

DRAFT 3-27-2023 for Public Review
Updated 4-12-2023 to Remove One Project Amendment

Short Conformity Report for
April 2023 Knoxville Regional TPO TIP Amendments

Project ID's:

1. TIP ID# 23-2014-025 / KRMP ID# 09-232 – Pellissippi Pkwy (SR-162) Extension from SR-33 to SR-73 (US-321)
2. TIP ID# 23-2020-005 / KRMP ID# 10-260 – Foothills Mall Dr. Extension Ph. 2 from Foch St. to McCammon Ave.

Introduction

This report constitutes a conformity determination being made on air quality non-exempt project amendments to the FY 2023 – 2026 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 2023-2026 TIP was adopted by the TPO Executive Board on October 26, 2022. Air Quality Conformity for the 2023-2026 TIP was approved by the U.S. DOT on January 6, 2023.

A copy of the most recent full Air Quality Conformity Determination Report can be found at: https://knoxtpo.org/wp-content/uploads/2023/01/Conformity-Determination-FY2023-2026-TIP_Final.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 various phases of one project based on updated cost estimates as well as clarifying/correcting minor errors in project length, description and termini for both projects. Since 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 action and updated project descriptions as discussed 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 #23-2014-025, Mobility Plan 2045 Project #09-232 – Pellissippi Pkwy (SR-162) Extension from near SR-33 to SR-73 (US-321) in Blount County. Amend project to revise the project descriptive elements, increase programmed Right of Way funding and total project cost. The project length is increased to 4.9 miles and the termini description is revised to "(Pellissippi Parkway) from "near" SR-33 to SR-73 (US-321) (IA)". ROW phase costs in FY 2023 are revised to include \$20,709,838 (\$16,567,870 federal NHPP/\$4,141,968,000 state). This amendment adds \$20,709,838 (\$16,567,870 federal NHPP/\$4,141,968,000 state) to the project and the TIP. The total project cost is increased to a corrected \$184,200,000.

The purpose of this TIP Amendment is primarily to add the increased funding needed based on the latest estimate for right-of-way acquisition but also corrects the project length and clarifies that the terminus will include work to tie the project in with the existing highway where it now terminates at SR-33 (Old Knoxville Hwy).

This project is programmed in the 2035 Conformity Horizon Year - refer to Figure 1 for an excerpt showing this project in the most recent amended Mobility Plan 2045 conformity determination project table listing.

2. TIP ID# 23-2020-005 / KRMP ID# 10-260 – Foothills Mall Dr. Extension Ph. 2 from Foch St. to McCammon Ave. Amend project to revise the project termini, description and length. Project termini are revised from "Foch St. to McCammon Ave." to "Foch St. to near Bessemer St.". The project length is increased to 0.76 miles and the project description is revised to "Construct new 2-lane road with turn lanes where needed from Foch St. to McCammon Ave., at Celtic Rd. and Reconstruct McCammon Ave. to an improved 2-lane roadway with curb & gutter to tie in with previous improvements near the Bessemer St. intersection. Project includes a multi-use path on one side

throughout". No funding changes are included with this amendment and the total project cost is unchanged.

Additional information regarding the changes to this project is provided in the following sections of this report describing the ability to rely on a previous regional emissions analysis to demonstrate conformity. Overall the changes are minor and reflect a more accurate description on the TIP page for what was already envisioned for the project and to provide additional clarification based on the project formally entering the preliminary engineering phase and information coming to light.

This project is programmed in the 2026 Conformity Horizon Year - refer to Figure 2 for an excerpt showing this project in the most recent amended Mobility Plan 2045 conformity determination project table listing.

Figure 1: Mobility Plan 2045 Project List showing Pellissippi Pkwy Extension project

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

Project Name	KRMP ID	FY 2023-2026 TIP ID	From	To	Length (miles)	Final Description	Conformity Analysis Year	Exempt Status	Regional Significance
Sevierville Rd (SR-35/US-411) Widening	09-214	23-2014-059	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	23-2017-042	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	23-2014-025	Old Knoxville Hwy (SR-33)	Lamar Alexander Pkwy (US-321/SR-73)	4.4	Construct new 4-lane highway	2035	Non-Exempt	Regionally Significant
Relocated Alcoa Hwy (SR-115/US-129)	09-257	23-2020-012	Proposed Interchange at Tyson Blvd	Singleton Station Rd	4.9	Construct new 4-lane divided highway with auxiliary lanes and new interchanges at McGhee Tyson Airport access, Wright Rd, Pellissippi Pkwy (SR-162) and Singleton Station Rd. Project will be constructed in two stages: Stage 1 includes grade, drain, base, pave, signal, lighting, ITS, greenway, retaining wall, natural stream design and bridge from South of proposed Wright Rd Interchange to North of SR-162 interchange. Stage 2 completes entire project with tie-ins at existing SR-115 at Tyson Blvd and proposed interchange at Singleton Station Rd and all remaining work	2035	Non-Exempt	Regionally Significant

