

DRAFT 8-23-2021 for Public Review

Short Conformity Report for September 2021 Knoxville Regional TPO TIP Amendments

Project ID's:

- 1. TIP ID# 20-2014-035 / KRMP ID# 09-257 – Relocated Alcoa Hwy (SR-115/US-129) from Proposed Interchange at Tyson Blvd to Pellissippi Pkwy (SR-162)**
- 2. TIP ID# 20-2020-012 / KRMP ID# 09-257 & 09-258 – Relocated Alcoa Hwy (SR-115/US-129) from Proposed Interchange at Tyson Blvd to Existing SR-115 at South Singleton Station Road**
- 3. TIP ID# 20-2014-069 / KRMP ID# 09-653 – Alcoa Hwy (SR-115/US-129) from Woodson Dr to Cherokee Trail Interchange**

Introduction

This report constitutes a conformity determination being made on three air quality non-exempt project amendments to the FY 2020 – 2023 Knoxville Regional TPO Transportation Improvement Program (TIP). The TIP is the federally required short-range document that is a subset of, and implements the Regional Long-Range Transportation Plan of the TPO – currently known as Mobility Plan 2045.

Transportation Air Quality Conformity Background

Transportation conformity is a mechanism to ensure that federal funding is not used on transportation programs or projects that are not consistent with the air quality goals of the Tennessee State Implementation Plan for maintaining the attainment status of the Knoxville Region with respect to the National Ambient Air Quality Standards (NAAQS) established by the Clean Air Act. The Knoxville Region is currently designated as an Air Quality Maintenance Area for the criteria pollutants of Fine Particulate Matter (PM2.5) and Ozone.

Current Conformity Status

The current Mobility Plan 2045 was adopted by the TPO Executive Board on April 28, 2021 and the Air Quality Conformity Determination was approved by the U.S. Department of Transportation (U.S. DOT) on May 31, 2021. The FY 2020-2023 TIP was adopted by the TPO Executive Board on October 23, 2019. Air Quality Conformity for the 2020-2023 TIP was approved by the U.S. DOT on December 6, 2019.

A copy of the most recent full Air Quality Conformity Determination Report can be found at: <https://knoxmobility.org/home/review/final/2021/air-quality-report.pdf>

Project Amendment Details

Periodically, as needs and conditions change, it becomes necessary to modify the Plans described above. The current action involves amending the current TIP to delete one project while adding a new one to take its place for a larger combined project known as the Relocated Alcoa Highway and a separate amendment to increase the funding for the construction phase for one project. Since both of the affected projects are already included in the existing Mobility Plan 2045, they have therefore been previously accounted for in the regional emissions analysis used to determine transportation conformity. The TPO staff believes that the previously programmed horizon years and scopes for these projects are also still appropriate based on the proposed actions and current project descriptions as described in more detail below.

Following is additional information regarding the proposed amendments and the before/after TIP profile pages are included as Attachment 1:

1. TIP Project #20-2014-035, Mobility Plan 2045 Project # 09-257 – This project is being removed from the TIP and replaced with the project described in #2 below.
2. TIP Project #20-2020-012 (NEW), Mobility Plan 2045 Project #'s 09-257 & 09-258 – Relocated Alcoa Hwy (SR-115/US-129) from Proposed Interchange at Tyson Blvd to Existing SR-115 at South Singleton Station Road Stage 1 – The project description includes stage construction including grade, drain, base, pave, signal lighting ITS, greenway retaining wall, natural stream design and bridge, from south of proposed Wright Road Interchange to north of proposed SR-162 (Pellissippi Parkway) Interchange providing local connectivity for existing routes and destinations. Construction funds in the amount of \$80,000,000 (\$64,000,000 federal/\$16,000,000 state) are being programmed in FY 2022.

The amendment combines two segments of this very large road project into one in order to provide for the most logical construction sequencing needed to maintain traffic access to major destinations throughout the construction period. The construction funding provided for this project completes a significant portion of the project in what's known as Stage 1 of a "stage construction" approach and the construction funds for the remaining items will be programmed at a later date to fully complete the project in Stage 2.

The two project phases affected by this amendment are included in the Mobility Plan in the 2026 Conformity Horizon Year.

