



GREATER NASHVILLE
REGIONAL COUNCIL

Annual Listing of Federally Obligated Projects

Fiscal Year 2022

Greater Nashville Regional Council

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GNRC.org

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Introduction

About this Report

This document provides a listing of projects that have been obligated within the Nashville Area MPO with federal transportation funds in federal fiscal year 2022 (October 1, 2021-September 30, 2022). The purpose of this report is to satisfy requirements for MPOs to publish an annual listing of projects obligated with federal funds, and to serve as a record of project delivery and a progress report for public information and disclosure.

This report contains the following sections:

- Introduction
- Overview of the Obligation Process
- Summary of Obligation History
- Documentation of Annual Listing of FY 2022 Obligated Projects

About the Greater Nashville Regional Council

The Greater Nashville Regional Council (GNRC or Regional Council) is established by the TN General Assembly as an association of local governments empowered to convene local and state leaders for the purposes of planning and programming state and federal investments into a range of social services and public infrastructure. GNRC serves as the region's federally required Metropolitan Planning Organization (MPO), Area Agency on Aging and Disability (AAAD), and Economic Development District (EDD).

GNRC is owned by and operated on behalf of its local government membership comprised of county governments in the counties of Cheatham, Davidson, Dickson, Houston, Humphreys, Montgomery, Robertson, Rutherford, Stewart, Sumner, Trousdale, Williamson, and Wilson, Tennessee, and all incorporated municipalities and metropolitan governments located within those counties.

About the Transportation Policy Board

The Transportation Policy Board, or TPB, is responsible for guiding the development of a regional transportation vision and the adoption of federally-required transportation plans and funding programs. The TPB represents all levels of government and key transportation officials across a seven-county metropolitan planning area that is designated in cooperation with the Tennessee Governor. The TPB governs the policymaking and transportation improvement programming decisions of the metropolitan area, and serves as the primary forum for collaboration among local communities, state officials, and interested parties related to regional transportation policies, plans, programs, and funding. The TPB is empowered to act independently of GNRC's governing body (known as the Regional Council) in the adoption of transportation policies, plans, and programs as permitted by state and federal laws and regulations.

Membership consists of the Tennessee Governor, city and county elected officials, a representative from the Greater Nashville Regional Council, a representative of area public transit operators, a representative of area county highway departments, and administrators from the Federal Highway Administration and Federal Transit Administration.

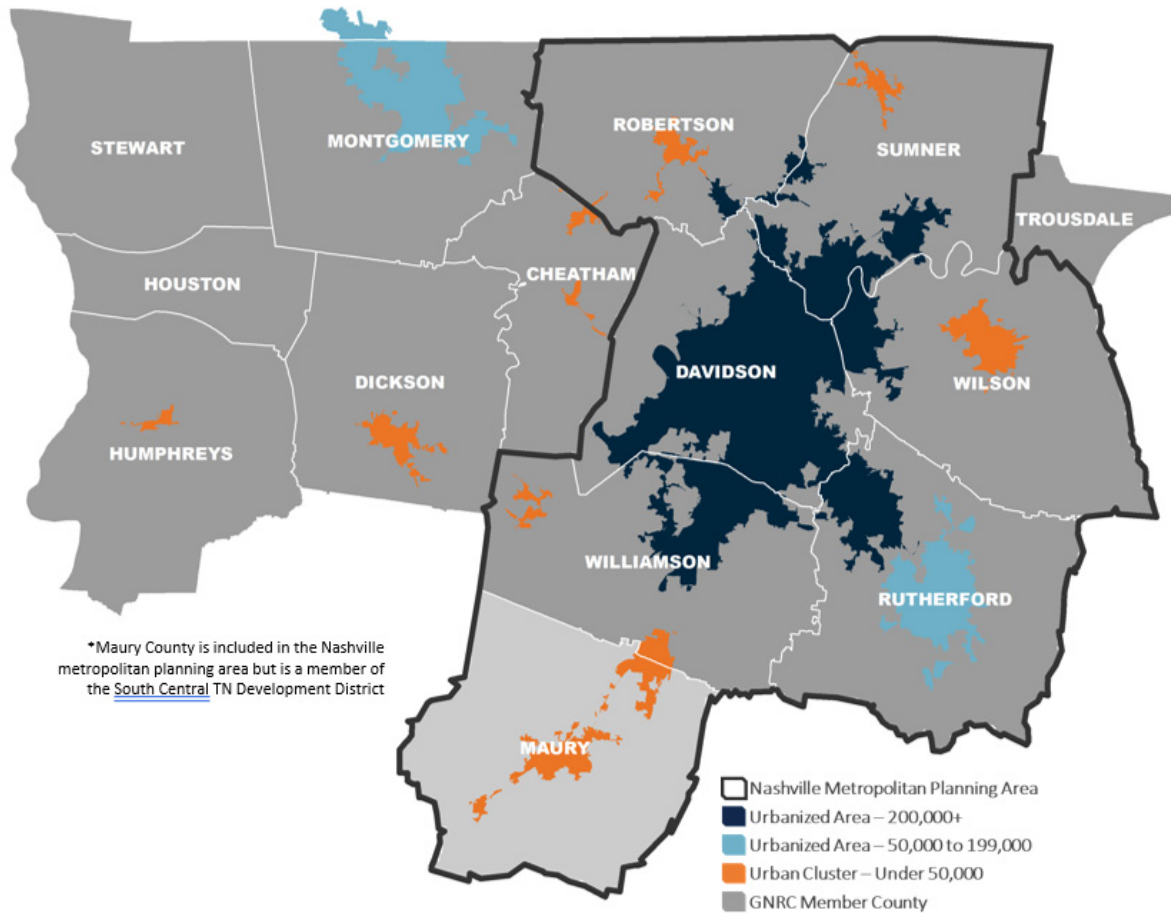
Regional Transportation Planning

Since the 1962 Federal-aid Highway Act, federal law has required local and state officials to work together to make collaborative decisions for the use of federal transportation funds within America's metropolitan areas through a continuing, cooperative, and comprehensive planning process. This process requires coordination

among the Governor, the Tennessee Dept of Transportation (TDOT), local and regional public transit agencies, and local elected officials of municipal and county governments.

In the Nashville area, representatives convene as part of a formally designated Transportation Policy Board (sometimes referred to as a Metropolitan Planning Organization or “MPO”), empowered by law to plan, prioritize, and program the use of federal transportation funds to construct or improve roadways and transit service for a seven-county metropolitan planning area that includes Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson counties. The MPO program is administered by GNRC.

Figure 1: Map of the Greater Nashville Regional Council



Transportation Improvement Program

The Transportation Improvement Program (TIP) is a four-year work program that lists all regionally significant and federally funded transportation projects and services in the metropolitan planning area. This includes highway and street projects, public transit projects, as well as bicycle and pedestrian projects that are implemented by TDOT or local governments, or transit agencies. All projects included in the TIP must be consistent with, or selected from, the adopted regional transportation plan. Additionally, the TIP must be fiscally constrained by federal appropriations or estimated revenues.

Obligation Process

About the Obligation Process

Federal legislation, such as the current law created through the Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act), is codified in the U.S. Code of Federal Regulations (CFR) and published in the Federal Register by executive departments and agencies of the federal government. Title 23 of the United States Code (U.S.C.) contains rules and regulations for the regional transportation planning carried out by GNRC on behalf of the Nashville Area MPO (23 CFR Part 450, subpart C) with additional provisions provided in Title 49.

Per 23 U.S.C. § 134(j)(7)(B) of the Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act), states and Metropolitan Planning Organizations (such as GNRC) must publish annual lists of projects where federal funds were obligated. Specifically, states and MPOs must produce:

“An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review.”

To address this requirement, this report lists all transportation projects within the Greater Nashville MPO boundary that were obligated during Federal Fiscal Year 2022 (October 1, 2021 - September 30, 2022).

The Federal Highway Administration (FHWA) defines obligation as the Federal government’s legal commitment to pay or reimburse the States or other entities for the Federal share of a project’s eligible costs. An obligated project is one that has been authorized by the federal government and funds have been obligated or approved for reimbursement. For Federal Transit Administration (FTA) projects, obligation occurs when the FTA grant is awarded. For FHWA projects, an obligation takes place when a project agreement is executed and the State/grantee requests that the funds be obligated.

The primary steps of the obligation process include:

- **Programming:** State or federal funds have been committed to a project by placement in the TIP.
- **Expenditure:** Local agency funds are expended as project work progresses.
- **Reimbursement:** Local agencies request state or federal reimbursement of expended local funds.

Phases of Obligation/Project Design and Delivery

Once a project has been identified in an MPO regional transportation plan, several steps remain. The project development process can take several years, and the average federally funded roadway project in the U.S. takes about 12 years to implement once the engineering phase begins. The following steps are common to most projects included in the TIP.

Phases of Obligation	
Programming	<i>Once a project has been identified in the MPO’s Regional Transportation Plan, it must then be programmed in the Transportation Improvement Program as a way of establishing the project as a short-term funding priority. The programming of a project also authorizes it for funding from federal grants once they are appropriated by Congress. When a project is ready to move forward towards implementation, those federal funds are obligated in the federal system, which constitutes the federal government’s commitment to reimburse the state or project sponsors for eligible expenses.</i>

Expenditure	<i>In order to begin work on any phase of a federally funded transportation project, the federal funds must first be obligated. After programmed funds are obligated, most projects then proceed through a preliminary engineering process. Project expenses such as preliminary engineering, design, right-of-way acquisition or construction that are first paid for by the project sponsor can then be reimbursed from the obligated funds for the project.</i>
Reimbursement	<i>The final phase of obligation allows local entities to request reimbursement from obligated funds for the project. Work performed prior to the start date or after the completion date of the project is not eligible for reimbursement. Necessary final reports based on stewardship and oversight agreements are then submitted to FHWA along with any final requests for reimbursement of allowable costs that were incurred prior to the project end date.</i>

Project Development Phases

All projects begin with an idea or plan and end with construction. In order to begin work on any phase of a federally funded project, the federal funds must first be obligated. However, the obligation of funds does not necessarily mean that work will begin immediately. Many times, funds are obligated only for initial phases of a project (preliminary engineering, right-of-way, or design) and could take time to determine which entity will complete the work. Below are the typical phases of a project.

Planning and Detailed Study

The first step of any project is the planning phase. This phase is only ever completed once a project begins the engineering process. Until then, the project’s need is continuously evaluated as the landscape changes. A project is first identified through a long-range planning or visioning process which identifies the general need, conceptual design, and rough cost estimate. Major investments typically also go through detailed planning studies which evaluate alternative design options and produce higher grade cost and benefit analyses.