Figure 2: Mobility Plan 2045 Project List showing Foothills Mall Drive Extension Phase II project

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

Project Name	KRMP ID	FY 2023-2026 TIP ID	From	To	Length (miles)	Final Description	Conformity Analysis Year	Exempt Status	Regional Significance
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Relocated Alcoa Hwy (SR-115/US-129)	09-257	23-2020-012	Proposed Interchange at Tyson Blvd	Singleton Station Rd	4.9	Construct new 4-lane divided highway with auxiliary lanes and new interchanges at McGhee Tyson Airport access, Wright Rd, Pellissippi Pkwy (SR-162) and Singleton Station Rd. Project will be constructed in two stages: Stage 1 includes grade, drain, base, pave, signal, lighting, ITS, greenway, retaining wall, natural stream design and bridge from South of proposed Wright Rd Interchange to North of SR-162 interchange. Stage 2 completes entire project with tie-ins at existing SR-115 at Tyson Blvd and proposed interchange at Singleton Station Rd and all remaining work	2035	Non-Exempt	Regionally Significant
Foothills Mall Drive Extension Phase II	10-260	23-2020-005	Foch Street	McCammon Ave	0.7	Construct new 2-lane road with center turn lane and sidewalks	2026	Non-Exempt	Not 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 PM_{2.5} Standards – The regional emissions analysis completed for Mobility Plan 2045 amendments and FY 2023-2026 TIP adopted in October 2022 and conformity finding by U.S. DOT on January 6, 2023. 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 amendments and FY 2023-2026 TIP adopted in October 2022 and conformity finding by U.S. DOT on January 6, 2023. 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 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 projects' conformity horizon years and their continued relevance based on the proposed TIP amendments:

1. TIP Project #23-2014-025, Mobility Plan 2045 Project #09-232 – Pellissippi Pkwy (SR-162) Extension. This is also a major freeway-type facility that is just beginning the process of right-of-way acquisition which will likely take a significant amount of time

given the multitude of properties that are affected. The subsequent construction phase will also take significant time to complete such that 2035 is still the most appropriate horizon year as shown in the amended Mobility Plan 2045.

2. TIP Project #23-2020-005 / KRMP ID# 10-260 – Foothills Mall Dr. Extension Ph. 2. This is a relatively short project that will complete a new roadway connection started in phase 1 as a parallel facility to US-129/SR-115 between US-321 and Bessemer Street. Funding is programmed through the construction phase in the FY2023-2026 TIP with construction expected to start by 2025 and be completed by the end of 2026 making the current programmed horizon year of 2026 still appropriate.

- 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 involve relatively minor changes to description/scope that will not result in any modifications to how they were modeled in the Knoxville Regional TPO's travel demand forecasting model used for the regional emissions analysis to demonstrate conformity. Additional elaboration on this aspect is provided for each project as follows:

1. TIP Project #23-2014-025, Mobility Plan 2045 Project #09-232 – Pellissippi Pkwy (SR-162) Extension. The project amendment primarily involves a cost increase for the right-of-way phase and also corrects a previously erroneous estimation of total project length that does not affect how the project is being modeled for conformity. Additionally, one of the termini is being changed from "SR-33" to "near SR-33", which simply reflects the work to tie the project in with the highway where it dead ends currently at SR-33. The travel demand model has already reflected this tie-in by necessity as one overall complete freeway project that it is envisioned as.
2. TIP Project #23-2020-005 / KRMP ID# 10-260 – Foothills Mall Dr. Extension Ph. 2. The project limits and map on the TIP page are being updated to match the overall envisioned project that was included and modeled for the Mobility Plan 2045. The TIP

map did not show the portion on existing alignment of McCammon Ave that carries the project to a logical terminus point where a previous intersection improvement of McCammon Ave at Bessemer St provided a curb & gutter section with sidewalk up to a shopping center driveway. The portion on new alignment between Foch St and McCammon Ave is the critical portion that causes this to be an air quality conformity non-exempt project and that is unaffected by this amendment in terms of how it has been modeled for conformity in the TPO travel demand model.

