Memphis Urban Area Metropolitan Planning Organization (MPO)
Transportation Policy Board (TPB)
Thursday, April 30th, 2015 1:30 PM
UT Health Science Center – Student Alumni Building
800 Madison Avenue - Memphis, Tennessee

Note: Please fill out a comment card and turn into a MPO staff member to be given the opportunity to speak on any of the agenda items. Comment cards must be submitted before the agenda item is brought to the floor. You will be given up to two minutes to provide your comments.

1) Call to Order

2) Approval of February 26, 2015 Minutes ⇐ ACTION

3) Memphis MPO Administrator’s Report
   a. Federal Certification Public Meeting: May 19, 2015 5:30-7:00 pm, Economic and Community Development Building, 1920 South Germantown Road, Germantown 38138
   b. Federal Certification On-Site Meeting with MPO Staff: May 20-21, 2015
   c. MS Local TIP Meeting with FHWA & MDOT – May 7, 2015
   d. TDEC Sustainable Transportation Forum & Awards, Memphis: May 7, 2015 (MPO Bicycle & Pedestrian Plan)
   e. FHWA Bicycle-Pedestrian Count Technology Pilot Program

4) Livability 2040 Regional Transportation Plan (RTP): Existing and Future Conditions, SWOT Analysis, and Recommended Scenario Approach ⇐ PRESENTATION

5) Approval of the Livability 2040 Regional Transportation Plan (RTP) Preferred Scenario ⇐ ACTION

6) Amendment to the FY 2015 Unified Planning Work Program (UPWP) ⇐ ACTION
   Addition of $20,000 from a Federal Highway Administration (FHWA) grant awarded to the Memphis MPO with a $5,000 local match for a total of $25,000 to be programmed for the Bicycle-Pedestrian Count Technology Pilot Program.

7) Roadway Functional Classification changes associated with the Atoka-Brighton-Munford Smoothed Urban Boundary ⇐ ACTION
   TDOT, as the lead planning agency for the Atoka-Munford-Brighton Smoothed Urban Boundary, is requesting two functional class changes. The first is a portion of Rosemark Road extending south from the Shelby County border to the southern border of the Atoka-Brighton-Munford Urbanized Area to be changed from Rural Collector to an Urban Minor Arterial. The second is a portion of US 51 extending south from the Shelby County border to the southern Border of the Atoka-Brighton-Munford Smoothed Urban Boundary to be changed from Rural Principal Arterial to Urban Principal Arterial.
8) FY 2014-17 Transportation Improvement Program (TIP) Project Status Update

9) FY 2014-17 Transportation Improvement Program (TIP) Amendments

**MS State Road Amendments**

*Note: The following one TIP Amendment was associated with an Air Quality Short Conformity Determination Report: Amendment 7 that was submitted to the Interagency Consultation (IAC) Group for a 30-day review ending on April 8, 2015. The IAC has completed the review and concurs with the Air Quality Conformity Determination Report: 7.*

a. **TIP Amendment MS-NHS-2008-02: Star Landing Corridor**
   
   The Mississippi Department of Transportation (MDOT) and DeSoto County are requesting to amend the TIP by adding $2,200,000 in Earmark federal funds and $100,000 in local funds to FY 2015 for PE-D and $4,320,000 in Earmark federal funds and $1,080,000 in local funds to FY 2016 for ROW acquisition to widen Star Landing Road from 2 to 4 lanes divided from Tulane Road to Getwell Road. This project was included in the FY 2011-14 TIP and the PE-D funds were not obligated so the project needs to be added into the FY 2014-17 TIP.

**MS Local Road Amendments**

*Note: The following two TIP Amendments were associated with an Air Quality Short Conformity Determination: Amendment 7 that was submitted to the Interagency Consultation (IAC) Group for a 30-day review ending on April 8, 2015. The IAC has completed the review and concurs with the Air Quality Conformity Determination Report: 7.*

b. **TIP Amendment MS-LSTP-2015-01: Getwell Road**
   
   DeSoto County is requesting to amend the TIP by adding $192,000 in STP-M federal funds and $48,000 in local funds to FY 2016 for PE-D and $240,000 in STP-M federal funds and $60,000 in local funds to FY 2017 for ROW for the widening of Getwell Road from two to four-lanes divided from Star Landing Road to Pleasant Hill Road.

c. **TIP Amendment MS-LSTP-2015-02: Commerce Street Extension**
   
   DeSoto County is requesting to amend the TIP by adding $72,000 in STP-M federal funds and $18,000 in local funds to FY 2016 for PE-D and $512,000 in STP-M federal funds and $128,000 in local funds to FY 2017 for ROW for a new two-lane road from Commerce Street to Jaybird Road with a roadbed for future expansion to four-lane divided.

*Note: The following four TIP Amendments were associated with an Air Quality Exempt Packet that was submitted to the Interagency Consultation (IAC) Group for a 14-day review ending on March 23, 2015. The IAC has completed the review and concurs with the Air Quality Exempt Packet.*

d. **TIP Amendment MS-LSTP-2014-04: Resurfacing Grouping**
   
   DeSoto County, the City of Hernando, and the City of Olive Branch are requesting to amend the TIP by adding $2,017,280 in STP-M federal funds and $504,320 in STP-M local funds to FY 2016 and $2,162,400 in STP-M federal funds and $540,600 in local funds to FY 2017 for a total of ten (10) new resurfacing projects to be added to the Resurfacing Grouping for road resurfacing and other preventative maintenance.

e. **TIP Amendment MS-LSTP-2014-05: Signalization Grouping**
   
   The City of Olive Branch is requesting to amend the TIP by adding $150,000 in STP-M federal funds to FY 2016 and $300,000 in STP-M federal funds to FY 2017 for a total of three (3) new signalization projects to be added to the Signalization Grouping. In addition the City of Hernando has requested to amend the TIP by adding $300,000 in STP-M federal funds to FY 2015 for the Highway 51 and Pleasant Hill Road project that is currently included in the Signalization Grouping.
f. **TIP Amendment MS-LSTP-2015-03: Stateline Road Bridge**
The City of Olive Branch is requesting to amend the TIP by adding $640,000 in STP-M federal funds and $160,000 in local funds to FY 2016 for the replacement of the existing structurally deficient bridge on Stateline Road (east of Highway 178).

g. **TIP Amendment MS-LSTP-2015-04: Stateline Road Pedestrian Project**
The City of Southaven is requesting to amend the TIP by adding $693,368 in STP-M federal funds and $173,342 in local funds to FY 2016 for the installation of sidewalks on both sides of Stateline Road from Highway 51 to Northwest Drive and Northwest Drive and Northwest Drive to the municipal center.

**Transit Amendments**
*Note: The following five TIP Amendments were associated with an Air Quality Exempt Packet that was submitted to the Interagency Consultation (IAC) Group for a 14-day review ending on March 23, 2015. The IAC has completed the review and concurs with the Air Quality Exempt Packet.*

h. **TIP Amendment 5310-2015-01: Enhanced Mobility of Seniors and Individuals with Disabilities Program**
The Memphis Area Transit Authority (MATA) is requesting to amend the TIP by adding $750,000 in Section 5310 federal funds, $375,000 in state funds and $375,000 in local funds to FY 2015 for eligible operating projects under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

i. **TIP Amendment 5310-2015-02: Enhanced Mobility of Seniors and Individuals with Disabilities Program**
The Memphis Area Transit Authority (MATA) is requesting to amend the TIP by adding $1,250,000 in Section 5310 federal funds, $156,250 in state funds and $156,250 in local funds to FY 2015 for eligible capital projects under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

j. **TIP Amendment 5310-2015-03: Enhanced Mobility of Seniors and Individuals with Disabilities Program**
The Memphis Area Transit Authority (MATA) is requesting to amend the TIP by adding $220,000 in Section 5310 federal funds to FY 2015 for Project Administration costs associated with administering projects under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

k. **TIP Amendment 5310-2015-04: Enhanced Mobility of Seniors and Individuals with Disabilities Program**
The Mississippi Department of Transportation (MDOT) is requesting to amend the TIP by adding $137,495 in Section 5310 federal funds and $137,495 in local funds to FY 2015 for eligible operating projects under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

l. **TIP Amendment 5310-2015-05: Enhanced Mobility of Seniors and Individuals with Disabilities Program**
The Mississippi Department of Transportation (MDOT) is requesting to amend the TIP by adding $168,050 in Section 5310 federal funds and $42,013 in local funds to FY 2015 for eligible capital projects under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

10) **US-78/Lamar Avenue Project Funding**  

Due to funding shortages across the state and multiple commitments to projects the Tennessee Department of Transportation (TDOT) is asking for local participation on large scale/regionally significant state projects to proceed with the timeline towards construction. This adjustment will transfer $2,720,000 in federal STP-M funds to the US-78/Lamar Avenue project, TIP #TN-NHPP-2014-02 from the Winchester/Perkins Interchange project, TIP #STP-M-2004-01. The state will provide the 20% match of $680,000 for a total of $3,400,000 added for FY 2016 ROW to the US-78/Lamar Avenue project.

11) **Other Business**
   a. Next Scheduled TPB Meeting: June 25, 2015 1:30pm, Location: UT Health Science Center

12) **Adjourn**
SUMMARY OF MINUTES

Mayor Mark H. Luttrell, Jr. called the meeting to order at 1:35 PM. In addition to Mayor Luttrell, the following voting members were present at the meeting:

- Brian Copeland MDOT
- Tom Haysley Frank McPhail
- Tom Haysley Rep. MS Gov.
- Whitney Choat-Cook
- Rick McClanahan Bartlett
- B. J. Page
- Jared Darby Hernando
- Randy Richardson
- Lee Caldwell Desoto County
- Mayor Richardson
- Steve Hill Arlington
- Mayor Chester Cocke
- John Lancaster MATA
- Harvey W. Matheny
- Mayor Rhea Taylor Fayette County
- Pat Brown
- Jason Allen Horn Lake
- Christopher Pate
- Mayor A C Wharton, Jr. Memphis

The following Interested Individuals were present:

- James Collins Kimley-Horn
- Aury Kangelos TDOT
- Stephen Edwards Memphis
- Bob Rogers SCHD
- Maura Black Sullivan Memphis
- Bob Wenner Wolf River
- Bennett Foster MBRU
- Scarlett Ponder MBRU
- Josue Rodriguez MCIL
- Art Wolff Citizen
- Jim Vazquez SC Housing
- Ian Engstrom SSR
- Gracie Kelker MDEQ
- Keith Head MDEQ
- Tom Needham Shelby County
- Tom Word MLGW
- Ben Ledsinger SSR
- Patrick Neal Pickering
- Steven Sondheim Sierra Club
- Manny Belen Memphis

The following Ex-officio members were present:

- Eddie Brawley W. Memphis MPO

The following MPO Staff members were present:

- Pragati Srivastava
- Sajid Hossain
- Kwasi Agyakwa
- Mitchell Lloyd
- Peter Jenkins
- Kate Horton
- Nicholas Oyler
- Linda Lawrence
- Andrew Ray
- Jonathan Spencer

A quorum was present.
Memphis Urban Area Metropolitan Planning Organization (MPO)
Transportation Policy Board (TPB)
Thursday, February 26th, 2015 1:30 PM
The Community Foundation of Greater Memphis
1900 Union Avenue - Memphis, Tennessee

1) Call to Order @ 1:35 PM

2) Approval of November 20, 2014 Minutes

    Mayor Rhea Taylor moved to approve the November 20, 2014 minutes as presented, Supervisor Lee Caldwell seconded the motion and the motion carried without dissent.