Figure 1 shows an excerpt from the Mobility Plan Conformity Determination Project List showing this project (in two phases).

3. TIP Project #20-2014-069, KRMP Project #09-653 – Alcoa Hwy (SR-115/US-129) from Woodson Dr to Cherokee Trail Interchange – The project description includes widening from 4 to 6 lanes including pedestrian and bicycle facilities.

The amendment is to add construction funds to this project in the amount of \$29,200,000 increasing the construction cost from \$72,800,000 to \$102,000,000 and the total project cost from \$88,504,000 to \$117,704,000. this project to the FY 2020-2023 TIP.

This project is included in the Mobility Plan in the 2026 Conformity Horizon Year.

Figure 2 shows an excerpt from the Mobility Plan Conformity Determination Project List showing this project.

Figure 1: Mobility Plan 2045 Project List showing Relocated Alcoa Hwy Projects from Tyson Blvd to South Singleton Station Rd

Table D-1 – Projects from Knoxville TPO 2045 Mobility Plan Subject to Conformity (continued)

Project Name	KRMPID	FY 2020-2023 TIPID	From	To	Length (miles)	Final Description	Conformity Analysis Year	Exempt Status	Regional Significance
Sevierville Rd (SR-35/US-411) Widening	09-214	20-2014-059	Washington St (SR-35)	Walnut St	0.58	Reconstruct from two lanes to three lanes, curb and gutter, and sidewalks with intersection improvements.	2026	Non-Exempt	Regionally Significant
Carpenters Grade Rd Reconstruction and Intersection Improvements	09-223	20-2017-042	Raulston Rd	Cochran Rd	0.89	Reconstruct 2-lane road with addition of turn lanes and sidewalk. Construct a signalized intersection at Peterson Ln, Cochran Rd and Raulston Rd intersection.	2026	Exempt	N/A - Exempt
Pellissippi Pkwy (SR-162) Extension	09-232	20-2014-025	Old Knoxville Hwy (SR-33)	Lamar Alexander Pkwy (US-321/SR-73)	4.4	Construct new 4-lane highway	2026	Non-Exempt	Regionally Significant
Relocated Alcoa Hwy (SR-115/US-129)	09-257	20-2014-035	Proposed Interchange at Tyson Blvd	Pellissippi Pkwy (SR-162)	2.9	Construct new 4-lane divided highway with auxiliary lanes and new interchanges at McGhee Tyson Airport access, Wright Rd and Pellissippi Pkwy (SR-162)	2026	Non-Exempt	Regionally Significant
Relocated Alcoa Hwy (SR-115/US-129)	09-258	17-2014-084	Pellissippi Pkwy (SR-162)	South Singleton Station Rd	1.3	Construct new 4-lane divided highway with auxiliary lanes and new interchange at Singleton Station Rd	2026	Non-Exempt	Regionally Significant

Figure 2: Mobility Plan 2045 Project List Showing Alcoa Hwy Widening from Woodson Dr to Cherokee Trail Interchange

Table D-1 – Projects from Knoxville TPO 2045 Mobility Plan Subject to Conformity (continued)