- 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.

It should also be noted that none of these project amendments are subject to conformity for the 1997 8-hour Ozone Standard since they lie within Blount County which is subject to the conformity requirements from the more stringent 2008 8-hour Ozone Standard for which it is currently classified as a Maintenance Area.

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 2023 – 2026 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 for the original Mobility Plan 2045 and subsequently on January 6, 2023 for amendments to that Plan complied with all federal and state requirements for interagency consultation and public involvement. This amendment underwent a 30-day public comment period from March 27, 2023 to April 25, 2023 as per the Knoxville Regional TPO Public Involvement Plan and X comments were received (TBD). The amendments were also reviewed by the Knoxville Area Air Quality Interagency Consultation Group for a 29-day period from February 24, 2023 to March 24, 2023.

ATTACHMENT 1 –
FY 2023 – 2026 TIP Before and After Profile Pages



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
23-2014-025	101423.00	4.50	TDOT

County:

Blount

Route

SR-162EXT

Total Project Cost

\$114,700,000.00

Project Name:

Pellissippi Pkwy. (SR-162) Extension

Termini

(Pellissippi Parkway), From SR-33 to SR-73 (US-321) (IA)

Project Description

Construct new 4 lane

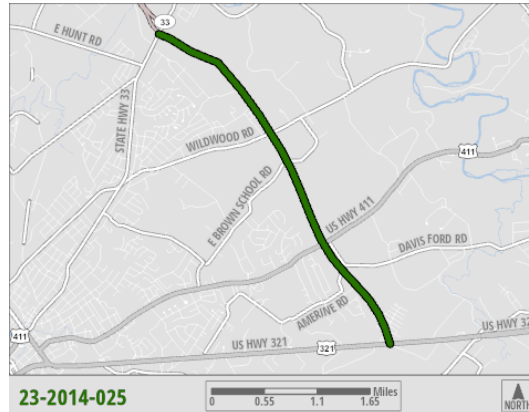
Long Range Plan #

09-232

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	ROW	HPP	\$9,090,162	\$7,272,130	\$1,818,032	\$0
Total			\$9,090,162	\$7,272,130	\$1,818,032	\$0





<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
23-2014-025	101423.00	4.90	TDOT

County:

Blount

Route

SR-162EXT

Total Project Cost

\$184,200,000.00

Project Name:

Pellissippi Pkwy. (SR-162) Extension

Termini

(Pellissippi Parkway), From near SR-33 to SR-73 (US-321) (IA)

Project Description

Construct new 4 lane

Long Range Plan #

09-232

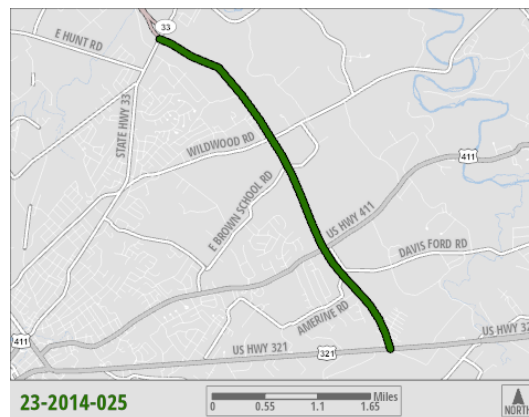
Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	ROW	HPP	\$9,090,162	\$7,272,130	\$1,818,032	\$0
2023	ROW	NHPP	\$20,709,838	\$16,567,870	\$4,141,968	\$0
Total			\$29,800,000	\$23,840,000	\$5,960,000	\$0

Comments:

Amend project to revise the project descriptive elements, increase programmed Right of Way funding and total project cost. The project length is increased to 4.9 miles and the termini description is revised to "(Pellissippi Parkway) from "near" SR-33 to SR-73 (US-321) (IA)". ROW phase costs in FY 2023 are revised to include \$20,709,838 (\$16,567,870 federal NHPP/\$4,141,968 state). This amendment adds \$20,709,838 (\$16,567,870 federal NHPP/\$4,141,968 state) to the project and the TIP. The total project cost is increased to a corrected \$184,200,000.