3) Transportation Policy Board Election

   a. Chairman

       Mr. Rick McClanahan nominated Mayor Mark Luttrell for Transportation Policy Board Chairman. Mayor A C Wharton seconded the motion; and the motion carried without dissent.

       Mayor Mark Luttrell thanked the board for the nomination and accepted the position of Chairman.

   b. Vice Chairman

       Mr. Steve Hill nominated Mayor A. Keith McDonald for Transportation Policy Board Vice-Chairman. Mayor A C Wharton seconded the motion; and the motion carried without dissent.

4) Election of Transportation Policy Board Representative for Freight Committee

    Mr. John Lancaster nominated Mayor A C Wharton, as the Transportation Policy Board Representative for the Freight Committee. Supervisor Lee Caldwell seconded the motion; and the motion carried without dissent.

    Mayor A C Wharton thanked the board for the nomination and accepted the position as the Transportation Policy Board Representative for the Freight Committee.

5) Memphis MPO Administrator’s Report

   a) Memphis MPO Online Web Mapping
   b) 2014 Annual Outreach Report
   c) Livability 2040 Regional Transportation Plan Update
   d) MS TIP Projects Application Review Status
   e) MS Local TIP Meeting with FHWA & MDOT – March 3, 2015
   f) FY 2014-17 Transportation Improvement Program (TIP) Project Status Update
g) FY 2017-20 Transportation Improvement Program (TIP) Schedule
h) MDOT 5310 Call for Applications – Deadline March 27, 2015
i) TDOT CMAQ Call for Applications – Deadline April 10, 2015
j) Ms. Pragati Srivastava will be out of office for 2 weeks.

COMMENTS:
Mr. Rick McClanahan asked, with the change to the Ozone standard, would this increase the amount of CMAQ funds available if a larger area is considered as non-attainment. Ms. Pragati Srivastava stated the EPA determination process will take a couple of years to reach the point of qualifying new areas for CMAQ funds and a future increase in CMAQ funds is unknown at this time.

Mr. Steven Sondheim stated that he would like to see the MPO reaching out more neighborhoods and that he would also like to see the Citizen’s Action Committee restored. Mayor Mark Luttrell asked Mr. Sondheim to help spread the word about MPO meetings and events.

6) FY 2016-17 Unified Planning Work Program (UPWP) Major Activities List

Overview by Ms. Pragati Srivastava, MPO Administrator

COMMENTS:
Mayor Luttrell asked for clarification regarding public meetings related to activities on the UPWP Major Activities List. Ms. Pragati Srivastava stated some studies, such as the Coordinated Human Services Transportation Plan, the Regional Transportation Plan and the Freight Plan will have public meetings, but others that are data analyzes or data collection tasks do not have public participation elements.

Mr. Steven Sondheim suggested allowing the general public to introduce themselves at the meetings. Mr. Sondheim proposed the MPO should collect public input before any item is adopted.

7) Atoka-Brighton-Munford Smoothed Urban Boundary
The proposed Atoka-Brighton-Munford Smoothed Urban Boundary falls within Shelby County, which is part of the Memphis MPO planning area. TDOT is requesting the Memphis MPO to acknowledge the recommended changes to the Atoka-Brighton-Munford Smoothed urban boundary. TDOT will continue to be the lead agency for the portion that falls within Shelby County and coordinate its efforts with Memphis MPO.

Overview by Ms. Pragati Srivastava, MPO Administrator

Mr. Steve Hill moved to approve the Atoka-Brighton-Munford Smoothed Urban Boundary as presented; Mr. John Lancaster seconded the motion and the motion carried without dissent.

NO DISCUSSION/COMMENTS
8) **MDOT and Memphis MPO Working Agreement**

Overview by Ms. Pragati Srivastava, MPO Administrator

Mr. B J Page moved to approve the MDOT and Memphis MPO Working Agreement as presented; Supervisor Lee Caldwell seconded the motion and the motion carried without dissent.

**NO DISCUSSION/COMMENTS**

9) **Coordinated Human Services Transportation Plan Update**

Overview by Ms. Pragati Srivastava, MPO Administrator

Mayor A C Wharton moved to approve the Coordinated Human Services Transportation Plan (CHSTP) update as presented; Mr. John Lancaster seconded the motion and the motion carried without dissent.

**COMMENTS:**
Mr. Steven Sondheim asked that the CHSTP be comprehensive in scope and include good public input opportunities. Mr. Sondheim congratulated Shelby Farms and MATA on their efforts of expanded transit services.

10) **Direction 2040 Long Range Transportation Plan (LRTP) Amendment**

Overview by Ms. Pragati Srivastava, MPO Administrator.

Mayor A C Wharton moved to approve the Direction 2040 Long Range Transportation Plan (LRTP) amendment as presented; Mr. Frank McPhail seconded the motion and the motion carried without dissent.

a. **LRTP Amendment 01090009-01090010: Houston Levee Road Widening**
Shelby County is requesting to amend the TIP by changing the project description to widening the segment of Houston Levee Road from Walnut Grove Road to the Wolf River Bridge from two to six lanes to two to four lanes.

11) **FY 2014-17 Transportation Improvement Program (TIP) Amendments**

Overview by Ms. Pragati Srivastava, MPO Administrator

Supervisor Lee Caldwell moved to approve the FY 2014-17 Transportation Improvement Program (TIP) amendments as presented; Mr. B J Page seconded the motion and the motion carried without dissent.
**TN Local Road Amendments**

a. TIP Amendment STP-M-2014-03: Houston Levee Road Widening

Shelby County is requesting to amend the TIP by changing the project description to widening the segment of Houston Levee Road from Walnut Grove Road to the Wolf River Bridge from two to six lanes to two to four lanes.

**MS Local Road Amendments**

b. TIP Amendment MS-LSTP-2014-02: Nail Road Extension

The City of Southaven is requesting to amend the TIP by removing this project from the TIP.

**MS State Road Amendments**

c. TIP Amendment MS-HSIP-2015-01: MS 302 (US-61 to I-55)

The Mississippi Department of Transportation (MDOT) is requesting to amend the TIP by adding $1,350,000 in Highway Safety Improvement Program (HSIP) federal funds and $150,000 in state funds to FY 2016 to complete intersection improvements, access management, and signal upgrades along approximately 8.1 miles of MS 302 from US 61 to I-55.

d. TIP Amendment MS-HSIP-2015-02: MS 302 (I-55 to the Marshall County Line)

The Mississippi Department of Transportation (MDOT) is requesting to amend the TIP by adding $1,800,000 in Highway Safety Improvement Program (HSIP) federal funds and $200,000 in state funds to FY 2016 to conduct an access management study and geometric improvements/equipment upgrades at five (5) signalized intersections along MS 302, including, Southcrest Parkway, Tchulahoma Road, Getwell Road, Craft Road, and Center Hill Road.

**Congestion Mitigation and Air Quality (CMAQ) Amendments**

e. TIP Amendment CMAQ-2015-01: I-40 Corridor/ Shelby Farms Transit Service Improvements

Memphis Area Transit Authority (MATA) is requesting to amend the TIP by adding $290,667 in Congestion Mitigation & Air Quality Program (CMAQ) federal funds and $72,667 in local funds for FY 2015 and $274,667 in CMAQ federal funds and $68,667 in local funds for FY 2016 and FY 2017. MATA will provide transit service on three new routes and to two new park and ride locations under the CMAQ program. The three routes include the I-40 Corridor Circulator, the Route 34 Express and the Shelby Farms Circulator. The two new park and ride lots will serve the Route 53 Express-Greenline and the Route 34 Express-Agricenter.

f. TIP Amendment CMAQ-2015-02: TDOT HELP Truck Program Expansion

The Tennessee Department of Transportation (TDOT) is requesting to amend the TIP by adding $403,809 in Congestion Mitigation & Air Quality (CMAQ) federal funds and $100,952 in state funds for FY 2015 and $369,780 in CMAQ federal funds and $92,445 in state funds for FY 2015, FY 2016, and FY 2017. TDOT will be expanding the existing TDOT Freeway Service Patrol Program by acquiring six new HELP trucks, adding six operators and adding/expanding routes to provide coverage and services during peak hours in the Memphis-Shelby County area.

12) **Other Business**

a. Next Scheduled TPB Meeting: April 30, 2015 1:30pm, Location: UT Health Science Center

**COMMENTS:**

Mr. Art Wolff asked for clarification of a road widening project along Walnut Grove Road and expressed concern about the speed limit along the same corridor. Mr. John Cameron responded that the Walnut Grove Road project is moving forward in conjunction with the Shelby Farms Parkway project. The desire that the City of Memphis heard from the community was to keep Walnut Grove Road as a 4-lane road. As part of the project we will also look at the speed limit and see if any adjustments need to be made.
Mr. Dennis Lynch, representing the Sierra Club, was unable to attend the TPB Meeting, but submitted comments for record. In summary, the Sierra Club would like to insure that all meetings associated with the UPWP Major Activities list are posted on the MPO calendar, open to the public, and that emailed notifications are sent out. The Sierra Club would like to be invited to be a part of the working groups for the RTP, Land Use Plan, Regional Freight Plan, and Travel Times Study. Mr. Lynch requested the MPO to hire an independent consultant not currently involved in any recent MPO projects to review MPO policies. Mr. Lynch requested that a documented CHSTP be placed on the MPO website and that public meetings be held for the review of the draft plan.

13) Adjourn @ 2:05 PM

Mayor Rhea Taylor moved for adjournment; Mr. Steve Hill seconded the motion and the meeting adjourned at 2:05 pm.

NOTE: The meeting minutes are a summary of the meeting. If you would like to review the tape recording of the entire meeting you may do so by scheduling an appointment with Kate Horton, Transportation Planner at (901) 576-7218
Memphis Urban Area MPO: Livability 2040 Regional Transportation Plan
Scenario Performance Assessment

Below is a brief overview of the mobility and livability corridor identification process, key components of each capital investment scenario, and a high-level performance assessment of each scenario using criteria that align with the goals and objectives of the Livability 2040 RTP. At the Engineering and Technical Committee (ETC) meeting on April 9, 2015, the committee approved, Scenario #2 – Expanded Travel Options, for recommendation to the Transportation Policy Board (TPB), as the preferred scenario to guide the development of the 2040 RTP.

Livability 2040 Mobility/Livability Corridor Identification

The Mobility and Livability Corridor Assessment applied both transportation and land use criteria to 17 major non-Interstate highway transportation corridors to characterize each individual corridor as either a Mobility Corridor or a Livability Corridor. This assessment was implemented to provide the MPO a mechanism to tailor transportation investments to the desired function of the roadway, given land use context of the facility. All 17 corridors were evaluated against the following criteria:

- Total Volume
- Trips Passing Through the Region
- Congestion Management Plan (CMP) Route
- Key Truck Route
- Connection to Regional Employment Center
- Connection to City/Town Center
- Key On-Street Connector

Mobility corridors align most directly with criteria that support a regional mobility function (high through traffic volumes, truck routes, connections to regional employment centers); Livability corridors align most directly with criteria that advance livability objectives (lower traffic volumes, connections to city/town centers, and designation as a critical multimodal link).

Scenario Overview

The capital investment scenarios are presented as two distinct options for advancing consideration of the mobility/livability corridor concept within Livability 2040. These scenarios relate to the long term vision of the RTP and will help guide the types of projects that are selected in the subsequent task to create a financially-constrained, prioritized list of projects.