Preliminary Engineering/Design (PE-N, PE-D)

This phase includes basic engineering work on each alternative, traffic studies, environmental analyses, and other work specific to the project. Public outreach is used to gain community input into project design. This phase ends with the selection and approval of a project alternative. This may take place in the context of a Phase 1 engineering study, which follows a standardized program of steps to evaluate project alternatives, impacts and design issues.

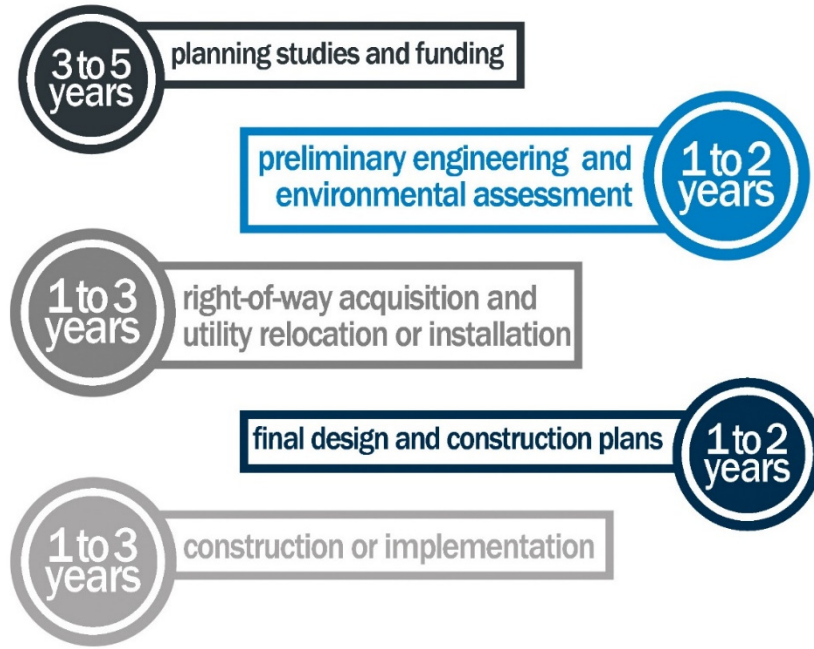
Right of Way Acquisition (ROW)

Depending on the project, additional ROW is then identified and acquired to accommodate the project’s design. ROW can be acquired through donation, market purchase, or through eminent domain. Eminent domain is an option of last resort and still requires land holders to be compensated according to prevailing market prices. If necessary, other public or private utilities are relocated during this phase.

Final Design and Construction

Once ROW, utility, and environmental needs have been addressed and a final construction budget is determined, the design is finalized, and construction plans are developed.

Figure 2: Typical Project Development Process and Timelines



Federal and State Collaboration

The projects listed in this report have been developed in accordance with the FHWA/FTA Final Rule on statewide and metropolitan transportation planning and programming and congestion management processes. The report outlines information in a user friendly and accessible format. It is the primary responsibility of the MPO to prepare the list, and it is the MPO Transportation Improvement Program (TIP) that serves as a basis for that information. However, the TIP identifies projects within the fiscal year that project implementation is anticipated rather than when the project received Federal authorization. Therefore, the obligated list of projects must be developed through a cooperative effort with state and public transportation operators responsible for tracking project authorizations and obligations.

Relationship between TIP and RTP

The TIP lists transportation projects over a four-year period that will be funded, at least in part, with funds from the FHWA and FTA. The TIP is the mechanism by which projects in the 2045 Regional Transportation Plan (RTP) get built. The TIP provides the opportunity to select projects to implement the transportation planning goals expressed in the region’s adopted RTP. For a project to be included in the TIP, it must be in the RTP list of cost-feasible projects. The TIP serves as a four-year financially feasible program of transportation improvements.

TIP projects are consistent with federal transportation regulations and accordingly, all TIP projects become part of the Tennessee Department of Transportation’s (TDOT) State Transportation Improvement Program (STIP). These projects are financially constrained and implementable for each year. The FYs 2020-2023 TIP was adopted by the MPO Transportation Policy Board on October 16, 2019. The TIP is amended periodically to include any projects approved by the Transportation Policy Board since its original date of adoption.

Obligation Trends

Fiscal Year Obligations by Federal Administration

The annual listing of obligations contains federal obligations from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Figure 3 and Figure 4 track the obligations amounts of FHWA and FTA funds between fiscal year 2010 through fiscal year 2022. Over that time period, FHWA obligations have steadily risen in the region from approximately \$125 million in 2010 to over \$200 million since in 2018, with the exception of a strong dip in 2020. Conversely, FTA obligations have remained consistent between \$10 million and \$30 million over the same period with substantial increases in 2020 and 2021 as a result of CARES Act and American Rescue Plan Act funding.

Figure 3 – FHWA Funds Obligation Amounts, FYs 2010-2022

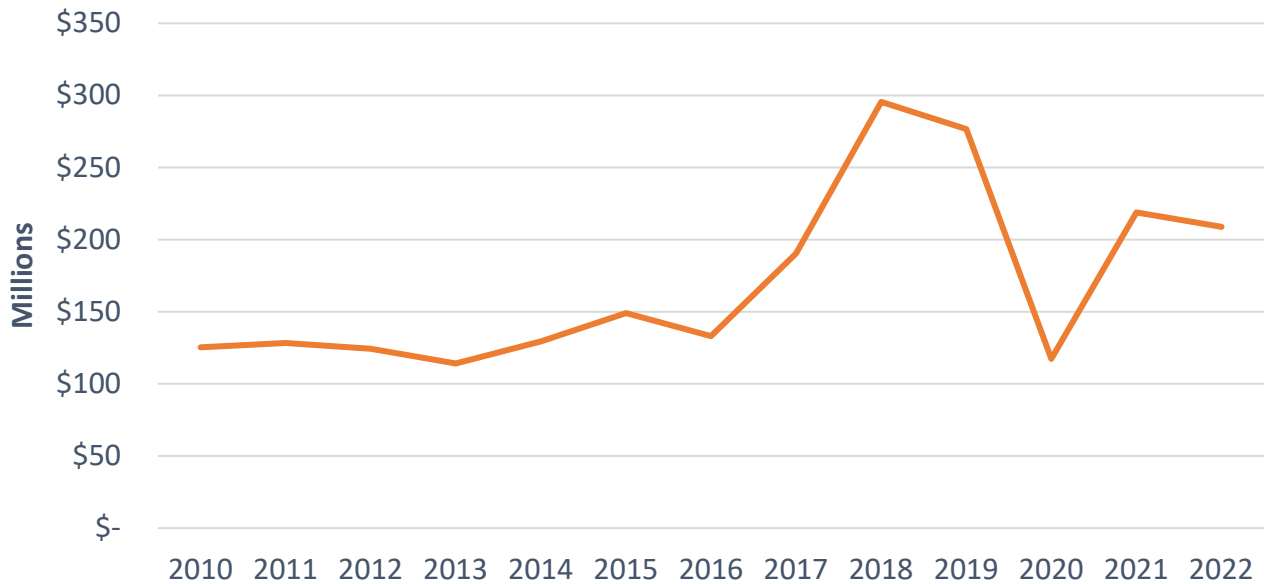
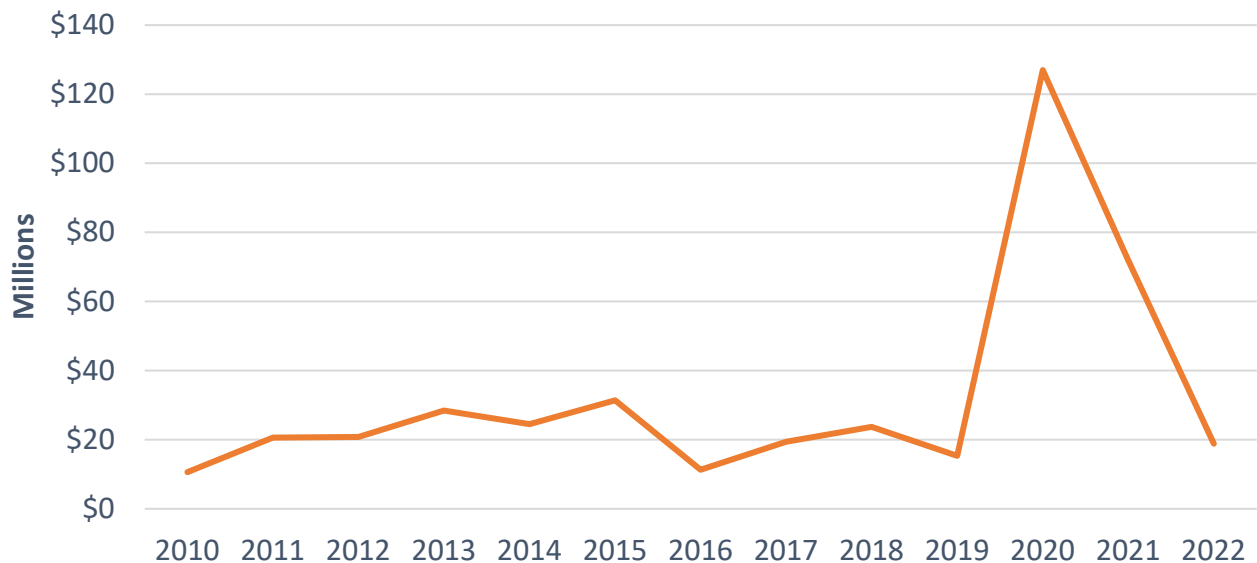


