

DRAFT 6-27-2022 for Public Comment

Short Conformity Report for July 2022 Knoxville Regional TPO TIP Amendment

Project ID:

- 1. TIP ID# 20-2014-038 / KRMP ID# 09-615 – Washington Pike from North of I-640 to Murphy Rd**

Introduction

This report constitutes a conformity determination being made on an air quality non-exempt project amendment 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 (PM_{2.5}) 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 increase the funding for the construction phase of this project based on updated cost estimates. Since the affected project is already included in the existing Mobility Plan 2045, it has therefore been previously accounted for in the regional emissions analysis used to determine transportation conformity. The TPO staff believes that the previously programmed horizon year and scope for this project is also still appropriate based on the proposed action and current project description as described in more detail below.

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

1. TIP Project #20-2014-038, Mobility Plan 2045 Project # 09-615 – Washington Pike from North of I-640 to Murphy Rd in Knox County. Amend project to revise the project description and update the Right of Way cost estimate and total project cost. The project description is revised to "Widen from 2-lanes to 3/4-lanes with median/center turn lane and including bike/pedestrian facilities". The ROW phase is revised from FY 2021 to FY 22 and increased to \$6,300,000 (\$5,040,000 federal L-STBG/\$1,260,000 local). A total of \$6,000,000 (\$4,800,000 federal L-STBG/\$1,200,000 local) is added to the project cost and the TIP. The total project cost is increased to \$21,146,000.

This project has been under development by the City of Knoxville for over 10 years with significant public input occurring during the last 2 years which has resulted in a newly refined proposed design. A major purpose and need for the project was to increase motor vehicle capacity since sections of this 2-lane roadway are accommodating in excess of 20,000 vehicles per day on average resulting in significant recurring congestion. The original project description was a simple "widen 2-lanes to 4-lanes" however it has been determined that one section could function adequately as a 3-lane cross section where there are lower traffic volumes thereby minimizing overall impacts and addressing public concerns. There is a City [project website](#) that provides the full background and history of public engagement on this project.

The current action is to modify the project description to match the newly refined preferred design concept as well as adding significant funding to enable right-of-way acquisition to occur as the next phase of development for this project. The project is in the 2026 horizon year and with this amendment and projected construction funding being added to the new FY 2023-2026 TIP should enable it to meet that timeframe for implementation.

Figure 1 on the following page shows an excerpt from the Mobility Plan Conformity Determination Project List showing this project.

Figure 1: Mobility Plan 2045 Project List showing Washington Pike widening project

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

Project Name	KRMP ID	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

Statement of Conformity

The Knoxville Regional TPO reaffirms the applicable conformity findings with the above described amendment 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 PM_{2.5} 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: This project is already included in the existing Mobility Plan with the KRMP Project ID # 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 PM_{2.5} 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 project's conformity horizon year and its continued relevance based on the proposed TIP amendments:

1. TIP Project #20-2014-038, KRMP Project #09-614 – The proposed amendment will fully fund the anticipated costs for Right-of-Way acquisition which will begin in fiscal year 2022. While the Construction phase is not programmed in the current FY2020-2023 TIP it has been requested for funding in the next FY2023-2026 TIP in fiscal year 2024 and is anticipated to be programmed as a high priority "rollover" project for the new TIP.

With construction occurring sometime in fiscal year 2024 it is reasonable to assume a project completion by the end of calendar year 2026, i.e. Horizon Year 2026.