Scenario 1 – “Regional Roadway Connections” Scenario

This scenario focuses on a radial development and investment strategy, recognizing the trend of outward growth that is extending linearly along major transportation corridors, including:

- Upgrading a strategic set of radial corridors with focus on improving roadway level of service for autos and freight;
• Maximizing delay reduction for autos and freight along key radial corridors to improve connections between the regional core and decentralized employment and activity centers; and

• Targeting multimodal investment within employment and activity centers to improve multimodal access for current businesses and increase attractiveness for new businesses and development.

Potential investment areas are highlighted in Figure 1 as an illustrative concept only. Red denotes a mobility focus, with green a livability focus.

**Scenario 2 – “Expanded Travel Options” Scenario**

This scenario moves toward a regional “livability” grid system to improve connections between decentralized employment centers and the regional core, and to each other, focusing on:

• Shifting investment approach from a trend/radial pattern to building out a regional grid system;

• Upgrading (or in some cases downgrading) facility design along key north-south connections to maximize multimodal level of service;

• Providing more connections within the system to disperse traffic along an expanded grid that channels commute/freight traffic to corridors that maximize delay reduction and non-commute travel to corridors that maximize safe, multimodal access to community resources.

Potential investment areas are highlighted in Figure 2 as illustrative concept only. Red denotes a mobility focus, and green a livability focus.

**Performance Assessment**

The performance impacts of each scenario are presented below on a relative scale from “low” to “high” for criteria that align with the RTP’s goals and objectives. The results of this high-level performance assessment will help guide the ETC and TPB in making a decision on the preferred
direction for the Memphis MPO Region. Subsequently, the RTP Team will begin evaluating projects through a more robust performance assessment.

Table 1: Scenario Performance Assessment

<table>
<thead>
<tr>
<th>MAP-21 Goals</th>
<th>Criteria</th>
<th>Scenario One: “Regional Roadway Connections”</th>
<th>Scenario Two: “Expanded Travel Options”</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure Condition</td>
<td>Limits long-term maintenance burden</td>
<td>☐</td>
<td>☀</td>
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<tr>
<td>Safety</td>
<td>Improves multimodal safety</td>
<td>☀</td>
<td>☐</td>
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<tr>
<td>Economic Vitality/Freight Movement</td>
<td>Provides new facility coverage (by mode) – roadway</td>
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<td>☐</td>
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<tr>
<td>Environmental Sustainability</td>
<td>Provides new facility coverage (by mode) – transit</td>
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<tr>
<td>Environmental Sustainability</td>
<td>Provides new facility coverage (by mode) – bicycle/pedestrian</td>
<td>☐</td>
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<tr>
<td>Environmental Sustainability</td>
<td>Limits environmental and social impacts</td>
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<tr>
<td>Environmental Sustainability</td>
<td>Improves access for disadvantaged populations</td>
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<tr>
<td>Environmental Sustainability</td>
<td>Reduces VMT</td>
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<tr>
<td>Environmental Sustainability,</td>
<td>Provides additional complete streets</td>
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<tr>
<td>Economic Vitality/Freight Movement</td>
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<tr>
<td>Congestion Reduction/System Reliability; Economic Vitality/Freight Movement</td>
<td>Reduces congestion and delay for autos and trucks</td>
<td>☐</td>
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</tbody>
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☐: High ☐: Medium ☐: Low
Unified Planning Work Program
Fiscal Year 2015

for the Memphis Urban Area Metropolitan Planning Organization

[El Programa de Trabajo que Planea Unificado para MPO de Memphis]
1. The MPO will continue to work with consultants to update the Memphis MPO Travel Demand Model. Work tasks will include incorporating land use model results into the Travel Demand Model and updated data which will include new TAZ boundaries, survey data, and updated demographics.

2. The MPO will continue to collect, update and maintain GIS database for the MPO region. The MPO will continue to evaluate its GIS database for more effective regional analysis and communication with the public and stakeholders.

3. TDOT and MDOT will continue to collect traffic count data. Conduct special traffic counts as needed for planning and design projects. Maintain accident file and furnish high hazard listings and other safety data as required. Travel time studies will be conducted if needed for special studies. TDOT collects at three permanent and 932 annual cycle count stations plus 227 counts on interstate ramps. MDOT plans to collect 6,157 counts in 2014 and 3,896 counts in 2015.

4. MPO will continue to monitor the Community Viz Model by updating its database at a regular basis. The Community Viz model and database, which are used to project growth in the region and provide inputs to the MPO’s Travel Demand Model, include considerations for population and household projections, land use patterns, employment centers and job growth.

5. MATA will maintain the Google Transit Map.

6. MATA will prepare annual transit ridership statistics for publication in the National Transit Database. This will involve collecting, editing, assembling and reviewing transit ridership data by day, type, trip time, and transit stops.

7. MATA will update and maintain local transit infrastructure data such as route, schedule and stop information for use in GIS databases and integration into Advanced Public Transportation Systems (APTS) for use with automatic vehicle location technology (AVL), stop annunciators, advanced fare collection devices, and next transit vehicle message boards. Data will be compiled in a format that can be utilized in other applications such as printed route and schedule maps and timetable as well as other marketing and public information materials.

8. The MPO will continue to conduct safety-related and other research using sources such as the TRIMS database for planning purposes and data requests from member jurisdictions and partner agencies.

9. The MPO will coordinate with TDOT to provide data and information to support the development of the Tennessee Statewide Long Range Transportation Plan.

10. The MPO will work with consultants to update its land use scenario model. The update will involve a review of inputs, formulas, suitability factors and planning assumptions used to project future land use within the region. The results will be used to updated the travel demand model.

11. The MPO received $20,000 award under the FHWA Bicycle-Pedestrian Count Technology Pilot Program. MPO will purchase portable automatic counters for collecting bicycle & pedestrian counts at various locations within MPO region and prepare a short summary report by December 2015.
DATA COLLECTION TASKS FOR FY 2015

1. The MPO will continue to work with consultants to update the Memphis MPO Travel Demand Model. Work tasks will include incorporating land use model results into the Travel Demand Model and updated data which will include new TAZ boundaries, survey data, and updated demographics.

2. The MPO will continue to collect, update and maintain GIS database for the MPO region. The MPO will continue to evaluate its GIS database for more effective regional analysis and communication with the public and stakeholders.

3. TDOT and MDOT will continue to collect traffic count data. Conduct special traffic counts as needed for planning and design projects. Maintain accident file and furnish high hazard listings and other safety data as required. Travel time studies will be conducted if needed for special studies. TDOT collects at three permanent and 932 annual cycle count stations plus 227 counts on interstate ramps. MDOT plans to collect 6,157 counts in 2014 and 3,896 counts in 2015.

4. MPO will continue to monitor the Community Viz Model by updating its database at a regular basis. The Community Viz model and database, which are used to project growth in the region and provide inputs to the MPO’s Travel Demand Model, include considerations for population and household projections, land use patterns, employment centers and job growth.

5. MATA will maintain the Google Transit Map.

6. MATA will prepare annual transit ridership statistics for publication in the National Transit Database. This will involve collecting, editing, assembling and reviewing transit ridership data by day, type, trip time, and transit stops.

7. MATA will update and maintain local transit infrastructure data such as route, schedule and stop information for use in GIS databases and integration into Advanced Public Transportation Systems (APTS) for use with automatic vehicle location technology (AVL), stop annunciators, advanced fare collection devices, and next transit vehicle message boards. Data will be compiled in a format that can be utilized in other applications such as printed route and schedule maps and timetable as well as other marketing and public information materials.

8. The MPO will continue to conduct safety-related and other research using sources such as the TRIMS database for planning purposes and data requests from member jurisdictions and partner agencies.

9. The MPO will coordinate with TDOT to provide data and information to support the development of the Tennessee Statewide Long Range Transportation Plan.

10. The MPO will work with consultants to update its land use scenario model. The update will involve a review of inputs, formulas, suitability factors and planning assumptions used to project future land use within the region. The results will be used to updated the travel demand model.
### TASK B. END PRODUCTS AND WORK SCHEDULE

**FY 2015**

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* The City of Memphis-Shelby County provides the 20% local match for the TN portion of PL allocation (Sec. 112) and FHWA Grant for Bike & Pedestrian Count Technology Pilot Program. Desoto County provides the 20% local match for the MS portion of PL allocation (Sec. 112).

* The City of Memphis provides the 10% local match for MATA planning tasks under the TN 5303 funding program.
### FY 2015

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* The City of Memphis provides the 10% local match for MATA planning tasks under the TN 5303 funding program.
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<td>$44,344</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sec 5303 MS</td>
<td>$53,599</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$53,599</td>
<td>$107,198</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sec 5303 MDOT Match</td>
<td>$13,400</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$13,400</td>
<td>$26,800</td>
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</tr>
<tr>
<td>Subtotal</td>
<td>$93,440</td>
<td>$25,000</td>
<td>$191,999</td>
<td>$191,999</td>
<td>$266,999</td>
<td>$577,438</td>
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</tr>
<tr>
<td><strong>TASK TOTAL</strong></td>
<td>$659,690</td>
<td>$560,641</td>
<td>$233,000</td>
<td>$1,727,088</td>
<td>$119,500</td>
<td>$343,000</td>
<td>$458,999</td>
<td>$1,532,691</td>
<td>$5,634,609</td>
</tr>
</tbody>
</table>
### FY 2015 FUNDING BY AGENCY

<table>
<thead>
<tr>
<th>Task</th>
<th>Description</th>
<th>MPO</th>
<th>TDOT</th>
<th>MDOT</th>
<th>MATA</th>
<th>TASK TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Administration</td>
<td>Federal: $499,952</td>
<td>State: $8,344</td>
<td>Local: $116,644</td>
<td>Subtotal: $646,940</td>
<td>Subtotal: $659,690</td>
</tr>
<tr>
<td>B</td>
<td>Data Surveillance</td>
<td>Federal: $482,000</td>
<td>State: $188,000</td>
<td>Local: $208,000</td>
<td>Subtotal: $878,000</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>Short Range Planning</td>
<td>Federal: $106,400</td>
<td>State: $26,600</td>
<td>Local: $26,600</td>
<td>Subtotal: $159,600</td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>Air Quality Participation</td>
<td>Federal: $95,600</td>
<td>State: $25,900</td>
<td>Local: $25,900</td>
<td>Subtotal: $167,400</td>
<td></td>
</tr>
<tr>
<td>F</td>
<td>Public Participation</td>
<td>Federal: $122,615</td>
<td>State: $25,900</td>
<td>Local: $25,900</td>
<td>Subtotal: $210,415</td>
<td></td>
</tr>
<tr>
<td>H</td>
<td>Planning Contingency</td>
<td>Federal: $1,007,282</td>
<td>State: $25,900</td>
<td>Local: $25,900</td>
<td>Subtotal: $1,259,462</td>
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</tr>
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</table>