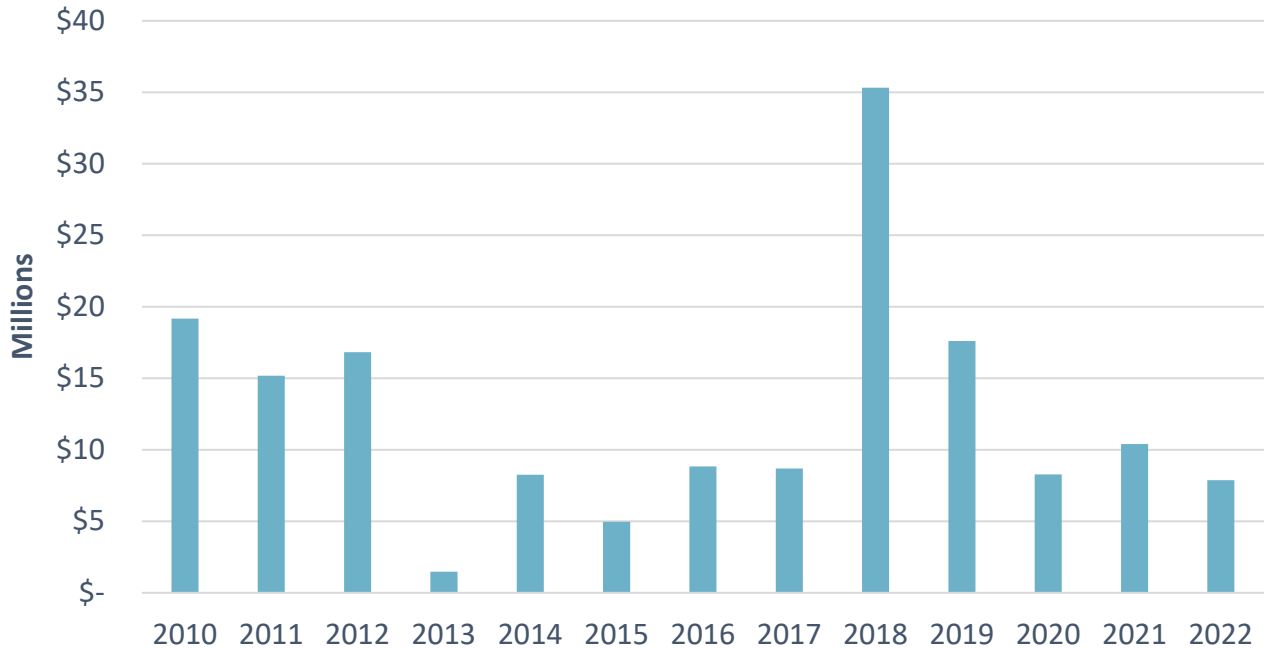
Figure 4 – FTA Funds Obligation History, FYs 2010-2022



Fiscal Year Obligations by Suballocated Highway Funds

Of the highway funds obligated within the region, a portion of them are suballocated funds to the Nashville Area MPO. The MPO receives approximately \$25 million annually to program to priority transportation investments in the region. However, annual obligations of suballocated fund have averaged less than \$15 million since 2010. Figure 5 tracks the obligations amounts of suballocated highway funds between fiscal year 2010 through fiscal year 2022. Over that time period, obligations have generally fluctuated between \$5 million and \$20 million, with the exception of a low of \$5 million in 2013 and a high of \$35 million in 2018.

Figure 5 – FHWA Suballocated Funds Obligation History, FYs 2010-2022



Fiscal Year Obligations by Grant Program

The annual listing of obligations contains federal obligations across the various FHWA and FTA grant programs described below.

Formula-Based Grant Programs

The following tables present an overview of the various funding sources available to pay for transportation projects and programs in the FAST Act. In general, the federal share of the cost of a project or program is 80 percent, requiring a 20 percent cost share, or match, from non-federal sources. Matching funds are typically provided by the agency implementing the project.

National Highway Performance Program (NHPP)	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. (23 USC 119)
Surface Transportation Block Grant Program (STBG)*	The STBG program provides flexible funding that may be used by States and local agencies for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian

and bicycle infrastructure, and transit capital projects, including intercity bus terminals. (23 USC 133)

Highway Safety Improvement Program (HSIP)

The HSIP is intended to help achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. (23 USC 130 and 148)

Congestion Mitigation Air Quality Program (CMAQ)

The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). (23 USC 149)

Transportation Alternatives Program (TAP)*

The TAP provides for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, and Safe Routes to School, wrapping them into a single funding source. (23 USC 101, 206, 213)

Urbanized Area Transit Program (FTA 5307)

The FTA 5307 program provides grants to urbanized areas (UZAs) for public transportation capital, planning, and limited operating assistance. The program serves as the core investment in the enhancement and revitalization of transit systems in the nation's urbanized areas which depend on public transportation to improve mobility and manage congestion.

Enhanced Mobility of Seniors and the Disabled Program (FTA 5310)

The FTA 5310 program provides funding for the purpose of assisting transit agencies and private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Eligible projects include both "traditional" capital investment and "nontraditional" investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Rural Area Transit Program (FTA 5311)

The FTA 5311 program provides capital, planning, and operating assistance to states to support public transportation in rural or small urban with populations of less than 50,000, where many residents often rely on public transit to reach their destinations.

State of Good Repair Program (FTA 5337)

The FTA 5337 program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.

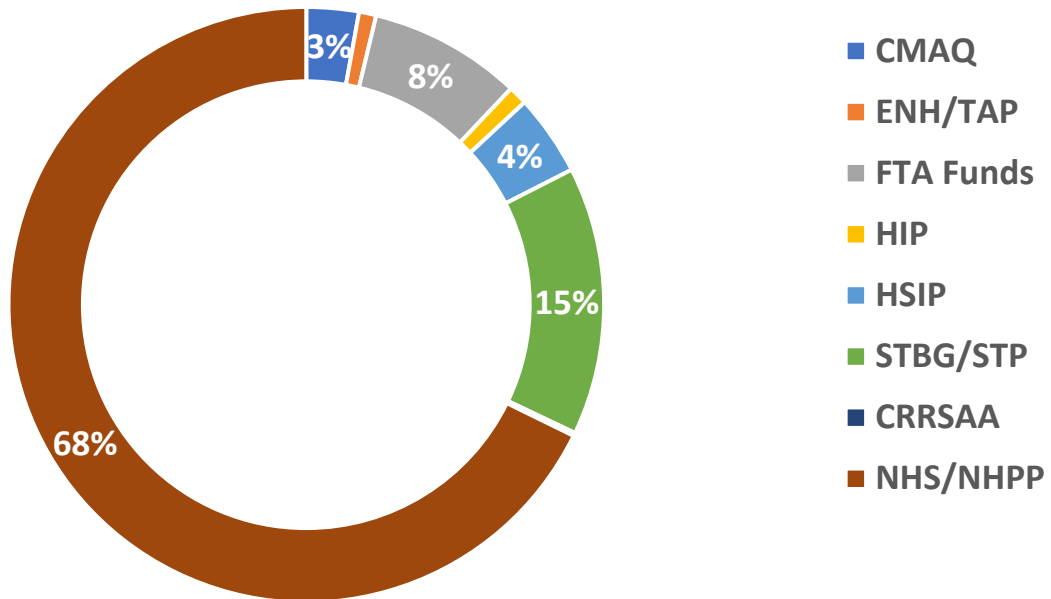
Transportation Alternatives Program (TAP) Buses and Bus Facilities (FTA 5339)

The FTA 5339 program provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. A sub-program, the Low- or No-Emission Vehicle Program, provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

*Indicates that a portion of funding program is suballocated to the Nashville Area MPO.

Figure 6 breaks down the approximately \$227 million in obligations by funding program for federal fiscal year 2022. In FY 2022, the obligations totaled \$153.8 million for NHPP, \$33.1 million for STBG, \$18.8 for FTA funding programs (Section 5307, Section 5337, Section 5339, and Section 5310), \$10.0 million for HSIP, \$6.5 for CMAQ, \$2.3 million for HIP, \$2.1 million for TAP, and \$0.4 million for CRRSAA.

Figure 6 - Obligations within Nashville MPO by Funding Source, FY 2022



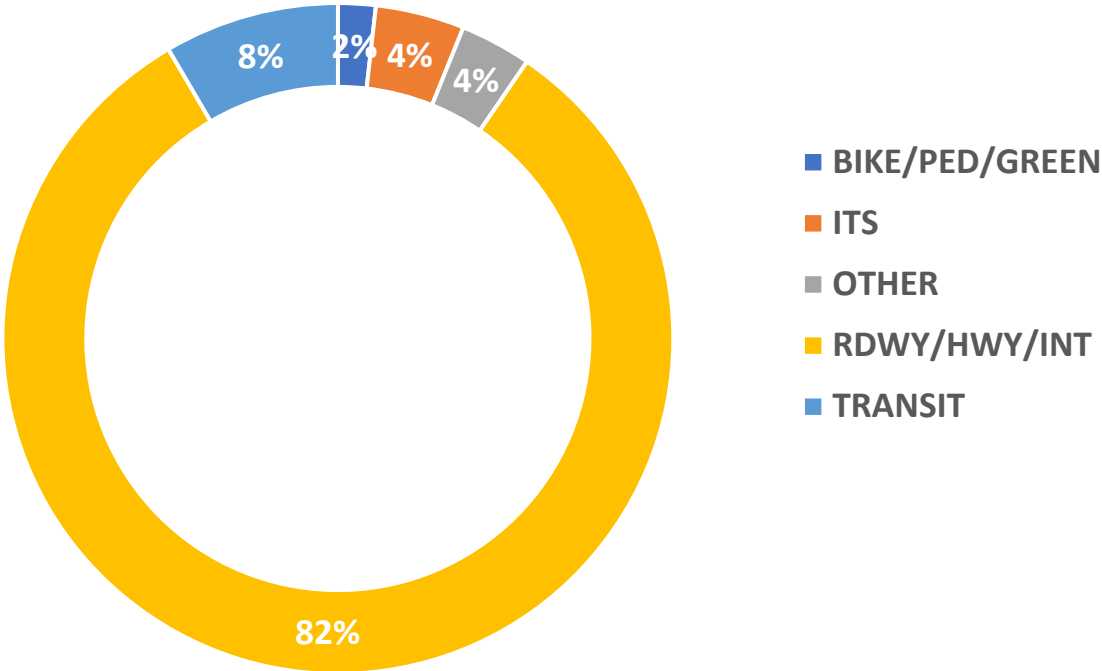
Fiscal Year Obligations by Project Type

The annual listing of obligations contains federal obligations include the following project types.

Project Type	Description
Highway/Roadway	Consists of roadway reconstruction, roadway widening, intersection, rail crossing, and other safety or maintenance improvements.
Bike/Ped/Greenway	Consists sidewalk repair, new bike/ped facility, new greenway, or other non-motorized improvements.
Transit	Consists of new transit service, transit stop improvements, vanpool or rideshare programs, and transit preventative maintenance.
ITS	Consists of traffic signalization and optimization improvements.
Other	Consists of environmental improvements or other projects that do not fit into one of the above project type categories.

Figure 7 breaks down the approximately \$227 million in obligations by project type for federal fiscal year 2022. In FY 2022, the obligations totaled \$186.7 million for Highway/Roadway, \$19.2 million for Transit, \$9.8 million for ITS, \$7.8 million for Other, and \$4.1 million for Bike/Ped/Greenway.