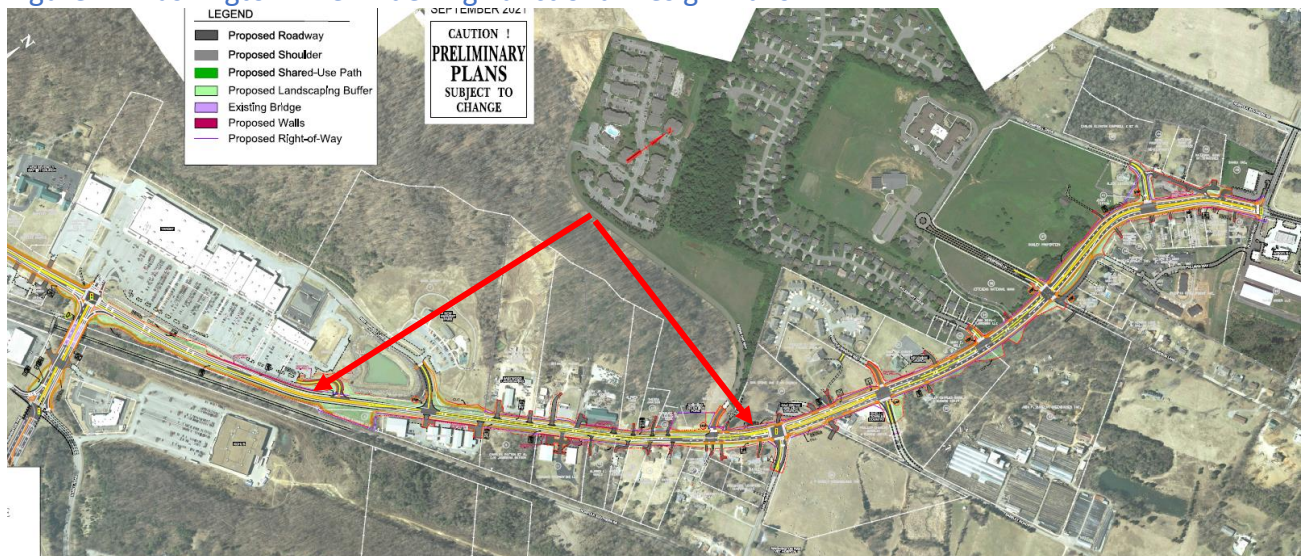
- ii.) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan's and/or TIP's regional emissions at the time of the previous conformity determination.

Finding: This project amendment 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: This project amendment does result in a minor modification to the design concept and scope, however it will not affect how it is modeled in the Knoxville Regional TPO's travel demand forecasting model used for the regional emissions analysis to demonstrate conformity. The design modification has changed a segment of the roadway from being widened from 2-lanes to 4-lanes to instead widening to 3-lanes between roughly Harvest Park Lane to Mill Road. Since a significant amount of traffic is introduced at the Mill Road intersection that continues to the north/east limits of the project it is not necessary to continue 4 through lanes through the portion of the project that is being proposed as 3-lanes. Since there are no other major intersections through this segment and the roadway transitions back to 4-lanes leading into each end it is still appropriated to model this as a 4-lane project in the travel demand model from a roadway capacity standpoint. Figure 2 below shows the proposed functional design plan with the 3-lane section identified by red arrows.

Figure 2: Washington Pike Widening Functional Design Plans



- 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 PM_{2.5} 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. The amendment was reviewed by the Knoxville Area Air Quality Interagency Consultation Group for a 30-day period from May 25, 2022 to June 23, 2022 and no comments were received.

This amendment underwent a 30-day public comment period from June 27, 2022 to July 26, 2022 as per the Knoxville Regional TPO Public Involvement Plan and **TBD** comments were received.

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

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

ORIGINAL

TIP No.	20-2014-038	Revision No.	1	Mobility Plan No.	09-615
TDOT PIN	043090.00	STIP No.			
Project Name	Washington Pike				
Lead Agency	City of Knoxville				
Total Project Cost	\$15,146,000				

Project Description	Widen from 2-lanes to 4-lanes including pedestrian and bicycle facilities.				
Termini/Intersection	North of I-640 to Murphy Road				
Counties	Knox				
City/Agency	City of Knoxville				
Length	1.7	(miles)	Conformity Status	Non-Exempt	

Additional Details	\$1,244,480 Federal L-STP funds previously obligated for this project.
--------------------	--

Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2021	PE-D	L-STBG	\$700,000	\$560,000	\$0	\$140,000	\$0
2021	ROW	L-STBG	\$300,000	\$240,000	\$0	\$60,000	\$0
Total			\$1,000,000	\$800,000	\$0	\$200,000	\$0

Revision Date	1/5/2021
Revision Details	Modify project to shift \$700,000 (\$560,000 federal L-STBG/\$140,000 local) from ROW to PE-Design in FY 2021. No funds are added to the TIP with this modification. The total project cost remains \$15,146,000.
Previous TIP No.	2006-022, 2008-053, 2014-038, 17-2014-038