Project Name	KRMPID	FY 2020-2023 TIPID	From	To	Length (miles)	Final Description	Conformity Analysis Year	Exempt Status	Regional Significance
Tuckaleechee Pike Reconstruction	09-241		US 321	Grandview Dr	1.1	Reconstruct 2-lane road with addition of turn lanes and sidewalk	2045	Exempt	N/A - Exempt
Wilkinson Pike Widening	09-243		Court Street	Maryville City Limits (Grandview Dr)	0.9	Reconstruct 2-lane road with addition of turn lanes and sidewalk	2045	Exempt	N/A - Exempt
Topside Road (SR-333) Improvements	09-248		Wrights Ferry Rd	Alcoa Hwy (SR-115/US-129)	1.3	Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities	2045	Non-Exempt	Not Regionally Significant
Sevierville Rd (SR-35/US-411) Reconstruction	09-250		Swanee Dr (Maryville City Limits)	Chapman Hwy (US-441/SR 71)	11.9	Reconstruct 2-lane road with addition of turn lanes	2045	Exempt	N/A - Exempt
Robert C Jackson Dr Extension - Ph II	13-203		Louisville Rd (SR-334)	US 129 Bypass (SR-115)	0.5	Construct new 4-lane roadway and grade separated interchange connecting US-129 and Associates Boulevard	2045	Non-Exempt	Regionally Significant
Jeffries Hollow Road	21-200		Ellejoy Road	Sevier County Line	2.8	Reconstruct 2-lane roadway with addition of turn lanes	2045	Exempt	N/A - Exempt
Intersection Improvements on U.S. 321 Realign Amerine Road and Grandview Drive	21-201				0	Intersection improvements on Lamar Alexander Pkwy (SR-73/US-321) near Grandview Drive and Amerine Road/Janet Lane to include realignment and signalization	2045	Exempt	N/A - Exempt
Knox County Projects									
Washington Pike	09-615	20-2014-038	I-640	Murphy Rd	1.7	Widen from 2-lanes to 4-lanes including pedestrian and bicycle facilities.	2026	Non-Exempt	Regionally Significant
Pleasant Ridge Road	09-616	20-2014-037	Merchant Dr	Knoxville City Limits (Country Brook Dr)	1.6	Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities	2026	Exempt	N/A - Exempt
South Knoxville Waterfront Roadway Improvements	09-617	20-2014-032	Davenport Rd	Island Home Ave	0.3	Construct roadway streetscape improvements and utility relocations along Sevier Ave and new roundabout at the intersection of Foggy Bottom/Seiver Ave/Island Home Ave.	2026	Exempt	N/A - Exempt
Schaad Rd Widening	09-625	20-2014-006	Oak Ridge Hwy (SR-62)	Pleasant Ridge Rd	1.5	Widen from 2 to 4 lanes with addition of sidewalks	2026	Non-Exempt	Regionally Significant
Chapman Hwy (US-441/SR-71)	09-626d	HSIP	Hendron Chapel Rd	Simpson Rd	0.9	Add center turn lane	2026	Exempt	
Virtue Road Reconstruction	09-630	20-2020-002	Boyd Station Rd	2200' S of Broadwood Dr	0.95	Widen Virtue Rd. to two 11' lanes with curb and gutter, and provide shared use path connection to existing and planned bike/ped facilities.	2026	Exempt	N/A - Exempt
Pellissippi Pkwy (SR-162)/Oak Ridge Hwy Interchange	09-649	20-2017-057	Interchange at Oak Ridge Hwy (SR-62)		0.45	Reconstruct interchange to a Single Point Urban Interchange and provide connection to Solway Rd	2026	Non-Exempt	Regionally Significant
I-40/I-75/Watt Rd Interchange	09-651		Interchange at Watt Rd		0	Reconfigure existing interchange to improve capacity, safety and operations.	2026	Exempt	N/A - Exempt
I-75 at Emory Rd (SR-131) Interchange	09-652				0	Reconfigure existing interchange to a Diverging Diamond Interchange to improve capacity, safety and operations.	2026	Exempt	N/A - Exempt
Alcoa Hwy (SR-115/US-129) Widening	09-653	20-2014-069	Woodson Dr	Cherokee Trail Interchange	1.6	Widen 4-lane to 6-lane including pedestrian and bicycle facilities.	2026	Non-Exempt	Regionally Significant

Statement of Conformity

The Knoxville Regional TPO reaffirms the applicable conformity findings with the above described amendments based on the ability to rely on a previous emissions analysis under federal Transportation Conformity Rule found at: 40 CFR 93.122(g). The TPO is relying on the most recent completed regional emissions analyses for:

- 2006 Daily PM2.5 Standards – The regional emissions analysis completed for Mobility Plan 2045 and FY 2020-2023 TIP amendments adopted in April 2021 and conformity finding by U.S. DOT on May 31, 2021. The geographic coverage includes all of Anderson, Blount, Knox and Loudon counties and a small portion of Roane County.
- 2008 8-Hour Ozone Standard – The regional emissions analysis completed for Mobility Plan 2045 and FY 2020-2023 TIP amendments adopted in April 2021 and conformity finding by U.S. DOT on May 31, 2021. The geographic coverage includes all of Blount and Knox counties plus a portion of Anderson County.

Following are the requirements from 40 CFR 93.122(g) for relying on a previous regional emissions analysis and findings for how such have been met for these amendments:

- i.) The new plan and/or TIP contains all projects which must be started in the plan and TIP's timeframes in order to achieve the highway and transit system envisioned in the transportation plan.