Figure 7 - Obligations within Nashville MPO by Project Type, FY 2022



Obligated Projects

The content of the annual listing of projects is consistent with the project listing in the MPO’s TIP. This includes project name and identification numbers, project location, and project description. Fund obligations are a measure of the progress being made on a project. As such, the Annual Listing of Federally Obligated Projects report is prepared after the end of the federal fiscal year to detail what happened with TIP federal project funding during the previous fiscal year. The annual list is available online at <https://www.gnrc.org/195/Programmed-Investments>.

Projects for which funds have been obligated are not necessarily initiated or completed in the program year, and the amount of the obligation will not necessarily equal the total cost of the project. It is possible that obligated funds exceed the amount estimated in the TIP. It is also possible that unused funds may be credited back when not needed at the completion of a project phase resulting in a negative obligation or de-obligation. Amounts for such cases are shown in red and in parenthesis on the project list.

Table 1 provides a list of all the projects with federal funding obligated in fiscal year 2022. Projects are listed by county and broken down by project categories and funding type. Each project contains information regarding its termini, type, funding type, amount of federal funds obligated, and the date the obligation took place. The following table includes descriptions of all information provided in the project list.

Category	Description
County	The county in which the project area is located.
Fiscal Year	The fiscal year in which funds were obligated to a particular phase of a project.
Date Obligated	The date in which funds were obligated to a particular phase of a project.
TIP/STIP Reference #	The TIP/STIP reference number is the identification number associated with a project that is assigned by TDOT/FHWA.
TDOT PIN #	The TDOT PIN number is the identification number assigned when the project is initiated and given a tracking mechanism for TDOT to track projects.
Federal Project Number	This identification number is a tracking mechanism for FHWA to track projects.
Termini	This indicates where the project starts and ends. Projects at specific point locations will indicate N/A.
Project Name	This is the project name as identified in the FYs 2020-23 TIP.
Project Type	This indicates the project type. Project types include bike/ped, highway/roadway/intersection, ITS, transit, bridge, or other improvements.
Project Phase	This indicates which phase funds have been obligated for. Phases included are: PE-N, PE-D, ROW, Construction, and close project. Authorize indicates that a project has been given the notice to proceed on a particular phase and Adjustment indicates that the amount of obligated funds have been adjusted.

Funding Type	This indicates the federal funding program providing funds for the project. Programs include: NHPP, STBG, STBG-L, CMAQ, FTA Formula grants (5307, 5337, 5339), and HSIP.
Federal Funds	This indicates the amount of federal funds associated with obligation.
Total Funds in TIP	This indicates the total amount of funds programmed for the project in the TIP.

Detailed descriptions for each project are included in the FYs 2020-2023 TIP, available at: <https://www.gnrc.org/195/Projects-and-Improvements>.

The FYs 2020-2023 TIP is also available interactively at: <http://www.gnrc.org/tip>

* Project (or a portion of the project) is in the MPO planning area outside the urbanized area boundary

FEDERAL FUNDING OBLIGATIONS FOR GREATER NASHVILLE REGIONAL COUNCIL Federal Fiscal Year 2022

FEDERAL FUNDS OBLIGATED: \$227,731,942.57

AUTH DATE	PIN #	PROJECT NUMBER	COUNTY	ROUTE	TERMINI	ACTION/PHASE	TYPE	TIP/STIP REFERENCE	FEDERAL FUNDS	TOTAL FUNDS IN TIP
10/25/21	129181.00	NH/HSIP-99(61)*	Maury	SR-99	From near Cecil Farm Road to Zion Road	CLOSE PROJECT	HSIP	2017-89-011	\$559.92	\$31,444,056.00
10/29/21	118151.00	SRTS/TAP-9305(29)	Williamson		Hunters Bend Elementary School in Franklin	CLOSE PROJECT	SRTS	2014-611-031	\$27,241.64	\$259,171.00
11/02/21	126600.00	HSIP-155(28)	Davidson	SR-155	Ramps at Brick Church Pike (Ramp Queue)	AUTHORIZE CONST	HSIP	2019-89-118	\$1,036,430.00	\$21,775,000.00
11/02/21	131205.00	NH-I-24-1(137)	Rutherford	I-24	Near Baker Road to east of Medical Center Parkway	AUTHORIZE CONST	NHPP	2019-89-117	\$5,535,972.00	\$99,125,000.00
11/02/21	131202.00	NH-I-40-3(171)	Davidson	I-40	From near SR-24 to near 46th Avenue	AUTHORIZE CONST	NHPP	2019-89-117	\$3,361,644.00	\$99,125,000.00
11/02/21	131204.00	NH-I-40-3(174)*	Williamson	I-40	From Dickson County Line to Cheatham County Line	AUTHORIZE CONST	NHPP	2019-89-117	\$1,797,192.00	\$99,125,000.00
11/02/21	131208.00	NH-I-840(20)*	Williamson	I-840	From near MM 8 to east of Liepers Creek Road Overpass	AUTHORIZE CONST	NHPP	2019-89-117	\$9,338,652.00	\$99,125,000.00
11/16/21	129899.00	HSIP-I-840(16)	Rutherford	I-840	Interchange at Veterans Parkway	ADJUST PE-N; AUTHORIZE PE-D	HSIP	2019-89-118	\$146,520.00	\$21,775,000.00
12/02/21	120390.00	HSIP-I-24-1(110)	Davidson	I-24	Eastbound Exit Ramp at SR-254 (Bell Road, Exit 59) (Ramp Queue Project)	ADJUST CONST	HSIP	2019-89-118	\$500,841.00	\$21,775,000.00
12/02/21	104004.02	STP/HIP-M-99(64)	Rutherford	SR-99	(New Salem Highway), From near I-24 to SR-96 (Old Fort Parkway) in Murfreesboro	ADJUST CONST	STBG	2017-42-006	\$424,632.00	\$15,300,000.00
12/02/21	129190.00	STP/HSIP-166(23)*	Maury	SR-166	From SR-6 (US-43) to SR-99 (US-412)	CLOSE PROJECT	HSIP	2017-89-011	\$30,505.21	\$31,444,056.00
12/06/21	120391.00	HSIP-I-65-2(102)	Davidson	I-65	Northbound Exit Ramp at SR-254 (Old Hickory Blvd) (Ramp Queue Project)	ADJUST PE-N, PE-D, ROW & CONST	HSIP	2019-89-118	\$308,429.00	\$21,775,000.00
12/06/21	127693.00	HSIP-R00S(431)*	Sumner		Main Street at CSX R/R, LM 0.08 in Portland	ADJUST PE-N; AUTHORIZE CONST	HSIP-R	2019-89-118	\$330,047.00	\$6,600,000.00
12/06/21	127694.00	HSIP-R00S(432)*	Sumner		East Market Street at CSX R/R, LM 0.08 in Portland	ADJUST PE-N; AUTHORIZE CONST	HSIP-R	2019-89-118	\$354,905.00	\$6,600,000.00
12/06/21	128232.00	HSIP-R00S(443)*	Sumner		Wheeler Street at CSX R/R, LM 0.07 in Portland	ADJUST PE-N; AUTHORIZE CONST	HSIP-R	2019-89-118	\$314,869.00	\$6,600,000.00
12/15/21	129199.00	NH/HSIP-26(78)	Wilson	SR-26	From near Highland Court to east of I-40	CLOSE PROJECT	HSIP	2019-89-118	\$20,603.94	\$8,287,500.00
12/15/21	103169.00	STP/M-247(9)	Maury, Williamson	SR-247	(Duplex Road), From SR-6 (Main Street) in Spring Hill to near I-65	ADJUST CONST	STBG	2004-051	\$160,000.00	\$640,000.00
12/15/21	103169.00	STP/M-247(9)	Maury, Williamson	SR-247	(Duplex Road), From SR-6 (Main Street) in Spring Hill to near I-65	ADJUST CONST	HIP CRRSAA	2004-051	\$807,754.50	--
12/15/21	043162.00	STP-M-9307(11)	Sumner		Rockland Road, From Center Point Road to Imperial Blvd in Hendersonville	CHANGE TERMINI; AUTHORIZE PE-N	U-STBG	2002-028	\$40,000.00	\$200,000.00
01/04/22	127285.01	NH-11(109)	Robertson	SR-11	From LM 4.30-4.37; LM 6.05-6.19; and LM 6.90-7.04	AUTHORIZE CONST	NHPP	2019-89-117	\$142,680.00	\$99,125,000.00
01/13/22	130753.00	CM-NH-1(445)	Davidson	SR-1	SR-1/SR-24 (US-70S, West End Avenue/Broadway), From I-440 to First Avenue North	AUTHORIZE PE-N	CMAQ	2020-17-110	\$134,900.00	\$134,900.00
01/18/22	118583.00	HSIP-NH-386(13)	Sumner, Davidson	SR-386	Interchanges From Log Mile 0.00 in Davidson Co. to Log mile 5.73 in Sumner Co.	CLOSE PROJECT	HSIP	2008-84-013	\$164,809.88	\$10,300,000.00
01/20/22	129890.00	HSIP-R-REG3(201)*	Region 3		Various Locations in Davidson, Rutherford, Bedford Counties	AUTHORIZE CONST	HSIP-R	2019-89-118	\$123,313.00	\$6,600,000.00
01/20/22	123750.00	SRTS/TAP-9322(3)	Wilson		Eliza Patton Elementary and Mt Juliet Middle School in Mount Juliet	CLOSE PROJECT	SRTS	2016-76-237	\$617.24	\$218,000.00
01/21/22	129192.00	STP/HSIP-25(62)*	Sumner	SR-25	From Kraft Street to Trousdale County Line	CLOSE PROJECT	STBG	2019-89-120	\$51,218.04	\$7,150,000.00
01/21/22	104027.67	STP-9400(70)*	Williamson		Unnamed Tributary to Arrington Creek near SR-96 - Stream Mitigation	AUTHORIZE PE-D	STBG	2019-89-120	\$16,000.00	\$13,900,000.00
01/25/22	128886.00	STP-M-9312(122)	Davidson		Union Street, From 2nd Avenue North to 1st Avenue North; Woodland Street, From 1st Avenue North to South 11th Street; South 5th Street, From Woodland Street to Davidson Street; South 10th Street, From Woodland Street to Sevier Street.	AUTHORIZE PE-N	U-STBG	2018-16-070	\$18,230.00	\$334,125.00
02/01/22	131040.00	ER-STP-M-9309(25)*	Wilson		Various Intersections in the City of Lebanon	AUTHORIZE PE-D	ER	2021-77-113	\$70,000.00	\$117,500.00
02/03/22	127271.00	NH-I-840(13)*	Williamson	I-840	From bridge over Harpeth River to Rutherford County Line	ADJUST CONST	NHPP	2019-89-117	\$810,000.00	\$19,625,000.00
02/03/22	101454.01	R-STP/HPP-NH-397(10)	Williamson	SR-397	(Mack Hatcher Parkway West), From South of SR-96 West of Franklin to East of SR-106 (US-431) North of Franklin	ADJUST ROW & CONST	NHPP	2017-61-035	\$1,600,000.00	\$49,140,000.00
02/03/22	131411.00	STP-M-9319(5)*	Sumner		Portland Pedestrian Connector Project	AUTHORIZE PE-N	U-STBG	2018-56-079	\$96,000.00	\$345,000.00
02/04/22	123422.00	CM-9312(115)	Davidson		Berry Hill ITS Signal Coordination	ADJUST PE-N; ADJUST PE-D; AUTHORIZE CONST	CMAQ	2015-17-217	\$1,643,000.00	\$2,462,590.00