Amended 4/30/2015
## FY 2015 FUNDING BY AGENCY

### MPO

<table>
<thead>
<tr>
<th>TASK</th>
<th>Administration</th>
<th>Data Surveillance</th>
<th>Short Range Planning</th>
<th>Long Range Planning</th>
<th>Air Quality Participation</th>
<th>Planning Contingency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>$499,952</td>
<td>$106,400</td>
<td>$116,644</td>
<td>$124,940</td>
<td>$16,513</td>
<td>$19,800</td>
</tr>
<tr>
<td>State</td>
<td>$83,344</td>
<td>$103,000</td>
<td>$115,644</td>
<td>$133,644</td>
<td>$12,513</td>
<td>$9,800</td>
</tr>
<tr>
<td>Local</td>
<td>$24,830</td>
<td>$50,000</td>
<td>$42,644</td>
<td>$47,940</td>
<td>$4,013</td>
<td>$3,800</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$67,706</td>
<td>$287,158</td>
<td>$294,928</td>
<td>$283,079</td>
<td>$23,539</td>
<td>$27,000</td>
</tr>
</tbody>
</table>

| TDOT | Federal | $124,940 | $19,800 | $24,750 | $38,013 | $19,800 |
| State | $8,000 | $1,000 | $1,000 | $2,500 | $1,000 |
| Local | $10,000 | $2,500 | $2,500 | $2,500 | $100,000 |
| Subtotal | $173,940 | $23,000 | $28,000 | $70,000 | $119,043 |

| MDOT | Federal | $80,000 | $80,000 | $80,000 | $80,000 | $80,000 |
| State | $2,000 | $2,000 | $2,000 | $2,000 | $2,000 |
| Local | $1,000 | $1,000 | $1,000 | $1,000 | $1,000 |
| Subtotal | $83,000 | $83,000 | $83,000 | $83,000 | $83,000 |

| MATA | Federal | $7,500 | $7,500 | $7,500 | $7,500 |
| State | $1,750 | $1,750 | $1,750 | $1,750 |
| Local | $1,000 | $1,000 | $1,000 | $1,000 |
| Subtotal | $10,250 | $10,250 | $10,250 | $10,250 |

**TASK TOTAL**

| MPO | $659,690 | $287,158 | $294,928 | $283,079 | $23,539 | $27,000 |
| TDOT | $173,940 | $23,000 | $28,000 | $70,000 | $119,043 |
| MDOT | $83,000 | $83,000 | $83,000 | $83,000 | $83,000 |
| MATA | $10,250 | $10,250 | $10,250 | $10,250 |

**TASK TOTAL**

| MPO | $659,690 | $287,158 | $294,928 | $283,079 | $23,539 | $27,000 |
| TDOT | $173,940 | $23,000 | $28,000 | $70,000 | $119,043 |
| MDOT | $83,000 | $83,000 | $83,000 | $83,000 | $83,000 |
| MATA | $10,250 | $10,250 | $10,250 | $10,250 |

**TOTAL**

| $5,634,609 | $1,532,691 | $1,532,691 | $1,532,691 | $1,532,691 | $1,532,691 | $1,532,691 |

Adjusted 12/9/2014
Rosemark Road extending south from the Shelby County border to the southern border of the Atoka UA

Current Functional Class: Rural Collector
Requested Class: Urban Minor Arterial
2013 AADT: 6255
Length: ~2465 Feet
US 51 extending south from the Shelby County border to the southern border of the Atoka UA

Current Functional Class: Rural Principal Arterial
Requested Class: Urban Principal Arterial
2013 AADT: 29021
Length: ~100 Feet
<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>TN</td>
<td>$182,818,378</td>
<td>$38,339,239</td>
<td>20.97%</td>
<td>96</td>
<td>57</td>
<td>59.38%</td>
</tr>
<tr>
<td>MS</td>
<td>$15,009,941</td>
<td>$11,645,817</td>
<td>77.59%</td>
<td>14</td>
<td>5</td>
<td>35.71%</td>
</tr>
</tbody>
</table>

**FY 2014 & FY 2015 Road Projects**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>TN</td>
<td>$103,762,728</td>
<td>$17,484,076</td>
<td>16.85%</td>
<td>40</td>
<td>20</td>
<td>50.00%</td>
</tr>
<tr>
<td>MS</td>
<td>$11,556,611</td>
<td>$10,353,637</td>
<td>89.59%</td>
<td>5</td>
<td>3</td>
<td>60.00%</td>
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</table>

**FY 2014 & FY 2015 Resurfacing Grouping**

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>TN</td>
<td>$23,349,128</td>
<td>$2,239,368</td>
<td>9.59%</td>
<td>10</td>
<td>9</td>
<td>90.00%</td>
</tr>
<tr>
<td>MS</td>
<td>$1,803,330</td>
<td>$1,292,180</td>
<td>71.66%</td>
<td>3</td>
<td>2</td>
<td>66.67%</td>
</tr>
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</table>

**FY 2014 & FY 2015 TAP Grouping**

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>TN</td>
<td>$2,312,609</td>
<td>$327,705</td>
<td>14.17%</td>
<td>10</td>
<td>8</td>
<td>80.00%</td>
</tr>
<tr>
<td>MS</td>
<td>$325,000</td>
<td>-</td>
<td>0.00%</td>
<td>2</td>
<td>0</td>
<td>0.00%</td>
</tr>
</tbody>
</table>

**FY 2014 & FY 2015 Signalization Grouping**

<table>
<thead>
<tr>
<th></th>
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<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>TN</td>
<td>$11,842,750</td>
<td>$190,000</td>
<td>1.60%</td>
<td>5</td>
<td>4</td>
<td>80.00%</td>
</tr>
<tr>
<td>MS</td>
<td>$1,325,000</td>
<td>-</td>
<td>0.00%</td>
<td>4</td>
<td>0</td>
<td>0.00%</td>
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</table>

**FY 2014 & FY 2015 Bike and Ped Grouping**

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>TN</td>
<td>$11,148,234</td>
<td>$854,740</td>
<td>7.67%</td>
<td>16</td>
<td>6</td>
<td>37.50%</td>
</tr>
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</table>

**FY 2014 & FY 2015 Bridge Grouping**

<table>
<thead>
<tr>
<th></th>
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<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>TN</td>
<td>$9,151,600</td>
<td>$1,281,184</td>
<td>14.00%</td>
<td>10</td>
<td>6</td>
<td>60.00%</td>
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</table>

**FY 2014 & FY 2015 CMAQ**

<table>
<thead>
<tr>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>TN</td>
<td>$20,631,327</td>
<td>$15,758,000</td>
<td>76.38%</td>
<td>3</td>
<td>2</td>
<td>66.67%</td>
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</table>

**FY 2014 & FY 2015 SRTS Grouping**

<table>
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<tr>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>TN</td>
<td>$224,125</td>
<td>$204,166</td>
<td>91.09%</td>
<td>2</td>
<td>2</td>
<td>100.00%</td>
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</tbody>
</table>
### Memphis MPO FY 2014-17 TIP: TN Local Projects - Road