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

AMENDED

TIP No.	20-2014-038	Revision No.	2	Mobility Plan No.	09-615
TDOT PIN	043090.00	STIP No.			
Project Name	Washington Pike				
Lead Agency	City of Knoxville				
Total Project Cost	\$21,146,000				

Project Description	Widen from 2-lanes to 3/4 -lanes with median/center turn lane and including bike/pedestrian facilities.				
Termini/Intersection	North of I-640 to Murphy Road				
Counties	Knox				
City/Agency	City of Knoxville				
Length	1.7	(miles)	Conformity Status	Non-Exempt	

Additional Details	\$1,244,480 Federal L-STP funds previously obligated for this project.
--------------------	--

Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2021	PE-D	L-STBG	\$700,000	\$560,000	\$0	\$140,000	\$0
2022	ROW	L-STBG	\$6,300,000	\$5,040,000	\$0	\$1,260,000	\$0
Total			\$7,000,000	\$5,600,000	\$0	\$1,400,000	\$0

Revision Date	7/27/2022
Revision Details	Amend project to revise the project description and update the Right of Way cost estimate and total project cost. The project description is revised to "Widen from 2-lanes to 3/4-lanes with median/center turn lane and including bike/pedestrian facilities". The ROW phase is revised from FY 2021 to FY 22 and increased to \$6,300,000 (\$5,040,000 federal L-STBG/\$1,260,000 local). A total of \$6,000,000 (\$4,800,000 federal L-STBG/\$1,200,000 local) is added to the project cost and the TIP. The total project cost is increased to \$21,146,000.
Previous TIP No.	2006-022, 2008-053, 2014-038, 17-2014-038



Table 1. Summary of Programmed Revenues

Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	Total	Share (%)
ACNHPP	\$73,000,000	\$6,000,000	\$27,430,000	\$0	\$106,430,000	12.78
CMAQ	\$9,914,998	\$17,169,017	\$9,664,551	\$12,801,039	\$49,549,605	5.95
HIP	\$0	\$8,022,779	\$1,513,516	\$1,539,845	\$11,076,140	1.33
HPP	\$10,249,872	\$0	\$0	\$0	\$10,249,872	1.23
HSIP	\$12,561,100	\$5,500,000	\$14,000,000	\$875,000	\$32,936,100	3.95
HSIP-R	\$0	\$700,000	\$3,000,000	\$7,050	\$3,707,050	0.45
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	2.42
L-STBG	\$21,483,831	\$10,490,574	\$31,625,302	\$30,691,680	\$94,291,387	11.32
L-STBG-TA	\$0	\$250,000	\$2,653,026	\$0	\$2,903,026	0.35
MMAG	\$0	\$0	\$1,285,000	\$0	\$1,285,000	0.15
NHPP	\$76,422,500	\$38,439,722	\$247,700,000	\$21,744,000	\$384,306,222	46.15
PHSIP	\$41,625	\$850,000	\$20,813	\$13,875	\$926,313	0.11
PRIVATE	\$0	\$242,022	\$1,286,616	\$0	\$1,528,638	0.18
RHSIP	\$950,000	\$0	\$0	\$0	\$950,000	0.11
SECTION 5307	\$8,919,689	\$8,980,763	\$8,666,341	\$8,666,341	\$35,233,134	4.23
SECTION 5310	\$0	\$1,753,225	\$861,825	\$861,825	\$3,476,875	0.42
SECTION 5339	\$974,664	\$895,630	\$931,120	\$931,120	\$3,732,534	0.45
S-STBG	\$18,100,000	\$18,947,229	\$2,800,000	\$23,496,063	\$63,343,292	7.61
S-STBG-TA	\$0	\$890,565	\$0	\$5,628,490	\$6,519,055	0.78
Total	\$235,937,126	\$128,231,748	\$355,938,110	\$112,674,328	\$832,781,312	100.00
Federal	\$128,717,196	\$93,430,230	\$261,895,173	\$87,227,441	\$571,270,040	68.60
State	\$99,572,595	\$19,410,303	\$80,471,730	\$10,999,761	\$210,454,389	25.27
Local	\$7,285,571	\$14,555,719	\$11,822,200	\$13,984,735	\$47,648,225	5.72
Other	\$361,764	\$835,496	\$1,749,007	\$462,391	\$3,408,658	0.41