AUTH DATE	PIN #	PROJECT NUMBER	COUNTY	ROUTE	TERMINI	ACTION/PHASE	TYPE	TIP/STIP REFERENCE	FEDERAL FUNDS	TOTAL FUNDS IN TIP
02/08/22	120788.01	HSIP-252(13)*	Williamson	SR-252	at CSXT Underpasses LM 3.59 and LM 5.26 (RSAR)	CLOSE PROJECT	HSIP	2017-89-011	\$2,731.40	\$31,444,056.00
02/08/22	120544.01	HSIP-I-24-1(115)	Rutherford	I-24	Interchange at SR-102(Nissan Drive/Lee Victory Parkway) On and Off Ramps, Exit 70 (RSA)	CLOSE PROJECT	HSIP	2008-84-013	\$3,450.97	\$12,000,000.00
02/11/22	126600.00	HSIP-155(28)	Davidson	SR-155	Ramps at Brick Church Pike (Ramp Queue)	ADJUST CONST	HSIP	2019-89-118	\$174,766.00	\$21,775,000.00
02/11/22	131240.00	STP/HSIP-452(4)*	Rutherford, Wilson	SR-452	From I-840 in Rutherford County to SR-10 in Wilson County	AUTHORIZE CONST	STBG	2019-89-120	\$1,539,920.00	\$21,900,000.00
02/11/22	131240.00	STP/HSIP-452(4)*	Rutherford, Wilson	SR-452	From I-840 in Rutherford County to SR-10 in Wilson County	AUTHORIZE CONST	HSIP	2019-89-118	\$146,812.00	\$21,775,000.00
02/11/22	125912.00	STP-M-9302(19)*	Maury	SR-6	Intersection at SR-99	AUTHORIZE ROW	L-STBG (Columbia)	2017-29-901	\$40,000.00	\$1,313,701.00
02/14/22	129476.00	NH/HSIP-6(146)	Maury	SR-6	From Frye Road to Williamson County Line	AUTHORIZE CONST	HSIP	2019-89-118	\$103,311.00	\$21,775,000.00
02/14/22	129476.00	NH/HSIP-6(146)	Maury	SR-6	From Frye Road to Williamson County Line	AUTHORIZE CONST	NHPP	2019-89-117	\$2,027,712.00	\$99,125,000.00
02/14/22	131232.00	NH/HSIP-96(65)	Williamson	SR-96	From near Boyd Mill Avenue to SR-106 (5th Avenue)	AUTHORIZE CONST	HSIP	2019-89-118	\$43,200.00	\$21,775,000.00
02/14/22	131232.00	NH/HSIP-96(65)	Williamson	SR-96	From near Boyd Mill Avenue to SR-106 (5th Avenue)	AUTHORIZE CONST	NHPP	2019-89-117	\$584,360.00	\$99,125,000.00
02/14/22	131233.00	NH/HSIP-96(66)	Williamson	SR-96	From Main Street to Edward Curd Lane	AUTHORIZE CONST	HSIP	2019-89-118	\$109,908.00	\$21,775,000.00
02/14/22	131233.00	NH/HSIP-96(66)	Williamson	SR-96	From Main Street to Edward Curd Lane	AUTHORIZE CONST	NHPP	2019-89-117	\$968,168.00	\$99,125,000.00
02/14/22	131205.00	NH-I-24-1(137)	Rutherford	I-24	Near Baker Road to east of Medical Center Parkway	ADJUST CONST	NHPP	2019-89-117	\$664,950.00	\$99,125,000.00
02/14/22	131202.00	NH-I-40-3(171)	Davidson	I-40	From near SR-24 to near 46th Avenue	ADJUST CONST	NHPP	2019-89-117	\$541,072.00	\$99,125,000.00
02/14/22	131204.00	NH-I-40-3(174)*	Williamson	I-40	From Dickson County Line to Cheatham County Line	ADJUST CONST	NHPP	2019-89-117	\$405,910.00	\$99,125,000.00
02/14/22	127291.00	STP-266(32)	Wilson	SR-266	From north of Moriah Drive to SR-24	AUTHORIZE CONST	STBG	2019-89-120	\$506,888.00	\$21,900,000.00
02/14/22	131227.00	STP-NH-10(88)	Rutherford	SR-10	From SR-269 to north of Volunteer Road	AUTHORIZE CONST	STBG	2019-89-120	\$1,641,360.00	\$21,900,000.00
02/24/22	129215.00	HSIP-6(136)	Maury	SR-6	From SR-99 to Frye Road	CLOSE PROJECT	HSIP	2017-89-011	\$6,509.04	\$31,444,056.00
02/28/22	128746.00	ER-STP-7(37)*	Maury	SR-7	near LM 25.5 (Slope Stabilization) (February 2019 Flood)	ADJUST PE-D & CONST	STBG	2019-89-120	\$2,139,600.00	\$21,900,000.00
03/02/22	120236.00	HSIP-I-65-2(101)	Davidson	I-65	Interchange at SR-12 (US-41A, Rosa L Parks Boulevard (Northbound and Southbound Off-Ramps) - Ramp Queue Project	CLOSE PROJECT	HSIP	2008-84-013	\$19,532.58	\$5,500,000.00
03/08/22	129890.05	HSIP-R-7500(30)	Rutherford		CSX Transportation Corridor Local Agency Work Rutherford County	AUTHORIZE CONST	HSIP-R	2019-89-118	\$360,456.00	\$6,600,000.00
03/09/22	132160.00	STP-M-9319(6)*	Sumner		Kirby Road, from near Davis Street to near Faultless Drive in Portland; South Russell Street, from Lynnwood Drive to Wheeler Street in Portland	AUTHORIZE PE-N	L-STBG (Portland)	2017-59-904	\$12,800.00	\$550,269.00
03/15/22	132362.00	HIP-C-M-10(91)*	Wilson	SR-10	(US-231), Various Intersections on SR-10 in Lebanon	AUTHORIZE PE-N	U-CRRSAA	2022-711-136	\$25,000.00	\$485,700.00
03/15/22	129897.00	HSIP-10(84)*	Rutherford	SR-10	(US-231), From South of Rock Springs Midland Road to North of Rock Springs Midland Road	ADJUST PE-N; AUTHORIZE PE-D	HSIP	2019-89-118	\$42,300.00	\$21,775,000.00
03/15/22	125470.00	HSIP-24(67)	Wilson	SR-24	From Terrace Hill Road to Adeles Garden Road	ADJUST PE-N; AUTHORIZE PE-D	HSIP	2019-89-118	\$77,400.00	\$21,775,000.00
03/15/22	130952.00	HSIP-45(33)	Davidson	SR-45	(Old Hickory Boulevard), East of Brick Church Pike to near SR-11 (Dickerson Pike)	ADJUST PE-N; AUTHORIZE PE-D	HSIP	2019-89-118	\$54,450.00	\$21,775,000.00
03/15/22	123748.00	SRTS/TAP-4569(10)	Sumner		Rucker Stewart Middle School	ADJUST CONST	TAP	2016-56-236	\$20,763.00	\$228,199.00
03/15/22	131054.00	STP-M-I-840(19)	Rutherford	I-840	at Veterans Parkway Interchange	AUTHORIZE PE-D	M-STBG	2021-44-115	\$19,044.00	\$119,030.00
03/21/22	127985.00	CM-266(30)	Rutherford	SR-266	(Sam Ridley Parkway), Intersection at Old Nashville Highway, LM 1.5 in Smyrna	AUTHORIZE ROW	CMAQ	2018-44-065	\$76,500.00	\$2,702,625.00
03/21/22	127634.00	HSIP-R-3287(10)	Davidson		Andrew Jackson Parkway at Nashville and Eastern R/R, LM 0.06 in Nashville	ADJUST CONST	HSIP	2017-89-011	\$33,156.00	\$31,444,056.00
03/21/22	128150.02	STP-M/TAP-9323(4)	Williamson		Harvey Park Greenway Phase 1	AUTHORIZE PE-D	U-STBG	2018-26-074	\$195,520.00	\$509,000.00
03/29/22	124781.00	NH-11(103)	Davidson	SR-11	(US-31W, North Main Street), From Fannin Drive to Old Stone Bridge Road, including the CSX R/R Overpass Structure	AUTHORIZE PE-D	NHPP	2014-111-051	\$648,000.00	\$2,700,000.00
03/30/22	124686.00	BR-STP-99(60)*	Rutherford	SR-99	(Bradyville Pike), Bridge over Murray Creek, LM 28.66	AUTHORIZE PE-D	STBG	2019-89-120	\$29,600.00	\$21,900,000.00
04/06/22	120959.00	HSIP-25(49)*	Robertson	SR-25	Intersection at SR-49, LM 7.5 - 7.9	ADJUST ROW & CONST	HSIP	2019-89-118	\$630,000.00	\$8,775,000.00
04/06/22	131223.00	HSIP-6(154)	Davidson	SR-6	From north of Old Hickory Boulevard to Sumner County Line	AUTHORIZE CONST	HSIP	2019-89-118	\$39,600.00	\$21,775,000.00
04/06/22	131243.00	HSIP-99(72)	Rutherford	SR-99	From Veterans Parkway to Cason Lane	AUTHORIZE CONST	HSIP	2019-89-118	\$21,711.00	\$21,775,000.00
04/06/22	131241.00	NH-65(25)*	Davidson	SR-65	From south of Gifford Place to Robertson County Line	AUTHORIZE CONST	NHPP	2019-89-117	\$1,041,392.00	\$109,125,000.00
04/07/22	131238.00	NH/HSIP-100(95)*	Williamson	SR-100	From Deer Ridge Road to Fernvale Road	AUTHORIZE CONST	NHPP	2019-89-117	\$1,110,864.00	\$109,125,000.00
04/07/22	131238.00	NH/HSIP-100(95)*	Williamson	SR-100	From Deer Ridge Road to Fernvale Road	AUTHORIZE CONST	HSIP	2019-89-118	\$46,683.00	\$21,775,000.00
04/07/22	129520.00	NH/HSIP-6(149)	Maury	SR-6	From bridge over CSXT Railroad to near Old Williamsport Pike	AUTHORIZE CONST	NHPP	2019-89-117	\$1,743,768.00	\$109,125,000.00
04/07/22	129520.00	NH/HSIP-6(149)	Maury	SR-6	From bridge over CSXT Railroad to near Old Williamsport Pike	AUTHORIZE CONST	HSIP	2019-89-118	\$16,695.00	\$21,775,000.00
04/07/22	131255.00	NH-106(46)	Davidson	SR-106	From near SR-254 (Old Hickory Boulevard) to near Harding Pike	AUTHORIZE CONST	NHPP	2019-89-117	\$972,600.00	\$109,125,000.00