Finding: These projects are already included in the existing Mobility Plan with the KRMP Project ID #'s and horizon years noted above. The required air quality horizon years analyzed for the Mobility Plan were:

- 2026 – First Horizon Year within 10 years from base year used to validate transportation demand planning model (2018)
- 2035 – Year such that there are no more than 10 years between analysis years
- 2045 – Final Year of Mobility Plan 2045

In addition to the required horizon years noted above, there was an additional analysis year of 2028 based on the final year of the Maintenance Plan for the Daily PM2.5 standard. This analysis year was not modeled directly for on-road mobile source emissions and used linear interpolation between year 2026 and 2035 outputs instead.

Following is a discussion of the projects' conformity horizon year and its continued relevance based on the proposed TIP amendments:

1. TIP Project #20-2020-012, KRMP Projects #09-257 and 09-258 – Relocated Alcoa Hwy (SR-115/US-129) Phase 1 and 2. These projects are in the Conformity 2026 Horizon Year, which is appropriate given that both are segments of the same project which are now being combined together. This is a high priority project for TDOT and construction funds were allocated in the most recent TDOT 3-year Program.

2. TIP Project #20-2014-069, KRMP Project #09-653 – Alcoa Hwy Widening. This project is also in the Conformity 2026 Horizon Year, which is appropriate given that it is moving forward towards construction and this amendment provides the additional funding needed for the project based on the final construction estimation process.

ii.) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan's and/or TIP's regional emissions at the time of the previous conformity determination.

Finding: These project amendments and all other regionally significant plan and TIP projects have been adequately described in order to determine their contribution to the regional emissions through the use of the Knoxville Regional TPO's travel demand forecasting model.

iii.) The design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan.

Finding: These project amendments do not result in any modifications to the design concept and scope from how they were modeled in the Knoxville Regional TPO's travel demand forecasting model used for the regional emissions analysis to demonstrate conformity. The Relocated Alcoa Hwy projects will use a staged approach to construction in order to tie in specific parts of the project to maintain access to existing homes, businesses and industries in the area, but the final product will match the project that was modeled for conformity. The Alcoa Hwy widening project amendment involves only the addition of funding to cover a shortfall in the latest construction cost estimate. The project limits and scope are exactly the same as before.

iv.) The previous regional emissions analysis is consistent with the requirements of 40 CFR 93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 40 CFR 93.119, as applicable.

Finding: The previous regional emissions analyses followed the requirements of 40 CFR 93.118 by demonstrating conformity to all currently applicable motor vehicle emissions budgets (MVEB). The current MVEB in effect for the 2008 Ozone Standard was made effective on July 13, 2015 and the current MVEBs in effect for the 2006 Daily PM2.5 standard was made effective on August 28, 2017 as noted in the conformity determination report.

Timely Implementation of TCMs

The applicable State Implementation Plans for the Knoxville Region do not contain any Transportation Control Measures; therefore, nothing in the amended TIP would interfere with their implementation.

Fiscal Constraint Analysis

The “before and after” TIP financial tables are included in Attachment 1 and demonstrate that the FY 2020 – 2023 TIP still meets financial constraint for all fiscal years.

Interagency Consultation and Public Involvement Analysis

The prior regional emissions analyses leading to U.S. DOT’s approval on May 31, 2021 complied with all federal and state requirements for interagency consultation and public involvement.

This short conformity report underwent a 30-day review by the Knoxville-Area Air Quality Interagency Consultation group from July 22, 2021 to August 20, 2021. One comment was addressed regarding the need for consistency of funding sources being show for the project between the TIP and the regional long-range transportation plan (LRTP) known as the ‘2045 Mobility Plan’. The LRTP identifies this project with TDOT IMPROVE Act (100% state funds) whereas the FY 2020-2023 TIP identifies the project with 80% federal (NHPP) funds and 20% state matching funds. The TPO staff have processed an administrative modification of the LRTP to now show this project identically to the TIP and ensure financial constraint requirements are satisfied.

The short conformity report and associated TIP amendments also underwent a 30-day public comment period from August 23, 2021 to September 21, 2021 as per the Knoxville Regional TPO Public Involvement Plan and the following comments were received (TBD).

