TN TDOT Department of Transportation

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)



FISCAL YEARS 2026-2029

TENNESSEE DEPARTMENT OF TRANSPORTATION

July 2026

THIS DOCUMENT CAN BE ACCESSED VIA

TDOT WEBSITE

OR

TENNESSEE STIP PROJECT VIEWER

TENNESSEE DEPARTMENT OF TRANSPORTATION PLANNING DIVISION

Tennessee Department of Transportation

Departamento de Transporte de Tennessee

Title VI Nondiscrimination Statement

Declaración de no discriminación del Título VI

The Tennessee Department of Transportation ensures compliance with Title VI of the Civil Rights Act of 1964; 49 CFR, part 21; related statutes and regulations to the end that no person shall be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance from the U.S. Department of Transportation on the grounds of race, color, sex, or national origin.

El Departamento de Transporte del Estado de Tennessee asegura el cumplimiento del Título VI del Acto de Derechos Civiles de 1964; 49 CFR, Parte 21, relacionados estatutos y normas para asegurar que ninguna persona sea excluida o discriminada, o que se le nieguen los beneficios de cualquier programa o actividad la cual reciba ayuda financiera federal del Departamento de Transporte de los Estados Unidos sin importar su raza, color, sexo, o origen nacional.

Any person who believes he or she has been discriminated against should contact:

Cualquier persona quien crea que ha sido discriminada deberá comunicarse con el:

Tennessee Department of Transportation

Departamento de Transporte de Tennessee

Civil Rights Division – La División de Derechos Civiles

312 Rosa L. Parks Avenue, William R. Snodgrass Tower, 15th Floor Nashville, TN 37203

Phone (615) 741-3681 or Toll Free 1-888-370-3647

Teléfono (615) 741-3681 or Llamada Gratis 1-888-370-3647

Table of Contents

Chapter 1: Introduction & Purpose of the STIP 7

1.1 Purpose of the STIP 7

1.2 Linkage to TDOT's Vision, Mission, and Guiding Principles 8

1.3 Linkage to National Planning Factors and Goals 8

1.4 Role of the STIP in the Transportation Planning Process 9

1.5 Relationship to Metropolitan Transportation Improvement Programs (TIPs) 9

1.6 Planning Horizon 9

Chapter 2: Statewide Long Range Transportation Plan Framework 11

2.1 25 Year Long-Range Transportation Policy Plan 11

2.2 What is the Plan? 11

2.3 What's New? 12

2.4 Policy Plan Documents 12

Chapter 3: STIP Development Process 13

3.1 Continuing, Cooperative, and Comprehensive (3C) Planning Process 13

3.2 Project Selection Process 14

3.3 ADA and Title VI Compliance 14

3.4 Regional Significance 15

3.5 Air Quality Conformity 15

3.6 Coordination with MPOs and RPOs 16

3.7 Public Involvement Process 17

3.8 Self-Certification of the Transportation Planning Process 17

3.9 STIP Approval Process 18

Chapter 4: Financial Planning & Fiscal Constraint 19

4.1 Development of STIP Funding Levels 19

4.2 Revenue Forecasting 19

4.3 Inflation and Cost Estimation 20

4.4 Fiscal Constraint Requirements 20

4.5 Federal, State, and Local Match Requirements 21

4.6 Maintenance and Operations Funding 21

4.7 Advance Construction 21

4.8 Fiscal Constraint Summary 22

4.9 Metropolitan Planning Organization Transportation Improvement Programs 23
Chapter 5: Transportation Funding Programs 24
5.1 Overview of Federal and State Funding Programs 24
5.2 Federal Highway Funding Programs and Application in the STIP 24
5.3 Federal Transit Administration (FTA) Programs 25
5.4 State and Local Funding Sources 26
5.5 Metropolitan and Rural Suballocations 26
5.6 Discretionary and Special Funding Programs 27
5.7 Flexibility and Transfer of Funds 27
5.8 Relationship to the 10-Year Project Plan 27
5.9 Maintenance and System Preservation 27
5.10 Active Transportation 28
Chapter 6: STIP Project Organization and Development 30
6.1 Highway Project Phases 30
6.2 Transit Project Phases 31
6.3 Project Groupings 31
6.4 Project Page Content 33
6.5 Amendments and Administrative Modifications 34
Chapter 7: Transportation Performance Management 35
7.1 Transportation Performance Management Overview 35
7.2 Integration with TDOT Planning Documents 35
7.3 Transit Performance Measures - Asset Management and Targets 35
7.4 Performance Measures 36
7.5 Reporting and Accountability 36
7.6 Performance-Based Programming and STIP Decisions 37
Chapter 8: Rural STIP Projects 39
8.1 Definition of Rural Areas 39
8.2 Rural Programming Process 39
8.3 Type of Rural Projects 39
8.4 Coordination with Local Governments and Transit Providers 39
8.5 Consistency with Statewide and Federal Requirements 40
8.6 Rural Project Listings 40

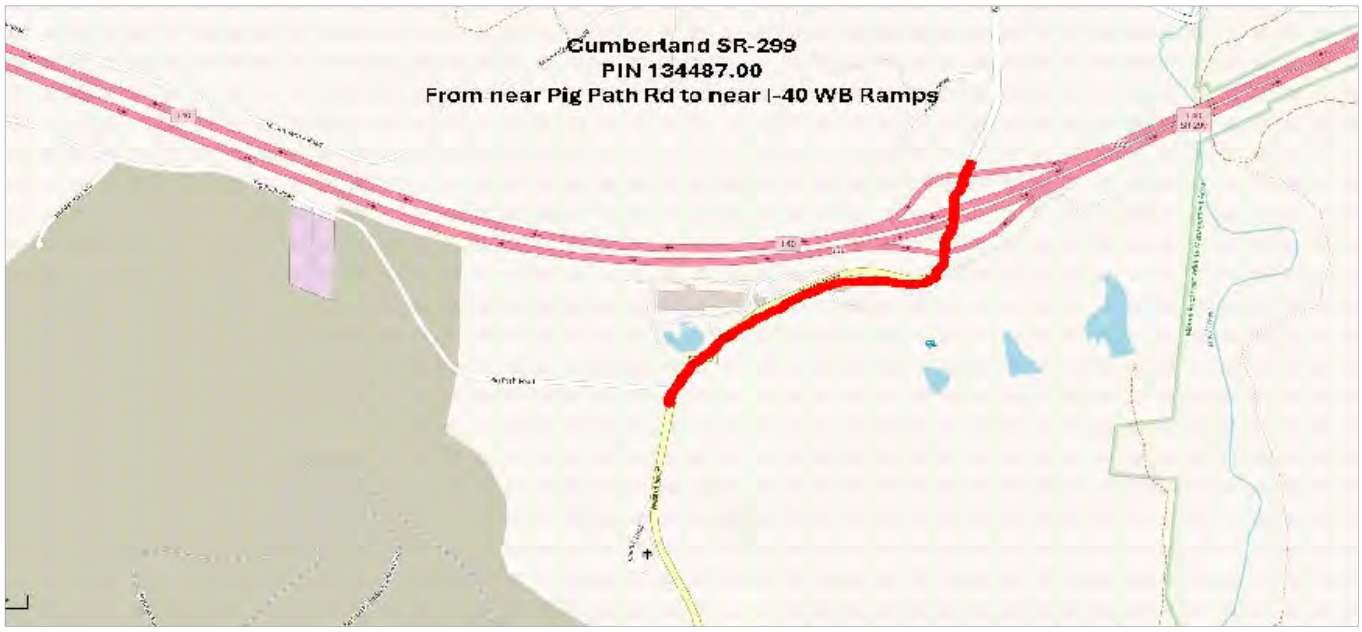
Appendices 41
Appendix A – Acronyms and Abbreviations 41
Appendix B – Federal and State Planning and Programming References 42
Appendix C – Eastern Federal Lands Highway Division 43
Appendix D – Statewide Planning Documents and References 44
Appendix E – Federal Transportation Funding Program Descriptions 46
Appendix F - Funding Share Distribution by Source 50
Appendix G – Federal Transit Program Descriptions and Providers 51
Appendix H – Transit Project Phases and Funding by Program 54
Appendix I – Transit Asset Management (TAM) Performance Targets 56
Appendix J – STIP Fiscal Constraint Tables 58
Appendix K – Metropolitan Transportation Improvement Programs (TIPs) 60
Appendix L – Public Involvement and Consultation 61
Appendix M – Tennessee MPO Contacts 64
Appendix N – Tennessee RPO Contacts 66
Appendix O – TDOT Region Contacts 68
Appendix P – Project Maps and Geographic References 69
Appendix Q – Certifications and Assurances 74
Appendix R – FY 2026-2029 Rural STIP Project Listings 76

2382299063 - Cumberland SR-299 Turn Lanes from Flat Rock

Widening Westel Road (SR-299), from 2 lanes to 5 lanes, Turn Lanes and Ramp Improvements: I-40 bridge replacement.

PIN:	134487.00
Lead Agency:	TDOT
County:	Cumberland
Conformity Status:	Exempt
Termini:	From near Pig Path Road to near I-40 WB Ramps (Flat Rock) (TMA)
Length:	0.673
Long Range Plan #	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	-
Notes:	This project is tied with Cumberland SR-299 turn lanes from Flat Rock (PE) with additional money for 2026

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-D	STA	$0	$1,200,000	$0	$0	$0	$0	$1,200,000
Total PE-D		$0	$1,200,000	$0	$0	$0	$0	$1,200,000
ROW	State Match	$0	$690,600	$0	$0	$0	$0	$690,600
ROW	STBG	$0	$2,762,400	$0	$0	$0	$0	$2,762,400
Total ROW		$0	$3,453,000	$0	$0	$0	$0	$3,453,000
Const	STA	$0	$0	$0	$0	$26,300,000	$0	$26,300,000
Total Const		$0	$0	$0	$0	$26,300,000	$0	$26,300,000
Total Programmed		$0	$4,653,000	$0	$0	$26,300,000	$0	$30,953,000



Appendix S – FY 2026-2029 Transit STIP Project Listings.....119

1798400 - FTA Section 5329

This grant program provides funding for states to oversee safety at rail transit systems in their jurisdiction.

PIN:	128599.00
Lead Agency:	TDOT Transit
County:	Hamilton, Shelby, Statewide
Conformity Status:	Exempt
Termini:	State Safety Oversight Program
Length:	-
Long Range Plan #:	-
Horizon Year:	-
Performance Measueres:	-
Notes:	-



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
SAFETY/OVERSIGHT	5329	$0	$1,629,165	$757,357	$787,651	$819,157	$0	$3,993,330
SAFETY/OVERSIGHT	State Match	$0	$407,291	$189,339	$196,913	$204,790	$0	$998,333
Total SAFETY/OVERSIGHT		$0	$2,036,456	$946,696	$984,564	$1,023,947	$0	$4,991,663
Total Programmed		$0	$2,036,456	$946,696	$984,564	$1,023,947	$0	$4,991,663

.....120

Chapter 1: Introduction & Purpose of the STIP

1.1 Purpose of the STIP

The Statewide Transportation Improvement Program (STIP) is Tennessee's federally required four-year, fiscally constrained program of transportation projects and programs. The STIP identifies highway, transit, bicycle, pedestrian, safety, and multimodal projects that are proposed for federal funding under Title 23 (highways) and Title 49 (transit) of the United States Code of Federal Regulations (CFR), as well as regionally significant transportation projects funded with state or local resources.

The purpose of the STIP is to implement the goals, policies, and investment priorities established in the Tennessee Long-Range Transportation Policy Plan and applicable metropolitan transportation plans. As a condition of receiving federal transportation funds, all regionally significant projects must be included in an approved STIP before federal authorization can occur. The STIP ensures that planned investments are financially realistic, coordinated with regional partners, and scheduled for implementation within the four-year programming period.

The STIP is developed in cooperation with Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), transit providers, and other planning partners through a Continuing, Cooperative, and Comprehensive (3C) planning process. The program is updated regularly to maintain consistency with federal planning requirements and to reflect changing transportation needs, priorities, and funding availability.

The STIP covers all 95 counties in Tennessee and includes projects within MPO planning areas, RPO planning areas, and TDOT's four administrative regions. The STIP also accounts for designated and adjusted urbanized areas, air quality nonattainment and maintenance areas, and federally managed lands.

The STIP includes both capital and non-capital surface transportation projects (or phases of projects) proposed for funding under Title 23 and Title 49, Chapter 53 of the United States Code. These projects encompass a full range of eligible transportation activities, including but not limited to highway, transit, transportation alternatives, safety improvements, and multimodal investments.

Consistent with 23 CFR 450.218(g), the STIP incorporates projects and programs such as the Highway Safety Improvement Program (HSIP), Transportation Alternatives Program (TAP), Federal Lands Transportation Program (FLTP), Federal Lands Access Program (FLAP), transit capital and operating assistance, trails projects, and accessible pedestrian and bicycle facilities. These projects are included either individually or as part of programmatic groupings and are developed in coordination with Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), transit providers, and other partners.

These project types are reflected throughout the STIP in project listings, funding program descriptions (Chapter 5), project groupings (Section 6.3), and supporting appendices, as applicable.

1.2 Linkage to TDOT's Vision, Mission, and Guiding Principles

The Tennessee Department of Transportation (TDOT) is guided by its vision of a commitment to excellence in managing and improving the state's transportation system, promoting the success of its employees, and strengthening its customers' trust. This vision is supported by TDOT's mission to provide a safe and reliable transportation system that supports economic growth and quality of life for all Tennesseans.

The STIP directly supports TDOT's vision and mission by translating long-range goals into near-term investment decisions. Projects and programs included in the STIP are selected and programmed to advance TDOT's guiding principles, which emphasize the preservation of the existing transportation system, safety and security, efficient movement of people and freight, economic competitiveness, environmental stewardship, and financial responsibility.

Through alignment with these guiding principles, the STIP ensures that transportation investments prioritize system performance, asset management, and community needs while maintaining accountability for the use of federal, state, and local funds. The STIP serves as the primary mechanism through which TDOT implements its strategic direction and ensures consistency between statewide policies, regional priorities, and project-level decision-making.

1.3 Linkage to National Planning Factors and Goals

Federal surface transportation law requires that transportation plans and programs consider national planning factors and goals in developing transportation investments. These factors are established in federal regulation 23 CFR 450.306 and are maintained by the Federal Highway Administration (FHWA).[1]

The national planning factors include supporting economic vitality; increasing safety and security; increasing accessibility and mobility for people and freight; protecting and enhancing the environment; promoting efficient system management and operation; preserving the existing transportation system; improving resiliency and reliability; and enhancing travel and tourism.

The STIP reflects these national planning factors by incorporating projects and programs that improve safety outcomes, preserve and modernize existing infrastructure, support freight and passenger mobility, and enhance system performance across all transportation modes. These factors are considered in TDOT's project selection, prioritization, and programming processes, ensuring that investments address statewide and national priorities while supporting long-term economic competitiveness and environmental stewardship.

By aligning with federal planning goals, the STIP demonstrates consistency with the requirements of Title 23 and Title 49 of the United States Code of Federal Regulations and supports a performance-based approach to transportation planning and programming.

[1] Federal Highway Administration, *Federal Planning Factors*, 23 CFR 450.306, available at: https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C#450.306

1.4 Role of the STIP in the Transportation Planning Process

The STIP serves as the critical link between long-range transportation planning and project implementation. While long-range transportation plans establish policies, goals, and strategies over a 25-year or longer horizon, the STIP identifies specific projects and funding commitments for implementation within a four-year timeframe.

In metropolitan areas, the STIP incorporates the Transportation Improvement Programs (TIPs) adopted by MPOs. These TIPs are developed through metropolitan planning processes and must be consistent with approved metropolitan transportation plans and, where applicable, air quality conformity requirements. In nonmetropolitan areas, projects are developed in coordination with RPOs, local governments, and other planning partners.

Through this coordinated process, the STIP ensures that projects are selected based on established priorities, fiscal constraints, and regulatory requirements. The STIP also provides the basis for federal project authorization and serves as the primary reference for monitoring project delivery and funding commitments.

1.5 Relationship to Metropolitan Transportation Improvement Programs (TIPs)

Each Metropolitan Planning Organization (MPO) in Tennessee is required to develop and adopt a Metropolitan Transportation Improvement Program (TIP) for its metropolitan planning area. These TIPs identify federally funded transportation projects and programs to be implemented within a four-year period and must be fiscally constrained and consistent with the applicable metropolitan transportation plan.

The Tennessee STIP includes each MPO TIP either directly or by reference following approval by the MPO governing board and the Governor or the Governor's designee. This ensures consistency between statewide and metropolitan programming and allows federal agencies to make a single, integrated approval of transportation investments.

Through the incorporation of MPO TIPs, the STIP reflects regional priorities while maintaining statewide coordination and compliance with federal requirements. This integrated approach promotes efficient project delivery, coordinated funding decisions, and transparency for the public and transportation partners.

1.6 Planning Horizon

The STIP covers a four-year programming period and is updated on a regular cycle in accordance with federal requirements. The planning horizon for this STIP is Federal Fiscal Years 2026 through 2029 (Officially, October 1, 2025 through September 30, 2029).

Projects included in the STIP represent those for which funding is available or reasonably expected to be available during the four-year period. Project cost estimates are expressed in year-of-expenditure dollars, where appropriate, so that estimated costs account for inflation and the expected year in which each project is implemented.

The STIP is updated at least every four years and may be amended or administratively modified as necessary to reflect changes in project scope, schedule, or funding. This approach ensures that the program remains current, fiscally constrained, and consistent with statewide and metropolitan transportation plans.

Chapter 2: Statewide Long Range Transportation Plan Framework

2.1 25 Year Long-Range Transportation Policy Plan

The Tennessee Department of Transportation (TDOT) maintains a statewide long-range transportation policy plan that establishes the vision, goals, and strategic direction for transportation investments across the State. This plan provides the foundation for identifying transportation needs, setting priorities, and guiding funding decisions over a long-term planning horizon.

TDOT's current long-range policy framework is based on the 25-Year Long-Range Transportation Policy Plan and the subsequent 2025 Policy Plan Update. Together, these documents define statewide transportation goals related to safety, system preservation, mobility, economic competitiveness, environmental stewardship, and financial responsibility. The policy plan ensures that transportation investments are coordinated with population growth, economic development, freight movement, and emerging transportation trends.

The STIP is the primary mechanism for implementing the goals and policies established in the long-range plan. Projects and programs included in the STIP are selected and programmed to support the long-term objectives of the statewide transportation policy framework while remaining fiscally constrained and consistent with federal planning requirements.

2.2 What is the Plan?

TDOT's Long-Range Transportation Policy Plan serves as the guiding document for making strategic investment and policy decisions. The plan evaluates current and future transportation conditions, identifies statewide trends and challenges, and establishes a set of guiding principles and strategies to address those needs over time.

An important component of TDOT's planning framework is the 10-Year Project Plan. First released in 2024, this plan provides a fiscally constrained projection of surface transportation projects and investment priorities over a ten-year horizon. The 10-Year Project Plan identifies those projects that TDOT anticipates can be delivered within available and reasonably expected funding, with an emphasis on advancing projects from planning into construction within the decade.[2]

The 10-Year Project Plan is a fiscally constrained planning and prioritization tool that informs, but does not replace, the STIP. It integrates state and federal funding and reflects the Department's evolving prioritization process, which considers performance, deliverability, and cost in selecting projects. It also supports transparency and coordination with Metropolitan Planning Organizations (MPOs), Rural Planning

[2] Tennessee Department of Transportation, 10-Year Project Plan (FY 2026 Update), available at: https://www.tn.gov/tdot/strategic-transportation-investments/tennessee-10-year-project-plan.html

Organizations (RPOs), and local partners as it is updated annually to reflect changing needs and available resources.[3]

By bridging long-range policy goals with near- to mid-term project delivery expectations, the 10-Year Project Plan helps TDOT focus resources on projects that are financially realistic and responsive to statewide priorities while maintaining a consistent planning framework that informs the STIP. It is updated annually to reflect new funding, prioritization decisions, and changes in project deliverability and remains a core reference for statewide investment decisions.

2.3 What's New?

The 2025 Policy Plan Update has recently been completed and is now available to the public. This update refreshes TDOT's long-range transportation policy framework by incorporating updated data, trends, and policy considerations, including equity, resilience, multimodal connectivity, and system performance. The updated policy plan provides the current statewide policy direction that guides transportation planning and project development activities reflected in this STIP.[4]

Development of the 2055 Long-Range Transportation Plan is currently underway. This future plan will build on the existing policy framework and establish a new long-term vision for transportation in Tennessee through 2055. Once finalized and adopted, the 2055 plan will replace the current long-range policy plan and serve as the primary statewide transportation planning document.

All plan documents referenced in this chapter support the current adopted Long-Range Transportation Policy Plan and the 2025 Policy Plan Update. The policies and strategies contained in these documents inform the identification of projects included in TDOT's 10-Year Project Plan and, in turn, the projects programmed in the STIP.

2.4 Policy Plan Documents

TDOT's Long-Range Transportation Policy framework is supported by a series of technical and policy documents developed through the statewide planning process. Together, these documents provide a comprehensive analysis of transportation conditions, trends, and needs, and inform the policies and investment strategies reflected in the STIP.

More information, including the full suite of policy documents, is available here: TDOT 25-Year Transportation Policy Plan.

[3] Tennessee Department of Transportation, Build with Us – Plans and Programs, available at: https://www.tn.gov/tdot/build-with-us.html

[4] Tennessee Department of Transportation, *25-Year Long-Range Transportation Policy Plan (including 2025 Policy Plan Update)*, available at: https://www.tn.gov/tdot/long-range-planning-home/25-year-transportation-policy-plan.html

Chapter 3: STIP Development Process

3.1 Continuing, Cooperative, and Comprehensive (3C) Planning Process

Development of the STIP follows the federally required Continuing, Cooperative, and Comprehensive (3C) transportation planning process. This process ensures that transportation planning and programming activities are ongoing, involve planning partners, and are based on a comprehensive evaluation of statewide and regional transportation needs.

TDOT develops the STIP in cooperation with Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), transit providers, and other transportation stakeholders. This coordinated approach ensures that projects included in the STIP are consistent with statewide and metropolitan transportation plans and reflect both regional and statewide priorities.[5]

The 3C planning process provides the foundation for integrating policy direction from the long-range transportation plan with project development activities and near-term programming reflected in the STIP.

[5] Federal Highway Administration, *Statewide Transportation Planning*, 23 CFR 450.218, available at: https://www.ecfr.gov/current/title-23/part-450/section-450.218

3.2 Project Selection Process

Projects included in the STIP are identified and selected through established statewide and metropolitan planning and programming processes. These processes consider transportation needs, system performance, safety, asset condition, mobility, and funding availability.

Project selection is also guided by the State's performance-based planning framework. Investment priorities reflected in the STIP are informed by performance targets established in the statewide transportation plan and other applicable performance-based plans, including those related to safety, infrastructure condition, system performance, and transit asset management. Projects are selected and programmed to support progress toward achieving these targets, with an emphasis on maintaining existing infrastructure, improving safety outcomes, and enhancing system reliability and efficiency.

Additional information on TDOT's performance-based planning approach, including how investment decisions align with statewide goals and performance targets, is available on TDOT's "Build With Us" website.

This resource provides further detail on project prioritization, performance measures, and ongoing efforts to track and report progress, and is maintained to reflect current information.

In metropolitan areas designated as Transportation Management Areas (TMAs), MPOs have project selection authority for projects funded under Title 23 and Title 49, in consultation with TDOT and transit operators. In non-TMA metropolitan areas and nonmetropolitan areas, project selection is carried out cooperatively by TDOT, MPOs, RPOs, and transit providers, as applicable.

Projects programmed in the STIP must be consistent with the applicable long-range transportation plan and must demonstrate fiscal constraint prior to federal authorization.

3.3 ADA and Title VI Compliance

As part of the STIP development process, TDOT considers Americans with Disabilities Act (ADA) accessibility requirements and Title VI of the Civil Rights Act to ensure that transportation investments are planned and programmed in an equitable and accessible manner.

During project identification and evaluation, proposed projects are reviewed for consistency with ADA accessibility standards and Title VI nondiscrimination principles. TDOT considers whether projects improve access to transportation facilities and services for individuals with disabilities and evaluates the equitable distribution of benefits and burdens across populations, including minority, low-income, and limited English proficient (LEP) populations.

Public involvement activities conducted under Section 3.7 are designed to be inclusive and accessible in accordance with ADA and Title VI requirements. This includes providing reasonable accommodations upon request, offering language assistance where appropriate, and coordinating with Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and community partners to reach traditionally underserved populations.

Information from ADA and Title VI considerations, along with public input, is incorporated into project evaluation and prioritization decisions to support equitable access to transportation and avoid disproportionate adverse impacts on protected populations.