AUTH DATE	PIN #	PROJECT NUMBER	COUNTY	ROUTE	TERMINI	ACTION/PHASE	TYPE	TIP/STIP REFERENCE	FEDERAL FUNDS	TOTAL FUNDS IN TIP
04/07/22	106634.01	NH-109(27)*	Sumner	SR-109PROP	Proposed SR-109 Portland Bypass	ADJUST PE-N	NHPP	2011-51-108	\$1,200,000.00	\$7,700,000.00
04/07/22	124786.00	NH-6(152)	Williamson, Maury	SR-6	(US-31, Columbia Pike), From SR-247 (Duplex Road) in Spring Hill to near Tollgate Boulevard in Thompson's Station	AUTHORIZE PE-N	NHPP	2022-62-130	\$3,920,000.00	\$4,900,000.00
04/07/22	131236.00	NH-96(69)*	Davidson	SR-96	From SR-100 to Williamson County Line	AUTHORIZE CONST	NHPP	2019-89-117	\$421,648.00	\$109,125,000.00
04/07/22	124211.00	NH-I-40-3(167)	Davidson	I-40	From McCrory Lane (Exit 192) to Just West of SR-1/US-70S (Exit 196)	AUTHORIZE PE-N	NHPP	2019-12-106	\$1,680,000.00	\$2,100,000.00
04/07/22	116896.00	NH-I-40-5(146)	Davidson	I-40	Donelson Pike Interchange (Includes Donelson Pike Relocation from Taxiway Bridges over Donelson Pike to I-40)	AUTHORIZE CONST	NHPP	2014-110-044	\$68,664,952.00	\$96,800,000.00
04/07/22	104004.01	STP-99(48)	Rutherford	SR-99	(New Salem Highway), From Cason Lane to I-24 in Murfreesboro	ADJUST CONST	STBG	2017-42-005	\$640,000.00	\$31,800,000.00
04/14/22	130224.00	HSIP-R00S(536)*	Maury		Old Zion Road at Tennessee Southern Railroad, LM 1.46	ADJUST CONST	HSIP-R	2019-89-118	\$9,261.00	\$5,600,000.00
04/14/22	128759.00	HSIP-R-166(22)*	Maury	SR-166	(Enterprise Road) at TSRR, LM 7.43 in Mount Pleasant	ADJUST CONST	HSIP-R	2019-89-118	\$10,290.00	\$5,600,000.00
04/19/22	132535.00	HSIP-1(464)	Davidson	SR-1	(Lafayette Street), From Representative John Lewis Way South to Ash Street	AUTHORIZE PE-N	HSIP	2019-89-118	\$54,000.00	\$21,775,000.00
04/19/22	132565.00	HSIP-1(465)	Davidson	SR-1	(Murfreesboro Road), From Bell Road to near Morris Gentry Boulevard	AUTHORIZE PE-N	HSIP	2019-89-118	\$54,000.00	\$21,775,000.00
04/19/22	132524.00	HSIP-6(155)	Davidson	SR-6	(Gallatin Pike), From Liberty Lane to Northside Drive	AUTHORIZE PE-N	HSIP	2019-89-118	\$54,000.00	\$21,775,000.00
04/19/22	127285.01	NH-11(109)	Robertson	SR-11	From LM 4.30-4.37; LM 6.05-6.19; and LM 6.90-7.04	ADJUST CONST	NHPP	2019-89-117	\$20,945.00	\$99,125,000.00
04/20/22	125508.00	CM-9309(21)*	Wilson		Lebanon Intelligent Transportation System - Phase 1	ADJUST PE-D; AUTHORIZE CONST	CMAQ	2017-77-025	\$2,063,315.00	\$2,697,121.00
04/20/22	132345.00	HIP-C-M-171(36)	Wilson	SR-171	(North Mt Juliet Road), From Old Lebanon Dirt Road to Weston Drive	AUTHORIZE PE-N	U-CRRSAA	2022-76-135	\$65,000.00	\$827,157.00
04/20/22	132672.00	HSIP-I-40-5(154)	Wilson	I-40	Interchange at SR-109 East Bound Ramps	AUTHORIZE PE-N	HSIP	2019-89-118	\$36,000.00	\$21,775,000.00
04/20/22	040597.31	NH-FSP3-FY20(11)	Davidson		Nashville Freeway Service Patrol (Help Trucks) FY 2020-2022	ADJUST PROJECT	NHPP	2019-89-117	\$1,800,000.00	\$30,625,000.00
04/20/22	040597.36	NH-FSP3-FY22(11)	Davidson		Nashville Freeway Service Patrol (Help Trucks) FY 2022-2024	AUTHORIZE PROJECT	NHPP	2019-89-117	\$4,576,000.00	\$99,125,000.00
04/20/22	040588.06	NH-ITS/OCC3-FY22(3)	Davidson		Nashville ITS Control Center - FY 2022-2024 (Operations)	AUTHORIZE PROJECT	NHPP	2019-89-117	\$2,870,163.00	\$99,125,000.00
04/20/22	040566.06	NH-ITS/UPC3-FY22(7)	Davidson		Nashville ITS Control Center - FY 2022-2024 (Utilities, Power and Communications)	AUTHORIZE PROJECT	NHPP	2019-89-117	\$276,000.00	\$99,125,000.00
04/21/22		TN-2017-052-04	Rutherford		New Transit Facility; Murfreesboro Public Transit (Rover)	CONST	FTA 5307	2014-45-020	\$1,789,610.00	\$13,237,013.00
05/02/22	120869.00	SRTS/TAP-7400(11)*	Robertson		Watauga Elementary in Ridgetop	AUTHORIZE CONST	SRTS	2016-37-233	\$74,267.00	\$74,267.00
05/02/22	120869.00	SRTS/TAP-7400(11)*	Robertson		Watauga Elementary in Ridgetop	AUTHORIZE CONST	TAP	2016-37-233	\$52,323.00	\$72,835.00
05/03/22	129457.00	HSIP-11(111)	Williamson	SR-11	(Nolensville Road), From South of Sanford Road to South of Summerlyn Drive	ADJUST PE-N; AUTHORIZE ROW	HSIP	2019-89-118	\$237,929.00	\$21,775,000.00
05/05/22	105766.00	STP/NH-11(43)	Williamson, Davidson	SR-11	South of Burkitt Road to Near SR-254(Old Hickory Boulevard)	ADJUST PE-D	S-STP	2006-004	\$480,001.40	\$1,300,000.00
05/05/22	104027.05	STP-9400(60)*	Williamson		City of Brentwood, Little Harpeth West Branch, Stream Mitigation	CLOSE PROJECT	STBG	2017-89-009	\$64,198.23	\$37,010,268.00
05/10/22	126890.06	HSIP-R-9311(24)	Rutherford		CSX Transportation Corridor Local Agency Work City of Murfreesboro	AUTHORIZE PE-D	HSIP-R	2019-89-118	\$73,200.00	\$6,600,000.00
05/10/22	129890.07	HSIP-R-9315(13)	Rutherford		CSX Transportation Corridor Local Agency Work Town of Smyrna	AUTHORIZE CONST	HSIP-R	2019-89-118	\$35,855.00	\$6,600,000.00
05/11/22	131254.00	NH/HSIP-65(26)*	Davidson	SR-65	From SR-11 (Dickerson Pike) to south of Seymour Hollow Road	AUTHORIZE CONST	NHPP	2019-89-117	\$1,057,552.00	\$109,125,000.00
05/11/22	131254.00	NH/HSIP-65(26)*	Davidson	SR-65	From SR-11 (Dickerson Pike) to south of Seymour Hollow Road	AUTHORIZE CONST	HSIP	2019-89-118	\$71,685.00	\$21,775,000.00
05/11/22	105717.00	NH/STP-M-6(83)	Williamson	SR-6	From South of SR-441(Moores Lane) to SR-253(Concord Road) in Brentwood	ADJUST CONST	NHPP	2006-408	\$2,242,400.00	\$33,835,000.00
05/11/22	040588.05	NH-ITS/OCC3-FY20(3)	Davidson		Nashville ITS Control Center - FY 2020-2022 (Operations)	ADJUST CONST	NHPP	2019-89-117	\$560,000.00	\$60,625,000.00
05/11/22	126660.00	TAP/STP-M-166(20)*	Maury	SR-166	(North Main Street) from Hay Long Avenue to Park Avenue in Mt. Pleasant (Downtown Revitalization Ph 1)	ADJUST PE-D	L-STBG (Mt. Pleasant)	2018-26-082	\$26,118.00	\$216,743.00
05/16/22	121073.00	HSIP-45(28)	Davidson	SR-45	(Old Hickory Blvd), Intersection at SR-265 (Central Pike)	AUTHORIZE CONST	HSIP	2019-89-118	\$266,030.00	\$21,775,000.00
05/24/22	132702.00	HSIP-12(67)*	Davidson	SR-12	Intersection at Old Hickory Boulevard	AUTHORIZE PE-N	HSIP	2019-89-118	\$54,000.00	\$21,775,000.00
05/24/22	132766.00	HSIP-386(25)	Sumner	SR-386	Interchange at Big Station Camp Road (Exit 12) in Gallatin	AUTHORIZE PE-N	HSIP	2019-89-118	\$54,000.00	\$21,775,000.00
05/24/22	129837.00	STP-M-NH-1(418)	Rutherford	SR-1	(Lowry Street), From Jackson Street to Bridge over Harts Branch	AUTHORIZE PE-D	M-STBG	2018-46-072	\$36,000.00	\$50,000.00
05/26/22	123429.00	HSIP-R00S(363)*	Robertson		East Main Street at CSX Railroad, LM 0.22 in Greenbrier	AUTHORIZE CONST	HSIP-R	2019-89-118	\$400,629.00	\$8,100,000.00
05/26/22	129476.00	NH/HSIP-6(146)	Maury	SR-6	From Frye Road to Williamson County Line	ADJUST CONST	HSIP	2019-89-118	\$5,401.00	\$21,775,000.00
05/26/22	129476.00	NH/HSIP-6(146)	Maury	SR-6	From Frye Road to Williamson County Line	ADJUST CONST	NHPP	2019-89-117	\$207,996.00	\$99,125,000.00
05/26/22	131232.00	NH/HSIP-96(65)	Williamson	SR-96	From near Boyd Mill Avenue to SR-106 (5th Avenue)	ADJUST CONST	NHPP	2019-89-117	\$139,148.00	\$99,125,000.00
05/26/22	131233.00	NH/HSIP-96(66)	Williamson	SR-96	From Main Street to Edward Curd Lane	ADJUST CONST	NHPP	2019-89-117	\$184,526.00	\$99,125,000.00
05/26/22	124263.02	NH-I-65-3(131)	Sumner, Robertson	I-65	From near SR-41 (US-31W) to near SR-257 (Bethel Road) Section 2	ADJUST PE-N; AUTHORIZE PE-D	NHPP	2022-52-133	\$940,000.00	\$1,000,000.00
05/26/22	127291.00	STP-266(32)	Wilson	SR-266	From north of Moriah Drive to SR-24	ADJUST CONST	STBG	2019-89-120	\$32,176.00	\$21,900,000.00

