

RESOLUTION 18-26

A RESOLUTION AUTHORIZING SUBMITTAL OF AN APPLICATION FOR THE HARVEY PARK GREENWAY PROJECT, INDICATING MATCHING FUNDS WILL BE AVAILABLE AND AUTHORIZING THE CITY ADMINISTRATOR TO SEND A LETTER TO THE NASHVILLE MPO INDICATING THE SAME.

WHEREAS, the Nashville Metropolitan Planning Organization (MPO) is accepting applications for its Active Transportation Program (ATP); and

WHEREAS, The City desires to submit the Harvey Park Greenway Phase 1 Project as its priority Project; and

WHEREAS, the Board of Mayor and Aldermen authorize the City Administrator to send a letter to the Nashville MPO indicating that local matching funds are available during the project's proposed timeline.

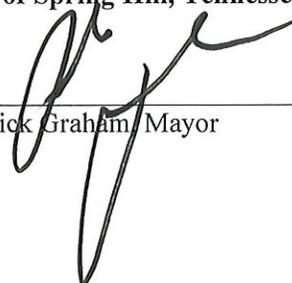
NOW, THEREFORE, in consideration of the premises and recitals hereinabove set forth, which are incorporated herein by reference, the Board of Mayor and Aldermen authorize the City Administrator to send a letter to the MPO indicating that local matching funds are available during the Project's proposed timeline.

Passed and adopted by the Board of Mayor and Aldermen of the City of Spring Hill, Tennessee on the 19th day of March 2018.

ATTEST:

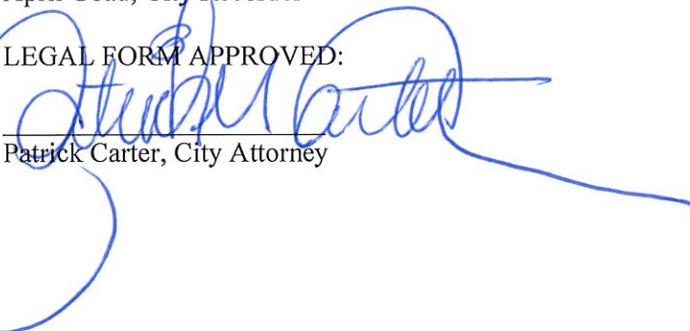


April Goad, City Recorder



Rick Graham, Mayor

LEGAL FORM APPROVED:



Patrick Carter, City Attorney

March 5, 2018

TO: Victor Lay, City Administrator

FROM: Philip Stuckert, Infrastructure Director

SUBJECT: City of Spring Hill Active Transportation Program Submittals to Nashville Metropolitan Planning Organization (MPO).

Recommendation: That the Board of Mayor and Aldermen provide a letter of funding support to the MPO as part of the submittal process for Active Transportation Program, in the amount of \$448,500.

Summary:

The Nashville Area Metropolitan Planning Organization accepts applications from public agencies located within the MPO planning area to help advance regional initiatives to improve walking and bicycling infrastructure in Middle Tennessee. The Active Transportation Program (ATP) is authorized by the 2040 Regional Transportation Plan as a way to advance the region's policy initiative to support active transportation and the development of walkable communities.

The Tennessee Department of Transportation (TDOT) has a similar program called the Transportation Alternative Program (ATP). However, this program participates in the construction phase and not in the planning, right of way, or engineering phases. TDOT funds eighty percent of the construction phase with the local agency picking up the remaining balance. The Nashville MPO funds eighty percent of all work phases.

Public sector agencies located within the MPO planning area, including state and local governments and transit agencies, are eligible to apply.

Spring Hill submitted four ATP applications last year. However, no applications were considered in the metro area since the MPO was revamping its program to improve its scoring methodology and the time for staff to reorganize into the Greater Nashville Regional Council.

City staff recommends that we resubmit one of our four applications from last year now that the MPO has reopened up the program. The application deadline is March 9, 2018. All applications will be reviewed and evaluated during March and April. The MPO plans to announce the successful application in May 2018.

A 20 percent match is required and must be provided from some source other than federal grant funds. Each application is required to be accompanied by a letter from the principal elected official or chief executive of the applicant agency indicating that local matching funds are available during the project's proposed timeline.