3.4 Regional Significance

The STIP includes all regionally significant transportation projects regardless of funding source. Regionally significant projects are those that serve major regional travel needs, such as high-volume roadways, principal arterials, major transit corridors, or projects that affect travel demand or emissions within a metropolitan area.[6]

Determination of Regionally Significant Projects

In accordance with 23 CFR 450.104, TDOT, in coordination with Metropolitan Planning Organizations (MPOs), evaluates whether a project is considered regionally significant based on its potential to affect regional travel patterns and air quality. A project is generally considered regionally significant if it meets the following criteria:

- The project is not appropriate for inclusion in a grouped project listing, typically because it does not meet applicable categorical exclusion classifications under 23 CFR 771.117 and requires individual project-level review; and/or
- The project does not qualify as an air quality exempt project under 40 CFR Part 93; and
- The project is located on a facility that serves regional transportation needs, such as a principal arterial, major transit corridor, or other high-volume transportation facility; and
- The project would normally be included in the modeling of the metropolitan area's transportation network for purposes of regional emissions analysis and transportation conformity determinations.

Projects meeting these criteria are identified as regionally significant and are included individually in the STIP and applicable Metropolitan Transportation Improvement Programs (TIPs), regardless of funding source, in accordance with 23 CFR 450.218(h). These projects are not included in grouped project listings and are instead presented with sufficient detail to support federal review, public transparency, and air quality conformity analysis.

3.5 Air Quality Conformity

For metropolitan areas subject to transportation conformity requirements, the STIP incorporates only those projects that are included in an approved conforming TIP. FHWA and FTA make a conformity determination on updated or amended TIPs prior to their inclusion in the STIP.

[6] Federal Highway Administration, *Definitions – Regionally Significant Projects*, 23 CFR 450.104, available at: https://www.ecfr.gov/current/title-23/part-450/section-450.104

The STIP does not include any project in a nonattainment or maintenance area unless it is consistent with the applicable State Implementation Plan (SIP) and the most recent regional emissions analysis.

In air quality nonattainment and maintenance areas, regionally significant projects must be included in the transportation conformity analysis and reflected in the applicable Metropolitan Transportation Improvement Program (TIP) prior to inclusion in the STIP.[7]

Support of transportation conformity documentation, including regional emissions analyses and conformity determinations adopted by Metropolitan Planning Organizations (MPOs) in nonattainment and maintenance areas, is maintained by the respective MPOs and incorporated by reference into the STIP through the approved Transportation Improvement Programs (TIPs). Links to Tennessee MPO transportation conformity documentation which includes rural areas can be found in Appendix D for reference and public access.

3.6 Coordination with MPOs and RPOs

TDOT coordinates closely with Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) in the development of the STIP. Each MPO develops and adopts a Metropolitan Transportation Improvement Program (TIP) for its metropolitan planning area. These TIPs are incorporated into the STIP either directly or by reference following approval by the MPO governing board and the Governor or the Governor's designee.

In nonmetropolitan areas, coordination occurs through RPOs, local governments, and transit providers to ensure that rural transportation needs are considered and appropriately programmed in the STIP. RPOs provide a forum for local officials to participate in multimodal transportation planning, review long-term needs and short-term funding priorities, and make recommendations on projects for inclusion in the STIP.

TDOT's Planning Division's Office of Community Transportation (OCT) plays a key role in facilitating coordination among TDOT, MPOs, RPOs, and local planning partners. OCT's mission is to coordinate the statewide transportation planning process with local land use decisions and community visions to guide the development of a safe and efficient statewide transportation system. OCT staff, including community planners located in each of TDOT's four regions, work directly with local partners to strengthen collaboration on transportation planning, provide technical resources, and improve communication between TDOT and regional planning partners.

OCT assists by:

- Serving as a primary point of contact between TDOT and MPO/RPO planning staff.
- Supporting development and coordination of rural regional transportation plans and major thoroughfare plans.

[7] U.S. Environmental Protection Agency, *Transportation Conformity*, 40 CFR Part 93, Subpart A, available at: https://www.ecfr.gov/current/title-40/part-93

- Providing local planning resources and technical assistance; and
- Facilitating regional public involvement efforts and coordination with local stakeholders.

This cooperative structure ensures statewide consistency while recognizing regional planning responsibilities and strengthens the connection between state and local planning efforts.

3.7 Public Involvement Process

Public involvement is an integral component of the STIP development process. TDOT provides opportunities for public review and comment on the draft STIP in accordance with federal transportation planning requirements and the Department's adopted Public Involvement Plan (PIP).[8]

Public outreach activities may include public meetings, virtual engagement tools, stakeholder briefings, and online comment opportunities. TDOT conducts these activities in coordination with MPOs and RPOs to ensure meaningful opportunities for participation across both metropolitan and nonmetropolitan areas of the State.

TDOT summarizes public comments received and documents how those comments were considered in the development of the final STIP. This approach ensures transparency in decision-making and supports broad public participation in the statewide transportation planning and programming process.

Public involvement activities were conducted in accordance with 23 CFR 450.210 and TDOT's adopted Public Involvement Plan (PIP). Detailed documentation of the public involvement activities conducted for development of the STIP, including public comment periods, outreach methods, and responses to comments received, is provided in Appendix L – Public Involvement.

3.8 Self-Certification of the Transportation Planning Process

TDOT certifies that the statewide transportation planning process is being carried out in accordance with all applicable federal requirements, including 23 U.S.C. 134 and 135 and 23 CFR Part 450. Each MPO also certifies that its metropolitan planning process complies with the federal requirements set forth in 23 CFR 450.336. Documentation supporting this certification is provided in Appendix Q – Certifications and Assurances

This self-certification accompanies submission of the STIP and incorporated TIPs for federal approval and affirms that the planning process meets statutory and regulatory standards.[9]

---

[8] Federal Highway Administration, *Public Participation Requirements*, 23 CFR 450.210, available at: https://www.ecfr.gov/current/title-23/part-450/section-450.210
and
Tennessee Department of Transportation, *Public Involvement Plan*, available at: https://www.tn.gov/content/dam/tn/tdot/community-relations/public-involvement-plan.pdf

[9] Federal Highway Administration, *Self-Certification*, 23 CFR 450.220 and 23 CFR 450.336, available at: https://www.ecfr.gov/current/title-23/part-450

3.9 STIP Approval Process

The STIP is developed through a coordinated statewide and metropolitan planning process and is subject to joint federal approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Prior to federal approval, each Metropolitan Planning Organization (MPO) adopts its Metropolitan Transportation Improvement Program (TIP) through action by its governing board. The State of Tennessee, acting through the Governor or the Governor's designee, approves the STIP, which includes all rural projects, as well as the incorporated MPO's TIPs, which are those projects within the MPO's planning areas.

Once all required state and metropolitan approvals have been obtained, TDOT submits the STIP and incorporated TIPs to FHWA and FTA for federal review. Federal reviews confirm that the STIP is fiscally constrained, consistent with applicable statewide and metropolitan transportation plans, and developed in accordance with federal transportation planning, air quality conformity, and public involvement requirements. Following federal approval, projects included in the STIP become eligible for federal authorization and funding, provided that all other applicable federal requirements have been satisfied.[10]

[10] Federal Highway Administration, *STIP Approval*, 23 CFR 450.220(b), available at: https://www.ecfr.gov/current/title-23/part-450/section-450.220

Chapter 4: Financial Planning & Fiscal Constraint

4.1 Development of STIP Funding Levels

Funding levels for the STIP are developed through a cooperative and comprehensive planning process involving the Tennessee Department of Transportation (TDOT), Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and transit providers. This process considers statewide transportation priorities and regional needs to ensure that projects programmed in the STIP reflect both policy objectives and financial capacity.

TDOT's fiscally constrained 10-Year Project Plan provides the foundation for identifying projects and associated funding over a ten-year horizon and informs development of the four-year STIP. Funding estimates are based on current and historical federal apportionments, state revenues, and locally committed funds that are reasonably expected to be available during the STIP period.

For Fiscal Year (FY) 2026 (October 1, 2025, through September 30, 2026), funding levels reflect available unobligated balances from prior fiscal years, and projected revenues based on current authorization and appropriation assumptions. Projects funded with 100 percent (100%) state funds are programmed based on funding levels appropriated by the Tennessee General Assembly. Federal funding levels are estimated using anticipated apportionments and obligation authority for planning and programming purposes and do not represent a commitment of future federal funds.

Funding levels for the initial year of the STIP may include unobligated balances (carryover) from prior fiscal years. These funds represent previously authorized federal or state funds that remain available for obligation and are incorporated into the STIP as part of the overall funding capacity.

Carryover funds are applied in accordance with federal and state requirements and are considered in the development of fiscal constraint to ensure that total programmed costs do not exceed available and reasonably expected revenues.

A detailed breakdown of federal, state, and local funding shares by program is provided in Appendix F – Funding Share Distribution by Source.

4.2 Revenue Forecasting

Revenue forecasts for the STIP are developed using the best available information regarding federal, state, and local transportation funding sources. The current federal surface transportation authorization is the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), which provides highway and transit funding through Federal Fiscal Year (FY) 2026.

IIJA includes substantial federal investment, including approximately $350 billion nationally in highway funding over FYs 2022–2026, along with additional funding for transit, resilience, and other infrastructure programs. TDOT develops reasonable revenue projections for each federal funding program using historical obligation trends, federal authorization levels, and guidance from the Federal Highway Administration (FHWA).

Because IIJA expires on September 30, 2026, federal funding beyond FY 2026 is subject to future Congressional action. Although development of the next surface transportation authorization is underway, no successor legislation has been enacted as of 2025. Accordingly, revenue forecasts for the latter years of the STIP reflect reasonable assumptions based on historical funding levels and current policy direction, while recognizing that continuation of federal funding beyond FY 2026 is dependent on future legislation.

This approach ensures that revenue forecasts supporting the STIP are fiscally realistic, grounded in adopted planning documents, and appropriately conservative in light of federal authorization uncertainty.

4.3 Inflation and Cost Estimation

Project cost estimates included in the STIP are developed using current planning and engineering information and TDOT's established statewide cost estimating methodologies. Cost estimates are expressed, as appropriate, in year-of-expenditure (YOE) dollars to reflect the anticipated timing of project implementation and the effects of inflation, consistent with 23 CFR 450.218(l).

TDOT applies indexed cost escalation factors to account for inflation over the STIP period. These indices are based on historical bid data, market conditions, and relevant construction cost trends and are used to adjust project costs by phase and year. Inflation assumptions may vary by project type, phase, and cost component (e.g., construction, right-of-way), and are applied in coordination with Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and transit providers as part of the programming process.

This indexed approach provides a reasonable and data-driven basis for estimating future costs, ensures that project expenditures reflect year-of-expenditure conditions, and supports the demonstration of fiscal constraint.

Cost estimates are developed cooperatively by TDOT, MPOs, RPOs, and transit providers and are reviewed and updated periodically as projects advance through development. This process improves transparency, supports long-term financial planning, and ensures that programmed projects remain affordable and financially feasible within available and reasonably expected resources, thereby supporting the demonstration of fiscal constraint.

4.4 Fiscal Constraint Requirements

Federal regulations require that the STIP be fiscally constrained by year and by funding category, meaning that programmed project costs may not exceed the revenues reasonably expected to be available.

TDOT ensures fiscal constraint by preparing financial summaries that compare projected revenues to programmed costs for each federal fiscal year of the STIP period. These summaries are reviewed during STIP development and during the federal approval process.

In air quality nonattainment and maintenance areas, projects included in the first two years of the STIP are limited to those for which funding is available or reasonably expected to be available. Projects programmed

in later years of the STIP are based on financial projections developed using statewide allocation assumptions and funding trends established under IIJA.

TDOT maintains fiscal constraint through an ongoing cost management and monitoring process. Project cost estimates are reviewed and updated as projects advance through engineering and right-of-way phases, at both the individual project and program levels, to ensure that programmed funding levels remain balanced and consistent with federal fiscal constraint requirements.

4.5 Federal, State, and Local Match Requirements

Most federally funded transportation projects require a non-federal match. Match requirements vary by program, including differences between Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) programs.

TDOT coordinates with MPOs, RPOs, and local governments during project development to identify appropriate non-federal match sources. These sources may include state appropriations, local funds, or other allowable funding sources. Match requirements are identified and confirmed prior to programming projects for federal authorization through the STIP and reflected in TDOT's planning and financial management processes.

4.6 Maintenance and Operations Funding

In addition to capital improvement funding, the STIP must recognize that adequate resources exist to operate and maintain the existing transportation system. TDOT develops estimates of maintenance and operations costs for state highways and works with transit providers on their operating needs. These estimates are included in the financial planning framework supporting the STIP.

TDOT manages routine and periodic maintenance activities (e.g., pavement resurfacing, bridge preservation, traffic operations) as part of its overall asset management strategy, which is reflected in planning documents such as the Transportation Asset Management Plan (TAMP)[11] and the 10-Year Project Plan.

4.7 Advance Construction

Advance Construction (AC) is a financing technique authorized under 23 U.S.C. § 115 that allows a state to initiate a Federal-Aid eligible project using non-federal funds while preserving eligibility for future Federal-Aid reimbursement.

FHWA approval of an AC project confirms that the project is eligible for Federal-Aid; however, no Federal funds or obligation authority are committed at the time of authorization, and there is no guarantee that Federal funds will be provided in the future. AC projects must be processed and approved in the same manner as regular Federal-Aid projects and must be included in the approved STIP and applicable

[11] 2025 Transportation Asset Management Plan (TAMP) available at: https://www.tn.gov/content/dam/tn/tdot/maintenance/asset-management-office-/tamp/TDOT%202025%20TAMP.pdf

Metropolitan Transportation Improvement Program (TIP), as required by 23 U.S.C. § 115(c) and 23 CFR Part 450.

All applicable federal requirements, including but not limited to the National Environmental Policy Act (NEPA), the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act), and related federal statutes and regulations, must be satisfied before any phase is converted to Federal-Aid funding.

A state may request full or partial conversion of an AC project to regular Federal-Aid funding when sufficient federal funds and obligation authority become available, consistent with 23 CFR Part 630, Subpart G, and FHWA financial management guidance. Advance Construction projects are typically identified in FHWA systems by prefixing the federal funding category with "AC" (e.g., ACNHPP, ACSTBG), indicating that the project is authorized under AC status and not currently obligated with federal funds.

4.8 Fiscal Constraint Summary

The fiscal constraint table demonstrates that the STIP is fiscally constrained by year and by funding category. The tables summarize projected revenues and programmed project costs for all highway and transit projects included in the STIP for each federal fiscal year of the STIP period.

These consolidated fiscal tables reflect funding from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) programs, as well as applicable state and local funding sources. Project costs are presented in a manner consistent with how projects are programmed in the STIP, including by phase where applicable.

Other funding sources reflected in the STIP include congressional legacy earmarks such as High Priority Projects (HPP and HPP-L) and Demonstration (DEMO) funds, which do not receive new apportionments but may be programmed using remaining balances.

The STIP fiscal constraint table is provided in Appendix J and demonstrates that programmed project costs do not exceed reasonably expected revenues by federal fiscal year and by funding category.

The financial information presented in this chapter serves as the STIP financial plan and demonstrates how the approved STIP can be implemented in accordance with 23 CFR 450.218(l). The plan identifies revenues from federal, state, local, and other sources that are reasonably expected to be available and supports the programmed project costs included in the STIP.

This financial plan is developed cooperatively with Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and transit providers and reflects current funding assumptions, historical trends, and available financial data. Where appropriate, TDOT may evaluate additional financing strategies to support project delivery; however, only revenues that are reasonably expected to be available are included for purposes of demonstrating fiscal constraint. Fiscal constraint tables for the STIP can be found in Appendix J.

4.9 Metropolitan Planning Organization Transportation Improvement Programs

The 2026–2029 Transportation Improvement Programs (TIPs) adopted by Tennessee's Metropolitan Planning Organizations (MPOs) are incorporated into this STIP by reference, consistent with 23 CFR 450.218.

Each MPO TIP has been developed in cooperation with TDOT and includes projects that are consistent with the metropolitan transportation plan and financially constrained. MPO TIPs for air quality nonattainment and maintenance areas have received required conformity determinations prior to inclusion in the STIP.

To promote transparency and public access, the adopted MPO TIPs are available on each MPO's website. Links to the adopted MPO TIPs are provided in Appendix K – Metropolitan Transportation Improvement Programs (TIPs).

Chapter 5: Transportation Funding Programs

5.1 Overview of Federal and State Funding Programs

The STIP includes projects and programs funded with federal, state, and local transportation resources. Federal funds are provided primarily through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and are administered by the Tennessee Department of Transportation (TDOT) in coordination with Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), transit agencies, and local governments.

TDOT programs federal and state funds consistent with the policies of the Long-Range Transportation Policy Plan, the 10-Year Project Plan, and applicable metropolitan transportation plans. These funding programs support a wide range of transportation activities, including system preservation, safety improvements, congestion management, freight movement, transit services, and multimodal projects.

5.2 Federal Highway Funding Programs and Application in the STIP

The Tennessee Department of Transportation (TDOT) programs Federal-aid highway funds in the STIP in accordance with applicable federal statutes, regulations, and guidance. Federal Highway Administration (FHWA) funding programs provide the primary source of funding for highway, bridge, safety, freight, and multimodal projects included in the STIP.

The Surface Transportation Block Grant (STBG) Program provides flexible funding that may be used for a wide range of transportation improvements. In accordance with federal requirements, a portion of STBG funds is suballocated to Metropolitan Planning Organizations (MPOs) based on population and programmed through MPO Transportation Improvement Programs (TIPs). At the State's discretion, a portion of STBG funding is also made available to small urban areas with populations between 5,000 and 50,000 to support minor transportation improvements such as resurfacing, intersection upgrades, signing and pavement markings, sidewalks, bikeways, and railroad grade crossing improvements. STBG funds that are not suballocated are programmed statewide to address transportation needs in non-urbanized areas.

Funding bridge projects, including off-system bridges, is addressed through the National Highway Performance Program (NHPP) in accordance with federal requirements. TDOT obligates NHPP funds for off-system bridge projects consistent with statutory provisions and may address additional bridge needs using NHPP, STBG, Bridge Formula Program (BFP), or other eligible Federal-aid funding sources once required thresholds are met.

In addition to STBG and NHPP, TDOT utilizes a variety of other FHWA funding programs authorized under the Infrastructure Investment and Jobs Act (IIJA) to support statewide transportation priorities. These programs address needs related to safety, freight movement, system performance, resilience, active transportation, and access to federal lands. Projects funded through these programs are selected and programmed in coordination with MPOs, Rural Planning Organizations (RPOs), local governments, and other partners, and are included in the STIP consistent with eligibility requirements and fiscal constraint.

Funding for projects on Federal Lands is administered through the Federal Lands Access Program (FLAP). This program provides funds for projects on Federal Lands Access Transportation Facilities that are located

on, adjacent to, or that provide access to Federal lands. A Federal Lands access transportation facility is defined as a public highway, road, bridge, trail, or transit system that is located on, adjacent to, or provides access to Federal lands for which title or maintenance responsibility is vested in a State, county, town, township, tribal, municipal, or local government. Funds are distributed by formula among States that have Federal Lands managed by the National Park Service, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management, and the U.S. Army Corps of Engineers. The Eastern Federal Lands Highway Division is responsible for administering the FLAP and serving the transportation engineering needs of these Federal Land Management agencies in Tennessee. Eligible Activities include but are not limited to: Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of Federal Lands located on or adjacent to, or that: provide access to a Federal land (adjacent vehicular parking areas; acquisition of necessary scenic easements and scenic or historic sites; provisions for pedestrians and bicycles; environmental mitigation in or adjacent to Federal land to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; construction and reconstruction of roadside rest areas, including sanitary and water facilities); operation and maintenance of transit facilities. Information on the Federal Lands Highway Division can be found in Appendix C.

Through this coordinated approach, TDOT ensures that Federal-aid highway funding programs are applied in a manner that supports statewide and regional transportation goals while maintaining consistency with long-range plans, the 10-Year Project Plan, and federal planning requirements.

In addition to STBG and NHPP, TDOT utilizes a variety of other FHWA funding programs authorized under the Infrastructure Investment and Jobs Act (IIJA) to support statewide transportation priorities.

Additional descriptions of these funding programs are provided in Appendix E – Federal Transportation Funding Program Descriptions.

5.3 Federal Transit Administration (FTA) Programs

Federal Highway Administration (FHWA) funds are distributed to states through formula and discretionary programs authorized under federal surface transportation law. TDOT administers these funds in accordance with federal requirements and state policy direction and programs projects into the STIP.

Federal Transit Administration (FTA) funding supports public transportation capital, planning, and eligible operating needs throughout Tennessee. These funds are administered by TDOT through its Multimodal Division in coordination with transit agencies, Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and other planning partners.

Tennessee's transit network includes a mix of urban and rural providers offering fixed-route bus service, commuter rail, streetcar and trolley service, demand-response service, and paratransit services required under the Americans with Disabilities Act (ADA). TDOT serves as the designated recipient and administrator of FTA funds for all rural transit providers and for certain small urban programs and submits grant applications to FTA on behalf of eligible agencies. TDOT also administers state and federal contracts, oversees compliance with applicable regulations, and supports planning and implementation of transit projects statewide.

Key FTA formula programs reflected in the STIP include:

- Section 5307 – Urbanized Area Formula Program
- Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities
- Section 5311 – Rural Area Formula Program
- Section 5337 – State of Good Repair Program
- Section 5339 – Bus and Bus Facilities Program

Projects funded under these programs are developed through local and regional transit planning processes and are incorporated into MPO Transportation Improvement Programs (TIPs) for metropolitan areas or coordinated with TDOT for nonmetropolitan areas prior to inclusion in the STIP.

Additional descriptions of federal transit funding programs and a listing of Tennessee transit providers are provided in Appendix G – Federal Transit Program Descriptions and Providers.

5.4 State and Local Funding Sources

State transportation revenues are derived primarily from fuel taxes, vehicle registration fees, and other dedicated transportation revenues. These funds are used to provide the state match for federal programs and to support state-funded transportation projects.

Local governments may contribute funding for locally sponsored projects, including roadway improvements, transit facilities, and multimodal projects. These contributions are identified during project development and programming and are reflected in the STIP to demonstrate financial commitment and project readiness. TDOT's recently launched Statewide Partnership Program is a critical avenue for local stakeholders to provide input on their priorities to better inform the annual reassessment of TDOT's 10-Year Project Plan.[12]

TDOT's 10-Year Project Plan integrates federal and state resources and identifies a fiscally constrained portfolio of projects that informs development of the four-year STIP.

5.5 Metropolitan and Rural Suballocations

Certain federal funds, including portions of STBG and TAP, are suballocated to MPOs based on population. MPOs are responsible for programming these funds through their adopted TIPs in accordance with federal requirements and local priorities.

In nonmetropolitan areas, TDOT coordinates with RPOs and local governments to identify projects eligible for rural program funding and to ensure rural transportation needs are addressed. The Office of Community Transportation (OCT) supports this coordination by providing technical assistance and facilitating communication between TDOT and regional partners.

[12] Information on the Statewide Partnership Program found at: https://www.tn.gov/tdot/long-range-planning-home/longrange-oct/statewide-partnership-program.html

5.6 Discretionary and Special Funding Programs

In addition to formula funds, TDOT and its partners may pursue discretionary federal funding opportunities, including but not limited to:

- Infrastructure for Rebuilding America (INFRA)
- Better Utilizing Investments to Leverage Development
- Nationally Significant Multimodal Freight and Highway Projects
- Bridge Investment Program
- Safe Streets and Roads for All (SS4A)

Projects awarded discretionary funds are incorporated into the STIP through amendments or administrative modifications, as appropriate, to reflect updated funding commitments and project scopes.

5.7 Flexibility and Transfer of Funds

Federal law allows certain funds to be transferred or flexed between FHWA and FTA programs under specified conditions. TDOT works with MPOs and transit agencies to determine when fund transfers are appropriate to meet project needs and to support multimodal transportation objectives.

All fund transfers are documented in the STIP and processed in accordance with federal and state requirements.

5.8 Relationship to the 10-Year Project Plan

TDOT's 10-Year Project Plan provides a long-range, fiscally constrained framework for identifying transportation projects expected to be delivered over a 10-year period. The STIP represents the near-term implementation of that framework by programming projects scheduled for funding within the four-year STIP period.

Funding programs described in this chapter are applied consistently with the priorities and funding assumptions established in the 10-Year Project Plan and the Long-Range Transportation Policy Plan. This ensures continuity between long-range policy direction, mid-term project planning, and near-term programming decisions.

5.9 Maintenance and System Preservation

Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities, such as snow removal, pavement resurfacing and marking, bridge repair, guardrail and sign replacement, etc. Routine maintenance activities are not individually programmed in the STIP; however, preservation and rehabilitation projects eligible for federal funding are included where applicable.