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05/26/22	128126.00	STP-M-9322(4)	Wilson		SR-24 (US-70, Lebanon Road), From SR-171 (N. Mt. Juliet Road) to Park Glen Drive; Park Glen Drive, From SR-24 to Cypress Glen Drive	AUTHORIZE ROW	U-STBG	2018-76-068	\$24,528.00	\$105,000.00
05/26/22	131227.00	STP-NH-10(88)	Rutherford	SR-10	From SR-269 to north of Volunteer Road	ADJUST CONST	STBG	2019-89-120	\$94,807.00	\$21,900,000.00
06/06/22	131336.00	HSIP-45(34)	Davidson	SR-45	Intersection at Myatt Drive in Nashville	ADJUST PE-N; AUTHORIZE PE-D	HSIP	2019-89-118	\$18,900.00	\$21,775,000.00
06/07/22	132356.00	HIP-C-M-8300(83)	Sumner		Sidewalks on Hollerman Lane, Stone Creek Drive, Hillside Lane, and Misty Morning Drive	AUTHORIZE PE-N	U-CRRSAA	2022-511-141	\$10,000.00	\$1,158,080.00
06/08/22	128468.00	HSIP-R-4046(10)	Rutherford		Stones River Road at CSX R/R, LM 0.19 in LaVergne	ADJUST CONST	HSIP-R	2019-89-118	\$11,000.00	\$3,000,000.00
06/08/22	129890.05	HSIP-R-7500(30)	Rutherford		CSX Transportation Corridor Local Agency Work Rutherford County	ADJUST CONST	HSIP-R	2019-89-118	\$43,000.00	\$6,600,000.00
06/09/22	132446.00	CM-171(37)	Wilson	SR-171	(North Mount Juliet Road), From Mount Juliet City Hall to SR-24 (US-70, Lebanon Road) (ITS)	AUTHORIZE PE-N	CMAQ	2022-77-153	\$169,500.00	\$169,500.00
06/09/22	132444.00	CM-1952(10)	Wilson		West Division Street, From South Greenhill Road to Mount Juliet Elementary School	AUTHORIZE PE-N	CMAQ	2022-76-155	\$96,000.00	\$1,691,120.00
06/14/22		TN-2020-037-01	Regional		Regional Park & Ride Facility	IMPLEMENTATION	FTA 5307 (CARES)	2021-811-117	\$2,000,000.00	\$14,800,000.00
06/15/22	127269.00	NH-I-840(18)*	Rutherford	I-840	From Williamson County Line to west of I-24	ADJUST CONST	NHPP	2019-89-117	\$270,000.00	\$45,625,000.00
06/22/22	127900.00	CM-NH-109(42)*	Sumner	SR-109	From SR-52 to College Street	ADJUST PE-N; AUTHORIZE PE-D	CMAQ	2018-57-066	\$28,001.00	\$762,662.50
06/22/22	132699.00	CM-NH-9309(26)*	Wilson		Various locations in the city of Lebanon	AUTHORIZE PE-N	CMAQ	2022-77-152	\$40,000.00	\$290,000.00
06/22/22	132615.00	HIP-C-M-1059(18)	Rutherford		Old Nashville Highway, from Enon Springs Road West to Rock Springs Road	AUTHORIZE PE-N	U-CRRSAA	2022-411-137	\$80,000.00	\$1,013,920.00
06/22/22	127695.00	HSIP-R-3371(10)	Rutherford		Washington Street at CSX R/R, LM 1.64 in Smyrna	ADJUST PE-D & CONST	HSIP-R	2019-89-118	\$56,700.00	\$6,600,000.00
06/22/22	124165.02	NH-I-24-1(128)	Davidson	I-24	Interchange at Haywood Lane, Exit 57	AUTHORIZE PE-D	NHPP	2020-14-102	\$81,000.00	\$410,000.00
06/28/22	132323.00	HIP-C-M-10(90)	Rutherford		SR-10 (US-231, Memorial Boulevard), From SR-268 (West Thompson Lane/Compton Road) to SR-1 (NW Broad Street)	AUTHORIZE PE-N	M-CRRSAA (Murfreesboro)	2021-47-128	\$130,000.00	\$130,000.00
06/28/22	116896.00	NH-I-40-5(146)	Davidson	I-40	Donelson Pike Interchange (Includes Donelson Pike Relocation from Taxiway Bridges over Donelson Pike to I-40)	ADJUST ROW	NHPP	2014-110-044	\$2,000,000.00	\$96,800,000.00
06/29/22		TN-2019-024-03	Davidson, Rutherford		Job Access and Reverse Commute Program; GNRC	CAPITALIZATION; OPERATIONS; IMPLEMENTATION	FTA 5307	2011-85-147	\$632,000.00	\$8,553,256.00
07/06/22	124880.00	BR-NH-11(100)	Williamson	SR-11	(Nolensville Road) Bridge over Mill Creek, LM 14.78 in Nolensville	ADJUST PE-N	NHPP	2017-89-010	\$12,000.00	\$79,467,228.00
07/08/22	132730.00	HSIP-REG3(214)	Region 3		ADA Curb Ramp Upgrades on various Routes in District 37	AUTHORIZE CONST	HSIP	2019-89-118	\$686,410.00	\$26,775,000.00
07/18/22		TN-2022-016-00	Davidson		Amin Building Rehab (Nestor & WeGo Central); Nashville MTA	IMPLEMENTATION	FTA 5339	2008-15-049 2014-15-009	\$1,611,322.00	\$10,660,698.00
07/19/22		TN-2022-015-00	Regional		Track Rehabilitation and Maintenance; Regional Transportation Authority	CONST	FTA 5337	2017-85-044	\$2,186,551.00	\$3,133,189.00
07/20/22	123036.00	BRZ-9312(116)	Sumner, Davidson		Old Shiloh Road, Bridge over Mansker Creek, LM 0.01 in Nashville	CLOSE PROJECT	BRR-L	2016-18-234	\$3,945.71	\$981,475.00
07/20/22	132415.00	HIP-C-M-258(14)	Sumner, Robertson	SR-258	(Hirsch Parkway), Intersection at SR-41 (US-31W)	AUTHORIZE PE-N	U-CRRSAA	2022-511-139	\$25,000.00	\$887,770.00
07/20/22	129899.00	HSIP-I-840(16)	Rutherford	I-840	Interchange at Veterans Parkway	AUTHORIZE CONST	HSIP	2019-89-118	\$1,075,491.00	\$26,775,000.00
07/20/22	124255.01	NH-I-40-3(176)*	Davidson, Dickson, Cheatham, Williamson	I-40	From Near I-840 to Near US-70S (Exit 196) (IA)	CONVERT ADV CONST	NHPP	2021-87-126	\$18,580,096.00	\$21,000,000.00
07/20/22	131054.00	STP-M-I-840(19)	Rutherford	I-840	at Veterans Parkway Interchange	AUTHORIZE CONST	M-STBG	2021-44-115	\$426,359.00	\$1,309,300.00
07/28/22	131476.00	ATCM-REG3(206)	Davidson	SR-24	(Charlotte Avenue/Dr. Martin Luther King Jr. Blvd.), From White Bridge Road to 4th Avenue North (ITS)	AUTHORIZE PE-N	ATCMTD	2021-17-114	\$25,214.00	\$165,000.00
07/28/22	132638.00	CM-REG3(213)	Davidson, Sumner		Goodlettsville Traffic Flow Improvements and Traffic Signal Upgrades- Phase IV	AUTHORIZE PE-N	CMAQ	2022-17-149	\$213,000.00	\$213,000.00
07/28/22	132035.00	NH-I-65-3(134)	Sumner	I-65	From SR-41 (US-31W) Exit 98 to Robertson County Line	CONVERT ADV CONST	NHPP	2019-89-117	\$2,890,314.00	\$119,125,000.00
07/28/22	124885.00	STP-171(34)	Wilson	SR-171	(South Mt. Juliet Road), From south of SR-265 (Central Pike) to near Providence Way	AUTHORIZE ROW	STBG	2018-72-057	\$13,442,066.00	\$17,000,000.00
07/29/22	131226.00	NH/HSIP-1(454)*	Rutherford	SR-1	From east of South Rutherford Boulevard to west of Cripple Creek	CONVERT ADV CONST	HSIP	2019-89-118	\$19,314.00	\$26,775,000.00