The proposed timeline for these projects consisting of preliminary design, design, right of way acquisition and construction covers Fiscal Year 2019 and Fiscal Year 2020.

The FY 2017 City of Spring Hill applications in were:

1. Harvey Park Greenway Phase 1. The local match for Harvey Park Greenway Phase 1 is \$448,500 which covers twenty percent of the planning, engineering, and ROW acquisition cost. The remaining balance of the project cost will be from MPO Funds in the amount of \$1,794,000. Harvey Park Greenway connects Harvey Park to Heritage Schools.
2. Battlefield Greenway Phase 1. The local match for Battlefield Greenway Phase 1 is \$92,547 which covers twenty percent of the planning, design, engineering and ROW acquisition cost. The remaining balance of the project cost will be from MPO Funds in the amount of \$255,300. Battlefield Greenway connects Jerry Erwin Park to Crossing Circle Retail Shops.
3. Summit Greenway Phase 1. The local match for Summit Greenway Phase 1 is \$245,000 which covers twenty percent of the planning, design, engineering and ROW acquisition cost. The remaining balance of the project cost will be from the MPO Funds in the amount of \$980,000. Summit Greenway connects Chapman's Retreat Elementary School to Spring Station Middle School.
4. Port Royal Greenway. The local match for Port Royal Greenway is \$247,000 which covers twenty percent of the planning, design, engineering, and ROW acquisition cost. The remaining balance of the project cost will be from the MPO funds in the amount of \$989,000. Port Royal Greenway connects Marvin Wright School with Port Royal Park along Rutherford Creek.

The total local match for the four greenway projects is \$1,033,047. All planning, design, engineering and ROW acquisition costs are increased fifteen percent from the original study figures submitted last year, due to inflationary prices experienced in the middle Tennessee region.

The four greenway applications from last year submittal are attached to this email. All greenway trail work consists of a hard surface walking path, traffic control for crossing streets, and grading and excavation work to prepare the subgrade for the trail surfacing.

City staff recommends that the Board of Mayor and Aldermen select Harvey Park Greenway as the preferred choice for the MPO FY 2018 ATP Project. The local match of \$448,500 is significant but far less than all four projects at \$1,033,047. Many ATP projects span several fiscal years, making financial funding less burdensome. We anticipate the first year local match at \$101,800 and the second year match at \$346,700 approximately, for the Harvey Park Greenway Project.

City staff recommends submitting the Harvey Park Project to TDOT for consideration of a TAP Grant in FY 2019. TDOT will fund eighty percent of the construction phase. Staff believes this gives Spring Hill more acceptability and standing within the Nashville MPO for funding the remaining balance of our request. A conversation with the TDOT TAP Program Director indicates that if they receive such an application partially funded by the MPO, they will fund the remaining

balance since they usually have a positive balance of funds remaining. The Harvey Park Project to the Nashville MPO application will state a TDOT match.

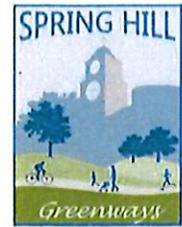
A letter to the Nashville MPO stating that a local match is available from the agency may be submitted later during the month of March after the submittal deadline.

City staff recommends that BOMA adopt a resolution authorizing the City Administrator to sign a letter to the Nashville MPO stating that local matching funds are available for the Harvey Park Greenway Project for Fiscal Year 2018 and Fiscal Year 2019.