TDOT 10-year transportation program funding (dollars)

Year	State Funds Plus Other Funds	Federal Funds	Total TDOT Funds
2025	$606,721,661	$981,907,751	$1,588,629,412
2026	$983,707,821	$1,013,712,242	$1,997,420,063
2027	$821,292,545	$1,019,312,242	$1,840,604,787
2028	$438,892,545	$969,212,242	$1,408,104,787
2029	$618,221,008	$969,212,242	$1,587,433,250
2030	$302,892,545	$969,212,242	$1,272,104,787
2031	$208,892,545	$969,212,242	$1,178,104,787
2032	$187,892,545	$969,212,242	$1,157,104,787
2033	$187,892,545	$969,212,242	$1,157,104,787
2034	$218,892,545	$969,212,242	$1,188,104,787
Total	**$4,575,298,305**	**$9,799,417,929**	**$14,374,716,234**

The maintenance activities for facilities under the jurisdiction of local governments are the responsibility of each entity. Each local entity represented in this document appropriates adequate funding in its respective budget to operate and maintain facilities under its jurisdiction.

5.10 Active Transportation

The Tennessee Department of Transportation (TDOT) is committed to providing safe, accessible, and connected transportation options for all users, including pedestrians, bicyclists, transit riders, and motorists. This commitment is reflected through a combination of policy, planning tools, implementation programs, and funding opportunities designed to improve multimodal access and active transportation across Tennessee.

1. Policy Framework: Multimodal Access Policy

TDOT's **Multimodal Access Policy** (adopted July 31, 2015) remains the foundational policy guiding bicycles, pedestrians, and other multimodal provisions in transportation projects. The policy directs full consideration of multimodal accommodations in planning, design, construction, maintenance, and operations of roadway projects. It emphasizes safe access for people of all ages and abilities and establishes principles for when multimodal facilities should or may not be provided.

2. Office of Active Transportation

TDOT's Office of Active Transportation supports statewide pedestrian and bicycle mobility as essential components of the transportation system. Walkways, bikeways, and shared-use paths provide additional transportation options for a wide range of users, supporting access and mobility for people with varying transportation needs. Active transportation also supports community goals in safety, public health, economic development, and environmental quality.

3. Active Transportation Programs & Initiatives

TDOT's bicycle and pedestrian work is not limited to policy and manuals; it also includes active programs and planning initiatives that support implementation and community engagement:

Statewide Active Transportation Plan - This plan develops long-range goals and strategies for walking and bicycling throughout the state, incorporating engagement tools to gather public feedback.

Pedestrian Road Safety Initiative - A statewide initiative focused on reducing pedestrian crashes and promoting safer crosswalks, sidewalks, and street designs.

Multimodal Access Grant (MMAG) A grant program to help local governments fill infrastructure gaps, improve multimodal connectivity, and enhance safety for transit riders, pedestrians, and bicyclists.

Chapter 6: STIP Project Organization and Development

6.1 Highway Project Phases

Highway projects included in the STIP are organized by phase to reflect the typical progression of project development. These phases generally include planning and preliminary engineering (PE), right-of-way acquisition (ROW), and construction (CN). Some projects may also include utility relocation, intelligent transportation systems (ITS), operations, or other supporting phases, as appropriate.

TDOT programs highway projects by phase to ensure that funding commitments are aligned with the stage of project development and that projects advance in a fiscally responsible manner. Each phase is programmed separately in the STIP when federal funds are requested, allowing for clear identification of funding needs and schedules. This phased approach supports federal requirements for project authorization and helps maintain fiscal constraint by year and by funding category.

Projects included in the STIP are consistent with applicable statewide and metropolitan transportation plans and reflect the priorities established through TDOT's planning and project development processes, including the 10-Year Project Plan.

The following project phases are used in the STIP to identify eligible activities and associated funding allocations for Federal-aid highway projects. All phases must comply with applicable federal and state requirements and must be authorized prior to implementation, as appropriate:

- **CONST (Construction):**
  Activities associated with construction of a transportation project, including work performed by TDOT or its contractors. Construction may include roadway, bridge, safety, multimodal, and related improvements, as well as eligible utility relocation activities when authorized.
- **ITS (Intelligent Transportation Systems):**
  Activities related to the planning, procurement, development, integration, deployment, and operation of technology-based systems intended to manage transportation facilities, enhance safety, improve mobility, or support system operations, such as traffic management systems, communications, and related infrastructure.
- **OPERATIONS (OP):**
  Eligible costs associated with operation and management of transportation systems, including traffic operations, signal systems, and ITS. Operating costs are eligible only when permitted by the specific Federal-aid funding program and applicable federal guidance.
- **PE-N (Preliminary Engineering – NEPA):**
  Activities undertaken from project initiation through completion of the environmental review process, including compliance with the National Environmental Policy Act (NEPA) and all applicable federal laws, regulations, executive orders, and directives, up to and including approval of the environmental document.
- **PE-D (Preliminary Engineering – Design):**
  Engineering and design activities conducted after NEPA approval, including preliminary and final

design work performed in accordance with accepted engineering practices, leading to preparation of plans, specifications, and estimates (PS&E).

- **PLANNING / PURCHASE / ACQUIRE:**
  Activities associated with transportation planning studies, analyses, and related efforts that support project development, system planning, or program decision-making, consistent with approved planning processes.
- **ROW (Right-of-Way):**
  Acquisition of real property interests or eligible equipment, vehicles, hardware, software, or other capital items necessary to support project implementation, when permitted by the funding program.
- **TRAINING:**
  Training and workforce development activities directly related to implementation, operation, or oversight of transportation programs and projects, when eligible under the applicable funding source.

6.2 Transit Project Phases

Transit projects included in the STIP are organized consistent with Federal Transit Administration (FTA) program requirements and transit agency planning processes. Transit projects may include capital projects, such as vehicle purchases, facility improvements, or system expansions, as well as operating and planning activities eligible for federal assistance.

Transit project phases are identified in a manner that reflects the type of activity being funded, including capital, operating, or planning. Projects programmed in metropolitan areas are incorporated through the applicable Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP), while projects in nonmetropolitan areas are coordinated through TDOT's Multimodal Division and Rural Planning Organizations (RPOs).

Transit projects included in the STIP are consistent with applicable transit development plans, metropolitan transportation plans, and statewide transportation policies, and they are programmed in accordance with federal eligibility and funding requirements.

Additional details on transit project phases and program-level funding by fiscal year are provided in Appendix H – Transit Project Phases and Funding by Program.

6.3 Project Groupings

Grouped projects are developed in accordance with 23 CFR 450.218(j) and applicable federal guidance. Projects that are not of appropriate scale for individual identification may be grouped by function, work type, and/or geographic area, consistent with the classifications provided in 23 CFR 771.117(c) and (d) and, where applicable, 40 CFR Part 93. In air quality nonattainment and maintenance areas, grouped projects are limited to those that qualify as exempt projects under transportation conformity regulations and do not require individual emissions analysis.

Projects that are not regionally significant may be grouped in the STIP or identified individually, as appropriate, based on project scope, funding source, and federal requirements. Regionally significant

projects are not included in grouped project listings and are instead presented individually, consistent with Section 3.4.

To improve clarity and manageability, certain projects may be grouped in the STIP by corridor, geographic area, funding program, or project type. Grouped projects typically consist of similar improvements that are carried out under a common program or initiative, such as safety improvements, pavement preservation, bridge rehabilitation, or transit capital purchases.

Project groupings allow TDOT and its partners to program funds efficiently while maintaining transparency regarding the types of improvements being implemented. Grouped listings identify the general scope of work, funding source, and geographic applicability and are used where individual project-level detail is not necessary for federal authorization or conformity purposes.

Project groupings generally include, but are not limited to:

- Preservation and Maintenance – Projects focused on maintaining and extending the useful life of existing infrastructure, including pavement and bridge preservation.
- Safety – Projects intended to reduce fatalities and serious injuries through infrastructure, operational, or systemic safety improvements.
- Mobility and Congestion Management – Projects that improve traffic flow, reduce congestion, and enhance system efficiency.
- Freight and Economic Development – Projects that support freight movement, industrial access, and economic competitiveness.
- Multimodal and Transportation Alternatives – Projects that support transit, bicycle, pedestrian, and other non-highway modes.
- Environmental and Resilience – Projects that address environmental impacts, sustainability, and system resilience.
- Planning and Non-Capital Projects – Activities such as planning studies, data collection, and program support that do not result in construction.

These groupings provide a consistent framework for organizing projects, supporting performance-based planning and programming, and communicating how transportation funds are allocated across program areas.

Projects that are regionally significant or require individual air quality conformity determinations are listed separately and are not included in grouped project listings.

In addition to the general categories described above, TDOT utilizes specific programmatic groupings to further organize projects by geographic area and funding program. These include both statewide (including rural) and MPO-area groupings, such as:

Statewide and Rural Groupings

- Advance Engineering, Functional Design, Aerial Survey, Mapping, etc.
- Electric Vehicle Infrastructure

- Ferry Boat Operations
- PROTECT Formula Program
- Transportation Alternatives (Rural)
- Safety (Rural)
- Surface Transportation System Preservation and Operations
- Travel Congestion and Air Quality Improvement

MPO Area Groupings

- Highway Safety Improvement Program (HSIP)
- National Highway System Preservation and Operations
- Safety
- Surface Transportation System Preservation and Operations
- Travel Congestion and Air Quality Improvement

These groupings reflect federally funded program areas and statewide priorities and provide flexibility for TDOT and MPOs to efficiently deliver projects while maintaining consistency with federal requirements and statewide planning objectives.

To ensure consistency between the STIP and incorporated Metropolitan Transportation Improvement Programs (TIPs), TDOT coordinates with MPOs to standardize the application and naming of project groupings. Groupings are defined by functional classification, work type, or programmatic purpose (e.g., Safety, Preservation and Operations, Transportation Alternatives), rather than by funding source alone.

While funding sources such as the National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG), or other federal programs may support grouped projects, these funding categories are not used as standalone grouping titles. TDOT will continue to coordinate with MPOs to align grouping structures and naming conventions across the STIP and TIPs, including updates through the eSTIP system or administrative modifications, as necessary, to ensure consistency and compliance with federal requirements.

6.4 Project Page Content

Each project included in the STIP is presented with standardized information to ensure consistency and transparency. Project listings typically include the project title, location, project description, phase, funding source, estimated cost, lead agency, and programmed year(s) of funding.

Additional information may be included as needed to support federal requirements, such as air quality conformity status, functional classification, or identification of whether the project is located in a metropolitan or nonmetropolitan area.

This standardized format allows FHWA, FTA, MPOs, RPOs, and the public to clearly understand the scope, schedule, and funding of each programmed project and ensures that project information is consistent between the STIP and incorporated MPO TIPs.

6.5 Amendments and Administrative Modifications

The STIP is updated as necessary to reflect changes in project scope, schedule, or funding. Minor changes that do not affect fiscal constraint, project scope, or air quality conformity are processed as administrative modifications. These changes may include corrections to project descriptions, cost adjustments that do not exceed available funding, or changes in project phase timing.

More significant changes, including the addition or removal of projects, major changes in project scope, or changes that affect fiscal constraint or conformity determinations, are processed as amendments. Amendments require public involvement consistent with TDOT's Public Involvement Plan and must receive state and federal approval prior to federal authorization.

TDOT coordinates closely with MPOs and transit agencies when processing amendments and administrative modifications to ensure consistency between the STIP and MPO Transportation Improvement Programs (TIPs) and to maintain compliance with federal planning requirements.

Chapter 7: Transportation Performance Management

7.1 Transportation Performance Management Overview

Transportation Performance Management (TPM) is a data-driven, outcome-oriented approach to transportation planning and programming that uses performance measures and targets to guide investment decisions and monitor system performance. TPM supports the achievement of national and statewide transportation goals related to safety, infrastructure condition, mobility, reliability, and freight movement, consistent with the national performance management framework established in 23 U.S.C. §150.[13]

In Tennessee, TPM principles are incorporated into the STIP by considering performance data, system condition trends, and established performance targets when identifying and prioritizing transportation investments. This approach ensures that near-term projects programmed in the STIP are aligned with longer-term system performance objectives and contribute toward achieving the national transportation goals set forth in 23 U.S.C. §150.

7.2 Integration with TDOT Planning Documents

Transportation Performance Management is integrated into TDOT's broader planning framework and supports consistency between long-range policy direction, asset management, and near-term programming.

TDOT's 10-Year Project Plan incorporates performance considerations alongside deliverability and cost in prioritizing transportation investments. Performance data related to safety, infrastructure condition, mobility, and reliability are used to inform which projects advance for funding over the ten-year horizon.[14]

The Transportation Asset Management Plan (TAMP)[15] further supports this performance-based approach by establishing condition-based targets for pavements and bridges and identifying investment strategies to achieve and maintain a state of good repair. The TAMP provides a key linkage between system condition needs and the programming decisions reflected in both the 10-Year Project Plan and the STIP.

Through this coordinated framework, performance-based planning connects statewide goals, asset condition management, and project programming decisions in a consistent and transparent manner.

7.3 Transit Performance Measures - Asset Management and Targets

TDOT coordinates with transit agencies and planning partners to implement transit performance management requirements related to asset management and state of good repair.

---

[13] 23 USC 150: National Goals and Performance Management Measures, available at: https://uscode.house.gov/view.xhtml?req=(title:23%20section:150%20edition:prelim)

[14] Tennessee Department of Transportation, *Build With Us: 10-Year Project Plan prioritization and goals*, available at: https://www.tn.gov/tdot/build-with-us.htm

[15] Tennessee Department of Transportation, *Transportation Asset Management Plan (TAMP)*, available at: https://www.tn.gov/tdot/maintenance/asset-management-office-/tamp/TDOT%202025%20TAMP.pdf

Under the Federal Transit Administration's Transit Asset Management (TAM) framework[16], transit providers establish performance targets for maintaining capital assets in a state of good repair. These targets address the following asset categories:

- Equipment (non-revenue service vehicles)
- Rolling stock
- Facilities
- Infrastructure (rail fixed-guideway, track, signals, and systems)

As the sponsor of a Tier II Group TAM Plan, TDOT establishes transit asset management targets annually through the National Transit Database reporting process and the Public Transportation Agency Safety Plans (PTASP) regulation. These targets are coordinated with transit providers and reflect condition-based performance objectives for public transportation assets across the state.[17]

Transit performance targets and supporting information are documented in Appendix I – Transit Asset Management (TAM) Performance Targets.

7.4 Performance Measures

TDOT establishes and reports performance measures and targets for highway system performance in coordination with the Federal Highway Administration (FHWA) and Metropolitan Planning Organizations (MPOs).[18]

Highway performance measures address the following national focus areas:

- **Safety (PM1):** Reduction of traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition (PM2):** Pavement and bridge condition on the National Highway System
- **System Performance (PM3):** Travel time reliability, congestion, and freight movement

TDOT uses performance data associated with these measures to evaluate trends, identify system needs, and inform investment priorities. Performance information supports data-driven decision-making and helps align programmed projects with statewide and national transportation goals.

7.5 Reporting and Accountability

TDOT participates in federal and state performance reporting processes to support transparency and accountability in transportation decision-making. Performance measures and targets are reported to the Federal Highway Administration (FHWA) and coordinated with Metropolitan Planning Organizations (MPOs) as part of statewide and metropolitan transportation planning processes.

---

[16] How TPM and Asset Management work together available at: https://www.tn.gov/tdot/passenger-transportation-rail-freight/public-transportation-section/tam-and-safety.html

[17] FTA Performance Management available at https://www.transit.dot.gov/PerformanceManagement#Performance%20Measures

[18] Tennessee Department of Transportation, *Strategic Planning – Performance Measurement and Analysis*, available at: https://www.tn.gov/tdot/strategic-planning-home/strategic-planning.html

TDOT's Strategic Planning Office oversees the department's performance measurement framework, which integrates federally required performance measures with internal performance metrics used to evaluate progress toward statewide transportation and organizational goals.

Performance information is used to track trends, assess progress toward established targets, and identify areas requiring additional attention or investment. These activities support continuous improvement and reinforce the role of performance management in guiding transportation planning and programming decisions.

7.6 Performance-Based Programming and STIP Decisions

Performance-based programming links transportation investment decisions to measurable outcomes. TDOT applies performance data and established targets when evaluating project needs and priorities, including those reflected in the 10-Year Project Plan.

The STIP represents the near-term implementation of TDOT's performance-driven planning and programming framework. Projects programmed in the STIP are informed by performance trends and target areas identified through Transportation Performance Management reporting, the Transportation Asset Management Plan (TAMP), and related planning analyses.

Performance measures are incorporated into TDOT's project prioritization and 10-Year Project Plan development processes, which in turn inform the selection and programming of projects included in the STIP.

By aligning project selection with performance goals, TDOT demonstrates how near-term investments support longer-term system outcomes related to safety, infrastructure condition, mobility, and reliability.

This coordinated approach strengthens the connection between performance measurement, project prioritization, and funding decisions and reinforces the role of the STIP as a tool for implementing TDOT's performance-based planning and programming strategy.

Consistent with 23 CFR 450.218(q), the STIP includes a discussion of how programmed investments are expected to contribute toward achieving established performance targets. Project selection and programming decisions reflected in the STIP are informed by performance data and target areas identified through Transportation Performance Management (TPM), the Transportation Asset Management Plan (TAMP), and applicable transit performance plans.

Investments included in the STIP are prioritized to address identified performance needs, including improving safety outcomes, maintaining infrastructure in a state of good repair, enhancing system reliability, and supporting efficient movement of people and freight. For example, safety-focused projects contribute to statewide targets for reducing fatalities and serious injuries; preservation and maintenance projects support pavement and bridge condition targets; and mobility and congestion management projects support system performance and reliability measures.

While individual project impacts may vary, the overall program of projects included in the STIP is expected to make progress toward achieving statewide and transit performance targets over time. This approach

ensures that investment priorities reflected in the STIP are aligned with performance-based planning principles and support the achievement of national and statewide transportation goals.

Transit investments included in the STIP also support asset management and state of good repair targets established under the Federal Transit Administration's Transit Asset Management (TAM) framework.

Chapter 8: Rural STIP Projects

8.1 Definition of Rural Areas

For purposes of the STIP, rural areas are defined as those areas located outside the boundaries of Metropolitan Planning Organization (MPO) planning areas. These nonmetropolitan areas include communities and transportation corridors that are not subject to metropolitan transportation planning requirements but are nonetheless critical to statewide mobility, safety, and economic activity.

Projects included in the Rural STIP represent transportation needs identified through coordination with Rural Planning Organizations (RPOs), local governments, transit providers, and other planning partners. These projects address a wide range of transportation needs, including roadway preservation, safety improvements, freight movement, transit services, and multimodal connectivity.

8.2 Rural Programming Process

TDOT develops rural transportation projects through a cooperative planning process involving RPOs, local governments, and regional stakeholders. RPOs provide a forum for local officials and community representatives to participate in identifying transportation needs, reviewing priorities, and making recommendations for project inclusion in the STIP.

TDOT works with RPOs to ensure that rural transportation priorities are consistent with statewide policies and the Long-Range Transportation Policy Plan, while also reflecting local and regional needs. Projects identified through the rural planning process are evaluated based on factors such as safety, system condition, mobility, and deliverability before being programmed in the STIP.

This coordinated process helps ensure that rural transportation investments are aligned with statewide goals and are programmed in a fiscally constrained manner consistent with federal planning requirements.

8.3 Type of Rural Projects

Rural STIP projects include, but are not limited to:

- Pavement preservation and roadway rehabilitation
- Bridge replacement and rehabilitation
- Safety improvements, including intersection and corridor enhancements
- Freight and economic development corridors
- Transit capital and operating projects in rural areas
- Bicycle, pedestrian, and multimodal projects where appropriate

These projects support safe and reliable travel for residents, businesses, and visitors and contribute to economic development, access to essential services, and overall quality of life in rural communities.

8.4 Coordination with Local Governments and Transit Providers

TDOT coordinates closely with county and municipal governments, transit providers, and regional stakeholders in developing and implementing rural transportation projects. Local governments assist in identifying needs and providing input on project priorities, while transit providers contribute to the development of rural public transportation projects.

This coordination ensures that rural projects included in the STIP reflect community priorities and are consistent with applicable local and regional plans. It also supports efficient project delivery by fostering shared understanding of project scope, funding, and implementation responsibilities.

8.5 Consistency with Statewide and Federal Requirements

Rural projects included in the STIP are consistent with the Long-Range Transportation Policy Plan, the 10-Year Project Plan, and applicable federal planning requirements. Projects are developed and programmed in accordance with fiscal constraint requirements and are subject to federal authorization prior to obligation of federal funds.

By incorporating rural transportation needs into the statewide program, the STIP ensures that nonmetropolitan areas receive appropriate consideration in transportation investment decisions and that rural projects contribute to statewide performance goals related to safety, system preservation, and mobility.

8.6 Rural Project Listings

This section presents the transportation projects included in the STIP that are located outside Metropolitan Planning Organization (MPO) planning areas. These rural projects are developed in coordination with Rural Planning Organizations (RPOs), local governments, transit providers, and other planning partners.

Each rural project listing includes key information necessary for federal authorization and public transparency, such as project location, project description, programmed phase(s), funding source(s), and estimated cost. Projects are organized in accordance with TDOT's project development and programming practices.

Rural project listings ensure that transportation needs in nonmetropolitan areas are fully represented in the statewide program and that projects are programmed in a fiscally constrained manner consistent with statewide planning priorities. Projects included in this section are consistent with the Long-Range Transportation Policy Plan, the 10-Year Project Plan, and applicable regional planning efforts.

Rural project listings for Federal Fiscal Years 2026–2029 are provided in Appendix R – Rural STIP Project Listings. These projects are programmed in a fiscally constrained manner and are consistent with statewide and regional planning priorities.

Appendices

Appendix A – Acronyms and Abbreviations

3R	Resurfacing, Restoring, or Rehabilitating
AASHTO	American Association of State Highway and Transportation Officials
AC	Advance Construction
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APD	Appalachian Development Highway System
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation Air Quality
CN	Construction
CRP	Carbon Reduction Program
DBE	Disadvantaged Business Enterprise
EPA	US Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FLMAs	Federal Land Management Agencies
FTA	Federal Transit Administration
FY	Fiscal Year
HOV	High-Occupancy Vehicle
HRRR	High Risk Rural Roads
HSIP	Highway Safety Improvement Program
IA	Improved Act
IIJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation System
MAP21	Moving Ahead for Progress in the 21st Century Act
MMS	Maintenance Management System
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NEVI	National Electric Vehicle Infrastructure Formula Program
NHPP	National Highway Performance Program
PE	Preliminary Engineering
PTASP	Public Transportation Agency Safety Plan
ROW	Right of Way
RPO	Rural Planning Organization
SHSP	Strategic Highway Safety Plan
STBG	Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TAP	Transportation Alternatives Program
TDOT	Tennessee Department of Transportation
TIP	Transportation Improvement Plan
TPO	Transportation Planning Organization
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act
U.S.C.	United States Code

Appendix B – Federal and State Planning and Programming References

This appendix provides links to key federal and state statutes, regulations, and reference materials governing the development, approval, and implementation of the STIP. These resources establish the legal and procedural framework for transportation planning, programming, fiscal constraint, and performance management.

- 23 U.S.C. §199 – National Highway Performance Program
- 23 U.S.C. §133– Surface Transportation Block Grant Program
- 23 U.S.C. §134 – Metropolitan Transportation Planning
- 23 U.S.C. §135 – Statewide transportation planning
- 23 U.S.C. §150 – National Goals and Performance Management Measures
- 23 CFR Part 450 – Planning Assistance and Standards
- 23 CFR 450.218 – Development and content of the STIP
- 23 CFR Part 630 – Preconstruction Procedures
- 49 CFR Part 613 – Metropolitan and statewide planning (FTA)
- 49 USC 5303 – Metropolitan Planning
- 49 USC 5304 – Transportation Improvement Program
- Infrastructure Investment and Jobs Act (Pub. L. 117-58)
- FHWA State Performance Dashboard - Tennessee
- Nonattainment Areas for Criteria Pollutants (Green Book)
- National Highway System Tennessee
- Functional Classification Maps

Appendix C – Eastern Federal Lands Highway Division

The Office of Federal Lands Highway (FLH) of the US Department of Transportation (USDOT), Federal Highway Administration (FHWA), was established to promote effective, efficient, and reliable administration for a coordinated program of federal public roads and bridges; to protect and enhance the Nation's natural resources; and to provide needed transportation access for Native Americans. The primary purpose is to provide financial resources and transportation engineering assistance for public roads that service the transportation needs of Federal and Indian lands. The FLH provides these services in all 50 states, the District of Columbia, Puerto Rico, and US Territories, through its Headquarters, Eastern, Central, and Western Federal Lands Highway Division offices. Projects in Tennessee are administered through the Eastern Division office in Sterling, Virginia.