AUTH DATE	PIN #	PROJECT NUMBER	COUNTY	ROUTE	TERMINI	ACTION/PHASE	TYPE	TIP/STIP REFERENCE	FEDERAL FUNDS	TOTAL FUNDS IN TIP
07/29/22	131226.00	NH/HSIP-1(454)*	Rutherford	SR-1	From east of South Rutherford Boulevard to west of Cripple Creek	CONVERT ADV CONST	NHPP	2019-89-117	\$1,825,911.00	\$119,125,000.00
08/01/22	120327.01	CM-9321(2)	Davidson		Long Hollow Pike, From Main Street to Loretta Drive and Conference Drive, From Long Hollow Pike to Mission Ridge Drive in Goodlettsville	ADJUST CONST	CMAQ	2015-17-218	\$451,590.00	\$1,715,000.00
08/01/22	131442.00	NH/HSIP-11(116)*	Robertson	SR-11	From SR-65 to north of South Garrett Road	CONVERT ADV CONST	HSIP	2019-89-118	\$23,132.00	\$26,775,000.00
08/01/22	131442.00	NH/HSIP-11(116)*	Robertson	SR-11	From SR-65 to north of South Garrett Road	CONVERT ADV CONST	NHPP	2019-89-117	\$945,469.00	\$119,125,000.00
08/01/22	124260.03	NH/STP-I-098-3(28)	Davidson, Rutherford		SMART Corridor (Phase I), I-24, From I-440 (Exit 53) to SR-10 (Exit 81 / US-231); SR-1 from I-24 to SR-10 and various connector routes	ADJUST CONST	NHPP	2018-87-052	\$800,000.00	\$19,450,000.00
08/01/22	123055.00	NH/STP-M-I-24-9(79)	Davidson	I-24	Interchange modification at Hickory Hollow Parkway	ADJUST CONST	U-STBG	2016-14-228	\$2,972,855.00	\$12,300,000.00
08/01/22	131255.00	NH-106(46)	Davidson	SR-106	From near SR-254 (Old Hickory Boulevard) to near Harding Pike	ADJUST CONST	NHPP	2019-89-117	\$251,888.00	\$109,125,000.00
08/01/22	131241.00	NH-65(25)*	Davidson	SR-65	From south of Gifford Place to Robertson County Line	ADJUST CONST	NHPP	2019-89-117	\$201,959.00	\$109,125,000.00
08/01/22	120483.00	STP-M-3944(10)	Sumner		Drakes Creek Road, From Stop Thirty Road to SR-386	ADJUST PE-N & PE-D; AUTHORIZE ROW	U-STBG	99-New-28	\$319,999.00	\$400,000.00
08/01/22	010766.01	STP-M-9307(12)	Sumner		Walton Ferry Road/Old Shackle Island Road, From Nokes Drive to Volunteer Drive in Hendersonville (Section 2)	ADJUST PE-D & ROW	U-STBG	2002-029	\$1,287,222.00	\$3,150,000.00
08/01/22	128489.01	STP-M-9319(7)*	Sumner		Scattersville Road, From College Street to North Harris Road; New Deal-Potts Road, From College Street to SR-52	AUTHORIZE CONST	L-STBG (Portland)	2017-59-904	\$336,276.00	\$550,269.00
08/02/22	131238.00	NH/HSIP-100(95)*	Williamson	SR-100	From Deer Ridge Road to Fernvale Road	ADJUST CONST	HSIP	2019-89-118	\$290.00	\$21,775,000.00
08/02/22	129520.00	NH/HSIP-6(149)	Maury	SR-6	From bridge over CSXT Railroad to near Old Williamsport Pike	ADJUST CONST	NHPP	2019-89-117	\$187,992.00	\$109,125,000.00
08/02/22	129520.00	NH/HSIP-6(149)	Maury	SR-6	From bridge over CSXT Railroad to near Old Williamsport Pike	ADJUST CONST	HSIP	2019-89-118	\$4,155.00	\$21,775,000.00
08/02/22	128091.00	NH-109(40)	Sumner	SR-109	From near Airport Boulevard to SR-6	CONVERT ADV CONST	NHPP	2019-89-117	\$1,133,945.00	\$119,125,000.00
08/02/22	121512.00	TAP/STP/M-99(52)*	Maury	SR-99	From West of Becket Street to High Street in Columbia	ADJUST CONST	TAP	2016-212-227	\$58,066.00	\$2,784,065.00
08/04/22	123429.00	HSIP-R00S(363)*	Robertson		East Main Street at CSX Railroad, LM 0.22 in Greenbrier	ADJUST CONST	HSIP-R	2019-89-118	\$8,800.00	\$8,100,000.00
08/04/22	127617.00	HSIP-R00S(418)*	Robertson		Wilson Street at CSX R/R, LM 0.02 in Greenbrier	ADJUST CONST	HSIP-R	2019-89-118	\$13,000.00	\$4,800,000.00
08/06/22	132444.00	CM-1952(10)	Wilson		West Division Street, From South Greenhill Road to Mount Juliet Elementary School	ADJUST PE-N	CMAQ	2022-76-155	\$58,840.00	\$1,691,120.00
08/06/22	125463.00	HSIP-I-24-1(118)	Rutherford	I-24	Interchange at Medical Center Pkwy	ADJUST PE-D; AUTHORIZE ROW	HSIP	2019-89-118	\$123,914.88	\$26,775,000.00
08/08/22		TN-2019-025-03	Davidson, Robertson, Sumner		Enhanced Mobility of Seniors & Individuals with Disabilities; GNRC	CAPITALIZATION; OPERATIONS; IMPLEMENTATION	FTA 5310	2014-85-025	\$825,452.00	\$4,560,537.00
08/22/22		TN-2022-025-00	Davidson		FTA Formula 5307 for FY 22 Capital Projects; Nashville MTA	IMPLEMENTATION	FTA 5307	2008-15-048, 2008-15-049, 2017-15-042, 2014-15-009, 2011-15-160, 2021-19-125, 2014-15-005	\$6,604,000.00	\$32,937,758.00
08/24/22	125506.00	CM-NH-6(130)	Sumner	SR-6	(US-31E, Nashville Pike), From Lock 4 Road to Green Wave Drive	ADJUST PE-N	CMAQ	2017-56-020	\$4,496.00	\$934,054.00
08/24/22	132356.00	HIP-C-M-8300(83)	Sumner		Sidewalks on Hollerman Lane, Stone Creek Drive, Hillside Lane, and Misty Morning Drive	ADJUST PE-N	U-CRRSAA	2022-511-141	\$27,800.00	\$1,158,080.00
08/24/22	132451.00	HIP-C-M-9312(125)	Davidson		Pedestrian Improvements at Various Locations in Nashville	AUTHORIZE PE-N	U-CRRSAA	2022-16-142	\$20,000.00	\$840,980.00
08/24/22	125470.00	HSIP-24(67)	Wilson	SR-24	From Terrace Hill Road to Adeles Garden Road	AUTHORIZE ROW	PHSIP	2019-89-118	\$867,584.00	\$2,125,000.00
08/24/22	131254.00	NH/HSIP-65(26)*	Davidson	SR-65	From SR-11 (Dickerson Pike) to south of Seymour Hollow Road	ADJUST CONST	NHPP	2019-89-117	\$565,025.00	\$109,125,000.00
08/24/22	131254.00	NH/HSIP-65(26)*	Davidson	SR-65	From SR-11 (Dickerson Pike) to south of Seymour Hollow Road	ADJUST CONST	HSIP	2019-89-118	\$21,067.00	\$21,775,000.00
08/24/22	104027.52	STP-9400(69)*	Williamson		Paige Branch near McCannless Road - Stream Mitigation	AUTHORIZE ROW	STBG	2019-89-120	\$5,342,096.00	\$31,900,000.00
08/24/22	132698.00	STP-M-258(15)	Sumner	SR-258	(New Shackle Island Road), Intersection at Old Drakes Creek Road	AUTHORIZE PE-N	U-STBG	2014-54-052	\$60,000.00	\$75,000.00
08/24/22	129828.00	STP-M-9315(12)	Rutherford		Florence Road, From Wade Herrod Road to Rebel Road in Smyrna	ADJUST PE-N; AUTHORIZE PE-D	M-STBG	2018-46-080	\$70,433.00	\$100,000.00
08/24/22	126630.00	TAP-9305(32)	Williamson		Harlinsdale Farm Multi-Use Path in Franklin	AUTHORIZE CONST	TAP	2018-66-085	\$1,999,999.00	\$2,633,836.00
08/30/22	127609.00	HSIP-R-10(72)*	Wilson	SR-10	(South Cumberland Street) at Nashville and Eastern R/R, LM 13.94	ADJUST PE-N	HSIP	2017-89-011	\$5,000.00	\$21,322,028.00

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08/30/22	133121.00	PHSIP-11(117)*	Williamson	SR-11	(US 31A/41A), Interchange at I-840	AUTHORIZE PE-N	PHSIP	2019-89-118	\$40,000.00	\$525,000.00
08/31/22	115906.00	STP-M-268(4)	Rutherford	SR-268	From SR-1(US 41/70S) to SR-10	ADJUST PE-N	STBG	2011-42-142	\$320,000.00	\$1,500,000.00
08/31/22	132685.00	STP-M-I-65-3(135)*	Robertson	I-65	Interchange at SR-109 (Exit 121)	AUTHORIZE PE-N	U-STBG	2022-54-161	\$46,496.00	\$1,830,000.00
09/01/22	127634.00	HSIP-R-3287(10)	Davidson		Andrew Jackson Parkway at Nashville and Eastern R/R, LM 0.06 in Nashville	CLOSE PROJECT	HSIP	2017-89-011	\$2,727.73	\$31,444,056.00
09/06/22	101462.00	STP-141(12)*	Wilson	SR-141	South of Spring Creek to the Trousdale County Line	CLOSE PROJECT (ROW)	STBG	2008-89-005	\$6,833.35	\$6,400,000.00
09/07/22	125506.00	CM-NH-6(130)	Sumner	SR-6	(US-31E, Nashville Pike), From Lock 4 Road to Green Wave Drive	AUTHORIZE CONST	CMAQ	2017-56-020	\$364,369.00	\$934,054.00
09/07/22	121073.00	HSIP-45(28)	Davidson	SR-45	(Old Hickory Blvd), Intersection at SR-265 (Central Pike)	ADJUST CONST	HSIP	2019-89-118	\$94,513.94	\$21,775,000.00
09/07/22	121073.00	HSIP-45(28)	Davidson	SR-45	(Old Hickory Blvd), Intersection at SR-265 (Central Pike)	ADJUST PE-N, PE-D & ROW	PHSIP	2019-89-118	\$229,305.06	\$525,000.00
09/07/22	107914.00	STP/HIP-M-106(36)	Williamson	SR-106	(Hillsboro Road), Intersection at SR-46 (Old Hillsboro Road)	ADJUST PE-N, PE-D & ROW	U-STBG	2008-64-037	\$1,276.80	\$450,000.00