Table 2. Summary of Programmed Expenditures

Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	Total	Share (%)
ACNHPP	\$73,000,000	\$6,000,000	\$27,430,000	\$0	\$106,430,000	12.78
CMAQ	\$9,914,998	\$17,169,017	\$9,664,551	\$12,801,039	\$49,549,605	5.95
HIP	\$0	\$8,022,779	\$1,513,516	\$1,539,845	\$11,076,140	1.33
HPP	\$10,249,872	\$0	\$0	\$0	\$10,249,872	1.23
HSIP	\$12,561,100	\$5,500,000	\$14,000,000	\$875,000	\$32,936,100	3.95
HSIP-R	\$0	\$700,000	\$3,000,000	\$7,050	\$3,707,050	0.45
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	2.42
L-STBG	\$21,483,831	\$10,490,574	\$31,625,302	\$30,691,680	\$94,291,387	11.32
L-STBG-TA	\$0	\$250,000	\$2,653,026	\$0	\$2,903,026	0.35
MMAG	\$0	\$0	\$1,285,000	\$0	\$1,285,000	0.15
NHPP	\$76,422,500	\$38,439,722	\$247,700,000	\$21,744,000	\$384,306,222	46.15
PHSIP	\$41,625	\$850,000	\$20,813	\$13,875	\$926,313	0.11
PRIVATE	\$0	\$242,022	\$1,286,616	\$0	\$1,528,638	0.18
RHSIP	\$950,000	\$0	\$0	\$0	\$950,000	0.11
SECTION 5307	\$8,919,689	\$8,980,763	\$8,666,341	\$8,666,341	\$35,233,134	4.23
SECTION 5310	\$0	\$1,753,225	\$861,825	\$861,825	\$3,476,875	0.42
SECTION 5339	\$974,664	\$895,630	\$931,120	\$931,120	\$3,732,534	0.45
S-STBG	\$18,100,000	\$18,947,229	\$2,800,000	\$23,496,063	\$63,343,292	7.61
S-STBG-TA	\$0	\$890,565	\$0	\$5,628,490	\$6,519,055	0.78
Total	\$235,937,126	\$128,231,748	\$355,938,110	\$112,674,328	\$832,781,312	100.00
Federal	\$128,717,196	\$93,430,230	\$261,895,173	\$87,227,441	\$571,270,040	68.60
State	\$99,572,595	\$19,410,303	\$80,471,730	\$10,999,761	\$210,454,389	25.27
Local	\$7,285,571	\$14,555,719	\$11,822,200	\$13,984,735	\$47,648,225	5.72
Other	\$361,764	\$835,496	\$1,749,007	\$462,391	\$3,408,658	0.41

Table 1. Summary of Programmed Revenues

Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	Total	Share (%)
ACNHPP	\$73,000,000	\$6,000,000	\$27,430,000	\$0	\$106,430,000	12.69
CMAQ	\$9,914,998	\$17,169,017	\$9,664,551	\$12,801,039	\$49,549,605	5.91
HIP	\$0	\$8,022,779	\$1,513,516	\$1,539,845	\$11,076,140	1.32
HPP	\$10,249,872	\$0	\$0	\$0	\$10,249,872	1.22
HSIP	\$12,561,100	\$5,500,000	\$14,000,000	\$875,000	\$32,936,100	3.93
HSIP-R	\$0	\$700,000	\$3,000,000	\$7,050	\$3,707,050	0.44
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	2.40
L-STBG	\$21,483,831	\$10,190,574	\$37,925,302	\$30,691,680	\$100,291,387	11.96
L-STBG-TA	\$0	\$250,000	\$2,653,026	\$0	\$2,903,026	0.35
MMAG	\$0	\$0	\$1,285,000	\$0	\$1,285,000	0.15
NHPP	\$76,422,500	\$38,439,722	\$247,700,000	\$21,744,000	\$384,306,222	45.82
PHSIP	\$41,625	\$850,000	\$20,813	\$13,875	\$926,313	0.11
PRIVATE	\$0	\$242,022	\$1,286,616	\$0	\$1,528,638	0.18
RHSIP	\$950,000	\$0	\$0	\$0	\$950,000	0.11
SECTION 5307	\$8,919,689	\$8,980,763	\$8,666,341	\$8,666,341	\$35,233,134	4.20
SECTION 5310	\$0	\$1,753,225	\$861,825	\$861,825	\$3,476,875	0.41
SECTION 5339	\$974,664	\$895,630	\$931,120	\$931,120	\$3,732,534	0.44
S-STBG	\$18,100,000	\$18,947,229	\$2,800,000	\$23,496,063	\$63,343,292	7.55
S-STBG-TA	\$0	\$890,565	\$0	\$5,628,490	\$6,519,055	0.78
Total	\$235,937,126	\$127,931,748	\$362,238,110	\$112,674,328	\$838,781,312	100.00
Federal	\$128,717,196	\$93,190,230	\$266,935,173	\$87,227,441	\$576,070,040	68.68
State	\$99,572,595	\$19,410,303	\$80,471,730	\$10,999,761	\$210,454,389	25.09
Local	\$7,285,571	\$14,495,719	\$13,082,200	\$13,984,735	\$48,848,225	5.82
Other	\$361,764	\$835,496	\$1,749,007	\$462,391	\$3,408,658	0.41