ID	PIN #	Length in Miles	Lead Agency
23-2020-005	132946.00	0.66	City of Maryville

County:

Blount

Route

-

Total Project Cost

\$6,190,000.00

Project Name:

Foothills Mall Dr. Extension Ph. 2

Termini

Foch St. to McCammon Ave.

Project Description

Construct new 2-lane road with center turn lane and sidewalks.

Long Range Plan #

10-260

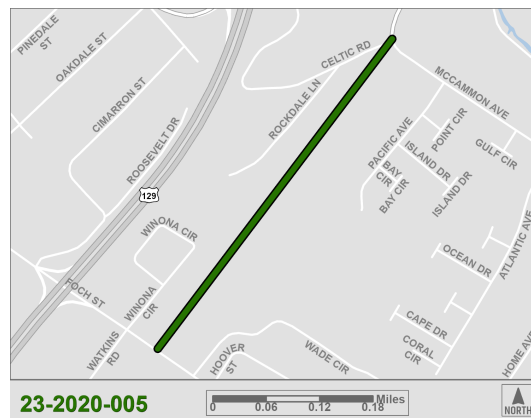
Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	L-STBG	\$208,000	\$166,400	\$0	\$41,600
2024	ROW	L-STBG	\$882,000	\$705,600	\$0	\$176,400
2025	CONST	L-STBG	\$5,000,000	\$4,000,000	\$0	\$1,000,000
Total			\$6,090,000	\$4,872,000	\$0	\$1,218,000

Comments:

\$80,000 federal L-STBG previously obligated





ID	PIN #	Length in Miles	Lead Agency
23-2020-005	132946.00	0.76	City of Maryville

County:

Blount

Route

-

Total Project Cost

\$6,190,000.00

Project Name:

Foothills Mall Dr. Extension Ph. 2

Termini

Foch St. to near Bessemer St.

Project Description

Construct new 2-lane road with turn lanes where needed from Foch St. to McCammon Ave., at Celtic Rd. and Reconstruct McCammon Ave. to an improved 2-lane roadway with curb & gutter to tie in with previous improvements near the Bessemer St. intersection. Project includes a multi-use path on one side throughout.

Long Range Plan #

10-260

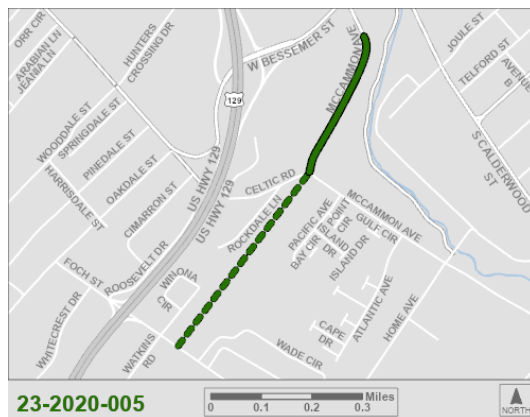
Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	L-STBG	\$208,000	\$166,400	\$0	\$41,600
2024	ROW	L-STBG	\$882,000	\$705,600	\$0	\$176,400
2025	CONST	L-STBG	\$5,000,000	\$4,000,000	\$0	\$1,000,000
Total			\$6,090,000	\$4,872,000	\$0	\$1,218,000

Comments:

\$80,000 federal L-STBG previously obligated
Amend project to revise the project termini, description and length. Project termini are revised from "Foch St. to McCammon Ave." to "Foch St. to near Bessemer St.". The project length is increased to 0.76 miles and the project description is revised to "Construct new 2-lane road with turn lanes where needed from Foch St. to McCammon Ave., at Celtic Rd. and Reconstruct McCammon Ave. to an improved 2-lane roadway with curb & gutter to tie in with previous improvements near the Bessemer St. intersection. Project includes a multi-use path on one side throughout". No funding changes are included with this amendment and the total project cost is unchanged.