FLH is enabled and entrusted to administer many different programs and types of funds to facilitate transportation improvements for many Federal Land Management Agency Partners such as the National Park Service (NPS); USDA Forest Service (Forest Service); U.S. Fish and Wildlife Service (USFWS); Bureau of Indian Affairs (BIA) and Tribal Governments; Bureau of Land Management (BLM); Department of Defense (DOD); U.S. Army Corps of Engineers (USACE); and the Bureau of Reclamation (BOR).

Contact Information:

Lewis G. Grimm, P.E.
Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, VA 20166
Phone: 703-404-6289
Email: Lewis.Grimm@dot.gov
Website: https://flh.fhwa.dot.gov/

FY26-FY29 EFL TIP ANNUAL - FINAL

Appendix D – Statewide Planning Documents and References

25-Year Long-Range Transportation Policy Plan
Provides long-term direction and policy guidance for statewide transportation planning.
TDOT Long-Range Transportation Policy Plan

2025 Statewide Policy Plan Update (PDF)
Updated strategic direction and priorities for multimodal investments.
TDOT Long Range Transportation Plan Update

10-Year Project Plan (TDOT Build With Us)
Fiscally constrained ten-year planning framework that guides programming and delivery.
TDOT 10-Year Project Plan

Air Quality Conformity Documentation
Reports for applicable MPOs that are currently subject to air quality conformity

- Knoxville & Lakeway MPO to Include Surrounding Rural Areas - Short Conformity Report
- Memphis MPO - air-quality-conformity-report_shelby-county.pdf & conformity-determination_fy26-29-tip-adoption-rtp-amend_shelby.pdf
- Clarksville MPO (in attainment) - CLK-CDR-for-26-29-TIP-1.pdf

Multimodal Access Grant
A grant program to help local governments fill infrastructure gaps, improve multimodal connectivity, and enhance safety for transit riders, pedestrians, and bicyclists.
Multimodal Access Grant (MMAG)

Public Involvement Plan
A summary document of public involvement procedures and principles for TDOT as per FHWA/FTA requirements. Further information can be located in Appendix L
TDOT - Public Involvement Plan

State Transportation Improvement Program (STIP) Information
General overview of TDOT's STIP purpose and relationship to statewide plans.
Statewide Transportation Improvement Program (STIP) Information
eSTIP

Statewide Active Transportation Plan
Develops long-range goals and strategies for walking and bicycling throughout the state
Statewide Active Transportation Plan

Strategic Highway Safety Plan (SHSP)
Addresses statewide efforts aimed at reducing fatalities and serious injuries in transportation.
Strategic Highway Safety Plan (SHSP)

Pedestrian Road Safety Initiative (PRSI)
A statewide initiative focused on reducing pedestrian crashes and promoting safer crosswalks, sidewalks, and street designs. Funded through the Federal Highway Safety Improvement program and included in the Pedestrian Road Safety Initiative

TDOT ADA Transition Plan
Identifies barriers to access in State programs and activities to help TDOT provide equivalent access to the maximum extent feasible.
TDOT ADA Transition Plan

TDOT Multimodal Access Policy
Foundational policy guiding bicycles, pedestrians, and other multimodal provisions in transportation projects
Multimodal Access Policy

TDOT Multimodal Transportation Project Scoping Manual
Provides designers, planners, and decision-makers with guidance for incorporating multimodal elements into transportation projects
TDOT Multimodal Transportation Project Scoping Manual

TDOT Strategic Planning and Transportation Performance Management
Agency performance framework and FHWA Transportation Performance Management (TPM) reporting context.
TDOT Strategic Planning and Transportation Performance Management

TDOT Transportation Asset Management Plan (TAMP)
Pavement and bridge condition targets and asset management framework.
Transportation Asset Management Plan (TAMP)

TN ITS Statewide Architecture Plan
Discusses the updates to the Statewide Intelligent Transportation Systems Architecture for Tennessee
TN ITS Statewide Architecture Plan

Appendix E – Federal Transportation Funding Program Descriptions

This appendix provides summary descriptions of federal transportation funding programs that may be used to support projects included in the STIP. These programs are authorized under the Infrastructure Investment and Jobs Act (IIJA) and other applicable federal statutes. Inclusion of a program in this appendix does not indicate that funding is programmed in a specific year but identifies potential sources that may be applied to eligible projects.

Federal Highway and Multimodal Programs

Appalachian Development Highway System (APD)
Provides funding for construction of the Appalachian Development Highway System to improve regional connectivity and economic development.

Advanced Transportation Technologies and Innovative Mobility Deployment
Supports deployment of advanced transportation technologies to improve safety, efficiency, system performance, intermodal connectivity, and return on investment.

Bridge Formula Program (BFP)
Funds bridge replacement, rehabilitation, preservation, protection, and construction projects on public roads.

Bridge Investment Program (BIP)
Provides competitive funding for large bridge and culvert projects that improve safety, efficiency, and reliability.

Carbon Reduction Program (CRP)
Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide

Congestion Mitigation and Air Quality Improvement (CMAQ)
Supports projects that reduce congestion and improve air quality in designated nonattainment and maintenance areas.

Demonstration Set-Aside (DEMO)
Provides special funding for certain designated or demonstration transportation projects.

Enhancement Activities (ENH)
Supports eligible transportation enhancement activities authorized under prior federal programs, including bicycle and pedestrian facilities, historic preservation, scenic beautification, and environmental mitigation.

Federal Lands Access Program (FLAP)
Funds projects that improve access to and within federal lands and facilities.

Forest Highway/Public Lands (FH/PL)
Supports projects on forest highways and other public lands authorized under prior federal programs.

High Priority Projects (HPP / HPP-L)
Provides designated funding for specific state and local transportation projects identified through federal processes.

Highway Infrastructure Program (HIP)
Provides designated funding for restoration, repair, and construction of federal aid eligible roads, bridges, and tunnels.

Highway Safety Improvement Program (HSIP)
Funds data-driven safety improvements to reduce fatalities and serious injuries on public roads.

Highway Safety Research and Development
Supports research and development related to traffic safety, countermeasures, impaired driving detection, and driver behavior.

Highway Use Tax Evasion Projects
Supports enforcement, training, and research activities to reduce evasion of highway use taxes.

Infrastructure for Rebuilding America (INFRA)
Provides competitive grants for nationally or regionally significant freight and highway projects.

Interstate Maintenance (IM)
Supports rehabilitation and preservation of the Interstate System authorized under prior federal programs.

Metropolitan Planning (PL)
Funds metropolitan transportation planning activities conducted by MPOs.

National Culvert Removal, Replacement, and Restoration
Provides funding to improve fish passage and ecological connectivity through culvert replacement or removal.

National Electric Vehicle Infrastructure Formula Program (NEVI)
Provides funding to strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability.

National Highway Freight Program (NHFP)
Supports projects that improve freight movement on the National Highway Freight Network.

National Highway Performance Program (NHPP)
Funds improvements to the National Highway System and supports asset management and performance targets.

National Highway System (NHS)
Supports projects on the National Highway System authorized under prior federal programs.

National Scenic Byways Program (NSBP)
Supports projects on designated scenic byways authorized under prior federal programs.

Nationally Significant Federal Lands and Tribal Projects
Funds transportation projects serving federal and tribal lands of national significance.

On-the-Job Training Supportive Services
Supports workforce development and training programs for highway construction and transportation careers.

Penalty Highway Safety Improvement Program (PHSIP)
Funding allocated for impaired driving countermeasures or highway safety improvement programs for states without an open container law.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)
Supports projects that improve infrastructure resilience to natural hazards and climate impacts.

Railway–Highway Crossing Program (Section 130)
Funds projects to reduce hazards at highway-rail grade crossings.

Recreational Trails Program (RTP)
Funds development and maintenance of recreational and shared-use trails.

Repurposed Earmark Funds (R-)
Allows re-designation of certain legacy earmarked funds for eligible STBG-type projects within the original geographic area.

Rural Surface Transportation Grant Program
Provides competitive funding for rural transportation infrastructure projects that improve safety and connectivity.

Safe Streets and Roads for All (SS4A)
Supports planning and implementation of roadway safety strategies to reduce fatalities and serious injuries.

State (STA)
Represents transportation projects funded solely with state resources.

Surface Transportation Block Grant Program (STBG)
Provides flexible funding for a broad range of highway, bridge, transit, bicycle, pedestrian, and freight projects.

Transportation Alternatives Program (TAP)
Provides funding to local governments to support additional transportation options, strengthen local economies, improve quality of life, protect the natural environment, and enhance transportation infrastructure.

Transportation Infrastructure Finance and Innovation Act (TIFIA)
Provides federal credit assistance for eligible surface transportation projects.

Vehicle Safety and Behavioral Research
Supports research related to vehicle safety technologies and driver behavior.

Transit and Rail Programs

Better Utilizing Investments to Leverage Development (BUILD)
Provides discretionary grants for multimodal projects that improve safety, accessibility, and sustainability.

Capital Investment Grants (CIG)
Funds major fixed guideway transit projects, including New Starts, Small Starts, and Core Capacity projects.

Consolidated Rail Infrastructure and Safety Improvements (CRISI)
Supports safety, efficiency, and reliability improvements for freight and intercity passenger rail.

Federal-State Partnership for Intercity Passenger Rail
Funds projects that reduce state of good repair backlogs and expand intercity passenger rail service.

Interstate Rail Compacts Grant Program
Supports administrative and planning costs for interstate rail compacts.

Rail Vehicle Replacement Grants
Provides funding for replacement of rail rolling stock.

Railroad Crossing Elimination Program
Funds projects for highway-rail or pathway-rail grade crossing improvement projects focusing on improving safety and mobility of people and goods.

Reconnecting Communities Pilot Program
Supports planning and capital projects that restore community connectivity disrupted by transportation infrastructure.

Restoration and Enhancement Grant Program
Provides operating assistance to initiate, restore, or enhance intercity passenger rail service.

Appendix F - Funding Share Distribution by Source

Program		Funding Match Requirements
APD	Appalachian Development Highway System Projects	100% Federal
BR	Bridge Program	80% Federal, 20% State
CMAQ	Congestion Mitigation Air Quality	80% Federal, 20% State/Local
CRP	Carbon Reduction Program	80% Federal, 20% State/Local
DEMO	Demonstration project, special set aside	100% Federal or 80% Federal, 20% State/Local
ENH	Enhancement Activity set aside of the STP	80% Federal, 20% Local/State
FH/PL	Forest Highway/Public Lands Projects	100% Federal or 80% Federal, 20% State
FLAP	Federal Lands Access Program	100% Federal or 80% Federal, 20% State
HIP	Highway Infrastructure Program	80% Federal, 20% State or 90% Federal, 10% State
HPP	High Priority Projects	80% Federal, 20% State
HPP-L	High Priority Projects (Local)	80% Federal, 20% Local
HRRR	High Risk Rural Roads	90% Federal, 10% State/Local
HSIP	Highway Safety Improvement Program	90% Federal, 10% State
IM	Interstate Maintenance Projects	90% Federal, 10% State
IMD	Interstate Maintenance Discretionary Funds	90% Federal, 10% State/Local
NEVI	National Electric Vehicle Infrastructure Formula Program	80% Federal, 20% State
NHFP	National Highway Freight Program	90% Federal, 10% State
NHPP	National Highway Performance Program	80% Federal, 20% State or 90% Federal, 10% State
NHS	National Highway System Program	80% Federal, 20% State
NSBP	National Scenic Byways Program	100% Federal or 80% Federal, 20% State/Local
PLHD	Public Lands Highways Discretionary Funds	100% Federal
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation	80% Federal, 20% State or 90% Federal, 10% State
RTP	Recreational Trails Projects	80% Federal, 20% State
Sect 130 (HSP-R)	Highway-Railroad Crossing Program	90% Federal, 10% State
Sect 154	Section 154	100% Federal
SRTS	Safe Routes to School	100% Federal
STA	State Funds	100% State
STBG	Surface Transportation Block Grant Program	80% Federal, 20% State/Local
TAP	Transportation Alternatives Program	80% Federal, 20% State/Local

Certain programs listed are legacy or discretionary in nature and do not receive new federal apportionments. Federal share and matching requirements are subject to eligibility, facility type, and statutory provisions under Title 23, United States Code.

Appendix G – Federal Transit Program Descriptions and Providers

This appendix provides background information on Federal Transit Administration (FTA) programs and public transportation providers in Tennessee that may receive funding for projects included in the STIP. Inclusion of a program or provider in this appendix does not indicate that funding is programmed in a specific year but identifies potential sources and recipients of transit funding.

Overview of Public Transportation in Tennessee
Federal transit funding supports transit planning, capital investment, and (where eligible) operating assistance, as well as major capital projects such as bus and rail fleet purchases, construction and rehabilitation of transit facilities, passenger equipment, and intercity bus connections. In Tennessee, FTA funds are administered by the Tennessee Department of Transportation (TDOT) through the Public Transportation Section of the Multimodal Transportation Resources Division.

There are 27 public transportation agencies providing service across the state. TDOT's Public Transportation Section administers federal transit grants, provides compliance oversight, and partners with transit providers to support ridership, service quality, and accessibility. Transit services in Tennessee vary by community and may include fixed-route bus service, commuter rail, streetcar or trolley service, demand-response service, and paratransit services required under the Americans with Disabilities Act (ADA).

TDOT serves as the FTA designated recipient and administrator of FTA funds for all rural transit providers and certain small urban programs. TDOT submits grant applications to FTA on behalf of eligible agencies, administers state and federal contracts, oversees compliance with federal and state regulations, and assists agencies with planning and implementation of transit projects.

Urban Public Transit Providers
There are 18 urban public transit providers in Tennessee. Key providers include:

- Bristol Transit
- Chattanooga Area Regional Transportation Authority (CARTA)
- Clarksville Transit
- Cleveland Transit (SETHRA)
- East Tennessee Human Resource Agency
- First Tennessee Human Resource Agency
- Franklin Transit
- Jackson Transit
- Johnson City Transit
- Kingsport Area Transit System
- Knoxville Area Transit
- Knox County Community Action Committee
- Lakeway Transit
- Memphis Area Transit Authority
- Morristown (ETHRA)
- Murfreesboro Transit
- Nashville Metropolitan Transportation Authority (WeGo)
- Regional Transportation Authority of Middle Tennessee

Rural Public Transit Providers
There are ten rural public transit providers in Tennessee that operate on a regional basis and serve every county in the state. These providers include:

- Delta Human Resource Agency (DHRA)
- Northwest Tennessee Human Resource Agency (NWTHRA)
- Southwest Human Resource Agency (SWHRA)
- Mid-Cumberland Human Resource Agency (MCHRA)
- South Central Tennessee Development District (SCTDD)
- Upper Cumberland Human Resource Agency (UCHRA)
- Southeast Tennessee Human Resource Agency (SETHRA)
- East Tennessee Human Resource Agency (ETHRA)
- Northeast Tennessee Rural Public Transit (NET Trans)
- First Tennessee Human Resource Agency (FTHRA)

Additional Local Transit Providers
Additional public transportation services are provided in Sevier and Blount counties by the following agencies:

- Gatlinburg Transit
- Great Smoky Mountain Heritage Center
- Pigeon Forge Fun-Time Trolleys

Federal Transit Programs Administered by TDOT
The following Federal Transit Administration (FTA) programs may be used to support transit projects included in the STIP:

- Section 5303 – Metropolitan Transportation Planning
  Provides funding to Metropolitan Planning Organizations (MPOs) for multimodal transportation planning activities.
- Section 5304 – Statewide Transportation Planning
  Provides funding to support cooperative, continuous, and comprehensive statewide transportation planning activities.
- Section 5307 – Urbanized Area Formula Program
  Provides funding for transit capital, operating assistance (where eligible), and transportation-related planning in urbanized areas.
- Section 5309 – Capital Investment Grants (Discretionary)
  Provides discretionary funding for major transit capital investments, including New Starts, Small Starts, and Core Capacity projects.
- Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities
  Provides capital and operating assistance, through the state, to support transportation services for elderly individuals and people with disabilities, including specialized transportation beyond ADA requirements.
- Section 5311 – Rural Area Formula Program
  Provides funding for transit capital, operating, and administrative expenses in rural areas with populations under 50,000. Specialized components include:
    - 5311(f) Intercity Bus Service – Supports intercity bus transportation unless the Governor certifies that service needs are met.

    - Rural Transit Assistance Program (RTAP) – Supports training, technical assistance, and research for rural transit operators.
    - Appalachian Development Public Transportation Assistance Program – Supports public transportation services in the Appalachian Region.
- Section 5316 – Job Access and Reverse Commute (JARC)
  Provides residual funding for projects that assist low-income individuals with access to employment, job training, and childcare. No new apportionments have been made since 2012; once residual funds are expended, this program will be removed from the STIP program list.
- Section 5317 – New Freedom
  Provides residual funding for projects that support new transportation services for individuals with disabilities beyond ADA requirements. No new apportionments have been made since 2012; once residual funds are expended, this program will be removed from the STIP program list.
- Section 5329 – State Safety Oversight Program
  Provides funding for state oversight of rail transit safety programs.
- Section 5339 – Bus and Bus Facilities Program
  Provides capital funding to replace, rehabilitate, and purchase buses, vans, and related equipment and to construct bus-related facilities.

Public Transportation Program Information
Information on TDOT's public transportation programs, planning resources, and grant administration is available through the TDOT Public Transportation Section website.

Appendix H – Transit Project Phases and Funding by Program

This appendix provides supplemental detail supporting Section 6.2 regarding how transit projects are phased and funded in the STIP.

Transit Project Phases Used in the STIP

The following project phases are used in the STIP to identify eligible activities and associated funding allocations for Federal Transit Administration (FTA) programs. All transit project phases must comply with applicable federal and state requirements and must be authorized prior to implementation, as appropriate.

ACQ (Acquisition)

Acquisition of transit vehicles, equipment, rolling stock, and related capital items, including fleet replacement or expansion, when eligible under the applicable FTA funding program.

AD (Administrative)

Administrative and program management costs directly associated with implementation and oversight of transit programs and projects, including eligible grant administration activities.

CA (Capital)

Capital expenditures associated with construction, rehabilitation, or improvement of transit facilities and infrastructure, including maintenance facilities, passenger amenities, and related capital assets, consistent with FTA capital eligibility requirements.

OP (Operations)

Eligible operating expenses necessary to support day-to-day public transportation service, including labor, fuel, maintenance, and service delivery costs. Operating assistance is eligible only for programs that permit such expenditures, in accordance with FTA requirements.

PLANNING

Transportation planning activities that support transit system development and investment decision-making, including metropolitan, statewide, and nonmetropolitan planning efforts conducted under approved planning processes.

SAFETY / OVERSIGHT

Activities related to state oversight and monitoring of public transportation systems, including safety oversight, compliance reviews, inspections, and reporting, as required under applicable federal transit safety regulations.

TRNG (Training)

Training and workforce development activities that support transit system operations, safety, and program administration, including technical assistance and professional development for transit staff.

Transit Fiscal Tables by Program and Year

The following tables summarize anticipated funding levels for Federal Transit Administration (FTA) programs included in the STIP by federal fiscal year. Amounts reflect total programmed funds and the corresponding federal, state, and local shares.

Year	Program	Total Funds	Federal Funds	State Funds	Local Funds
2026	5304	$647,500	$518,000	$129,500	$0.00
2026	5310	$8,008,000	$6,406,000	$801,000	$801,000
2026	5311	$61,356,000	$30,678,000	$15,339,000	$15,339,000
2026	5311(f)	$10,828,000	$5,414,000	$2,707,000	$2,707,000
2026	5311 RTAP	$600,000	$600,000	$0	$0
2026	5311 App	$3,967,000	$1,983,000	$992,000	$992,000
2026	5329	$1,076,000	$860,000	$108,000	$108,000
2026	5339	$6,079,000	$4,863,000	$608,000	$608,000
	Total	**$92,561,500.00**	**$51,322,000.00**	**$20,684,500.00**	**$20,555,000.00**
2027	5304	$667,000	$533,500	$133,400	$0
2027	5310	$8,248,200	$6,598,200	$825,000	$825,000
2027	5311	$63,196,700	$31,598,300	$15,799,200	$15,799,200
2027	5311(f)	$11,152,800	$5,576,400	$2,788,200	$2,788,200
2027	5311 RTAP	$618,000	$618,000	$0	$0
2027	5311 App	$4,086,000	$2,043,000	$1,021,500	$1,021,500
2027	5329	$1,108,300	$5,009,100	$626,150	$626,150
2027	5339	$6,261,400	$5,009,100	$626,150	$626,150
Total	**$95,337,300**	**$52,862,500**	**$21,304,600**	**$21,304,600**	**$21,170,200**
2028	5304	$686,900	$549,500	$137,400	$0
2028	5310	$8,495,600	$6,796,100	$849,750	$849,750
2028	5311	$65,092,600	$32,546,200	$16,273,200	$16,273,200
2028	5311(f)	$11,487,400	$5,743,700	$2,871,850	$2,871,850
2028	5311 RTAP	$636,500	$636,500	$0	$0
2028	5311 App	$4,208,600	$2,104,300	$1,052,150	$0
2028	5329	$1,141,500	$913,500	$114,000	$114,00
	Total	**$98,198,300**	**$54,448,200**	**$21,943,300**	**$21,806,800**
2029	5304	$707,500	$566,000	$141,500	$0
2029	5310	$8,750,500	$7,000,400	$875,050	$875,050
2029	5311	$67,045,400	$33,522,700	$16,761,350	$16,761,350
2029	5311(f)	$11,832,000	$5,916,000	$2,958,000	$2,958,000
2029	5311 RTAP	$655,600	$655,600	$0	$0
2029	5311 App	$4,334,900	$2,167,450	$1,083,725	$1,083,725
2029	5329	$1,175,800	$940,600	$117,600	$117,600
2029	5339	$6,642,700	$5,314,200	$664,250	$664,250
	Total	**$101,144,400**	**$56,082,900**	**$22,206,500**	**$22,460,000**

Appendix I – Transit Asset Management (TAM) Performance Targets

This appendix provides supplemental information supporting Chapter 8 regarding Transit Asset Management (TAM) performance targets established by the Tennessee Department of Transportation (TDOT).

Rolling Stock

Rolling stock performance measure targets are for revenue vehicles.

Vehicle Type	FTA Default Useful Life Benchmark (ULB – in years)	TDOT-Set Performance Measure Target
Automobile	8	Less than 50% of automobiles will exceed the 8-year ULB
Bus	14	Less than 20% of buses will exceed 14-year ULB
Cutaway Bus	10	Less than 20% of cutaway buses will exceed the 10-year ULB
Minivan	8	Less than 40% of minivans will exceed the 8 year ULB
Other Rubber Tire Vehicles	14	Less than 25% of other rubber tire vehicles will exceed the 14-year ULB
Van	8	Less than 45% of vans will exceed the 8-year ULB

Equipment

Equipment performance measure targets are for non-revenue (NR) service vehicles.

Vehicle Type	FTA Default Useful Life Benchmark (ULB - in years)	TDOT-Set Performance Measure Target
NR Automobile	8	Less than 90% of automobiles will exceed the 8-year ULB
NR Truck/Other Rubber Tire Vehicles	14	Less than 35% of other rubber tire vehicles will exceed the 14-year ULB

Facilities & Infrastructure

Facility Type	FTA TERM Rating	TDOT-Set Performance Measure Target
Administrative/Maintenance	3	Less than 15% of Administrative/Maintenance facilities will be below a 3
Passenger/Parking	3	Less than 10% of Passenger/Parking facilities will be below a 3

*None of the participants in the TDOT-sponsored plan have capital responsibility for any transit infrastructure.

The Tennessee Department of Transportation (TDOT) acknowledges the importance of implementing performance-based planning within the STIP that reflects federal, state and regional priorities. The Department maintains a comprehensive inventory of the vehicle replacements and assets of each public transportation agency participating in the Group Plan, listing assets by condition by agency. Transit agencies

use this inventory (Appendix C of the Group Plan) to prioritize vehicles for replacement and to achieve the established Performance Measurement targets. The most recent TAM Plan was adopted in 2022 and a 2026 update to the plan is underway.

TDOT reports annually to the National Transit Database (NTD) on progress made toward achieving performance targets. In FY2025, the percentage of revenue vehicles exceeding the FTA ULB was below the target percentage for each asset class. TDOT has been fortunate in the past to receive 5339(b) discretionary awards to enable participating agencies to replace vehicles that are no longer in a state of good repair. In addition, TDOT has used the TAM Plan to assist transit agencies in prioritizing vehicles for replacement through eligible programs, including 5339(a) Bus and Bus Facilities Formula Program and 5311 Rural Formula Program.

Appendix J – STIP Fiscal Constraint Tables

Note: All amounts are expressed in year-of-expenditure dollars and represent reasonably expected revenues based on current federal authorization, state appropriations, and historical obligation trends.

