>
</tr>
</tbody>
</table>