eSTIP Fiscal Constraints Report for STIP Period 2023
Knoxville MPO

ORIGINAL

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
CMAQ	2023	\$18,140,511	\$18,140,511	\$18,060,458	\$0	\$80,053	\$0	\$0
CMAQ	2024	\$8,570,478	\$8,570,478	\$8,023,236	\$0	\$547,242	\$0	\$0
CMAQ	2025	\$2,692,360	\$2,692,360	\$2,692,360	\$0	\$0	\$0	\$0
CRP	2023	\$3,713,388	\$3,095,000	\$3,094,388	\$0	\$619,000	\$1,530,360	\$618,388
CRP	2024	\$2,439,425	\$1,113,000	\$2,216,825	\$0	\$222,600	\$618,388	\$1,326,425
CRP	2025	\$2,960,027	\$0	\$2,960,027	\$0	\$0	\$1,326,425	\$2,960,027
CRP	2026	\$5,104,568	\$2,375,000	\$4,629,568	\$0	\$475,000	\$2,960,027	\$2,729,568
HIP	2023	\$1,539,845	\$1,539,845	\$1,231,876	\$0	\$307,969	\$0	\$0
HPP	2023	\$9,228,762	\$9,228,762	\$7,410,730	\$1,818,032	\$0	\$0	\$0
HSIP	2023	\$4,000,000	\$4,000,000	\$3,600,000	\$400,000	\$0	\$0	\$0
HSIP	2024	\$500,000	\$500,000	\$450,000	\$50,000	\$0	\$0	\$0
HSIP	2025	\$250,000	\$250,000	\$225,000	\$25,000	\$0	\$0	\$0
HSIP	2026	\$250,000	\$250,000	\$225,000	\$25,000	\$0	\$0	\$0
HSIP-R	2023	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
HSIP-R	2024	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
HSIP-R	2025	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
HSIP-R	2026	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
L-STBG	2023	\$66,935,782	\$26,465,003	\$61,670,559	\$782,000	\$4,483,223	\$48,659,355	\$40,470,779
L-STBG	2024	\$62,167,529	\$41,996,500	\$53,768,229	\$335,400	\$8,063,900	\$40,470,779	\$20,171,029
L-STBG	2025	\$36,756,923	\$14,979,500	\$33,761,023	\$0	\$2,995,900	\$20,171,029	\$21,777,423
L-STBG	2026	\$42,819,447	\$35,765,250	\$35,666,397	\$1,741,950	\$5,411,100	\$21,777,423	\$7,054,197
L-STBG-TA	2023	\$4,024,488	\$3,000,000	\$3,424,488	\$0	\$600,000	\$1,866,097	\$1,024,488
L-STBG-TA	2024	\$3,260,164	\$3,215,000	\$2,617,164	\$0	\$643,000	\$1,024,488	\$45,164
L-STBG-TA	2025	\$1,932,878	\$1,300,000	\$1,672,878	\$0	\$260,000	\$45,164	\$632,878
L-STBG-TA	2026	\$2,796,402	\$2,500,000	\$2,296,402	\$0	\$500,000	\$632,878	\$296,402
LOCAL	2023	\$9,145,222	\$9,145,222	\$0	\$0	\$9,145,222	\$0	\$0
LOCAL	2025	\$15,300,000	\$15,300,000	\$0	\$0	\$15,300,000	\$0	\$0
MMAG	2023	\$1,285,000	\$1,285,000	\$0	\$950,000	\$335,000	\$0	\$0
MMAG	2026	\$762,000	\$762,000	\$0	\$723,900	\$38,100	\$0	\$0
NHPP	2023	\$237,849,822	\$237,849,822	\$190,279,858	\$47,569,964	\$0	\$0	\$0
NHPP	2024	\$37,561,600	\$37,561,600	\$30,049,280	\$7,512,320	\$0	\$0	\$0
NHPP	2025	\$15,152,000	\$15,152,000	\$12,121,600	\$3,030,400	\$0	\$0	\$0
NHPP	2026	\$12,008,400	\$12,008,400	\$9,606,720	\$2,401,680	\$0	\$0	\$0
PHSIP	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHSIP	2024	\$304,152	\$304,152	\$304,152	\$0	\$0	\$0	\$0