STIP Fiscal Constraint Table

Fund	FY 2026											
	Beginning Balance	New Allotments	Total Available	Programmed	Federal Programmed	State Programmed	Local Programmed	Ending Available Balance	Available Federal Balance	Available State Balance	Available Local Balance	Constraint Check
ACRAISE	$ -	$ 1,618,250.00	$ 1,618,250.00	$ 1,618,250.00	$ -	$ 1,537,338.00	$ 80,913.00	$ -	$ -	$ 1,537,338.00	$ 80,913.00	OK
APD	$ -	$ 65,000,000.00	$ 65,000,000.00	$ 59,420,061.00	$ 59,420,061.00	$ -	$ -	$ 5,579,939.00	$ 5,579,939.00	$ -	$ -	OK
CMAQ	$ 3,222,410.36	$ 26,235,000.00	$ 29,457,410.36	$ -	$ -	$ -	$ -	$ 29,457,410.36	$ 23,565,928.29	$ 5,891,482.07	$ -	OK
CRP	$ 4,052,922.00	$ 12,665,000.00	$ 16,717,922.00	$ 7,500,000.00	$ 6,000,000.00	$ 1,500,000.00	$ -	$ 9,217,922.00	$ 7,374,337.60	$ 1,843,584.40	$ -	OK
HIP	$ 3,233,891.00	$ 120,375,000.00	$ 123,608,891.00	$ 51,907,200.00	$ 41,525,760.00	$ 10,381,440.00	$ -	$ 71,701,691.00	$ 57,361,352.80	$ 14,340,338.20	$ -	OK
HPP	$ -	$ 37,142,500.00	$ 37,142,500.00	$ 9,090,162.00	$ 7,272,129.60	$ 1,818,032.40	$ -	$ 28,052,338.00	$ 22,441,870.40	$ 5,610,467.60	$ -	OK
HSIP	$ 1,931,976.02	$ 77,777,778.00	$ 79,709,754.02	$ 16,523,900.00	$ 14,871,510.00	$ 1,652,390.00	$ -	$ 63,185,854.02	$ 56,867,268.62	$ 6,318,585.40	$ -	OK
HSIP-R	$ 1,421,512.77	$ 6,666,667.00	$ 8,088,179.77	$ 745,181.00	$ 670,662.90	$ 74,518.10	$ -	$ 7,342,998.77	$ 6,608,698.89	$ 734,299.88	$ -	OK
NEVI	$ 68,902,141.80	$ 15,000,000.00	$ 83,902,141.80	$ 12,000,000.00	$ 9,600,000.00	$ 2,400,000.00	$ -	$ 71,902,141.80	$ 57,521,713.44	$ 14,380,428.36	$ -	OK
NHPP	$ 13,565,021.49	$ 786,478,750.00	$ 800,043,771.49	$ 440,429,479.00	$ 352,343,583.20	$ 88,085,895.80	$ -	$ 359,614,292.49	$ 287,691,433.99	$ 71,922,858.50	$ -	OK
PHSIP	$ -	$ 8,000,000.00	$ 8,000,000.00	$ 3,926,650.00	$ 3,926,650.00	$ -	$ -	$ 4,073,350.00	$ 4,073,350.00	$ -	$ -	OK
PROTECT	$ 6,877,155.74	$ 18,750,000.00	$ 25,627,155.74	$ 15,000,000.00	$ 12,000,000.00	$ 3,000,000.00	$ -	$ 10,627,155.74	$ 8,501,724.59	$ 2,125,431.15	$ -	OK
RAISE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	OK
STA	$ -	$ 1,000,000,000.00	$ 1,000,000,000.00	$ 714,384,661.00	$ -	$ 714,384,661.00	$ -	$ 285,615,339.00	$ -	$ 285,615,339.00	$ -	OK
STBG	$ 15,333,949.41	$ 242,876,250.00	$ 258,210,199.41	$ 178,773,402.00	$ 143,018,721.60	$ 35,754,680.40	$ -	$ 79,436,797.41	$ 63,549,438.53	$ 15,887,358.88	$ -	OK
STBG-L	$ -	$ 295,730.00	$ 295,730.00	$ 236,584.00	$ 189,267.20	$ -	$ 47,316.80	$ 59,146.00	$ 47,316.80	$ -	$ 11,829.20	OK
TAP	$ 40,960,856.05	$ 9,835,000.00	$ 50,795,856.05	$ 7,960,000.00	$ 6,368,000.00	$ 1,592,000.00	$ -	$ 42,835,856.05	$ 34,268,684.84	$ 8,567,171.21	$ -	OK

Fund	FY 2027											
	Beginning Balance	New Allotments	Total Available	Programmed	Federal Programmed	State Programmed	Local Programmed	Ending Balance	Available Federal Balance	Available State Balance	Available Local Balance	Constraint Check
ACRAISE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
APD	$ 5,579,939.00	$ 50,000,000.00	$ 55,579,939.00	$ 46,000,000.00	$ 46,000,000.00	$ -	$ -	$ 9,579,939.00	$ 9,579,939.00	$ -	$ -	OK
CMAQ	$ 29,457,410.36	$ 26,235,000.00	$ 55,692,410.36	$ -	$ -	$ -	$ -	$ 55,692,410.36	$ 44,553,928.29	$ 11,138,482.07	$ -	OK
CRP	$ 9,217,922.00	$ 12,665,000.00	$ 21,882,922.00	$ 7,500,000.00	$ 6,000,000.00	$ 1,500,000.00	$ -	$ 14,382,922.00	$ 11,506,337.60	$ 2,876,584.40	$ -	OK
HIP	$ 71,701,691.00	$ 120,375,000.00	$ 192,076,691.00	$ 49,168,800.00	$ 39,335,040.00	$ 9,833,760.00	$ -	$ 142,907,891.00	$ 114,326,312.80	$ 28,581,578.20	$ -	OK
HPP	$ 28,052,338.00	$ -	$ 28,052,338.00	$ -	$ -	$ -	$ -	$ 28,052,338.00	$ 22,441,870.40	$ 5,610,467.60	$ -	OK
HSIP	$ 63,185,854.02	$ 79,333,333.00	$ 142,519,187.02	$ 13,983,300.00	$ 12,584,970.00	$ 1,398,330.00	$ -	$ 128,535,887.02	$ 115,682,298.32	$ 12,853,588.70	$ -	OK
HSIP-R	$ 7,342,998.77	$ 6,800,000.00	$ 14,142,998.77	$ 630,539.00	$ 567,485.10	$ 63,053.90	$ -	$ 13,512,459.77	$ 12,161,213.79	$ 1,351,245.98	$ -	OK
NEVI	$ 71,902,141.80	$ 15,000,000.00	$ 86,902,141.80	$ 12,000,000.00	$ 9,600,000.00	$ 2,400,000.00	$ -	$ 74,902,141.80	$ 59,921,713.44	$ 14,980,428.36	$ -	OK
NHPP	$ 359,614,292.49	$ 802,208,750.00	$ 1,161,823,042.49	$ 682,753,437.00	$ 546,202,749.60	$ 136,550,687.40	$ -	$ 479,069,605.49	$ 383,255,684.39	$ 95,813,921.50	$ -	OK
PHSIP	$ 4,073,350.00	$ 8,000,000.00	$ 12,073,350.00	$ 3,322,550.00	$ 3,322,550.00	$ -	$ -	$ 8,750,800.00	$ 8,750,800.00	$ -	$ -	OK
PROTECT	$ 10,627,155.74	$ 18,750,000.00	$ 29,377,155.74	$ 15,000,000.00	$ 12,000,000.00	$ 3,000,000.00	$ -	$ 14,377,155.74	$ 11,501,724.59	$ 2,875,431.15	$ -	OK
RAISE	$ -	$ 16,376,250.00	$ 16,376,250.00	$ 13,100,122.00	$ 10,518,625.00	$ -	$ 2,581,494.00	$ 3,276,128.00	$ 2,582,735.00	$ 693,756.00	$ -	OK
STA	$ 285,615,339.00	$ 1,225,000,000.00	$ 1,510,615,339.00	$ 550,319,889.00	$ -	$ 550,319,889.00	$ -	$ 960,295,450.00	$ -	$ 960,295,450.00	$ -	OK
STBG	$ 79,436,797.41	$ 247,735,000.00	$ 327,171,797.41	$ 239,298,062.00	$ 191,438,449.60	$ 47,859,612.40	$ -	$ 87,873,735.41	$ 70,298,988.33	$ 17,574,746.88	$ -	OK
STBG-L	$ 59,146.00	$ -	$ 59,146.00	$ -	$ -	$ -	$ -	$ 59,146.00	$ 47,316.80	$ -	$ 11,829.20	OK
TAP	$ 42,835,856.05	$ 10,032,500.00	$ 52,868,356.05	$ 7,960,000.00	$ 6,368,000.00	$ 1,592,000.00	$ -	$ 44,908,356.05	$ 35,926,684.84	$ 8,981,671.21	$ -	OK

Fund	FY 2028											
	Beginning Balance	New Allotments	Total Available	Programmed	Federal Programmed	State Programmed	Local Programmed	Ending Balance	Federal Bal.	State Bal.	Local Bal.	Constraint Check
ACRAISE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
APD	$ 9,579,939.00	$ 50,000,000.00	$ 59,579,939.00	$ 24,730,000.00	$ 24,730,000.00	$ -	$ -	$ 34,849,939.00	$ 34,849,939.00	$ -	$ -	OK
CMAQ	$ 55,692,410.36	$ 26,235,000.00	$ 81,927,410.36	$ -	$ -	$ -	$ -	$ 81,927,410.36	$ 65,541,928.29	$ 16,385,482.07	$ -	OK
CRP	$ 14,382,922.00	$ 12,665,000.00	$ 27,047,922.00	$ 7,500,000.00	$ 6,000,000.00	$ 1,500,000.00	$ -	$ 19,547,922.00	$ 15,638,337.60	$ 3,909,584.40	$ -	OK
HIP	$ 142,907,891.00	$ 120,375,000.00	$ 263,282,891.00	$ 40,953,600.00	$ 32,762,880.00	$ 8,190,720.00	$ -	$ 222,329,291.00	$ 177,863,432.80	$ 44,465,858.20	$ -	OK
HPP	$ 28,052,338.00	$ -	$ 28,052,338.00	$ -	$ -	$ -	$ -	$ 28,052,338.00	$ 22,441,870.40	$ 5,610,467.60	$ -	OK
HSIP	$ 128,535,887.02	$ 80,920,000.00	$ 209,455,887.02	$ 10,172,400.00	$ 9,155,160.00	$ 1,017,240.00	$ -	$ 199,283,487.02	$ 179,355,138.32	$ 19,928,348.70	$ -	OK
HSIP-R	$ 13,512,459.77	$ 6,936,667.00	$ 20,449,126.77	$ 458,573.00	$ 412,715.70	$ 45,857.30	$ -	$ 19,990,553.77	$ 17,991,498.39	$ 1,999,055.38	$ -	OK
NEVI	$ 74,902,141.80	$ 15,000,000.00	$ 89,902,141.80	$ 12,000,000.00	$ 9,600,000.00	$ 9,600,000.00	$ -	$ 77,902,141.80	$ 62,321,713.44	$ 15,580,428.36	$ -	OK
NHPP	$ 479,069,605.49	$ 818,253,750.00	$ 1,297,323,355.49	$ 501,325,989.00	$ 401,060,791.20	$ 100,265,197.80	$ -	$ 795,997,366.49	$ 636,797,893.39	$ 159,199,473.50	$ -	OK
PHSIP	$ 8,750,800.00	$ 8,000,000.00	$ 16,750,800.00	$ 2,416,400.00	$ 2,416,400.00	$ -	$ -	$ 14,334,400.00	$ 14,334,400.00	$ -	$ -	OK
PROTECT	$ 14,377,155.74	$ 18,750,000.00	$ 33,127,155.74	$ 15,000,000.00	$ 12,000,000.00	$ 2,400,000.00	$ -	$ 18,127,155.74	$ 14,501,724.59	$ 3,625,431.15	$ -	OK
RAISE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	OK
STA	$ 960,295,450.00	$ 600,000,000.00	$ 1,560,295,450.00	$ 45,827,000.00	$ -	$ 45,827,000.00	$ -	$ 1,514,468,450.00	$ -	$ 1,514,468,450.00	$ -	OK
STBG	$ 87,873,735.41	$ 252,690,000.00	$ 340,563,735.41	$ 109,181,200.00	$ 87,344,960.00	$ 21,836,240.00	$ -	$ 231,382,535.41	$ 185,106,028.33	$ 46,276,506.88	$ -	OK
STBG-L	$ 59,146.00	$ -	$ 59,146.00	$ -	$ -	$ -	$ -	$ 59,146.00	$ 47,316.80	$ -	$ 11,829.20	OK
TAP	$ 44,908,356.05	$ 10,233,750.00	$ 55,142,106.05	$ 7,960,000.00	$ 6,368,000.00	$ 1,592,000.00	$ -	$ 47,182,106.05	$ 37,745,684.84	$ 9,436,421.21	$ -	OK

Fund	FY 2029											
	Beginning Balance	New Allotments	Total Available	Programmed	Federal Programmed	State Programmed	Local Programmed	Ending Balance	Federal Bal.	State Bal.	Local Bal.	Constraint Check
ACRAISE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	OK
APD	$ 34,849,939.00	$ -	$ 34,849,939.00	$ -	$ -	$ -	$ -	$ 34,849,939.00	$ 34,849,939.00	$ -	$ -	OK
CMAQ	$ 81,927,410.36	$ 26,235,000.00	$ 108,162,410.36	$ -	$ -	$ -	$ -	$ 108,162,410.36	$ 86,529,928.29	$ 21,632,482.07		OK
CRP	$ 19,547,922.00	$ 12,665,000.00	$ 32,212,922.00	$ 7,500,000.00	$ 6,000,000.00	$ 1,500,000.00	$ -	$ 24,712,922.00	$ 19,770,337.60	$ 4,942,584.40	$ -	OK
HIP	$ 222,329,291.00	$ 120,375,000.00	$ 342,704,291.00	$ 32,738,400.00	$ 26,190,720.00	$ 6,547,680.00	$ -	$ 309,965,891.00	$ 247,972,712.80	$ 61,993,178.20	$ -	OK
HPP	$ 28,052,338.00	$ -	$ 28,052,338.00	$ -	$ -	$ -	$ -	$ 28,052,338.00	$ 22,441,870.40	$ 5,610,467.60	$ -	OK
HSIP	$ 199,283,487.02	$ 82,538,889.00	$ 281,822,376.02	$ 10,172,400.00	$ 9,155,160.00	$ 1,017,240.00	$ -	$ 271,649,976.02	$ 244,484,978.42	$ 27,164,997.60	$ -	OK
HSIP-R	$ 19,990,553.77	$ 7,075,556.00	$ 27,066,109.77	$ 458,573.00	$ 412,715.70	$ 45,857.30	$ -	$ 26,607,536.77	$ 23,946,783.09	$ 2,660,753.68	$ -	OK
NEVI	$ 77,902,141.80	$ 15,000,000.00	$ 92,902,141.80	$ 12,000,000.00	$ 9,600,000.00	$ 2,400,000.00	$ -	$ 80,902,141.80	$ 64,721,713.44	$ 16,180,428.36	$ -	OK
NHPP	$ 795,997,366.49	$ 834,620,000.00	$ 1,630,617,366.49	$ 242,566,630.00	$ 194,053,304.00	$ 48,513,326.00	$ -	$ 1,388,050,736.49	$ 1,110,440,589.39	$ 277,610,147.50	$ -	OK
PHSIP	$ 14,334,400.00	$ 8,000,000.00	$ 22,334,400.00	$ 2,416,400.00	$ 2,416,400.00	$ -	$ -	$ 19,918,000.00	$ 19,918,000.00	$ -	$ -	OK
PROTECT	$ 18,127,155.74	$ 18,750,000.00	$ 36,877,155.74	$ 15,000,000.00	$ 12,000,000.00	$ 2,400,000.00	$ -	$ 21,877,155.74	$ 17,501,724.59	$ 4,375,431.15	$ -	OK
RAISE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	OK
STA	$ 1,514,468,450.00	$ 400,000,000.00	$ 1,914,468,450.00	$ 284,184,154.00	$ -	$ 284,184,154.00	$ -	$ 1,630,284,296.00	$ -	$ 1,514,468,450.00	$ -	OK
STBG	$ 231,382,535.41	$ 257,745,000.00	$ 489,127,535.41	$ 32,070,300.00	$ 25,656,240.00	$ 6,414,060.00	$ -	$ 457,057,235.41	$ 365,645,788.33	$ 91,411,446.88	$ -	OK
STBG-L	$ 59,146.00	$ -	$ 59,146.00	$ -	$ -	$ -	$ -	$ 59,146.00	$ 47,316.80	$ -	$ 11,829.20	OK
TAP	$ 47,182,106.05	$ 10,438,750.00	$ 57,620,856.05	$ 7,960,000.00	$ 6,368,000.00	$ 1,592,000.00	$ -	$ 49,660,856.05	$ 39,728,684.84	$ 10,024,171.21	$ -	OK

The fiscal constraint table reflects the most accurate and current financial information for the present fiscal year. Estimates shown for subsequent years are based on the best available data at the time of development and are subject to change due to updates in funding levels, project schedules, and other financial considerations within the STIP.

Appendix K – Metropolitan Transportation Improvement Programs (TIPs)

Bristol MPO
Transportation Improvement Program (TIP) | Bristol, TN – Official Website
FY 2026–2029 TIP

Chattanooga MPO
TIP Amendments and Modifications – CHCRPA
FY 2026–2029 TIP

Clarksville MPO
Transportation Improvement Programs – Clarksville Urbanized Area MPO
FY 2026–2029 TIP

Cleveland MPO
Transportation Improvement Program | Cleveland, TN – Official Website
FY 2026–2029 TIP

Jackson MPO
Metropolitan Planning Organization (MPO) – City of Jackson, TN
FY 2026–2029 TIP

Johnson City MTPO
Transportation Improvement Program (TIP) – Johnson City MTPO
FY 2026–2029 TIP

Kingsport MTPO
Transportation Improvement Program (TIP) – Kingsport, TN
FY 2026–2029 TIP

Knoxville TPO
Transportation Improvement Program – Knoxville Regional TPO
FY 2026–2029 TIP

Lakeway MTPO
Transportation Improvement Plan
FY 2026–2029 TIP

Memphis MPO
Transportation Improvement Program | Memphis MPO
FY 2026–2029 TIP

Nashville MPO
Programmed Improvements | Greater Nashville Regional Council (GNRC)
FY 2026–2029 TIP

Appendix L – Public Involvement and Consultation

This appendix documents the public involvement and consultation activities conducted for development of the 2026–2029 STIP.

Development of the STIP was supported by public involvement and interagency consultation consistent with TDOT's Public Involvement Plan and federal requirements.

Public outreach activities included:

- Publication of the draft STIP for public review
- Availability of the draft STIP on TDOT's website
- Coordination with MPOs, RPOs, and transit providers
- Opportunity for public comment prior to adoption

Consultation occurred with:

- Metropolitan Planning Organizations (MPOs)
- Rural Planning Organizations (RPOs)
- Transit agencies
- State and federal resource agencies, as appropriate

Public Outreach Summary

Outreach was conducted across the state as a component of the development of the FY2026-2029 STIP in conjunction with the 11 MPOs' adoption of TIPs at the following meetings:

- Bristol MPO: August 7, 2025, and November 13, 2025
- Chattanooga TPO: September 9, 2025, and October 22, 2025
- Clarksville MPO: October 9, 2025
- Cleveland MPO: January 7, 2026
- Jackson MPO: November 20, 2025, and January 22, 2026
- Johnson City MTPO: December 11, 2025
- Kingsport MTPO: November 13, 2025
- Knoxville TPO: October 14, 2025, and October 22, 2025
- Lakeway MPO: November 12, 2025
- Memphis MPO: September 11, 2025
- Nashville MPO: November 5, 2025, and November 19, 2025

Outreach was conducted for projects in the rural areas of the state as a component of the 12 RPOs' fall meetings:

- Center Hill RPO: December 11, 2025
- Dale Hollow RPO: December 11, 2025
- East Tennessee North RPO: December 2, 2025
- East Tennessee South RPO: December 2, 2025

- First Tennessee RPO: November 12, 2025
- Middle Tennessee RPO: December 9, 2025
- Northwest RPO: December 17, 2025
- South Central East RPO: November 18, 2025
- South Central West RPO: December 16, 2025
- Southeast RPO: December 10, 2025
- Southwest RPO: December 17, 2025
- West Tennessee RPO: December 18, 2025

Public Involvement

As mentioned previously, TDOT advertised the review and comment period for the draft STIP as well as public meeting times in various newspapers across the state. Specifically, these items were advertised in the following publications:

- Chattanooga Times Free Press (Hamilton Co.)
- Knoxville News Sentinel (Knox Co.)
- The Commercial Appeal (Shelby Co.)
- The Kingsport Times-News (Sullivan Co.)
- The Tennessean (Davidson Co.)
- The Daily News Journal (Rutherford Co.)
- The Leaf-Chronicle (Montgomery Co.)
- Chattanooga Courier (Hamilton Co.)
- Clarksville Press (Montgomery Co.)
- Knoxville Enlightener (Knox Co.)
- Murfreesboro Vision (Rutherford Co.)
- Nashville Pride (Davidson Co.)
- El Crucero De Tennessee (Davidson Co.)
- Tri-State Defender (Shelby Co.)

The public review and comment period was advertised to be held from February 9, 2026 through March 10, 2026. Residents were able to review paper copies of the draft STIP, which were made available at each of the TDOT Region offices and provide written comments. Additionally, an online survey was provided through TDOT's website that allowed anyone reviewing the document electronically to provide input on topics such as priorities for investment as well as provide comments related to specific projects. There were no written or electronic comments received throughout the public comment period.

Public viewing was available at all four TDOT regional offices during regular business hours during the public comment period at the following locations:

- TDOT Region 1: 7345 Region Lane, Knoxville, TN 37914 on February 17, 2026.
- TDOT Region 2: 7512 Volkswagen Drive, Chattanooga TN 37421 on February 24, 2026.
- TDOT Region 3: 6601 Centennial Blvd, Nashville, TN 37243 on February 17, 2026.
- TDOT Region 4: 300 Benchmark Place, Jackson, TN 38301 on February 25, 2026.