**ATTACHMENT 1 –
FY 2020 – 2023 TIP Before and After Profile Pages**

Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

ORIGINAL

TIP No.	20-2014-069	Revision No.	1	Mobility Plan No.	09-653
TDOT PIN	100241.03	STIP No.	2047085		
Project Name	Alcoa Hwy. (SR-115 / US-129)				
Lead Agency	TDOT				
Total Project Cost	\$88,504,000				

Project Description	Widen 4-lane to 6-lane including pedestrian and bicycle facilities.				
Termini/Intersection	From Woodson Dr. to Cherokee Trail interchange (IA)				
Counties	Knox				
City/Agency	City of Knoxville				
Length	1.6	(miles)	Conformity Status	Non-Exempt	

Additional Details

Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2021	CON	NHPP	\$72,800,000	\$58,240,000	\$14,560,000	\$0	\$0
Total			\$72,800,000	\$58,240,000	\$14,560,000	\$0	\$0

Revision Date	5/1/2020
Revision Details	Modify project to move construction phase from FY 2020 to FY 2021. The funding, project description and termini remain the same.
Previous TIP No.	2011-002, 2014-069, 17-2014-069



Knoxville Regional Transportation Planning Organization TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

AMENDED

TIP No.	20-2014-069	Revision No.	2	Mobility Plan No.	09-653
TDOT PIN	100241.03	STIP No.	2047085		
Project Name	Alcoa Hwy. (SR-115 / US-129)				
Lead Agency	TDOT				
Total Project Cost	\$117,704,000				

Project Description	Widen 4-lane to 6-lane including pedestrian and bicycle facilities.				
Termini/Intersection	From Woodson Dr. to Cherokee Trail interchange (IA)				
Counties	Knox				
City/Agency	City of Knoxville				
Length	1.6	(miles)	Conformity Status	Non-Exempt	

Additional Details

Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2022	CON	NHPP	\$102,000,000	\$81,600,000	\$20,400,000	\$0	\$0
Total			\$102,000,000	\$81,600,000	\$20,400,000	\$0	\$0

Revision Date	9/22/2021
Revision Details	Amend project to move construction phase from FY 2021 to FY 2022 and increase construction cost estimate. Construction costs in FY 2022 total \$102,000,000 (\$81,600,000 federal NHPP/\$20,400,000 state). This amendment adds \$29,200,000 (\$23,360,000 federal NHPP/\$5,840,000 state) to the project and TIP. The total project cost is increased to \$117,704,000.
Previous TIP No.	2011-002, 2014-069, 17-2014-069



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

ORIGINAL
(Project to be removed from TIP)

TIP No.	20-2014-035	Revision No.	2	Mobility Plan No.	09-257
TDOT PIN	101651.02	STIP No.	2005021		
Project Name	SR 115 / US 129 (Relocated Alcoa Hwy.)				
Lead Agency	TDOT				
Total Project Cost	\$117,300,000				

Project Description	New alignment, four lane divided facility, construct an interchange at Pellissippi Parkway (SR-162)				
Termini/Intersection	Proposed interchange at Tyson Blvd. to Pellissippi Pkwy (SR-162)				
Counties	Blount				
City/Agency	Blount County				
Length	2.9	(miles)	Conformity Status	Non-Exempt	

Additional Details

Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2022	CON	NHPP	\$84,800,000	\$67,840,000	\$16,960,000	\$0	\$0
Total			\$84,800,000	\$67,840,000	\$16,960,000	\$0	\$0

Revision Date	2/11/2021
Revision Details	Modify project to increase the FY 2022 construction cost estimate to \$84,800,000 This modification adds \$17,300,000 NHPP (\$13,840,000 federal/\$3,460,000 state) to the TIP. The total project cost is increased to \$117,300,000.
Previous TIP No.	2008-152, 2011-037, 2014-035, 17-2014-035



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

AMENDED
(NEW Page)

TIP No.	20-2020-012	Revision No.	0	Mobility Plan No.	09-257
TDOT PIN	101651.04	STIP No.	2005023		
Project Name	SR-115 (US-129) (Relocated Alcoa Highway)				
Lead Agency	TDOT				
Total Project Cost	\$80,000,000				