eSTIP Fiscal Constraints Report for STIP Period 2023
Knoxville MPO

ORIGINAL

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
PHSIP	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHSIP	2026	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S-STBG-TA	2023	\$2,331,436	\$2,331,436	\$1,865,149	\$0	\$466,287	\$0	\$0
S-STBG-TA	2025	\$1,302,693	\$1,302,693	\$1,042,154	\$0	\$260,539	\$0	\$0
SECTION 5307	2023	\$10,657,041	\$10,657,041	\$8,525,633	\$1,065,704	\$1,065,704	\$0	\$0
SECTION 5307	2024	\$10,891,497	\$10,891,497	\$8,713,197	\$1,089,150	\$1,089,150	\$0	\$0
SECTION 5307	2025	\$11,131,109	\$11,131,109	\$8,904,887	\$1,113,111	\$1,113,111	\$0	\$0
SECTION 5307	2026	\$11,375,993	\$11,375,993	\$9,100,795	\$1,137,599	\$1,137,599	\$0	\$0
SECTION 5310	2023	\$1,074,456	\$1,074,456	\$859,564	\$107,446	\$107,446	\$0	\$0
SECTION 5310	2024	\$1,098,092	\$1,098,092	\$878,474	\$109,809	\$109,809	\$0	\$0
SECTION 5310	2025	\$1,122,251	\$1,122,251	\$897,801	\$112,225	\$112,225	\$0	\$0
SECTION 5310	2026	\$1,146,940	\$1,146,940	\$917,552	\$114,694	\$114,694	\$0	\$0
SECTION 5339	2023	\$878,320	\$878,320	\$702,656	\$87,832	\$87,832	\$0	\$0
SECTION 5339	2024	\$897,642	\$897,642	\$718,114	\$89,764	\$89,764	\$0	\$0
SECTION 5339	2025	\$917,391	\$917,391	\$733,913	\$91,739	\$91,739	\$0	\$0
SECTION 5339	2026	\$937,573	\$937,573	\$750,059	\$93,757	\$93,757	\$0	\$0
STBG	2023	\$33,332,343	\$33,332,343	\$26,665,874	\$5,327,256	\$1,339,213	\$0	\$0
STBG	2024	\$15,469,245	\$15,469,245	\$12,375,396	\$3,093,849	\$0	\$0	\$0
STBG	2025	\$5,068,140	\$5,068,140	\$4,054,512	\$1,013,628	\$0	\$0	\$0
STBG	2026	\$1,267,035	\$1,267,035	\$1,013,628	\$253,407	\$0	\$0	\$0



eSTIP Fiscal Constraints Report for STIP Period 2023
Knoxville MPO

AMENDED

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
CMAQ	2023	\$18,140,511	\$18,140,511	\$18,060,458	\$0	\$80,053	\$0	\$0
CMAQ	2024	\$8,570,478	\$8,570,478	\$8,023,236	\$0	\$547,242	\$0	\$0
CMAQ	2025	\$2,692,360	\$2,692,360	\$2,692,360	\$0	\$0	\$0	\$0
CRP	2023	\$3,713,388	\$3,095,000	\$3,094,388	\$0	\$619,000	\$1,530,360	\$618,388
CRP	2024	\$2,439,425	\$1,113,000	\$2,216,825	\$0	\$222,600	\$618,388	\$1,326,425
CRP	2025	\$2,960,027	\$0	\$2,960,027	\$0	\$0	\$1,326,425	\$2,960,027
CRP	2026	\$5,104,568	\$2,375,000	\$4,629,568	\$0	\$475,000	\$2,960,027	\$2,729,568
HIP	2023	\$1,539,845	\$1,539,845	\$1,231,876	\$0	\$307,969	\$0	\$0
HPP	2023	\$9,228,762	\$9,228,762	\$7,410,730	\$1,818,032	\$0	\$0	\$0
HSIP	2023	\$4,000,000	\$4,000,000	\$3,600,000	\$400,000	\$0	\$0	\$0
HSIP	2024	\$500,000	\$500,000	\$450,000	\$50,000	\$0	\$0	\$0
HSIP	2025	\$250,000	\$250,000	\$225,000	\$25,000	\$0	\$0	\$0
HSIP	2026	\$250,000	\$250,000	\$225,000	\$25,000	\$0	\$0	\$0
HSIP-R	2023	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
HSIP-R	2024	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
HSIP-R	2025	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
HSIP-R	2026	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
L-STBG	2023	\$66,935,782	\$26,465,003	\$61,670,559	\$782,000	\$4,483,223	\$48,659,355	\$40,470,779
L-STBG	2024	\$62,167,529	\$41,996,500	\$53,768,229	\$335,400	\$8,063,900	\$40,470,779	\$20,171,029
L-STBG	2025	\$36,756,923	\$14,979,500	\$33,761,023	\$0	\$2,995,900	\$20,171,029	\$21,777,423
L-STBG	2026	\$42,819,447	\$35,765,250	\$35,666,397	\$1,741,950	\$5,411,100	\$21,777,423	\$7,054,197
L-STBG-TA	2023	\$4,024,488	\$3,000,000	\$3,424,488	\$0	\$600,000	\$1,866,097	\$1,024,488
L-STBG-TA	2024	\$3,260,164	\$3,215,000	\$2,617,164	\$0	\$643,000	\$1,024,488	\$45,164
L-STBG-TA	2025	\$1,932,878	\$1,300,000	\$1,672,878	\$0	\$260,000	\$45,164	\$632,878
L-STBG-TA	2026	\$2,796,402	\$2,500,000	\$2,296,402	\$0	\$500,000	\$632,878	\$296,402
LOCAL	2023	\$9,145,222	\$9,145,222	\$0	\$0	\$9,145,222	\$0	\$0
LOCAL	2025	\$15,300,000	\$15,300,000	\$0	\$0	\$15,300,000	\$0	\$0
MMAG	2023	\$1,285,000	\$1,285,000	\$0	\$950,000	\$335,000	\$0	\$0
MMAG	2026	\$762,000	\$762,000	\$0	\$723,900	\$38,100	\$0	\$0
NHPP	2023	\$258,559,660	\$258,559,660	\$206,847,728	\$51,711,932	\$0	\$0	\$0
NHPP	2024	\$37,561,600	\$37,561,600	\$30,049,280	\$7,512,320	\$0	\$0	\$0
NHPP	2025	\$15,152,000	\$15,152,000	\$12,121,600	\$3,030,400	\$0	\$0	\$0
NHPP	2026	\$12,008,400	\$12,008,400	\$9,606,720	\$2,401,680	\$0	\$0	\$0
PHSIP	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHSIP	2024	\$304,152	\$304,152	\$304,152	\$0	\$0	\$0	\$0