For more information on TDOT's Public Involvement Plan, please visit the following:

Public Involvement & Communication Office

TDOT - Public Involvement Plan

Appendix M – Tennessee MPO Contacts

Bristol MPO	Micah Bray Transportation Planning Manager City of Bristol Tennessee P.O. Box 1189 Bristol, TN 37621-1189	Phone: (423) 989-5519 Email: mbray@bristoltn.gov Website: https://www.bristoltn.gov/
Chattanooga TPO	Melissa Taylor Transportation Planning Director/MPO Coordinator Regional Planning Agency 1250 Market Street, Suite 2000 Development Resource Center Chattanooga, TN 37402	Phone: (423) 643-5944 Email:mdtaylor@chattanooga.gov Website: https://chcrpa.org
Clarksville MPO	Michael Ziarnek, AICP MURP MPO Director Clarksville-Montgomery County Regional Planning Commission 329 Main Street Clarksville, TN 37040	Phone: (931) 645-7448 Email: michael.ziarnek@cityofclarksville.com Website: http://www.cuampo.com/
Cleveland MPO	Robert Varnell Transportation Planning Director Cleveland MPO 185 2nd St., N.E. Cleveland, TN 37311	Phone: (423) 284-5584 Email: rvarnell@clevelandtn.com Website: http://www.clevelandtn.gov
Jackson MPO	Hannah Mathis Transportation Planning Coordinator Jackson MPO 111 East Main Street, Suite 201 Jackson, TN 38301	Phone: (731) 425-8227 Email: hmathis@jacksontn.gov Website: https://www.jacksontn.gov
Johnson City MTPO	Glenn Berry MPO Manager Johnson City MTPO 137 West Market Street Johnson City, TN 37601	Phone: (423) 434-6272 Email: glennberry@jcmpo.org Website: https://www.jcmpo.org/

Kingsport MTPO	Lesley Christian Transportation Planning Coordinator Kingsport Transportation Department 415 Broad St. Kingsport, TN 37660	Phone: (423) 224-2670 Fax - (423) 224-2756 Email: Lesleychristian@KingsportTN.gov Website: https://www.kingsporttn.gov
Knoxville TPO	Doug Burton Transportation Planning Coordinator, Knoxville Regional TPO 400 Main Avenue, Suite 403 Knoxville, TN 37902-2476	Phone: (865) 824-0232 E-mail: doug.burton@knoxplanning.org Website: https://knoxtpo.org/
Lakeway MTPO	Tina Whitaker Transportation Planning Coordinator Lakeway Area MTPO P. O. Box 1499 Morristown, TN 37816-1499	Phone: (423) 581-6277 Fax: (423) 585-4679 Email: twhitaker@mymorristown.com Website: https://www.lamtpo.com/
Memphis MPO	Ms. Pragati Srivastava Transportation Planning Administrator, Memphis MPO 125 North Main St., Suite 450 Memphis, TN 38103	Phone: (901) 636-7190 Email: Pragati.Srivastava@memphistn.gov Website: https://memphismpo.org/
Nashville MPO	Daniel McDonell Director of Transportation & Infrastructure Greater Nashville Regional Council 44 Vantage Way #450 Nashville, TN 37228	Phone: (615) 862-8844 Email: dmcdonell@gnrc.org Website: gnrc.org/mpo

Appendix N – Tennessee RPO Contacts

East Tennessee RPO North & South	Ekem Amonoo-Lartson RPO Coordinator East Tennessee Development District P.O. Box 249 (Mailing) Alcoa TN 37701-0249 216 Corporate Place (Physical) Alcoa, TN 37701	Phone: (865) 273-6003 Email: eamonoo-lartson@etdd.org
First Tennessee RPO	Chase Milner, RPO Coordinator First TN Development District 3211 North Roan Street Johnson City, TN 37601	Phone: (423) 928-0224 Email: cmilner@ftdd.org
Middle Tennessee RPO	Karyssa Wilson, RPO Coordinator Mid-Cumberland Human Resource Agency 1101 Kermit Drive, Suite 300 Nashville, TN 37217	Phone: (615) 850-3928 Email: karyssa.wilson@mchra.com
Midsouth Development District AKA West Tennessee RPO	James Ratner, RPO Coordinator MidSouth Development District 110 Adams Avenue Suite 500 Memphis TN 38103	Phone: (901) 729-2871 Email: jratner@midsouthdd.org
Northwest Tennessee RPO	Reed Jones, RPO Coordinator PO Box 963 124 Weldon Dr. Martin, TN 38237-0963	Phone: (731) 587-4213 Email: reed.jones@nwtdd.org
Southeast RPO	Rohan Thompson, RPO Coordinator Southeast TN Development District, 1000 Riverfront Parkway, 37402 PO Box 4757 Chattanooga, TN 37405	Phone: (423) 424-4263 E-mail: rthompson@sedev.org
Southwest RPO	Chris Pate, RPO Coordinator Southwest TN Development District, 102 E. College Street Jackson, TN 38301	Phone: (731) 668-6401 Email: cpate@swtdd.org

Upper Cumberland Development District AKA Dale Hollow & Center Hill RPOs	Sean Patten, RPO Coordinator (Center Hill) Mark Dudney, RPO Coordinator (Dale Hollow) Upper Cumberland Development District 1225 South Willow Avenue Cookeville, TN 38506	Phone: (931) 476-4175 Email: spatten@ucdd.org & mdudney@ucdd.org

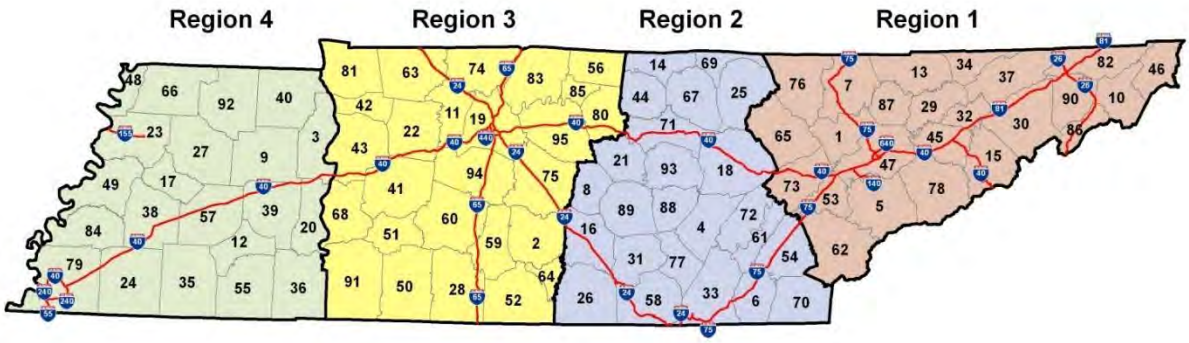
Appendix O – TDOT Region Contacts

Region 1	Amanda Snowden, Director 7345 Region Lane Knoxville, TN 37914	Phone: (865) 594-4503 Email: Amanda.Snowden@tn.gov
Region 2	Danny Oliver, Director 7512 Volkswagen Drive Chattanooga, TN 37416	Phone: (423) 488-0707 Email: Daniel.Oliver@tn.gov
Region 3	Jay Norris, Director 6601 Centennial Boulevard Nashville, TN 37243	Phone: (615) 504-4303 Email: Jay.Norris@tn.gov
Region 4	Jason Baker, Director 300 Benchmark Place Jackson, TN 38301	Phone: (731) 935-0194 Email: Jason.Baker@tn.gov

Appendix P – Project Maps and Geographic References

This appendix includes maps and geographic references:

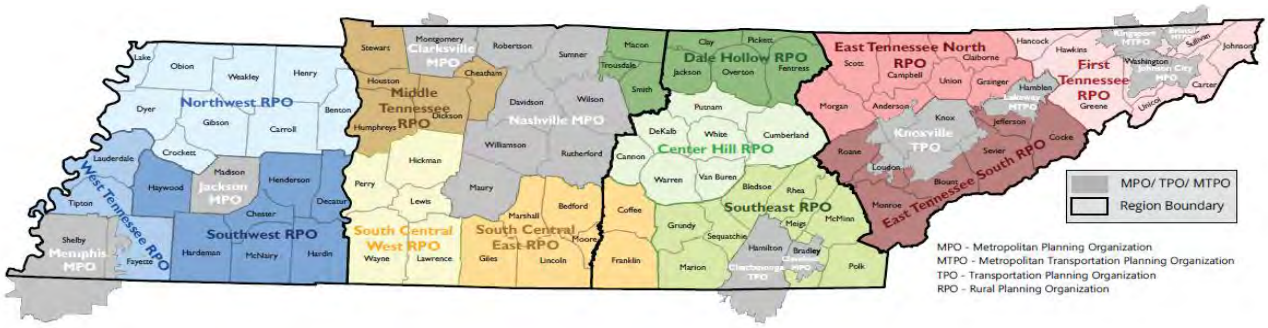
Regional/County Boundaries



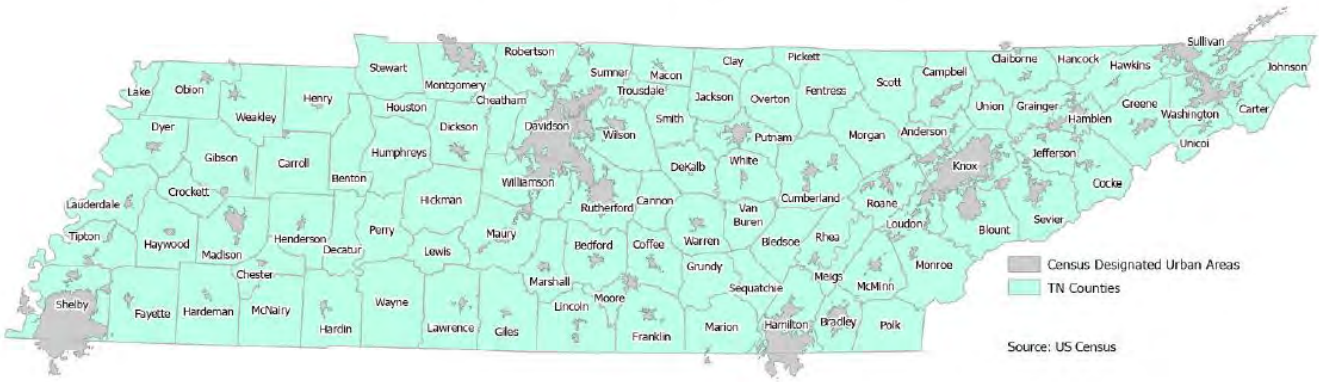
Alphabetical List of Counties in Tennessee

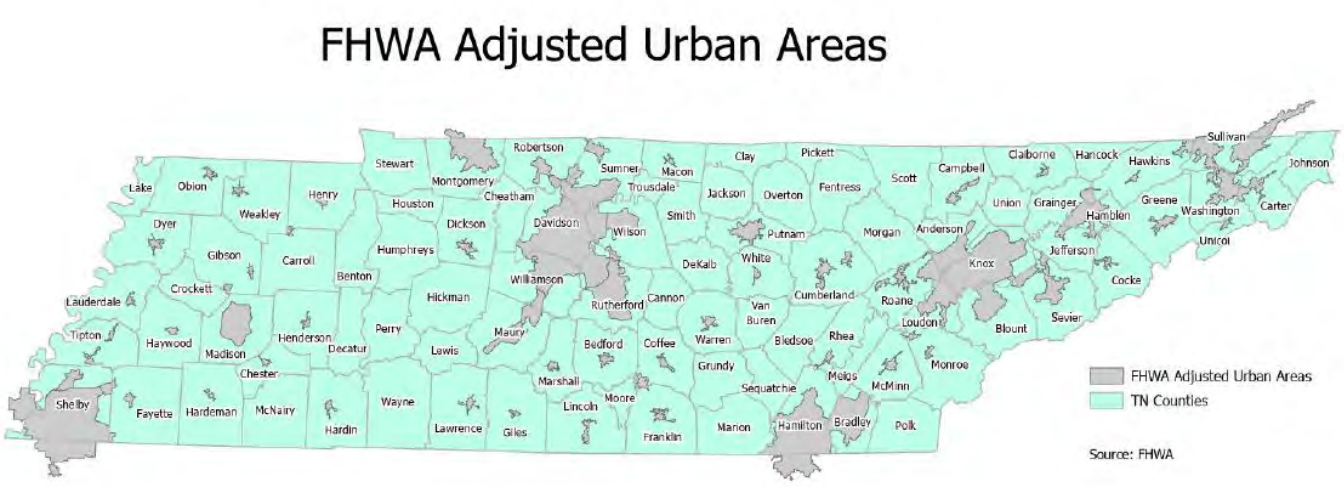
01 Anderson	17 Crockett	33 Hamilton	49 Lauderdale	65 Morgan	81 Stewart
02 Bedford	18 Cumberland	34 Hancock	50 Lawrence	66 Obion	82 Sullivan
03 Benton	19 Davidson	35 Hardeman	51 Lewis	67 Overton	83 Sumner
04 Bledsoe	20 Decatur	36 Hardin	52 Lincoln	68 Perry	84 Tipton
05 Blount	21 DeKalb	37 Hawkins	53 Loudon	69 Pickett	85 Trousdale
06 Bradley	22 Dickson	38 Haywood	54 McMinn	70 Polk	86 Unicoi
07 Campbell	23 Dyer	39 Henderson	55 McNairy	71 Putnam	87 Union
08 Cannon	24 Fayette	40 Henry	56 Macon	72 Rhea	88 Van Buren
09 Carroll	25 Fentress	41 Hickman	57 Madison	73 Roane	89 Warren
10 Carter	26 Franklin	42 Houston	58 Marion	74 Robertson	90 Washington
11 Cheatham	27 Gibson	43 Humphreys	59 Marshall	75 Rutherford	91 Wayne
12 Chester	28 Giles	44 Jackson	60 Maury	76 Scott	92 Weakley
13 Claiborne	29 Grainger	45 Jefferson	61 Meigs	77 Sequatchie	93 White
14 Clay	30 Greene	46 Johnson	62 Monroe	78 Sevier	94 Williamson
15 Cocke	31 Grundy	47 Knox	63 Montgomery	79 Shelby	95 Wilson
16 Coffee	32 Hamblen	48 Lake	64 Moore	80 Smith	

Tennessee MPO / TPO / RPO Planning Areas



Census Designated Urban Areas





Air Quality Boundaries for Nonattainment and/or Maintenance Areas



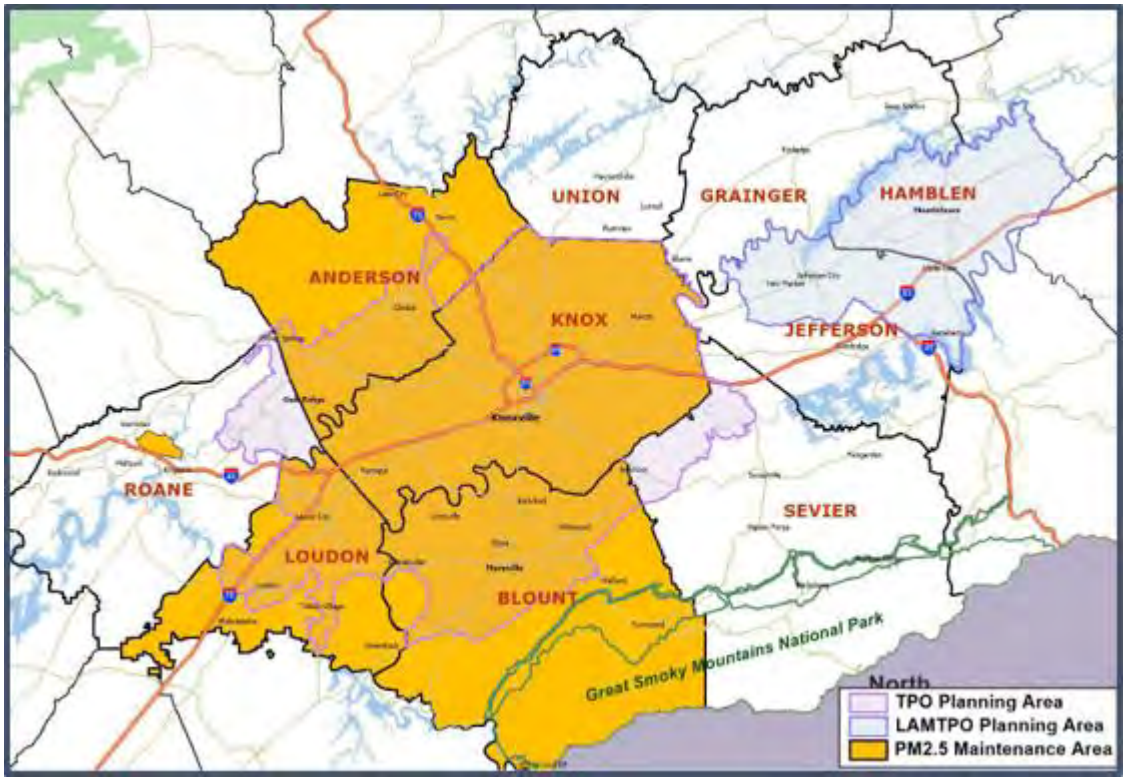
Figure 1: Knoxville 1997 8-Hour Ozone "Conformity" Area



Figure 2: Knoxville 8 Hour Ozone Maintenance Area



Figure 3: Knoxville PM 2.5 Daily Standard Maintenance



Federal Lands managed by the Bureau of Land Management, National Park Service, U.S. Fish & Wildlife, and U.S. Forest Service



Appendix Q – Certifications and Assurances

This appendix provides the certifications and assurances required for federal approval of the STIP, including:

- Governor's approval or designee certification
- Resolution from the MPO's Executive Board for metropolitan TIPs

These certifications confirm that the STIP was developed in accordance with applicable federal and state requirements and is eligible for federal project authorization.

STATEWIDE TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.220, the Tennessee Department of Transportation hereby certifies that its statewide transportation planning process is addressing major issues facing the State, and is being carried out in accordance with the following requirements:

I. 23 U.S.C. 134 and 135, 49 USC 5303 and 5304 (Highways and Transit).

II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1) and 49 CFR part 21.

III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.

IV. Section 1101 (b) of the FAST-ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects.

V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction projects.

VI. Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.

VII. In states containing nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended, 42 U.S.C. 7504, 7506 (c) and (d), and 40 CFR part 93.

VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.

IX. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender.

X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



01/29/2026

Matt Meservy
Director, TDOT Planning Division

Date

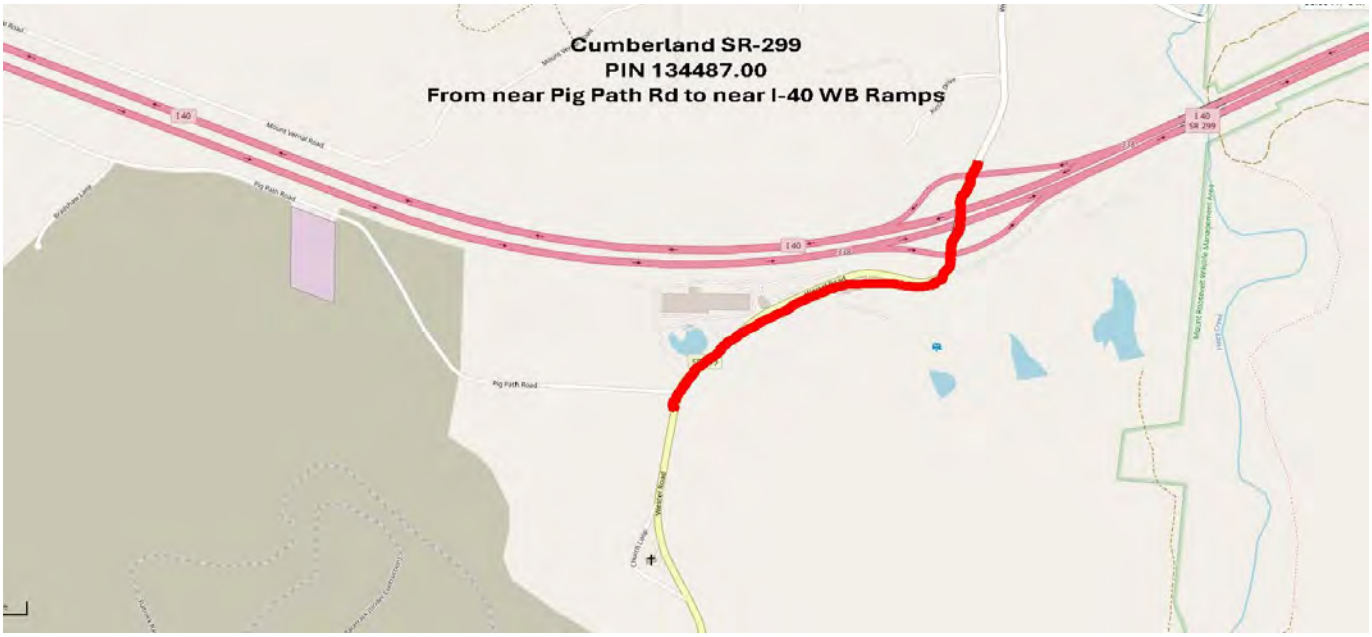
Appendix R – FY 2026-2029 Rural STIP Project Listings

2382299063 - Cumberland SR-299 Turn Lanes from Flat Rock

Widening Westel Road (SR-299), from 2 lanes to 5 lanes, Turn Lanes and Ramp Improvements: I-40 bridge replacement.

PIN:	134487.00
Lead Agency:	TDOT
County:	Cumberland
Conformity Status:	Exempt
Termini:	From near Pig Path Road to near I-40 WB Ramps (Flat Rock) (TMA)
Length:	0.673
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	-
Notes:	This project is tied with Cumberland SR-299 turn lanes from Flat Rock (PE) with additional money for 2026

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-D	STA	$0	$1,200,000	$0	$0	$0	$0	$1,200,000
Total PE-D		$0	$1,200,000	$0	$0	$0	$0	$1,200,000
ROW	State Match	$0	$690,600	$0	$0	$0	$0	$690,600
ROW	STBG	$0	$2,762,400	$0	$0	$0	$0	$2,762,400
Total ROW		$0	$3,453,000	$0	$0	$0	$0	$3,453,000
Const	STA	$0	$0	$0	$0	$26,300,000	$0	$26,300,000
Total Const		$0	$0	$0	$0	$26,300,000	$0	$26,300,000
Total Programmed		$0	$4,653,000	$0	$0	$26,300,000	$0	$30,953,000



26042028016 - SR-28 Reconstruct near Pikeville

Reconstruct and widen to two 12-foot lanes and 10-foot shoulders, turn lanes, continues left turn lanes and passing lanes will be added at various locations.

PIN:	124104.05
Lead Agency:	TDOT
County:	Bledsoe
Conformity Status:	Exempt
Termini:	From new Humble Cemetery Road to near SR-30 in Pikevile (IA) (TMA)
Length:	3.18
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	PM1 - Safety, PM2 - Pavement Condition, PM4 - NHS Travel Time Reliability, PM5 - Freight Reliability, PM6 - Travel Congestion Management
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Const	NHPP	$0	$0	$0	$28,000,000	$0	$0	$28,000,000
Const	State Match	$0	$0	$0	$7,000,000	$0	$0	$7,000,000
Total Const		$0	$0	$0	$35,000,000	$0	$0	$35,000,000
Total Programmed		$0	$0	$0	$35,000,000	$0	$0	$35,000,000

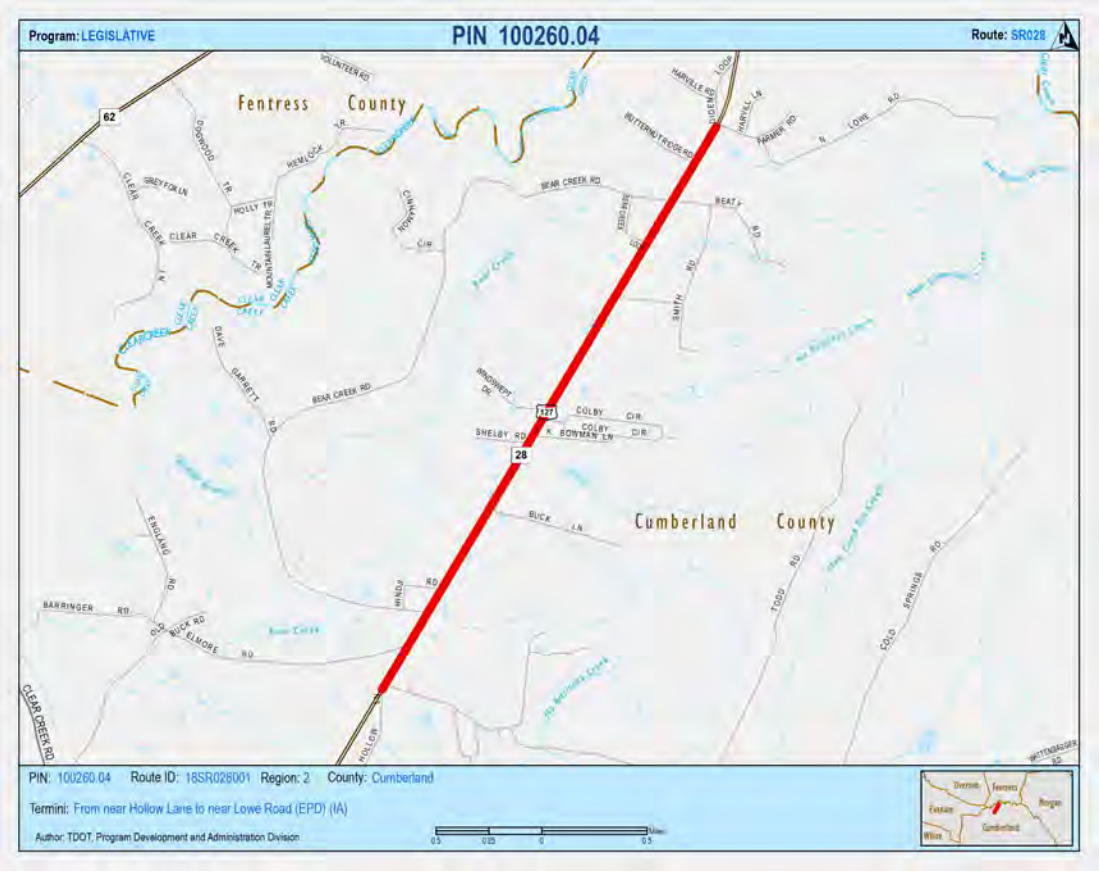


26132032067 - Claiborne County SR-32 Intersection at SR-345 (IA)

Intersection improvements, including radius improvements, added turn lanes, and signal upgrades

PIN:	118734.00
Lead Agency:	TDOT
County:	Claiborne
Conformity Status:	Exempt
Termini:	(Dixie Hwy) Intersections at SR-345 (IA)
Length:	0.125
Long Range Plan #:	GP-3, GP-4
Horizon Year:	-
Performance Measueres:	PM1 - Safety, PM5 - Freight Reliability
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Const	APD	$0	$0	$6,080,000	$0	$0	$0	$6,080,000
Const	State Match	$0	$0	$1,520,000	$0	$0	$0	$1,520,000
Total Const		$0	$0	$7,600,000	$0	$0	$0	$7,600,000
Total Programmed		$0	$0	$7,600,000	$0	$0	$0	$7,600,000