<table>
<thead>
<tr>
<th>Lead Agency</th>
<th>Project Name</th>
<th>PIN #</th>
<th>Allocated Federal Funds</th>
<th>Federal Amount Obligated FY 2014</th>
<th>Federal Amount Obligated FY 2015</th>
<th>Anticipated Date of Request/Obligation Date</th>
<th>Update from Lead Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arlington</td>
<td>Airline Rd Improvement, Hall Creek Bridge</td>
<td>113659.00</td>
<td>PE-D $12,400,000</td>
<td>$16,000</td>
<td>September 2014</td>
<td>August 2015</td>
<td>City has notified (FY 2014) of any changes in the project plan.</td>
</tr>
<tr>
<td>Arlington</td>
<td>Bike and Pedestrian Connector</td>
<td>116133.00</td>
<td>CONST $777,491</td>
<td></td>
<td>June 2015</td>
<td></td>
<td>up to date</td>
</tr>
<tr>
<td>Arlington</td>
<td>Hwy 70 at Jeffery Rd Improvements</td>
<td>123444.00</td>
<td>PE-D $69,600</td>
<td></td>
<td></td>
<td></td>
<td>up to date</td>
</tr>
<tr>
<td>Arlington</td>
<td>Airline Rd North Widening</td>
<td>110962</td>
<td>PE-D $42,200</td>
<td>$60,000</td>
<td>August 22, 2013</td>
<td></td>
<td>up to date</td>
</tr>
<tr>
<td>Arlington</td>
<td>Donelson Farms Parkway</td>
<td>118402</td>
<td>PE-D $132,800</td>
<td></td>
<td></td>
<td>$165,000 November 24, 2014</td>
<td>Final Design Phase ongoing</td>
</tr>
<tr>
<td>Bartlett</td>
<td>Old Brownsville Rd</td>
<td>010819</td>
<td>ROW $2,400,000</td>
<td>$2,370,304</td>
<td></td>
<td>October 22, 2014</td>
<td>up to date</td>
</tr>
<tr>
<td>Collierville</td>
<td>Sylphale Rd Widening</td>
<td>109166.00</td>
<td>CONST $6,960,000</td>
<td>$6,960,000</td>
<td>October 31, 2013</td>
<td></td>
<td>up to date</td>
</tr>
<tr>
<td>Collierville</td>
<td>SR-57 Widening</td>
<td>118697.00</td>
<td>PE-D $400,000</td>
<td>$500,000</td>
<td></td>
<td></td>
<td>up to date</td>
</tr>
<tr>
<td>Germantown</td>
<td>Germantown Center Connect - Phase I</td>
<td>114986.01</td>
<td>CONST $756,846</td>
<td></td>
<td></td>
<td>FY 2015 or 2016</td>
<td>Preliminary design is complete - construction plans were submitted March 2015 to TDOT for review.</td>
</tr>
<tr>
<td>Germantown</td>
<td>Germantown Rd Realignment</td>
<td>119766.00</td>
<td>PE-N $40,000</td>
<td>$40,000</td>
<td></td>
<td>FY 2015</td>
<td>PE-NEPA Phase underway. RFP to be released.</td>
</tr>
<tr>
<td>Germantown</td>
<td>Germantown Rd/Wolf River Blvd Interactions</td>
<td>119768.00</td>
<td>PE-D $40,000</td>
<td></td>
<td></td>
<td></td>
<td>PE-N/PE-D underway. Borrowing $200,000 from the Federal Highway Bridge Program.</td>
</tr>
<tr>
<td>Germantown</td>
<td>Gateway Median Germantown Rd</td>
<td>106526.17</td>
<td>CONST $72,022</td>
<td></td>
<td></td>
<td></td>
<td>City has decided NOT to move forward with this project. TDOT has been made aware.</td>
</tr>
<tr>
<td>Lakeland</td>
<td>New Canada Road</td>
<td>107036</td>
<td>UTILITIES $800,000</td>
<td></td>
<td>FY 2016</td>
<td></td>
<td>City is in ROW Acquisition Phase.</td>
</tr>
<tr>
<td>Memphis</td>
<td>Poplar/Stewart Interchange</td>
<td>112506</td>
<td>CONST $2,865,000</td>
<td>$1,448,000</td>
<td>March 21, 2014</td>
<td></td>
<td>bids closed and construction starting soon.</td>
</tr>
<tr>
<td>Memphis</td>
<td>North Second St.</td>
<td>101988</td>
<td>ROW $2,951,766</td>
<td>$3,430,838</td>
<td>FY 2015</td>
<td></td>
<td>Waiting on RCD from FHWA.</td>
</tr>
<tr>
<td>Memphis</td>
<td>Walnut Grove Rd Middle</td>
<td>010775</td>
<td>PE-D $400,000</td>
<td>$500,000</td>
<td></td>
<td></td>
<td>On Schedule</td>
</tr>
<tr>
<td>Memphis</td>
<td>Walnut Grove Rd East</td>
<td>010820</td>
<td>ROW $4,284,000</td>
<td></td>
<td>FY 2015</td>
<td></td>
<td>Design going through approval. ROWV</td>
</tr>
<tr>
<td>Memphis</td>
<td>Forest Hill Drive</td>
<td>103378</td>
<td>ROW $1,873,000</td>
<td></td>
<td></td>
<td></td>
<td>On Schedule</td>
</tr>
<tr>
<td>Memphis</td>
<td>Holmes Rd - West</td>
<td>107040</td>
<td>CONST $10,397,280</td>
<td></td>
<td></td>
<td></td>
<td>On Schedule</td>
</tr>
<tr>
<td>Memphis</td>
<td>Winchester/Parkins Interchange</td>
<td>107250</td>
<td>CONST $9,600,000</td>
<td></td>
<td></td>
<td>On Schedule, TIP Amendment (shift in funds) at April 2015 Meeting.</td>
<td></td>
</tr>
<tr>
<td>Memphis</td>
<td>Plough Blvd</td>
<td>108191</td>
<td>PE-N/PE-D $3,174,414</td>
<td>$2,496,720</td>
<td>FY 2015</td>
<td></td>
<td>PE-N/PE-D/ROW/CONS</td>
</tr>
<tr>
<td>Memphis</td>
<td>Holmes Rd - East</td>
<td>108701</td>
<td>CONST $5,034,000</td>
<td></td>
<td></td>
<td></td>
<td>On Schedule</td>
</tr>
<tr>
<td>Memphis</td>
<td>Kirby/Whitten Parkway (Shelby Farms)</td>
<td>109812</td>
<td>ROW $5,990,000</td>
<td></td>
<td>FY 2015</td>
<td></td>
<td>Waiting on RCD from FHWA.</td>
</tr>
<tr>
<td>Memphis</td>
<td>U of M Railroad Pedestrian Project</td>
<td>109607.01</td>
<td>PE/CONST $1,000,000</td>
<td></td>
<td></td>
<td></td>
<td>Awaiting information from lead agency, University of Memphis.</td>
</tr>
<tr>
<td>Memphis</td>
<td>Walker Avenue Streetscape - Phase I</td>
<td>114979.01</td>
<td>CONST $526,406</td>
<td>$463,001</td>
<td>January 12, 2015</td>
<td></td>
<td>Project obligated in January 2015.</td>
</tr>
<tr>
<td>Project Description</td>
<td>Category</td>
<td>Total FY 2014</td>
<td>FY 2015</td>
<td>Notes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------------------------------------------------</td>
<td>----------</td>
<td>---------------</td>
<td>---------</td>
<td>----------------------------------------------------------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Memphis Highway 61 - Blues Trail</td>
<td>CONST</td>
<td>$285,944</td>
<td></td>
<td>FY 2015 Renegotiating scopes with TDOT.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Memphis Wolf River Greenway - Phase IV</td>
<td>CONST</td>
<td>$996,523</td>
<td></td>
<td>FY 2015 Currently waiting on a Phase 1 ESA report related to property acquisition. City of Memphis Parks Services managing project.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Memphis Water Avenue Streetscape - Phase II</td>
<td>CONST</td>
<td></td>
<td>$468,824</td>
<td>FY 2015</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Memphis Beale St Landing Water Taxi and Dock</td>
<td>PE-D</td>
<td>$86,000</td>
<td></td>
<td>FY 2015 River Front Development Corporation is in the process of executing the grant agreement with TDOT.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Memphis Biomedical Planning District</td>
<td>CONST</td>
<td>$3,653,116</td>
<td></td>
<td>FY 2015</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Memphis Mainstreet to Mainstreet Multimodal Connector</td>
<td>PE-D</td>
<td>$16,000</td>
<td></td>
<td>FY 2015 On Schedule</td>
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<td></td>
</tr>
<tr>
<td>Memphis Cobblestone Landing Railroad Pedestrian Improvements</td>
<td>PE-D</td>
<td>$30,000</td>
<td>$1,000,000</td>
<td>FY 2015 On Schedule</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Millington Church Street at Navy Rd Intersection</td>
<td>PE-D/RW/CONST</td>
<td>$163,000</td>
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<td>Shelby County Shelby Farms Bicycle, Pedestrian, &amp; Equeine Trails</td>
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<td>$1,640,675</td>
<td>$1,200,000</td>
<td>September 2013 Project is under construction. Construction set to be completed by August 31, 2015.</td>
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$83,876,234 $28,883,404 $13,751,838 $39,524,936 $11,236,675 $6,347,401
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<td>Construction will probably occur in 2015; so the 1,000,000 will be encumbered in 2015. The one property Bartlett had to acquire has been negotiated and closing should happen within the next month. Bartlett can then submit for ROW approval and receive notice to proceed to final design. That work is about 85% complete.</td>
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<td>PE-D will likely conclude in Summer 2015. CONST anticipated obligation FY 2016.</td>
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<td>FY 2015 and FY 2016 Project will most likely move forward after the I-40/Canada Road Interchange is complete as this is the primary alternate route during construction.</td>
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TPB Page 27
### FY 2014-2017 TIP: TN Local Projects - Groupings

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<th>PIN #</th>
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<th>Federal Amount Obligated FY 2014</th>
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<th>Anticipated Date of Request/Last Obligation Date</th>
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<td>Bartlett is in ROW phase. Offers have been made on all properties and accepted. They have closed on one property and the other one will close within the month. Once that occurs Bartlett will be seeking Notice to Proceed to Final Design and Bid. (June 2015 Anticipated Obligation)</td>
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**Total Federal Amount Obligated:** $11,842,750

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<td>Germantown</td>
<td>Wolf River Blvd/III and Cheyney</td>
<td>119745</td>
<td>Phase</td>
<td>2014</td>
<td>2015</td>
<td></td>
<td></td>
<td>$1,120,000</td>
<td>$120,000</td>
<td>September 19, 2014 Remaining Funds Obligated in FY 2015. Anticipate construction bids in May of 2015. Project originally was intended to be mill/overlay of WBR from Citizen Road to Hinbrough (west end) AND from Farmington to east City Limits (east end). However, the west end of project has turned into a complete reconstruction project. Therefore, project funds will only be sufficient for West end of project (Citizen Road to Hinbrough).</td>
</tr>
</tbody>
</table>

**Update from Lead Agency:**

- TIDOT has issued an NTP for the environmental phase. Collierville has selected and issued a NTP for the design/CEI consultant.

**Total Obligated:**

<table>
<thead>
<tr>
<th></th>
<th>FY 2014</th>
<th>FY 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Memphis Hickory Hill (carry over)</td>
<td>$1,805,441</td>
<td>$45,280</td>
</tr>
<tr>
<td>Memphis Riverdale</td>
<td>$2,285,516</td>
<td>$12,000</td>
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<tr>
<td>Memphis North Persimmon</td>
<td>$1,705,473</td>
<td>$12,000</td>
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<tr>
<td>Memphis Riverdale</td>
<td>$284,351</td>
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<tr>
<td>Memphis Knight Arnold</td>
<td>$704,328</td>
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<tr>
<td>Collierville Winchester Road Phase 2</td>
<td>$740,840</td>
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<tr>
<td>Collierville Bailey Station</td>
<td>$263,440</td>
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<td>Collierville Bray Station</td>
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<td>Memphis Airways</td>
<td>$2,375,022</td>
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<tr>
<td>Memphis Mendenhall</td>
<td>$1,486,513</td>
<td>$95,600</td>
</tr>
<tr>
<td>Memphis Gatwell</td>
<td>$1,277,795</td>
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</tr>
<tr>
<td>Millington Raleigh Millington Road: Ann to Sills</td>
<td>$960,000</td>
<td>$12,000</td>
</tr>
<tr>
<td>Bartlett Kiny Whitmers: City limits to St. Elmo</td>
<td>$1,780,000</td>
<td>$1,752,000</td>
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<tr>
<td>Shelby County Mecon Road West Resurfacing</td>
<td>$300,000</td>
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<tr>
<td>Shelby County Raleigh Legrange Road</td>
<td>$197,500</td>
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<tr>
<td>Shelby County Mecon Road East Resurfacing</td>
<td>$225,000</td>
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<tr>
<td>Germantown Wolf River Blvd/III and Cheyney</td>
<td>$1,120,000</td>
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**Total Obligated:**

$23,349,128
### FY 2014-2017 TIP: TN Local Projects - Groupings

<table>
<thead>
<tr>
<th>Lead Agency</th>
<th>Project Name</th>
<th>PIN #</th>
<th>Allocated Federal Funds</th>
<th>FY 2014 Obligated Phase</th>
<th>FY 2015 Obligated Phase</th>
<th>FY 2016 Obligated Phase</th>
<th>FY 2017 Obligated Phase</th>
<th>Anticipated Date of Request/Last Obligation Date</th>
<th>Update from Lead Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge Grouping</td>
<td>Bartlett Buckhead Creek (Carry Over)</td>
<td>CONST</td>
<td>$472,000</td>
<td>$48,000</td>
<td>November 1, 2013</td>
<td></td>
<td></td>
<td></td>
<td>Project has received NEPA approval. Notice to Proceed to ROW has occurred and City is getting site work and Market Data reviews. Offers to purchase could go out Spring of 2015. Meetings are occurring with the property owners and offers will be made soon.</td>
</tr>
<tr>
<td></td>
<td>Bartlett Bartlett Road Bridge Const (Carry Over)</td>
<td>CONST</td>
<td>$880,000</td>
<td>$720,000</td>
<td>$152,000</td>
<td></td>
<td></td>
<td>January 21, 2015</td>
<td>Construction is underway.</td>
</tr>
<tr>
<td></td>
<td>Memphis Brooks Road and Deep Creek</td>
<td>CONST</td>
<td>$911,200</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Memphis Rough and Pincher</td>
<td>CONST</td>
<td>$182,400</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td></td>
<td>Memphis Sam Cooper and Highland - R</td>
<td>CONST</td>
<td>$122,000</td>
<td>$38,384</td>
<td>May 8, 2014</td>
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<tr>
<td></td>
<td>Memphis Sam Cooper and Highland - L</td>
<td>CONST</td>
<td>$240,000</td>
<td></td>
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<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Memphis Sam Cooper and Holmes - R</td>
<td>CONST</td>
<td>$240,000</td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td></td>
<td>Memphis Sam Cooper and Holmes - L</td>
<td>CONST</td>
<td>$271,000</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Memphis Mendenhall and Sam Cooper</td>
<td>CONST</td>
<td>$205,000</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Memphis Sam Cooper and Vaughn - R</td>
<td>CONST</td>
<td>$236,000</td>
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<tr>
<td></td>
<td>Memphis Sam Cooper and Vaughn - L</td>
<td>CONST</td>
<td>$210,000</td>
<td></td>
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<td></td>
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<tr>
<td></td>
<td>Memphis Sam Cooper and Welting - R</td>
<td>CONST</td>
<td>$240,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Memphis Sam Cooper and Welting - L</td>
<td>CONST</td>
<td>$240,000</td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Memphis Perkins and CSX RR</td>
<td>CONST</td>
<td>$240,000</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Memphis Perkins and Sam Cooper</td>
<td>CONST</td>
<td>$408,000</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Memphis Mitchell Road and 291</td>
<td>CONST</td>
<td>$336,000</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Germantown McCoy Road Bridge Replacement</td>
<td>119770</td>
<td>CONST</td>
<td>$1,560,000</td>
<td>$52,000</td>
<td>$32,000</td>
<td></td>
<td>January 21, 2015</td>
<td>NEPA Phase completed, however Project on hold until further notice.</td>
</tr>
<tr>
<td></td>
<td>Memphis Highland and Wolf River</td>
<td>CONST</td>
<td>$912,000</td>
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<tr>
<td></td>
<td>Germantown Poplar Culvert Replacements</td>
<td>112250,01</td>
<td>CONST</td>
<td>$965,000</td>
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</table>