Project Description	Stage construction including grade, drain, base, pave, signal, lighting, ITS, greenway, retaining wall, natural stream design, and bridge, from S. of proposed Wright Rd. interchange to N. of proposed SR-162 (Pellissippi Pkwy.) interchange, providing local connectivity for existing routes and destinations.				
Termini/Intersection	(Relocated Alcoa Hwy.) from proposed interchange at Tyson Blvd. to existing SR-115 at South Singleton Station Rd. Stage 1 (IA)				
Counties	Blount				
City/Agency					
Length	4.9	(miles)	Conformity Status	Non-Exempt	

Additional Details

Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2022	CON	NHPP	\$80,000,000	\$64,000,000	\$16,000,000	\$0	\$0
Total			\$80,000,000	\$64,000,000	\$16,000,000	\$0	\$0

Revision Date	9/22/2021
Revision Details	Amend TIP to add this non-exempt project. The project description is Stage construction including grade, drain, base, pave, signal, lighting, ITS, greenway, retaining wall, natural stream design, and bridge, from S. of proposed Wright Rd. interchange to N. of proposed SR-162 (Pellissippi Pkwy.) interchange, providing local connectivity for existing routes and destinations. CN phase costs in FY 2022 total \$80,000,000 (\$64,000,000 federal NHPP/\$16,000,000 state). This amendment adds \$80,000,000 (\$64,000,000 federal NHPP/\$16,000,000 state) to the TIP. The total project cost is \$80,000,000.
Previous TIP No.	<input style="width: 500px; height: 15px;" type="text"/>



KNOXVILLE REGIONAL TPO TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

ORIGINAL

Table 1. Summary of Programmed Revenues

Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	Total	Share (%)
ACNHPP	\$74,000,000	\$6,000,000	\$0	\$0	\$80,000,000	11.38
CMAQ	\$21,200,398	\$17,320,317	\$6,260,822	\$2,725,460	\$47,506,997	6.76
HIP	\$0	\$8,895,612	\$0	\$0	\$8,895,612	1.27
HPP	\$10,249,872	\$0	\$0	\$0	\$10,249,872	1.46
HSIP	\$12,561,100	\$5,500,000	\$1,312,500	\$875,000	\$20,248,600	2.88
HSIP-R	\$0	\$100,000	\$14,100	\$7,050	\$121,150	0.02
LIC	\$171,958	\$0	\$0	\$0	\$171,958	0.02
LOCAL	\$3,146,889	\$9,100,222	\$2,500,000	\$5,418,000	\$20,165,111	2.87
L-STBG	\$24,890,931	\$19,491,134	\$30,580,056	\$21,185,890	\$96,148,011	13.67
L-STBG-TA	\$0	\$250,000	\$747,500	\$0	\$997,500	0.14
NHPP	\$76,422,500	\$111,239,722	\$96,160,000	\$21,744,000	\$305,566,222	43.46
PHSIP	\$41,625	\$850,000	\$20,813	\$13,875	\$926,313	0.13
PRIVATE	\$0	\$242,022	\$0	\$0	\$242,022	0.03
RHSIP	\$950,000	\$0	\$0	\$0	\$950,000	0.14
SECTION 5307	\$8,919,689	\$8,980,763	\$8,666,341	\$8,666,341	\$35,233,134	5.01
SECTION 5310	\$861,825	\$861,825	\$861,825	\$861,825	\$3,447,300	0.49
SECTION 5339	\$974,664	\$895,630	\$931,120	\$931,120	\$3,732,534	0.53
S-STBG	\$18,100,000	\$25,643,292	\$2,800,000	\$16,800,000	\$63,343,292	9.01
S-STBG-TA	\$0	\$890,565	\$0	\$4,325,798	\$5,216,363	0.74
Total	\$252,491,451	\$216,261,104	\$150,855,077	\$83,554,359	\$703,161,991	100.00
Federal	\$143,232,654	\$163,902,305	\$119,519,713	\$62,408,592	\$489,063,264	69.55
State	\$100,615,427	\$34,453,681	\$20,183,816	\$10,294,161	\$165,547,085	23.54
Local	\$8,180,215	\$17,171,902	\$10,689,157	\$10,389,215	\$46,430,489	6.60
Other	\$463,155	\$733,216	\$462,391	\$462,391	\$2,121,153	0.30