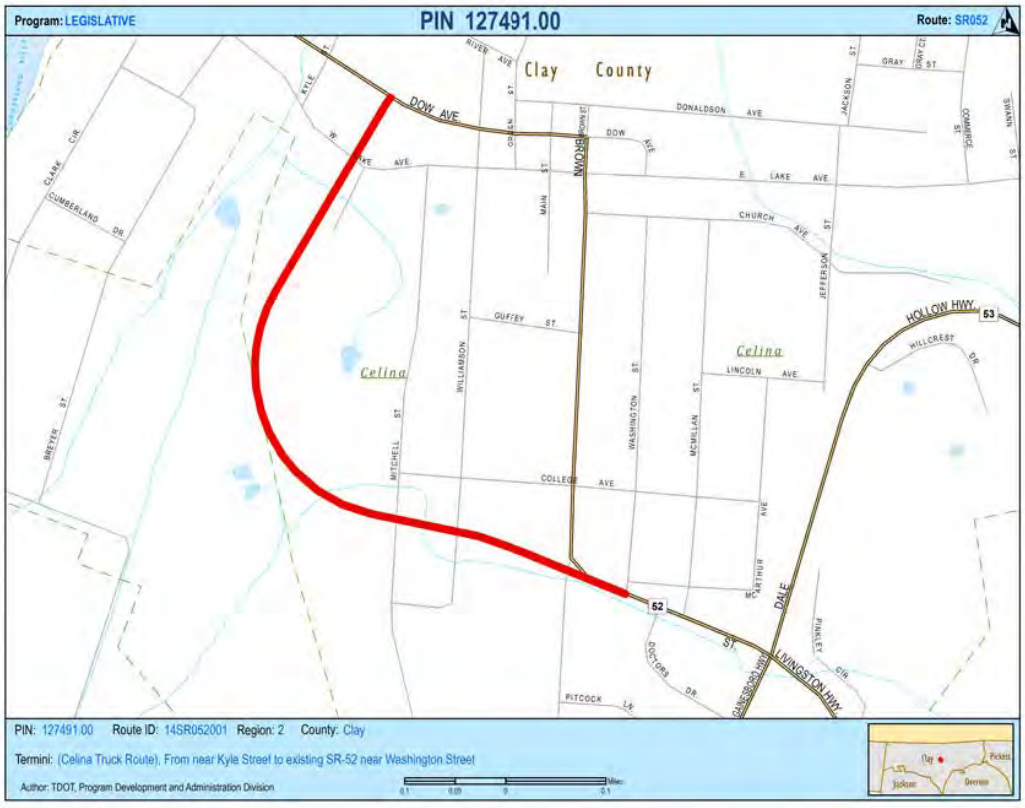
26142052018 - SR-52 Celina Truck Route

SR-52 (Celina Truck Route) from near Kyle Street to existing SR-52 near Washington Street- Construction New

PIN:	127491.00
Lead Agency:	TDOT
County:	Clay
Conformity Status:	Exempt
Termini:	(Celina Truck Route), from near Kyle Street to existing SR-52 near Washington Street (TMA)
Length:	0.86
Long Range Plan #:	GP-3, GP-4
Horizon Year:	-
Performance Measueres:	PM1 - Safety, PM5 - Freight Reliability, PM6 - Travel Congestion Management
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Const	State Match	$0	$0	$0	$4,183,600	$0	$0	$4,183,600
Const	STBG	$0	$0	$0	$16,734,400	$0	$0	$16,734,400
Total Const		$0	$0	$0	$20,918,000	$0	$0	$20,918,000
Total Programmed		$0	$0	$0	$20,918,000	$0	$0	$20,918,000

Current Change Reason:	New Project



26182028045 - Cumberland SR-28 Widening Segment 3

Widen form existing 2-in to super 2-lane facility

PIN:	100260.03
Lead Agency:	TDOT
County:	Cumberland
Conformity Status:	Exempt
Termini:	Near Potato Farm Road near Hollow Lane (EPD) (TMA)
Length:	3.45
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Const	NHPP	$0	$48,640,000	$0	$0	$0	$0	$48,640,000
Const	State Match	$0	$12,160,000	$0	$0	$0	$0	$12,160,000
Total Const		$0	$60,800,000	$0	$0	$0	$0	$60,800,000
Total Programmed		$0	$60,800,000	$0	$0	$0	$0	$60,800,000

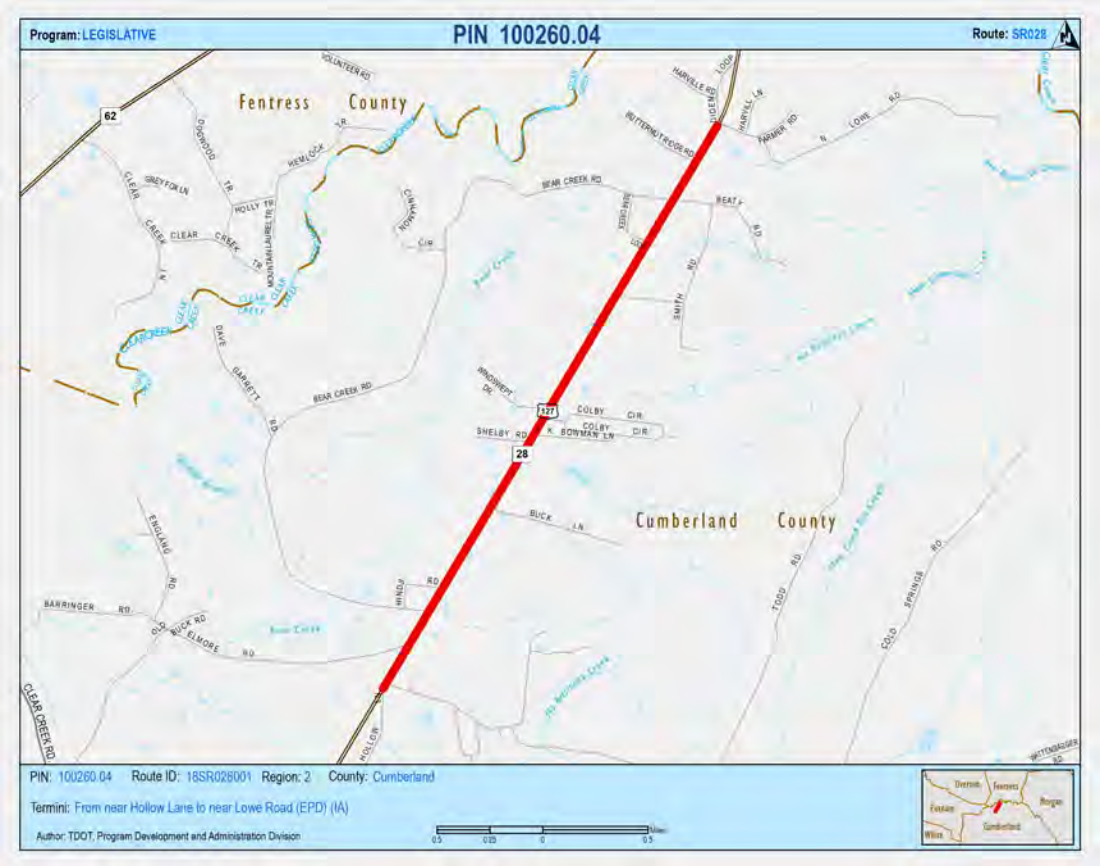


26182028046 - Cumberland SR-28 Widening, Segment 4

Widen from existing two lane to a four lane facility.

PIN:	100260.04
Lead Agency:	TDOT
County:	Cumberland
Conformity Status:	Exempt
Termini:	From near Hollow Lane to near Lowe Road (EPD) (TMA)
Length:	3.05
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	PM1 - Safety, PM2 - Pavement Condition, PM4 - NHS Travel Time Reliability, PM6 - Travel Congestion Management
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Const	NHPP	$0	$31,840,000	$0	$0	$0	$0	$31,840,000
Const	STA	$0	$17,960,000	$0	$0	$0	$0	$17,960,000
Total Const		$0	$49,800,000	$0	$0	$0	$0	$49,800,000
Total Programmed		$0	$49,800,000	$0	$0	$0	$0	$49,800,000

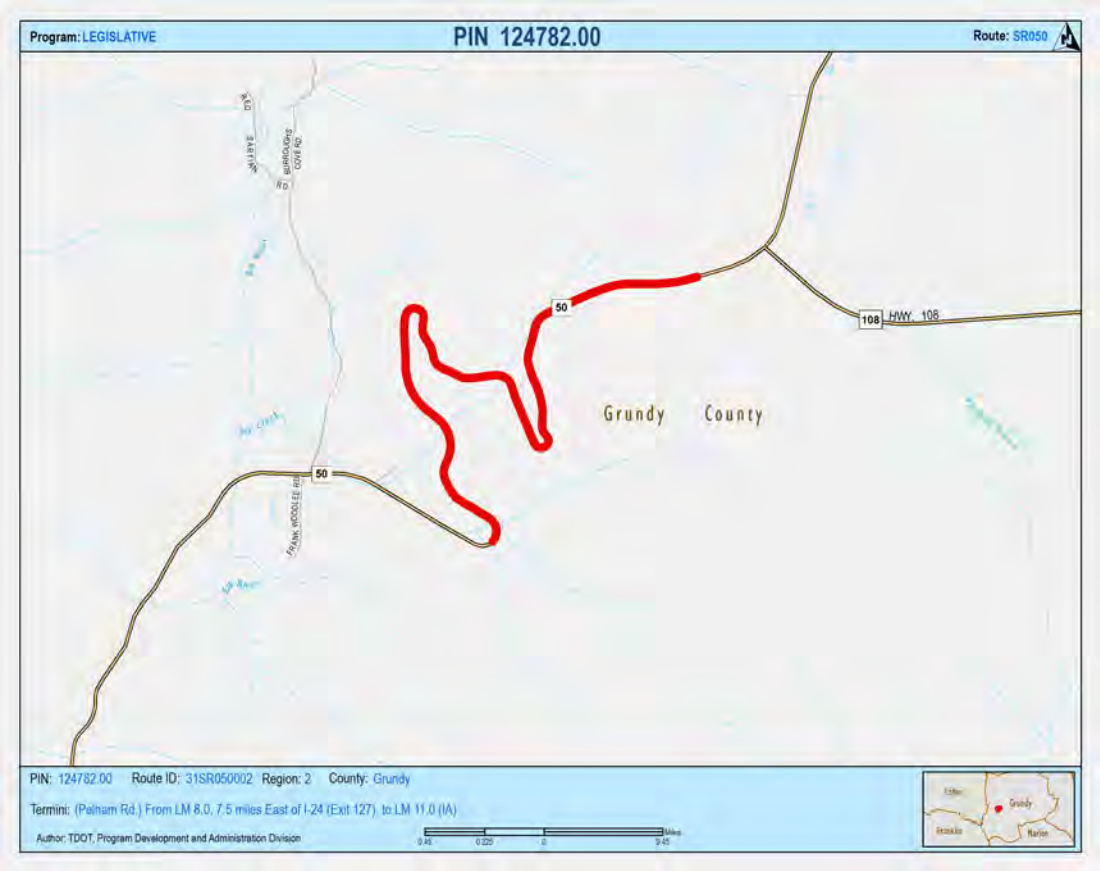


26312050049 - Grundy SR-50 Widening

Truck Passing Lane from LM 10.430 to LM 11.280, and widening curves at LM 9.025 and LM 9.885

PIN:	124782.00
Lead Agency:	TDOT
County:	Grundy
Conformity Status:	Exempt
Termini:	(Pelham Road), From east of Harshman Road to near SR-108 (IA) (TMA)
Length:	3.38
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	State Match	$0	$193,500	$0	$0	$0	$0	$193,500
ROW	STBG	$0	$774,000	$0	$0	$0	$0	$774,000
Total ROW		$0	$967,500	$0	$0	$0	$0	$967,500
Const	STA	$0	$0	$15,300,000	$0	$0	$0	$15,300,000
Total Const		$0	$0	$15,300,000	$0	$0	$0	$15,300,000
Total Programmed		$0	$967,500	$15,300,000	$0	$0	$0	$16,267,500



26372031050 - Hawkings SR-31 Widening

Spot improvements include widening, adding a turn lane at Helton Drive, and replacing the bridge over Mooresburg Branch and Poor Valley Creek

PIN:	101394.00
Lead Agency:	TDOT
County:	Hawkins
Conformity Status:	Exempt
Termini:	From Mooresburg to Adams Lane, LM 0.1 to 4.35 (***) (IA) (TMA)
Length:	4.25
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Const	State Match	$0	$3,181,363	$0	$0	$0	$0	$3,181,363
Const	STBG	$0	$12,725,453	$0	$0	$0	$0	$12,725,453
Total Const		$0	$15,906,816	$0	$0	$0	$0	$15,906,816
Total Programmed		$0	$15,906,816	$0	$0	$0	$0	$15,906,816



26382019022 - Haywood SR-19 Widening (IA) Section 2

widen existing to a super 2-lane (12' TRAFFIC LANES WITH 10 FOOT SHOULDERS AND IMPROVE SIGHT DISTANCES)

PIN:	102251.02
Lead Agency:	TDOT
County:	Haywood
Conformity Status:	Exempt
Termini:	From Near Lauderdale County Line To East of Binford Lane (IA) (TMA)
Length:	4.04
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	PM1 - Safety, PM2 - Pavement Condition
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	STA	$0	$3,600,000	$0	$0	$0	$0	$3,600,000
ROW	STBG	$0	$14,400,000	$0	$0	$0	$0	$14,400,000
Total ROW		$0	$18,000,000	$0	$0	$0	$0	$18,000,000
Const	STA	$0	$0	$0	$0	$24,100,000	$0	$24,100,000
Total Const		$0	$0	$0	$0	$24,100,000	$0	$24,100,000
Total Programmed		$0	$18,000,000	$0	$0	$24,100,000	$0	$42,100,000

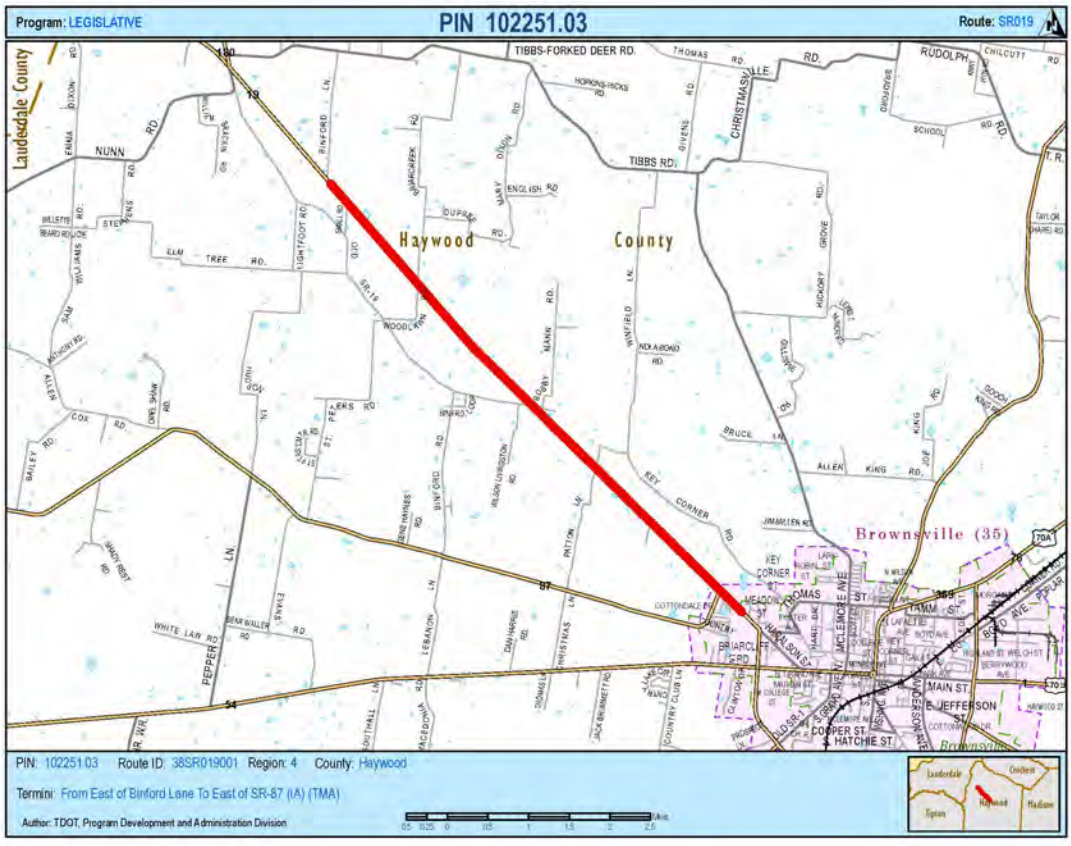


26382019023 - Haywood County SR-19 Widening (IA) (TMA)

Widen existing to a super 2-lane (12' traffic lanes with 10-foot shoulders and improve sight distances)

PIN:	102251.03
Lead Agency:	TDOT
County:	Haywood
Conformity Status:	Exempt
Termini:	From East of Binford Lane to East of SR-87 (IA) (TMA)
Length:	7.21
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	State Match	$0	$0	$0	$0	$2,800,000	$0	$2,800,000
ROW	STBG	$0	$0	$0	$0	$11,200,000	$0	$11,200,000
Total ROW		$0	$0	$0	$0	$14,000,000	$0	$14,000,000
Total Programmed		$0	$0	$0	$0	$14,000,000	$0	$14,000,000

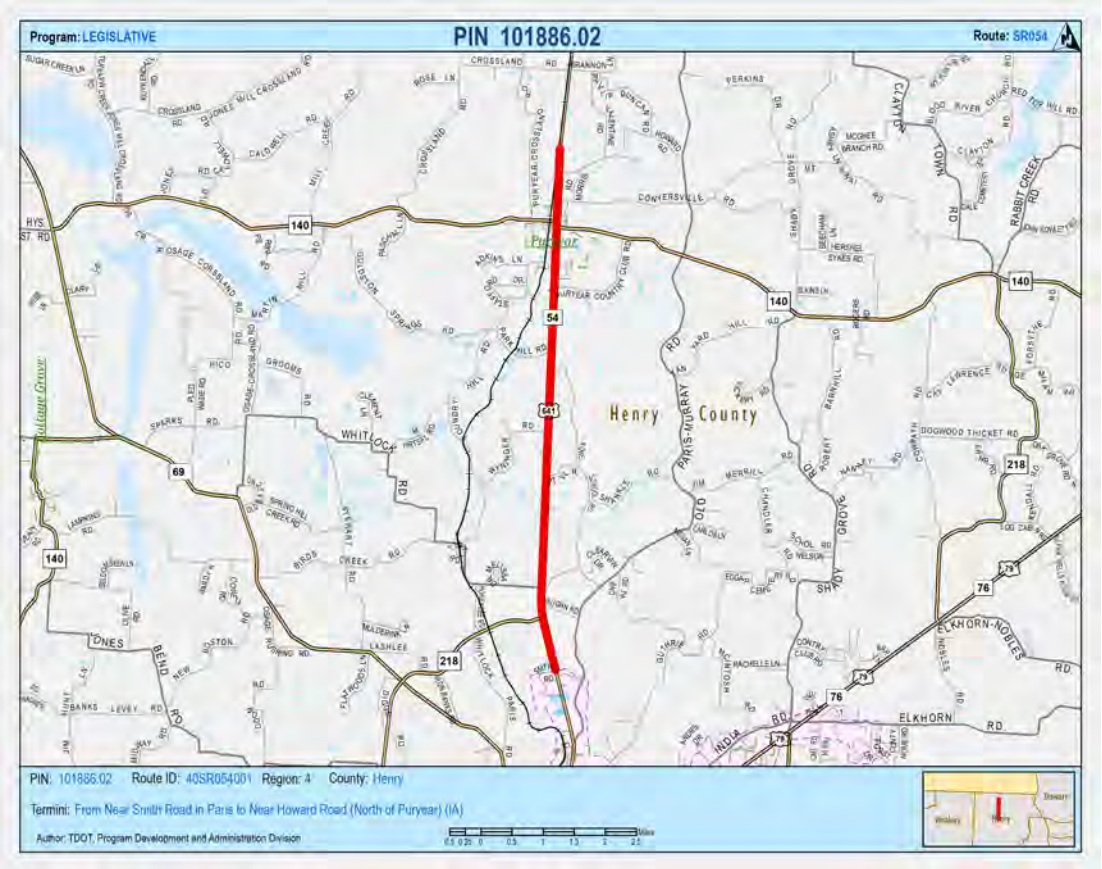


26402054024 - Henry County SR-54 (US-641) Widening (IA) Section 2

Reconstruct existing 2-ln to 5-ln

PIN:	101886.02
Lead Agency:	TDOT
County:	Henry
Conformity Status:	Exempt
Termini:	From Near Smith Road to Near Howard Road (North of Puryear) (IA) (TMA)
Length:	8.22
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	PM1 - Safety, PM2 - Pavement Condition
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	STA	$0	$4,980,000	$0	$0	$0	$0	$4,980,000
ROW	STBG	$0	$19,920,000	$0	$0	$0	$0	$19,920,000
Total ROW		$0	$24,900,000	$0	$0	$0	$0	$24,900,000
Total Programmed		$0	$24,900,000	$0	$0	$0	$0	$24,900,000

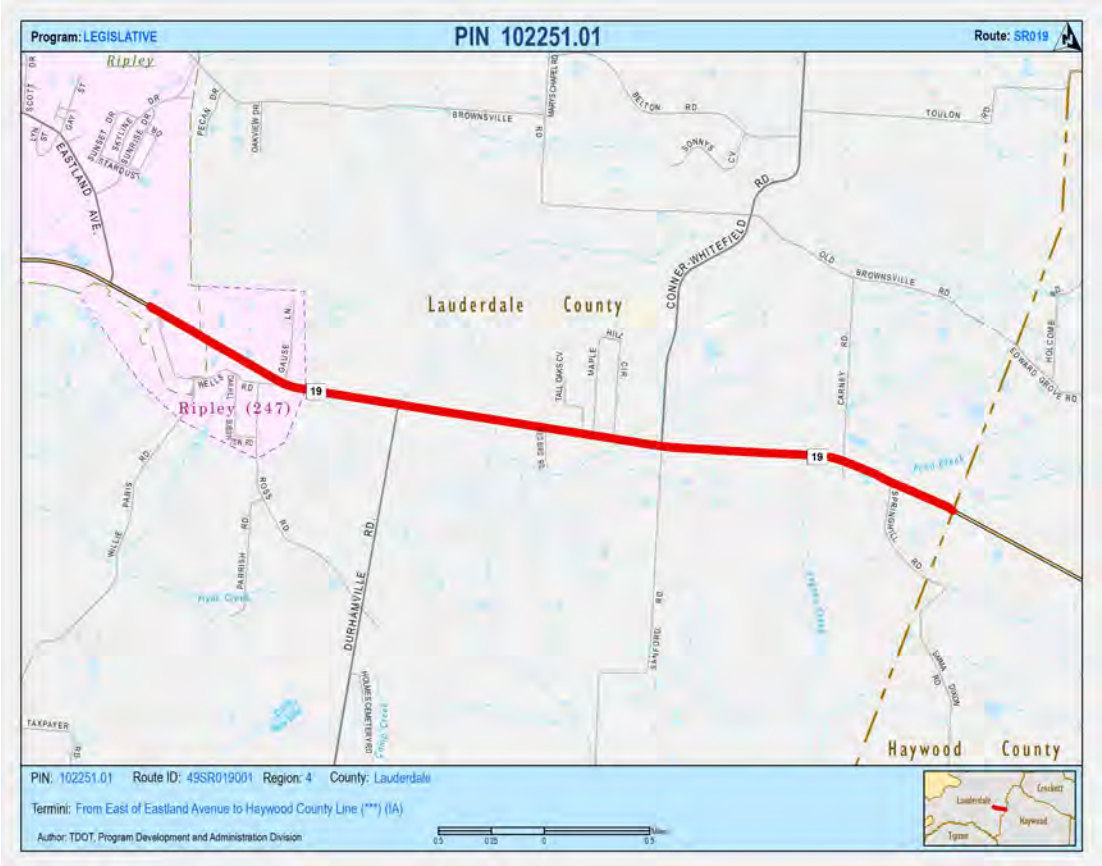


26492019026 - Lauerdale County SR-19 Reconstruction (IA) Section 1

Reconstruct existing 2-ln to a super 2-ln (12 foot lanes with 10 foot shoulders and improve sight distances)

PIN:	102251.01
Lead Agency:	TDOT
County:	Lauderdale
Conformity Status:	Exempt
Termini:	From East of Eastland Avenue to Haywood County Line (***) (IA) (TMA)
Length:	3.93
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	PM1 - Safety, PM2 - Pavement Condition
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	STA	$0	$2,434,000	$0	$0	$0	$0	$2,434,000
ROW	STBG	$0	$6,256,000	$0	$0	$0	$0	$6,256,000
Total ROW		$0	$8,690,000	$0	$0	$0	$0	$8,690,000
Const	STA	$0	$0	$0	$0	$39,000,000	$0	$39,000,000
Total Const		$0	$0	$0	$0	$39,000,000	$0	$39,000,000
Total Programmed		$0	$8,690,000	$0	$0	$39,000,000	$0	$47,690,000



26622322052 - Monroe SR-322 Reconstruction and Widening (IA) Section 2

Widen existing route to 2 12' travel lanes and 8' shoulders on present alignment and on new alignment. Geometric improvements at the intersection of SR-322 and SR-72 at Excellence Way and intersection improvements at SR-322 and Oak Grove Road.