### FY 2014-2017 TIP: TN Local Projects - CMAQ

<table>
<thead>
<tr>
<th>Lead Agency</th>
<th>Project Name</th>
<th>PIN #</th>
<th>Allocated Federal Funds</th>
<th>FY 2014 Obligated Phase</th>
<th>FY 2015 Obligated Phase</th>
<th>FY 2016 Obligated Phase</th>
<th>FY 2017 Obligated Phase</th>
<th>Anticipated Date of Request/Last Obligation Date</th>
<th>Update from Lead Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMAQ</td>
<td>Shelby County Congestion Management Program (Carry Over)</td>
<td>112241.00</td>
<td>PE-NPE-D RWA/CONST</td>
<td>$18,496,327</td>
<td>$12,933,000</td>
<td>$2,000,000</td>
<td></td>
<td>October 1, 2014</td>
<td>Bids have been received on nine projects. Two more projects are ready to be advertised for bid. Obligation has been requested on two more projects. The remaining two projects have railroad permits in process of approval or right-of-way in process of acquisition.</td>
</tr>
<tr>
<td></td>
<td>Shelby County Shelby County Greenline (Carry Over)</td>
<td>118836.00</td>
<td>RDN, PE, CONST</td>
<td>$205,000</td>
<td></td>
<td></td>
<td>$825,000</td>
<td>January 18, 2015</td>
<td>Project obligated in January 2015.</td>
</tr>
<tr>
<td></td>
<td>Memphis 50 Mile Bike/Ped Project (Carry Over)</td>
<td>505151.00</td>
<td>CONST</td>
<td>$1,400,000</td>
<td></td>
<td></td>
<td></td>
<td>FY 2015</td>
<td>Estimate CONST March 2016.</td>
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<tr>
<td></td>
<td>MSCHD Air Quality Outreach</td>
<td>OPERATIONS</td>
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</tbody>
</table>

**Allocated Federal Funds**

$18,496,327 $12,933,000 $2,000,000 $0

**Obligated FY 2014**

$12,933,000 $2,000,000 $0 $0

**Obligated FY 2015**

$825,000 $0 $0 $0

**Obligated FY 2016**

$0 $0 $0 $0

**Obligated FY 2017**

$0 $0 $0 $0

**Anticipated Date of Request/Last Obligation Date**

October 1, 2014 January 18, 2015 |

**Update from Lead Agency**

Bids have been received on nine projects. Two more projects are ready to be advertised for bid. Obligation has been requested on two more projects. The remaining two projects have railroad permits in process of approval or right-of-way in process of acquisition.
<table>
<thead>
<tr>
<th>Lead Agency</th>
<th>Project Name</th>
<th>PIN #</th>
<th>Allocated Federal Funds</th>
<th>Federal Amount Obligated FY 2014</th>
<th>Federal Amount Obligated FY 2015</th>
<th>Anticipated Date of Request/Last Obligation Date</th>
<th>Update from Lead Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TAP</strong></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Collierville</td>
<td>Collierville Center Connect Phase 2</td>
<td>CONST</td>
<td>$880,000</td>
<td>FY 2015 or 2016</td>
<td>Preliminary design is complete-construction plans were submitted March 2015 to TDOT for review.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Memphis</td>
<td>MS Blvd. Signalized Pedestrian Crossing</td>
<td>CONST</td>
<td>$136,000</td>
<td>FY 2015 and FY 2016</td>
<td>PE-D &amp; CON anticipated obligation FY 2016.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Memphis</td>
<td>Ball Road Sidewalks</td>
<td>CONST</td>
<td>$259,000</td>
<td>FY 2015 and FY 2016</td>
<td>Initiate grant contract August 2014, PE-N/D ($30,000) expected in Fed FY2015, CONST ($200,000) expected in Fed FY2016.</td>
<td></td>
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</tr>
<tr>
<td>MATA</td>
<td>Bus Bike Rack Replacement</td>
<td>CONST</td>
<td>$36,000</td>
<td>$36,000 September 25, 2014</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Memphis</td>
<td>Central Library Pedestrian Access</td>
<td>CONST</td>
<td>$75,000</td>
<td>$1,800 FY 2015 and FY 2016</td>
<td>PE-N currently underway.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Memphis</td>
<td>Range Line Road Sidewalks</td>
<td>CONST</td>
<td>$179,000</td>
<td>FY 2015 and FY 2016</td>
<td>PE-N currently underway.</td>
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</table>

**Total:** $2,312,609

$45,400

$271,305

<table>
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<tr>
<th>Lead Agency</th>
<th>Project Name</th>
<th>PIN #</th>
<th>Allocated Federal Funds</th>
<th>Federal Amount Obligated FY 2014</th>
<th>Federal Amount Obligated FY 2015</th>
<th>Anticipated Date of Request/Last Obligation Date</th>
<th>Update from Lead Agency</th>
</tr>
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<tbody>
<tr>
<td><strong>SRTS</strong></td>
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</tr>
<tr>
<td>Memphis</td>
<td>Rozelle Elementary</td>
<td>PE, ROW, CONST</td>
<td>$230,000</td>
<td>$204,166 January 9 2014</td>
<td>Project has been fully obligated.</td>
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</tr>
<tr>
<td>Memphis</td>
<td>Freyser Elementary</td>
<td>PE, ROW, CONST</td>
<td>$4,125</td>
<td>$204,166</td>
<td>Project has been fully obligated.</td>
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**Total:** $244,125

$204,166

TPB Page 31
### Lead Agency Project Name

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<thead>
<tr>
<th>Phase</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
</tr>
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<tbody>
<tr>
<td>DeSoto/MDOT</td>
<td>Hernando Hwy 51 and Pleasant Hill Rd</td>
<td>PE/ROW</td>
<td>$600,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Hernando Hwy 51 and Robinson St</td>
<td>PE/ROW</td>
<td>$300,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Horn Lake Hampton Dr and Goodman Rd</td>
<td>PE/ROW</td>
<td>$250,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Olive Branch Nicks Cross Rd and Airport Rd</td>
<td>PE/ROW</td>
<td>$175,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Olive Branch Bethel Rd and Business Center Dr</td>
<td>PE/ROW</td>
<td>$150,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Olive Branch Magnolia Dr and Old Goodman Rd</td>
<td>PE/ROW</td>
<td>$150,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Olive Branch Magnolia Dr and MS-178</td>
<td>PE/ROW</td>
<td>$150,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Southaven Stateline Tchulahoma</td>
<td>PE/ROW</td>
<td>$0</td>
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</table>

### Allocated Federal Funds

<table>
<thead>
<tr>
<th>Memphis MPO FY 2014-17 TIP: MS Local Projects - Road</th>
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<tbody>
<tr>
<td>Lead Agency</td>
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<tr>
<td>---------------</td>
</tr>
<tr>
<td>DeSoto/MDOT</td>
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<table>
<thead>
<tr>
<th>Memphis MPO FY 2014-17 TIP: MS Local Projects - Signalization Grouping</th>
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<tr>
<td>Lead Agency</td>
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<tr>
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</tr>
<tr>
<td>DeSoto/MDOT</td>
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</table>

### FY 2014-2017 TIP: MS Local Projects - Road

<table>
<thead>
<tr>
<th>Lead Agency</th>
<th>Project Name</th>
<th>Allocated Federal Funds</th>
<th>Federal Amount Obligated FY 2014</th>
<th>Federal Amount Obligated FY 2015</th>
<th>Anticipated Date of Request/Last Obligation Date</th>
<th>Update from Lead Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>DeSoto/MDOT</td>
<td>Hernando Hwy 51 and Pleasant Hill Rd</td>
<td>PE/ROW</td>
<td>$600,000</td>
<td>$300,000</td>
<td>$200,000</td>
<td>New Project: April 2015 Proposed TIP Amendment.</td>
</tr>
<tr>
<td></td>
<td>Hernando Hwy 51 and Robinson St</td>
<td>PE/ROW</td>
<td>$300,000</td>
<td>$200,000</td>
<td>$100,000</td>
<td>New Project: April 2015 Proposed TIP Amendment.</td>
</tr>
<tr>
<td></td>
<td>Horn Lake Hampton Dr and Goodman Rd</td>
<td>PE/ROW</td>
<td>$250,000</td>
<td>$150,000</td>
<td>$100,000</td>
<td>MDOT in the design phase for Goodman Rd and recommends that all improvements at this intersection be completed by MDOT City working with MDOT to determine when Goodman Rd improvements will happen.</td>
</tr>
<tr>
<td></td>
<td>Olive Branch Nicks Cross Rd and Airport Rd</td>
<td>PE/ROW</td>
<td>$175,000</td>
<td>$125,000</td>
<td>$100,000</td>
<td>MDOT determined traffic signal does not meet warrants. Project currently on hold.</td>
</tr>
<tr>
<td></td>
<td>Olive Branch Bethel Rd and Business Center Dr</td>
<td>PE/ROW</td>
<td>$150,000</td>
<td>$125,000</td>
<td>$100,000</td>
<td>New Project: April 2015 Proposed TIP Amendment.</td>
</tr>
<tr>
<td></td>
<td>Olive Branch Magnolia Dr and Old Goodman Rd</td>
<td>PE/ROW</td>
<td>$150,000</td>
<td>$125,000</td>
<td>$100,000</td>
<td>New Project: April 2015 Proposed TIP Amendment.</td>
</tr>
<tr>
<td></td>
<td>Olive Branch Magnolia Dr and MS-178</td>
<td>PE/ROW</td>
<td>$150,000</td>
<td>$125,000</td>
<td>$100,000</td>
<td>New Project: April 2015 Proposed TIP Amendment.</td>
</tr>
<tr>
<td></td>
<td>Southaven Stateline Tchulahoma</td>
<td>PE/ROW</td>
<td>$0</td>
<td>$75,000</td>
<td>$50,000</td>
<td>Project removed with TIP Adjustment 12.19.14, per City’s Request.</td>
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</tbody>
</table>