**eSTIP Fiscal Constraints Report for STIP Period 2023
Knoxville MPO**

AMENDED

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
PHSIP	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHSIP	2026	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S-STBG-TA	2023	\$2,331,436	\$2,331,436	\$1,865,149	\$0	\$466,287	\$0	\$0
S-STBG-TA	2025	\$1,302,693	\$1,302,693	\$1,042,154	\$0	\$260,539	\$0	\$0
SECTION 5307	2023	\$10,657,041	\$10,657,041	\$8,525,633	\$1,065,704	\$1,065,704	\$0	\$0
SECTION 5307	2024	\$10,891,497	\$10,891,497	\$8,713,197	\$1,089,150	\$1,089,150	\$0	\$0
SECTION 5307	2025	\$11,131,109	\$11,131,109	\$8,904,887	\$1,113,111	\$1,113,111	\$0	\$0
SECTION 5307	2026	\$11,375,993	\$11,375,993	\$9,100,795	\$1,137,599	\$1,137,599	\$0	\$0
SECTION 5310	2023	\$1,074,456	\$1,074,456	\$859,564	\$107,446	\$107,446	\$0	\$0
SECTION 5310	2024	\$1,098,092	\$1,098,092	\$878,474	\$109,809	\$109,809	\$0	\$0
SECTION 5310	2025	\$1,122,251	\$1,122,251	\$897,801	\$112,225	\$112,225	\$0	\$0
SECTION 5310	2026	\$1,146,940	\$1,146,940	\$917,552	\$114,694	\$114,694	\$0	\$0
SECTION 5339	2023	\$878,320	\$878,320	\$702,656	\$87,832	\$87,832	\$0	\$0
SECTION 5339	2024	\$897,642	\$897,642	\$718,114	\$89,764	\$89,764	\$0	\$0
SECTION 5339	2025	\$917,391	\$917,391	\$733,913	\$91,739	\$91,739	\$0	\$0
SECTION 5339	2026	\$937,573	\$937,573	\$750,059	\$93,757	\$93,757	\$0	\$0
STBG	2023	\$33,332,343	\$33,332,343	\$26,665,874	\$5,327,256	\$1,339,213	\$0	\$0
STBG	2024	\$15,469,245	\$15,469,245	\$12,375,396	\$3,093,849	\$0	\$0	\$0
STBG	2025	\$5,068,140	\$5,068,140	\$4,054,512	\$1,013,628	\$0	\$0	\$0
STBG	2026	\$1,267,035	\$1,267,035	\$1,013,628	\$253,407	\$0	\$0	\$0

NOTE: Fiscal Constraints Report run on 4/12/23 and reflects:
FY 2023: NHPP: +\$20,709,838 (Federal: +\$16,567,870 State: +\$4,141,968)