Table 2. Summary of Programmed Expenditures

Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	Total	Share (%)
ACNHPP	\$74,000,000	\$6,000,000	\$0	\$0	\$80,000,000	11.38
CMAQ	\$21,200,398	\$17,320,317	\$6,260,822	\$2,725,460	\$47,506,997	6.76
HIP	\$0	\$8,895,612	\$0	\$0	\$8,895,612	1.27
HPP	\$10,249,872	\$0	\$0	\$0	\$10,249,872	1.46
HSIP	\$12,561,100	\$5,500,000	\$1,312,500	\$875,000	\$20,248,600	2.88
HSIP-R	\$0	\$100,000	\$14,100	\$7,050	\$121,150	0.02
LIC	\$171,958	\$0	\$0	\$0	\$171,958	0.02
LOCAL	\$3,146,889	\$9,100,222	\$2,500,000	\$5,418,000	\$20,165,111	2.87
L-STBG	\$24,890,931	\$19,491,134	\$30,580,056	\$21,185,890	\$96,148,011	13.67
L-STBG-TA	\$0	\$250,000	\$747,500	\$0	\$997,500	0.14
NHPP	\$76,422,500	\$111,239,722	\$96,160,000	\$21,744,000	\$305,566,222	43.46
PHSIP	\$41,625	\$850,000	\$20,813	\$13,875	\$926,313	0.13
PRIVATE	\$0	\$242,022	\$0	\$0	\$242,022	0.03
RHSIP	\$950,000	\$0	\$0	\$0	\$950,000	0.14
SECTION 5307	\$8,919,689	\$8,980,763	\$8,666,341	\$8,666,341	\$35,233,134	5.01
SECTION 5310	\$861,825	\$861,825	\$861,825	\$861,825	\$3,447,300	0.49
SECTION 5339	\$974,664	\$895,630	\$931,120	\$931,120	\$3,732,534	0.53
S-STBG	\$18,100,000	\$25,643,292	\$2,800,000	\$16,800,000	\$63,343,292	9.01
S-STBG-TA	\$0	\$890,565	\$0	\$4,325,798	\$5,216,363	0.74
Total	\$252,491,451	\$216,261,104	\$150,855,077	\$83,554,359	\$703,161,991	100.00
Federal	\$143,232,654	\$163,902,305	\$119,519,713	\$62,408,592	\$489,063,264	69.55
State	\$100,615,427	\$34,453,681	\$20,183,816	\$10,294,161	\$165,547,085	23.54
Local	\$8,180,215	\$17,171,902	\$10,689,157	\$10,389,215	\$46,430,489	6.60
Other	\$463,155	\$733,216	\$462,391	\$462,391	\$2,121,153	0.30

KNOXVILLE REGIONAL TPO TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

AMENDED

Table 1. Summary of Programmed Revenues

Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	Total	Share (%)
ACNHPP	\$74,000,000	\$6,000,000	\$0	\$0	\$80,000,000	11.00
CMAQ	\$21,200,398	\$17,320,317	\$6,260,822	\$2,725,460	\$47,506,997	6.53
HIP	\$0	\$8,895,612	\$0	\$0	\$8,895,612	1.22
HPP	\$10,249,872	\$0	\$0	\$0	\$10,249,872	1.41
HSIP	\$12,561,100	\$5,500,000	\$1,312,500	\$875,000	\$20,248,600	2.78
HSIP-R	\$0	\$100,000	\$14,100	\$7,050	\$121,150	0.02
LIC	\$171,958	\$0	\$0	\$0	\$171,958	0.02
LOCAL	\$3,146,889	\$9,100,222	\$2,500,000	\$5,418,000	\$20,165,111	2.77
L-STBG	\$24,890,931	\$19,491,134	\$30,580,056	\$21,185,890	\$96,148,011	13.22
L-STBG-TA	\$0	\$250,000	\$747,500	\$0	\$997,500	0.14
NHPP	\$76,422,500	\$38,439,722	\$193,360,000	\$21,744,000	\$329,966,222	45.35
PHSIP	\$41,625	\$850,000	\$20,813	\$13,875	\$926,313	0.13
PRIVATE	\$0	\$242,022	\$0	\$0	\$242,022	0.03
RHSIP	\$950,000	\$0	\$0	\$0	\$950,000	0.13
SECTION 5307	\$8,919,689	\$8,980,763	\$8,666,341	\$8,666,341	\$35,233,134	4.84
SECTION 5310	\$861,825	\$861,825	\$861,825	\$861,825	\$3,447,300	0.47
SECTION 5339	\$974,664	\$895,630	\$931,120	\$931,120	\$3,732,534	0.51
S-STBG	\$18,100,000	\$25,643,292	\$2,800,000	\$16,800,000	\$63,343,292	8.71
S-STBG-TA	\$0	\$890,565	\$0	\$4,325,798	\$5,216,363	0.72
Total	\$252,491,451	\$143,461,104	\$248,055,077	\$83,554,359	\$727,561,991	100.00
Federal	\$143,232,654	\$105,662,305	\$197,279,713	\$62,408,592	\$508,583,264	69.90
State	\$100,615,427	\$19,893,681	\$39,623,816	\$10,294,161	\$170,427,085	23.42
Local	\$8,180,215	\$17,171,902	\$10,689,157	\$10,389,215	\$46,430,489	6.38
Other	\$463,155	\$733,216	\$462,391	\$462,391	\$2,121,153	0.29