### FY 2014-2017 TIP: MS Local Projects - Signalization Grouping

<table>
<thead>
<tr>
<th>Lead Agency</th>
<th>Project Name</th>
<th>Allocated Federal Funds</th>
<th>Federal Amount Obligated FY 2014</th>
<th>Federal Amount Obligated FY 2015</th>
<th>Anticipated Date of Request/Last Obligation Date</th>
<th>Update from Lead Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>DeSoto/MDOT</td>
<td>Hernando Hwy 51 and Pleasant Hill Rd</td>
<td>PE/ROW</td>
<td>$600,000</td>
<td>$300,000</td>
<td>$200,000</td>
<td>New Project: April 2015 Proposed TIP Amendment.</td>
</tr>
<tr>
<td></td>
<td>Hernando Hwy 51 and Robinson St</td>
<td>PE/ROW</td>
<td>$300,000</td>
<td>$200,000</td>
<td>$100,000</td>
<td>New Project: April 2015 Proposed TIP Amendment.</td>
</tr>
<tr>
<td></td>
<td>Horn Lake Hampton Dr and Goodman Rd</td>
<td>PE/ROW</td>
<td>$250,000</td>
<td>$150,000</td>
<td>$100,000</td>
<td>MDOT in the design phase for Goodman Rd and recommends that all improvements at this intersection be completed by MDOT City working with MDOT to determine when Goodman Rd improvements will happen.</td>
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<tr>
<td></td>
<td>Olive Branch Nicks Cross Rd and Airport Rd</td>
<td>PE/ROW</td>
<td>$175,000</td>
<td>$125,000</td>
<td>$100,000</td>
<td>MDOT determined traffic signal does not meet warrants. Project currently on hold.</td>
</tr>
<tr>
<td></td>
<td>Olive Branch Bethel Rd and Business Center Dr</td>
<td>PE/ROW</td>
<td>$150,000</td>
<td>$125,000</td>
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<td>New Project: April 2015 Proposed TIP Amendment.</td>
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<td>Olive Branch Magnolia Dr and Old Goodman Rd</td>
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<td>Olive Branch Magnolia Dr and MS-178</td>
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<td>Southaven Stateline Tchulahoma</td>
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<td>Project removed with TIP Adjustment 12.19.14, per City’s Request.</td>
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### FY 2014-2017 TIP: MS Local Projects - Resurfacing Grouping

<table>
<thead>
<tr>
<th>Lead Agency</th>
<th>Project Name</th>
<th>Allocated Federal Funds</th>
<th>Federal Amount Obligated FY 2014</th>
<th>Federal Amount Obligated FY 2015</th>
<th>Anticipated Date of Request/Last Obligation Date</th>
<th>Update from Lead Agency</th>
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</thead>
<tbody>
<tr>
<td>DeSoto County</td>
<td>Byhalia Rd (Craft Rd to MS-305)</td>
<td>PER/ROW/ Const</td>
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<td>New Project: April 2015 Proposed TIP Amendment.</td>
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<td>MS-304 (Emerald Forest to Tunica County Line)</td>
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<td>Red Banks Rd (Byhalia to Lee)</td>
<td>PER/ROW/ Const</td>
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<td>Hernando</td>
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<td>$336,592</td>
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<td>Hernando</td>
<td>Minterdale Rd (Commerce to Byhalia)</td>
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<td>New Project: April 2015 Proposed TIP Amendment.</td>
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<td>Byhalia Rd (Parkway to Minterdale)</td>
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<td>Hernando</td>
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<td>Hacks Cross Rd (MS-302 to Stateline Rd)</td>
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### FY 2014-2017 TIP: MS Local Projects - TAP

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<th>Federal Amount Obligated FY 2015</th>
<th>Anticipated Date of Request/Last Obligation Date</th>
<th>Update from Lead Agency</th>
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**TPB Page 33**
## SECTION B

### MDOT SPONSORED PROJECTS

#### Funding & Expenditures Fiscal Years 2014 - 2017

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<th>Funding Sources</th>
<th>Fiscal Year 2014</th>
<th>Fiscal Year 2015</th>
<th>Fiscal Year 2016</th>
<th>Fiscal Year 2017</th>
<th>Total</th>
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<td>NHPP/STP/Earmark Federal Funds</td>
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<tr>
<td>STP/NHS/NHPP/SFP Federal Funds</td>
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<td>$13,653,993</td>
<td>$13,651,663</td>
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<tr>
<td>STP/NHS/NCPP/SFP State Funds</td>
<td>$3,464,337</td>
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<td>$13,703,496</td>
</tr>
<tr>
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<td><strong>$17,321,685</strong></td>
<td><strong>$17,063,717</strong></td>
<td><strong>$17,067,492</strong></td>
<td><strong>$17,064,579</strong></td>
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<tr>
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<tr>
<td><strong>TOTAL EXPENDITURE</strong></td>
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</table>
# SECTION B

## MDOT SPONSORED PROJECTS

### Funding & Expenditures Fiscal Years 2014 - 2017

<table>
<thead>
<tr>
<th>Funding Sources</th>
<th>Fiscal Year 2014</th>
<th>Fiscal Year 2015</th>
<th>Fiscal Year 2016</th>
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New TIP Page: Amendment Number 7

### Item #9a

**Amended 04-30-2015**

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<td>Star Landing Corridor</td>
<td>Total Cost</td>
<td>$39,700,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Termini/Intersection</td>
<td>Star Landing Road from approx. Tulane Road to Getwell Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Description</td>
<td>Widen from 2 to 4 lanes (divided).</td>
<td></td>
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<td></td>
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</table>

#### New TIP Page: Amendment Number 7

<table>
<thead>
<tr>
<th>Obligated Funds</th>
<th>Fiscal Year</th>
<th>Type of Work</th>
<th>Funding Type</th>
<th>Total Funds</th>
<th>Fed Funds</th>
<th>State Funds</th>
<th>Local Funds</th>
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</thead>
<tbody>
<tr>
<td>2015</td>
<td>PE-D</td>
<td>Earmark</td>
<td>$2,300,000</td>
<td>$2,200,000</td>
<td>$100,000</td>
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<td></td>
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<tr>
<td>2016</td>
<td>ROW</td>
<td>Earmark</td>
<td>$5,400,000</td>
<td>$4,320,000</td>
<td>$1,080,000</td>
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#### Remarks

(tpb page 36)

(tpb page 36)
### Funding & Expenditures Fiscal Years 2014 - 2017

<table>
<thead>
<tr>
<th>Funding Sources</th>
<th>Fiscal Year 2014</th>
<th>Fiscal Year 2015</th>
<th>Fiscal Year 2016</th>
<th>Fiscal Year 2017</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carry Over Funds (Federal STP-M)</td>
<td>$15,582,940</td>
<td>$6,275,128</td>
<td>$5,749,251</td>
<td>$4,410,229</td>
<td>$15,582,940</td>
</tr>
<tr>
<td>Annual STP-M Federal Funds</td>
<td>$2,425,626</td>
<td>$2,425,626</td>
<td>$2,425,626</td>
<td>$2,425,626</td>
<td>$9,702,504</td>
</tr>
<tr>
<td>Total STP-M Federal Funding</td>
<td>$18,008,566</td>
<td>$8,700,754</td>
<td>$8,174,877</td>
<td>$6,835,855</td>
<td>$25,285,444</td>
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<tr>
<td>STP-M Local Funds</td>
<td>$2,933,360</td>
<td>$350,376</td>
<td>$903,662</td>
<td>$798,600</td>
<td>$4,985,998</td>
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<tr>
<td>State Funds</td>
<td>$0</td>
<td>$225,000</td>
<td>$0</td>
<td>$0</td>
<td>$225,000</td>
</tr>
<tr>
<td>TAP Federal Funds</td>
<td>$346,668</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$346,668</td>
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<tr>
<td>TAP Local Funds</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>TAP Expenditure</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td><strong>TOTAL FUNDING</strong></td>
<td><strong>$21,375,261</strong></td>
<td><strong>$9,276,130</strong></td>
<td><strong>$9,078,539</strong></td>
<td><strong>$7,634,455</strong></td>
<td><strong>$30,929,777</strong></td>
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<tr>
<td><strong>TOTAL EXPENDITURE</strong></td>
<td><strong>$15,100,133</strong></td>
<td><strong>$3,526,879</strong></td>
<td><strong>$4,668,310</strong></td>
<td><strong>$4,293,000</strong></td>
<td><strong>$27,588,322</strong></td>
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<tr>
<td><strong>BALANCE</strong></td>
<td><strong>$6,275,128</strong></td>
<td><strong>$5,749,251</strong></td>
<td><strong>$4,410,229</strong></td>
<td><strong>$3,341,455</strong></td>
<td><strong>$3,341,455</strong></td>
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</table>
### SECTION D
**LOCAL MISSISSIPPI SPONSORED PROJECTS**

**Funding & Expenditures Fiscal Years 2014 - 2017**

<table>
<thead>
<tr>
<th>Funding Sources</th>
<th>Fiscal Year 2014</th>
<th>Fiscal Year 2015</th>
<th>Fiscal Year 2016</th>
<th>Fiscal Year 2017</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carry Over Funds (Federal STP-M)</td>
<td>$15,582,940</td>
<td>$6,275,128</td>
<td>$6,049,251</td>
<td>$8,474,877</td>
<td>$15,582,940</td>
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<tr>
<td>Annual STP-M Federal Funds</td>
<td>$2,425,626</td>
<td>$2,425,626</td>
<td>$2,425,626</td>
<td>$2,425,626</td>
<td>$9,702,504</td>
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<tr>
<td><strong>Total STP-M Federal Funding</strong></td>
<td>$18,008,566</td>
<td>$8,700,754</td>
<td>$8,474,877</td>
<td>$10,900,503</td>
<td>$25,285,444</td>
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<tr>
<td>STP-M Local Funds</td>
<td>$2,933,360</td>
<td>$360,376</td>
<td>$0</td>
<td>$70,000</td>
<td>$3,363,736</td>
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<tr>
<td>State Funds</td>
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<td>$225,000</td>
<td>$0</td>
<td>$0</td>
<td>$225,000</td>
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<td>TAP Federal Funds</td>
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<td>$0</td>
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<td>TAP Local Funds</td>
<td>$346,668</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$346,668</td>
</tr>
<tr>
<td><strong>TAP Expenditure</strong></td>
<td>$433,335</td>
<td>$0</td>
<td>$0</td>
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<td>$433,335</td>
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<tr>
<td><strong>TOTAL FUNDING</strong></td>
<td>$21,375,261</td>
<td>$9,276,130</td>
<td>$8,474,877</td>
<td>$10,970,503</td>
<td>$29,297,515</td>
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<tr>
<td><strong>TOTAL EXPENDITURE</strong></td>
<td>$15,100,133</td>
<td>$3,226,879</td>
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<td>$350,000</td>
<td>$18,677,012</td>
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<tr>
<td><strong>BALANCE</strong></td>
<td>$6,275,128</td>
<td>$6,049,251</td>
<td>$8,474,877</td>
<td>$10,620,503</td>
<td>$10,620,503</td>
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## New TIP Page: Amendment Number 7

### Item #9b

<table>
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<tr>
<th>TIP #</th>
<th>MDOT #</th>
<th>Horizon Year</th>
<th>Lead Agency</th>
<th>County</th>
<th>Length</th>
<th>LRTP #</th>
<th>Conformity</th>
<th>Project Name</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>MS-LSTP-2015-01</td>
<td></td>
<td>2040</td>
<td>Desoto</td>
<td>1.4 miles</td>
<td>00410003-00410005</td>
<td>Non-Exempt</td>
<td></td>
<td></td>
<td></td>
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</table>

### Project Description

Widen existing two lane road to a four-lane divided typical section with curb and gutter and sidewalks.