Table 2. Summary of Programmed Expenditures

Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	Total	Share (%)
ACNHPP	\$73,000,000	\$6,000,000	\$27,430,000	\$0	\$106,430,000	12.69
CMAQ	\$9,914,998	\$17,169,017	\$9,664,551	\$12,801,039	\$49,549,605	5.91
HIP	\$0	\$8,022,779	\$1,513,516	\$1,539,845	\$11,076,140	1.32
HPP	\$10,249,872	\$0	\$0	\$0	\$10,249,872	1.22
HSIP	\$12,561,100	\$5,500,000	\$14,000,000	\$875,000	\$32,936,100	3.93
HSIP-R	\$0	\$700,000	\$3,000,000	\$7,050	\$3,707,050	0.44
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	2.40
L-STBG	\$21,483,831	\$10,190,574	\$37,925,302	\$30,691,680	\$100,291,387	11.96
L-STBG-TA	\$0	\$250,000	\$2,653,026	\$0	\$2,903,026	0.35
MMAG	\$0	\$0	\$1,285,000	\$0	\$1,285,000	0.15
NHPP	\$76,422,500	\$38,439,722	\$247,700,000	\$21,744,000	\$384,306,222	45.82
PHSIP	\$41,625	\$850,000	\$20,813	\$13,875	\$926,313	0.11
PRIVATE	\$0	\$242,022	\$1,286,616	\$0	\$1,528,638	0.18
RHSIP	\$950,000	\$0	\$0	\$0	\$950,000	0.11
SECTION 5307	\$8,919,689	\$8,980,763	\$8,666,341	\$8,666,341	\$35,233,134	4.20
SECTION 5310	\$0	\$1,753,225	\$861,825	\$861,825	\$3,476,875	0.41
SECTION 5339	\$974,664	\$895,630	\$931,120	\$931,120	\$3,732,534	0.44
S-STBG	\$18,100,000	\$18,947,229	\$2,800,000	\$23,496,063	\$63,343,292	7.55
S-STBG-TA	\$0	\$890,565	\$0	\$5,628,490	\$6,519,055	0.78
Total	\$235,937,126	\$127,931,748	\$362,238,110	\$112,674,328	\$838,781,312	100.00
Federal	\$128,717,196	\$93,190,230	\$266,935,173	\$87,227,441	\$576,070,040	68.68
State	\$99,572,595	\$19,410,303	\$80,471,730	\$10,999,761	\$210,454,389	25.09
Local	\$7,285,571	\$14,495,719	\$13,082,200	\$13,984,735	\$48,848,225	5.82
Other	\$361,764	\$835,496	\$1,749,007	\$462,391	\$3,408,658	0.41

NOTE: Financial Tables run on 5/17/22 and reflect:

FY 2021: L-STBG: -\$300,000 (Federal: -\$240,000 Local: -\$60,000)

FY 2022: L-STBG: +\$6,300,000 (Federal: +\$5,040,000 Local: +\$1,260,000)