Table 2. Summary of Programmed Expenditures

Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	Total	Share (%)
ACNHPP	\$74,000,000	\$6,000,000	\$0	\$0	\$80,000,000	11.00
CMAQ	\$21,200,398	\$17,320,317	\$6,260,822	\$2,725,460	\$47,506,997	6.53
HIP	\$0	\$8,895,612	\$0	\$0	\$8,895,612	1.22
HPP	\$10,249,872	\$0	\$0	\$0	\$10,249,872	1.41
HSIP	\$12,561,100	\$5,500,000	\$1,312,500	\$875,000	\$20,248,600	2.78
HSIP-R	\$0	\$100,000	\$14,100	\$7,050	\$121,150	0.02
LIC	\$171,958	\$0	\$0	\$0	\$171,958	0.02
LOCAL	\$3,146,889	\$9,100,222	\$2,500,000	\$5,418,000	\$20,165,111	2.77
L-STBG	\$24,890,931	\$19,491,134	\$30,580,056	\$21,185,890	\$96,148,011	13.22
L-STBG-TA	\$0	\$250,000	\$747,500	\$0	\$997,500	0.14
NHPP	\$76,422,500	\$38,439,722	\$193,360,000	\$21,744,000	\$329,966,222	45.35
PHSIP	\$41,625	\$850,000	\$20,813	\$13,875	\$926,313	0.13
PRIVATE	\$0	\$242,022	\$0	\$0	\$242,022	0.03
RHSIP	\$950,000	\$0	\$0	\$0	\$950,000	0.13
SECTION 5307	\$8,919,689	\$8,980,763	\$8,666,341	\$8,666,341	\$35,233,134	4.84
SECTION 5310	\$861,825	\$861,825	\$861,825	\$861,825	\$3,447,300	0.47
SECTION 5339	\$974,664	\$895,630	\$931,120	\$931,120	\$3,732,534	0.51
S-STBG	\$18,100,000	\$25,643,292	\$2,800,000	\$16,800,000	\$63,343,292	8.71
S-STBG-TA	\$0	\$890,565	\$0	\$4,325,798	\$5,216,363	0.72
Total	\$252,491,451	\$143,461,104	\$248,055,077	\$83,554,359	\$727,561,991	100.00
Federal	\$143,232,654	\$105,662,305	\$197,279,713	\$62,408,592	\$508,583,264	69.90
State	\$100,615,427	\$19,893,681	\$39,623,816	\$10,294,161	\$170,427,085	23.42
Local	\$8,180,215	\$17,171,902	\$10,689,157	\$10,389,215	\$46,430,489	6.38
Other	\$463,155	\$733,216	\$462,391	\$462,391	\$2,121,153	0.29

NOTE: Financial Tables run on 7/22/21 and reflect:

FY 2021: NHPP -\$72,800,000 (Federal: -\$58,240,000 State: -\$14,560,000)

FY 2022: NHPP +\$97,200,000 (Federal: \$77,760,000 State: \$19,440,000)