### Obligated Funds

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Type of Work</th>
<th>Funding Type</th>
<th>Total Funds</th>
<th>Fed Funds</th>
<th>State Funds</th>
<th>Local Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>PE-D</td>
<td>STP-M</td>
<td>$240,000</td>
<td>$192,000</td>
<td>$48,000</td>
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<tr>
<td>2017</td>
<td>ROW</td>
<td>STP-M</td>
<td>$300,000</td>
<td>$240,000</td>
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<td>$60,000</td>
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</table>

### Remarks

This project is associated with TIP #MS-LSTP-2014-01: Getwell Road project from Star Landing Road to Church Road, located within Southaven's City Limits, LTRP #00410003-00410005.
### Commerce Street Extension

**Project Name:** Commerce Street Extension  
**Termini/Intersection:** Commerce Street to Jaybird Road

**Project Description:** New 2-lane road, with roadbed for future expansion to four-lane divided.

**TIP #:** MS-LSTP-2015-02  
**Lead Agency:** DeSoto County  
**County:** Desoto  
**Length:** 0.5 miles  
**Conformity:** Non-Exempt

<table>
<thead>
<tr>
<th>TIP #</th>
<th>Horizon Year</th>
<th>Municipal</th>
<th>LRTP #</th>
<th>Total Cost</th>
</tr>
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<tbody>
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<td>MS-LSTP-2015-02</td>
<td>2030</td>
<td></td>
<td>02810012-02810013</td>
<td>$2,000,000</td>
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**New TIP Page: Amendment Number 7**  
**Amended 04-30-2015**

<table>
<thead>
<tr>
<th>TIP #</th>
<th>MDOT #</th>
<th>Horizon Year</th>
<th>Lead Agency</th>
<th>County</th>
<th>Length</th>
<th>LRTP #</th>
<th>Conformity</th>
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</thead>
<tbody>
<tr>
<td>MS-LSTP-2015-02</td>
<td></td>
<td>2030</td>
<td></td>
<td></td>
<td></td>
<td>02810012-02810013</td>
<td></td>
</tr>
</tbody>
</table>

**Project Name:** Commerce Street Extension  
**Termini/Intersection:** Commerce Street to Jaybird Road

**Project Description:** New 2-lane road, with roadbed for future expansion to four-lane divided.

<table>
<thead>
<tr>
<th>Obligated Funds</th>
<th>Fiscal Year</th>
<th>Type of Work</th>
<th>Funding Type</th>
<th>Total Funds</th>
<th>Fed Funds</th>
<th>State Funds</th>
<th>Local Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2016</td>
<td>PE-D</td>
<td>STP-M</td>
<td>$90,000</td>
<td>$72,000</td>
<td>$18,000</td>
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</tr>
<tr>
<td></td>
<td>2017</td>
<td>ROW</td>
<td>STP-M</td>
<td>$640,000</td>
<td>$512,000</td>
<td>$128,000</td>
<td></td>
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</table>

**Remarks:** Phase I of LRTP Project #02810012-02810013.
### Resurfacing Grouping

This grouping will be used to fund road resurfacing and other preventative maintenance throughout the Mississippi portion of the Memphis MPO area.

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Type of Work</th>
<th>Funding Type</th>
<th>Total Funds</th>
<th>Fed Funds</th>
<th>State Funds</th>
<th>Local Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>PE-N/PE-D/ROW/CONST</td>
<td>STP-M</td>
<td>$1,620,728</td>
<td>$1,296,582</td>
<td></td>
<td>$324,146</td>
</tr>
<tr>
<td>2015</td>
<td>PE-N/PE-D/ROW/CONST</td>
<td>STP-M</td>
<td>$633,435</td>
<td>$506,748</td>
<td></td>
<td>$126,687</td>
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<tr>
<td>2016</td>
<td>PE-N/PE-D/ROW/CONST</td>
<td>STP-M</td>
<td>$2,521,600</td>
<td>$2,017,280</td>
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<td>$504,320</td>
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<tr>
<td>2017</td>
<td>PE-N/PE-D/ROW/CONST</td>
<td>STP-M</td>
<td>$2,703,000</td>
<td>$2,162,400</td>
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<td>$540,600</td>
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</table>

### Signalization Grouping

This grouping will be used to fund Upgrade, Replace, Improve Traffic Signals and Signal Systems throughout the Mississippi portion of the Memphis MPO area.

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Type of Work</th>
<th>Funding Type</th>
<th>Total Funds</th>
<th>Fed Funds</th>
<th>State Funds</th>
<th>Local Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>PE-N/PE-D/ROW/CONST</td>
<td>STP-M</td>
<td>$1,325,000</td>
<td>$1,325,000</td>
<td></td>
<td></td>
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<tr>
<td>2016</td>
<td>PE-N/PE-D/ROW/CONST</td>
<td>STP-M</td>
<td>$150,000</td>
<td>$150,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>PE-N/PE-D/ROW/CONST</td>
<td>STP-M</td>
<td>$300,000</td>
<td>$300,000</td>
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### Old TIP Page: Adjustment Number 20

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<th>Lead Agency</th>
<th>Various</th>
<th>County</th>
<th>Desoto</th>
<th>Length</th>
<th>NA</th>
<th>LRTP #</th>
<th>NA</th>
<th>Conformity</th>
<th>Exempt</th>
</tr>
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<tbody>
<tr>
<td>Project Name</td>
<td>Resurfacing Grouping</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Termini/Intersection</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

**Project Description**

This grouping will be used to fund road resurfacing and other preventative maintenance throughout the Mississippi portion of the Memphis MPO area.

<table>
<thead>
<tr>
<th>Obligated Funds</th>
<th>Fiscal Year</th>
<th>Type of Work</th>
<th>Funding Type</th>
<th>Total Funds</th>
<th>Fed Funds</th>
<th>State Funds</th>
<th>Local Funds</th>
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<tbody>
<tr>
<td>$1,292,180 / 08.06.14</td>
<td>2014</td>
<td>PE-N/PE-D/ROW/CONST</td>
<td>STP-M</td>
<td>$1,620,728</td>
<td>$1,296,582</td>
<td>$324,146</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2015</td>
<td>PE-N/PE-D/ROW/CONST</td>
<td>STP-M</td>
<td>$633,435</td>
<td>$506,748</td>
<td>$109,287</td>
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**Remarks**


### Old TIP Page: Adjustment Number 15

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<th>MDOT #</th>
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<th>Various</th>
<th>County</th>
<th>Desoto</th>
<th>Length</th>
<th>NA</th>
<th>LRTP #</th>
<th>NA</th>
<th>Conformity</th>
<th>Exempt</th>
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</thead>
<tbody>
<tr>
<td>Project Name</td>
<td>Signalization Grouping</td>
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<tr>
<td>Termini/Intersection</td>
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<td></td>
<td></td>
<td></td>
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<td></td>
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</table>

**Project Description**

This grouping will be used to fund Upgrade, Replace, Improve Traffic Signals and Signal Systems throughout the Mississippi portion of the Memphis MPO area.

<table>
<thead>
<tr>
<th>Obligated Funds</th>
<th>Fiscal Year</th>
<th>Type of Work</th>
<th>Funding Type</th>
<th>Total Funds</th>
<th>Fed Funds</th>
<th>State Funds</th>
<th>Local Funds</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>2015</td>
<td>PE-N/PE-D/ROW/CONST</td>
<td>STP-M</td>
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<td>$1,025,000</td>
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**Remarks**
### New TIP Page: Amendment Number 7

**Item #9f**

**Amended 04-30-2015**

<table>
<thead>
<tr>
<th>TIP #</th>
<th>MS-LSTP-2015-03</th>
<th>MDOT #</th>
<th>Horizon Year</th>
<th>NA</th>
<th>Lead Agency</th>
<th>Olive Branch</th>
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</thead>
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<tr>
<td>County</td>
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<td>Length</td>
<td>NA</td>
<td>NA</td>
<td>LRTP #</td>
<td>NA</td>
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<tr>
<td>Project Name</td>
<td>Stateline Road Bridge</td>
<td>Total Cost</td>
<td>$800,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Termini/Intersection</td>
<td>Stateline Road (east of Highway 178)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Project Description:** Replacement of the existing structurally deficient bridge by replacing the timber supports with a new concrete box culvert.

<table>
<thead>
<tr>
<th>Obligated Funds</th>
<th>Fiscal Year</th>
<th>Type of Work</th>
<th>Funding Type</th>
<th>Total Funds</th>
<th>Fed Funds</th>
<th>State Funds</th>
<th>Local Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>PE-N/PE-D/ROW/CONST</td>
<td>STP-M</td>
<td>$800,000</td>
<td>$640,000</td>
<td>$160,000</td>
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**Remarks**

Memphis MPO FY 2014-17 Transportation Improvement Program  
TPB Page 43
### New TIP Page: Amendment Number 7

**Item #9g**

**Amended 04-30-2015**

<table>
<thead>
<tr>
<th>TIP #</th>
<th>MDOT #</th>
<th>Horizon Year</th>
<th>Lead Agency</th>
<th>County</th>
<th>Length</th>
<th>LRTP #</th>
<th>Conformity</th>
</tr>
</thead>
<tbody>
<tr>
<td>MS-LSTP-2015-04</td>
<td></td>
<td>NA</td>
<td>Southaven</td>
<td>Desoto</td>
<td>1.5 miles</td>
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<td>Exempt</td>
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**Remarks**

**New TIP Page: Amendment Number 7**

**TIP #**

<table>
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<th>TIP #</th>
<th>MDOT #</th>
<th>Horizon Year</th>
<th>Lead Agency</th>
<th>County</th>
<th>Length</th>
<th>LRTP #</th>
<th>Conformity</th>
</tr>
</thead>
<tbody>
<tr>
<td>MS-LSTP-2015-04</td>
<td></td>
<td>NA</td>
<td>Southaven</td>
<td>Desoto</td>
<td>1.5 miles</td>
<td>NA</td>
<td>Exempt</td>
</tr>
</tbody>
</table>

**Project Name**

Stateline Road Pedestrian Project

**Termini/Intersection**

Highway 51 to Northwest Drive and Northwest Drive to Municipal Center

**Project Description**

Install sidewalks (5' wide) on both sides of Stateline Road from Highway 51 to Northwest Drive and Northwest Drive to library/police dept/city hall.

**Obligated Funds**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Type of Work</th>
<th>Funding Type</th>
<th>Total Funds</th>
<th>Fed Funds</th>
<th>State Funds</th>
<th>Local Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>PE-N/PE-D/ROW/CONST</td>
<td>STP-M</td>
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**TPB Page 44**

**TPB Page 44**

**TPB Page 44**
### Section F

**Transit Projects**

#### Funding & Expenditures Fiscal Years 2014 - 2017

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**Total Funding**

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## SECTION F
### TRANSIT PROJECTS

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### Item #9h

**New TIP Page: Amendment 7**

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**Local MS Projects**

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**Project Description**

MATA plans to use Section 5310 funds for eligible operating projects under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

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**Remarks**

Amended 04-30-2015

### Item #9i

**New TIP Page: Amendment 7**

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**Local MS Projects**

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**Project Description**

MATA plans to use Section 5310 funds for eligible capital projects under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

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**Remarks**

Amended 04-30-2015

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Memphis MPO FY 2014-17 Transportation Improvement Program
**New TIP Page: Amendment 7**

**Item #9j**

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**Project Name**: Enhanced Mobility of Seniors and Individuals with Disabilities Program

**Total Cost**: $220,000

**Termini/Intersection**

**Project Description**: MATA plans to use Section 5310 funds for Project Administration costs associated with administering projects under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

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**Remarks**: Amended 04-30-2015

MATA plans to use Section 5310 funds for Project Administration costs associated with administering projects under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.
### New TIP Page: Amendment 7

**Item #9k**

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**Termini/Intersection**

**Project Description**

MDOT plans to use Section 5310 funds for eligible operating projects under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

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**Remarks**

Amended 04-30-2015

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**New TIP Page: Amendment 7**

**Item #9l**

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**Termini/Intersection**

**Project Description**

MDOT plans to use Section 5310 funds for eligible capital projects under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

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**Remarks**

Amended 04-30-2015

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