Fiscal Year 2017

Application

City of Spring Hill MPO Active Transportation Program Project Abstract



| MPO Active Transportation Program | | Infrastructure | | |
|---|---|------------------------------------|-------------------|--------------------|
| PROJECT NAME | Harvey Park Greenway Phase 1 | | | |
| LEAD AGENCY | City of Spring Hill | | | |
| PROJECT LOCATION | COUNTY | TERMINI (TO/FROM) | LENGTH (Feet) | |
| | Williamson | Harvey Park and Tanyard Springs Dr | 6,900 ft | |
| BRIEF DESCRIPTION | Construct a Greenway connecting Harvey Park to residential subdivisions and commercial districts along McCutcheon Creek, East of SR6/US31 in Spring Hill, TN that connects to a larger network connecting schools as well as Thompsons Station. | | | |
| GRANT FUNDING SUMMARY <i>(Preliminary figures subject to change during Planning / Design)</i> | Year | Proposed Schedule / Activity | Funding Requested | Local Match* |
| | 1 | Planning / Design (1 Year) | \$208,000 | \$52,000 |
| | 2 | Engineering / ROW (1 Year) | \$312,000 | \$78,000 |
| | 3 | Construction (6 Months) | \$1,040,000 | \$260,000 |
| | TOTAL | | | \$1,560,000 |
| * Note: Local Match to be secured by local funding obligation from General Fund Revenues by the City of Spring Hill in accordance with the City of Spring Hill Capital Improvement Program. | | | | |
| PROJECT LOCATION | | | | |



City of Spring Hill

MPO Active Transportation Program

Project Abstract

Project: Harvey Park Greenway Phase 1



| NARRATIVE | |
|---|--|
| <p>Section 1. Overview</p> | <p>This greenway project will be comprised of a 6,900 ft paved greenway. The 12' wide trail will begin adjacent to Harvey Park, one of Spring Hill's most utilized parks, and go north along McCutcheon Creek and the city's sewer easement paralleling Main Street (SR6/US31). The trail will terminate at an existing Shopping Center that connects to existing sidewalks in the Tanyard Springs subdivision. It is estimated that this project would likely require acquisition of right of way for approximately one third of its length. Included in this project are ROW acquisition, potential bridges or elevated walkway, additional amenities needed for a safe and aesthetic greenway such as benches, picnic tables, trash receptacles, crosswalks, signage and landscaping. At-grade crossings with angled median Islands for Campbell Station Pwy, Belshire Dr and Miles Johnson Pwy are proposed. This project is a key component of Spring Hill's Greenway Plan adopted in 2015, and was previously submitted for an MPO Active Transportation Grant in 2011 (then named McCutcheon Creek Greenway).</p> <p><u>Residential Subdivisions Connected include:</u> Autumn Ridge / The Arbors of Autumn Ridge – 845 Units Belshire Village – 170 Units Shannon Glen – 156 Units Tanyard Springs – 131 Units Total Residential Units Connected – 1,302</p> |
| <p>Section 2. Purpose and Need</p> | <p>The purpose of the Harvey Park Greenway Phase 1 is to provide pedestrians a safe and effective means of transportation to and from multiple land uses including a Municipal Park, residential subdivisions, a heavily vehicle trafficked retail shopping district that includes a Senior Assisted Living facility, other recreational facilities (including ball fields at a Williamson County Park) and local schools. Schools in the area that would have a direct connection to this facility include: Heritage Elementary School (760 students, Pre-K to 5) & Heritage Middle School (1,122 students, 6 to 8). This segment, in conjunction with other already constructed projects, make a jurisdictional connection to the Town of Thompson's Station, including 2.9 Miles of Natural Service Trails, further enhancing our regional multi-modal transportation system through regional planning.</p> <p>The completion of this proposed project will provide an alternative route to heavily congested and traveled SR6/US31 (20,000 aadt), a State Route that does not currently have sidewalks or other segregated pedestrian facilities. When the amount of vehicle use decreases, the traffic congestion will lessen allowing remaining motorists a safer, quicker commute. An additional benefit to less traffic is the fewer emissions being released further preserving air quality. Users of the greenway will be breathing cleaner air while engaging in safe, healthy activities that are not currently an option.</p> <p>A recent online survey conducted by the City of Spring Hill indicated that nearly 90% of survey takers were not satisfied in the amount of multi-use trails and greenways available in the City. The combined populations from Spring Hill and Thompson's Station amount to over 40,000 people that would be provided this new non-motorized transportation option.</p> <p>The success of this project will be monitored throughout the process. The first deliverable will be the completion of the final plan and determination if the project is designed feasibly and functionally. Completion of construction will complete the end of infrastructure installation, but the City of Spring Hill plans to actively promote use of this facility.</p> |