PIN:	102380.02
Lead Agency:	TDOT
County:	Monroe
Conformity Status:	Exempt
Termini:	From Sheppard Road to SR-72 (EPD) (IA) (TMA)
Length:	2.22
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	PM1 - Safety, PM2 - Pavement Condition
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Const	State Match	$0	$7,751,046	$0	$0	$0	$0	$7,751,046
Const	STBG	$0	$31,004,185	$0	$0	$0	$0	$31,004,185
Total Const		$0	$38,755,231	$0	$0	$0	$0	$38,755,231
Total Programmed		$0	$38,755,231	$0	$0	$0	$0	$38,755,231

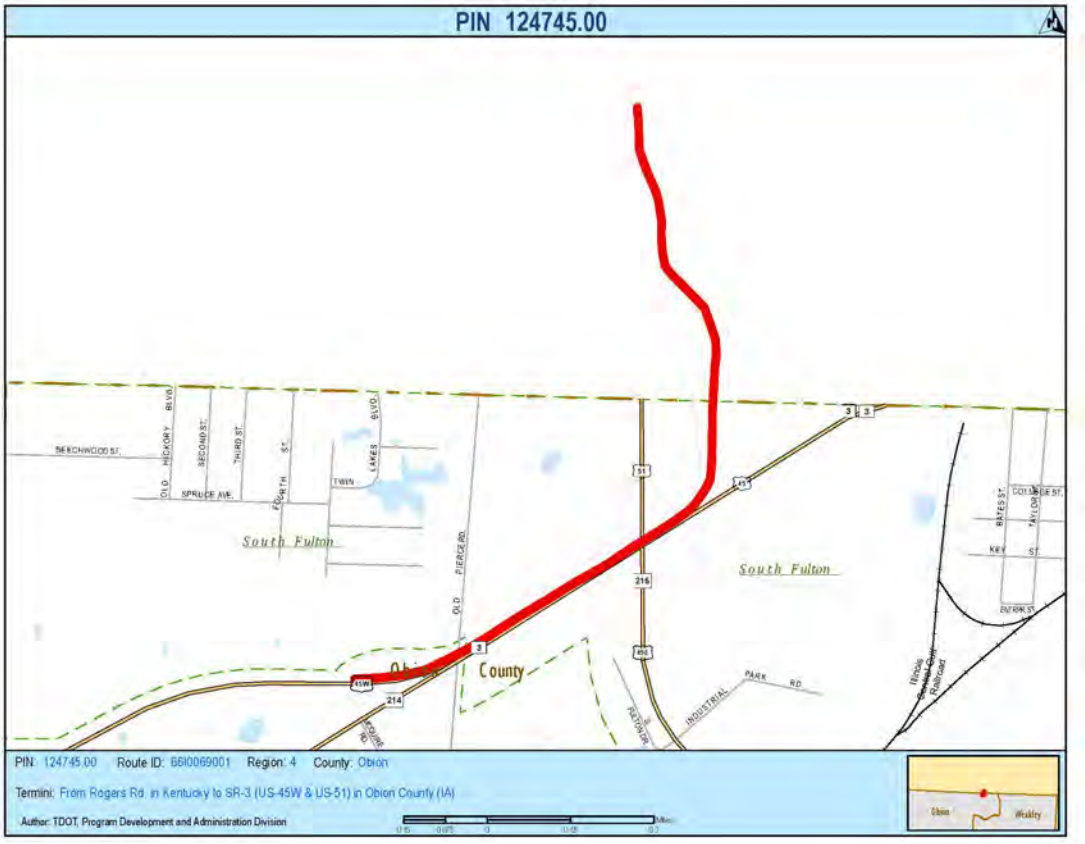


26661069058 - Obion County I-69 Construction (IA)

Construct New Interstate.

PIN:	124745.00
Lead Agency:	TDOT
County:	Obion
Conformity Status:	Exempt
Termini:	From Rogers Road in Kentucky to SR-3 (US-45W & US-51) in Obion County (IA) (TMA)
Length:	5
Long Range Plan #:	GP-2, GP-3, GP4
Horizon Year:	-
Performance Measueres:	PM5 - Freight Reliability, PM6 - Travel Congestion Management
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Const	NHPP	$0	$0	$0	$76,000,000	$0	$0	$76,000,000
Const	STA	$0	$0	$0	$23,000,000	$0	$0	$23,000,000
Total Const		$0	$0	$0	$99,000,000	$0	$0	$99,000,000
Total Programmed		$0	$0	$0	$99,000,000	$0	$0	$99,000,000

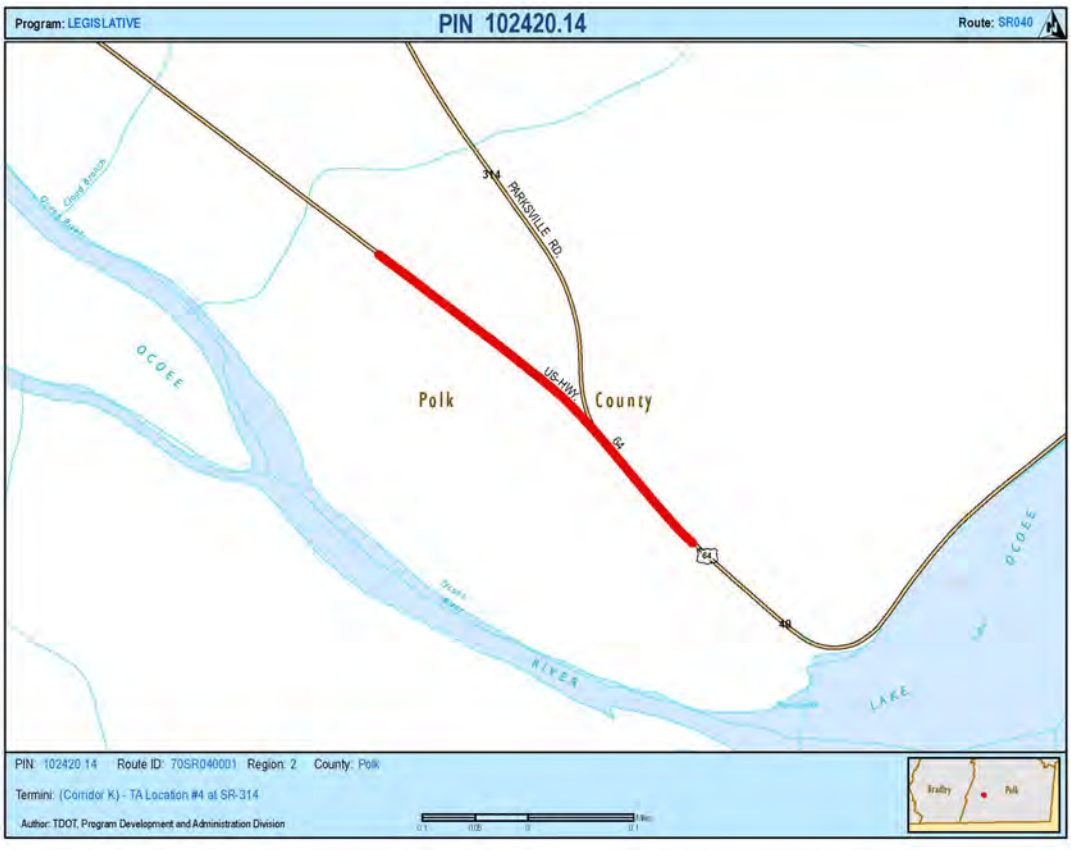


26702040029 - Corridor K - TA Location #4

Widen from a 2-lane to a 3-lane facility with a shared use path, and improvements at the SR-40 and SR-314 intersection

PIN:	102420.14
Lead Agency:	TDOT
County:	Polk
Conformity Status:	Exempt
Termini:	From east of the bridge over Cloud Branch to east of SR-314 (Corridor K - TA Location #4) (TMA)
Length:	0.43
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Const	APD	$0	$0	$17,353,616	$0	$0	$0	$17,353,616
Const	State Match	$0	$0	$4,338,404	$0	$0	$0	$4,338,404
Total Const		$0	$0	$21,692,020	$0	$0	$0	$21,692,020
Total Programmed		$0	$0	$21,692,020	$0	$0	$0	$21,692,020

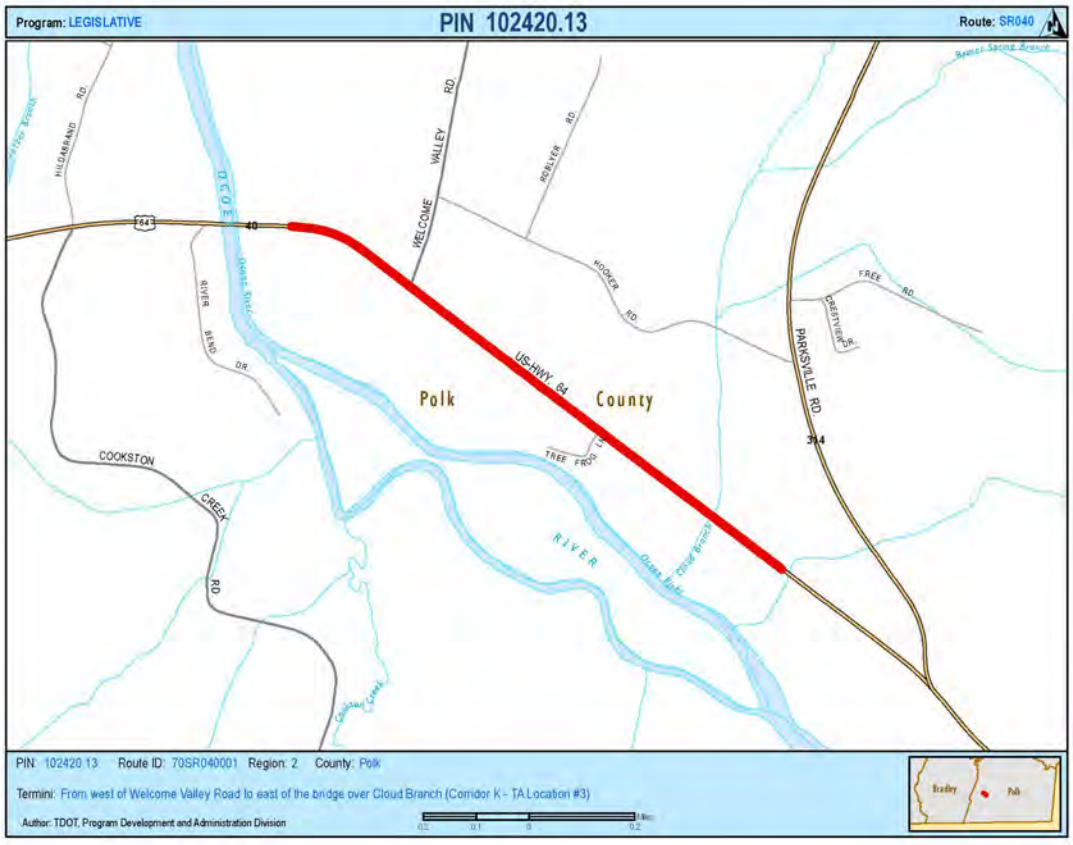


26702040030 - Corridor K - TA Location #3

This project will consist of a shared use path, shoulder improvements and widening entire project within the termini to 3 lanes, and replacement of the bridge over Cloud Branch.

PIN:	102420.13
Lead Agency:	TDOT
County:	Polk
Conformity Status:	Exempt
Termini:	From west of Welcome Valley Road to east of the bridge over Cloud Branch (Corridor K - TA Location #3)(TMA)
Length:	1.21
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Const	APD	$0	$0	$17,353,616	$0	$0	$0	$17,353,616
Const	State Match	$0	$0	$4,338,404	$0	$0	$0	$4,338,404
Total Const		$0	$0	$21,692,020	$0	$0	$0	$21,692,020
Total Programmed		$0	$0	$21,692,020	$0	$0	$0	$21,692,020

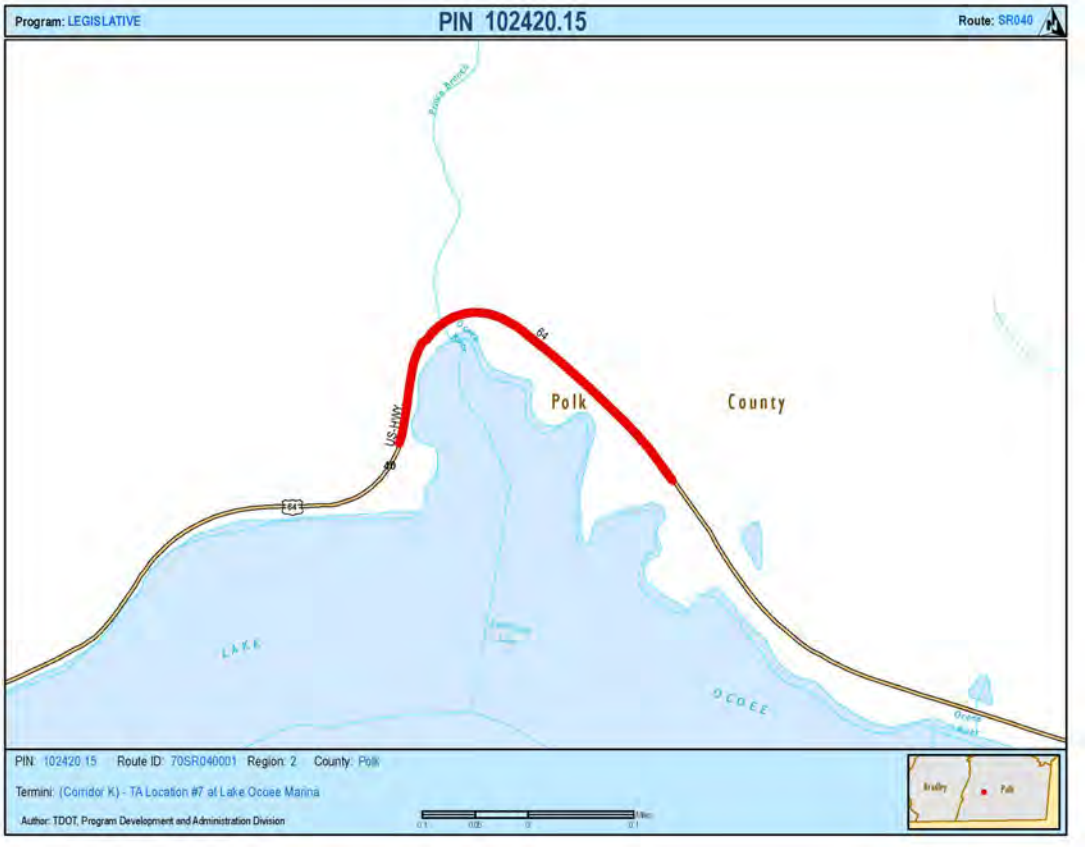


26702040031 - Corridor K-TA Location #7

Shoulder improvements and addition of turn lanes at marina parking lot

PIN:	102420.15
Lead Agency:	TDOT
County:	Polk
Conformity Status:	Exempt
Termini:	From near the Lake Ocoee Inn entrance to east of the Lake Ocoee Marina entrance/exit (Corridor K - TA Location #7) (TMA)
Length:	0.4
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-D	APD	$0	$0	$405,600	$0	$0	$0	$405,600
PE-D	State Match	$0	$0	$101,400	$0	$0	$0	$101,400
Total PE-D		$0	$0	$507,000	$0	$0	$0	$507,000
ROW	APD	$0	$0	$3,349,759	$0	$0	$0	$3,349,759
ROW	State Match	$0	$0	$837,440	$0	$0	$0	$837,440
Total ROW		$0	$0	$4,187,199	$0	$0	$0	$4,187,199
Const	APD	$0	$0	$0	$17,926,276	$0	$0	$17,926,276
Const	State Match	$0	$0	$0	$4,481,569	$0	$0	$4,481,569
Total Const		$0	$0	$0	$22,407,845	$0	$0	$22,407,845
Total Programmed		$0	$0	$4,694,199	$22,407,845	$0	$0	$27,102,044

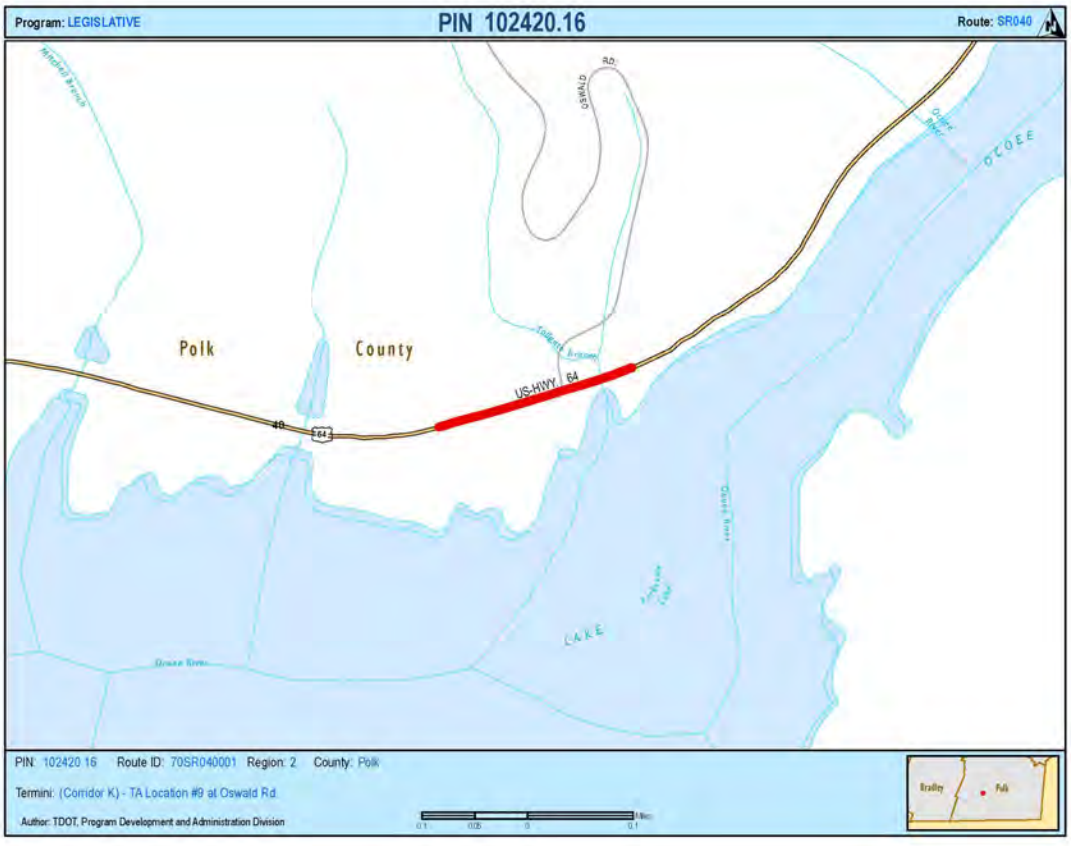


26702040032 - Corridor K - TA Location #9

Shoulder improvements and addition of turn lanes at Oswald Road, improvements to USFS Ranger Station entrance

PIN:	102420.16
Lead Agency:	TDOT
County:	Polk
Conformity Status:	Exempt
Termini:	From west of existing USFS Ranger Station access drive to east of Oswald Road (Corridor K - TA Location #9) (TMA)
Length:	0.19
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-D	APD	$0	$432,800	$0	$0	$0	$0	$432,800
PE-D	State Match	$0	$108,200	$0	$0	$0	$0	$108,200
Total PE-D		$0	$541,000	$0	$0	$0	$0	$541,000
ROW	APD	$0	$0	$3,349,759	$0	$0	$0	$3,349,759
ROW	State Match	$0	$0	$837,440	$0	$0	$0	$837,440
Total ROW		$0	$0	$4,187,199	$0	$0	$0	$4,187,199
Const	APD	$0	$0	$0	$17,926,276	$0	$0	$17,926,276
Const	State Match	$0	$0	$0	$4,481,569	$0	$0	$4,481,569
Total Const		$0	$0	$0	$22,407,845	$0	$0	$22,407,845
Total Programmed		$0	$541,000	$4,187,199	$22,407,845	$0	$0	$27,136,044

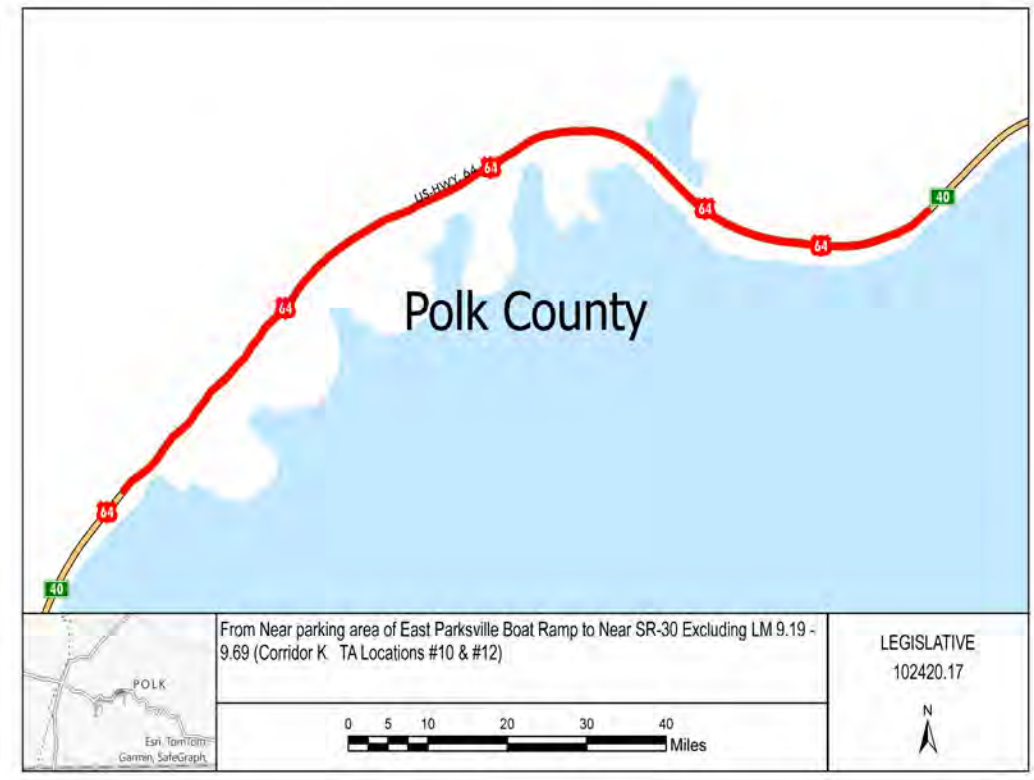


26702040070 - Corridor K - TA Locations #10 and #12

Spot Improvements: Widening from 2 lanes to 3 lanes, roadway realignment, and rockfall mitigation, excluding LM 9.19 - LM 9.69

PIN:	102420.17
Lead Agency:	TDOT
County:	Polk
Conformity Status:	Exempt
Termini:	From Near parking area of East Parksville Boat Ramp to Near SR-30 Excluding LM 9.19 - 9.69 (Corridor K TA Locations #10 & #12)
Length:	0.61
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-D	APD	$0	$0	$800,000	$0	$0	$0	$800,000
PE-D	State Match	$0	$0	$200,000	$0	$0	$0	$200,000
Total PE-D		$0	$0	$1,000,000	$0	$0	$0	$1,000,000
ROW	APD	$0	$0	$800,000	$0	$0	$0	$800,000
ROW	State Match	$0	$0	$200,000	$0	$0	$0	$200,000
Total ROW		$0	$0	$1,000,000	$0	$0	$0	$1,000,000
Const	APD	$0	$0	$0	$19,784,000	$0	$0	$19,784,000
Const	State Match	$0	$0	$0	$4,946,000	$0	$0	$4,946,000
Total Const		$0	$0	$0	$24,730,000	$0	$0	$24,730,000
Total Programmed		$0	$0	$2,000,000	$24,730,000	$0	$0	$26,730,000

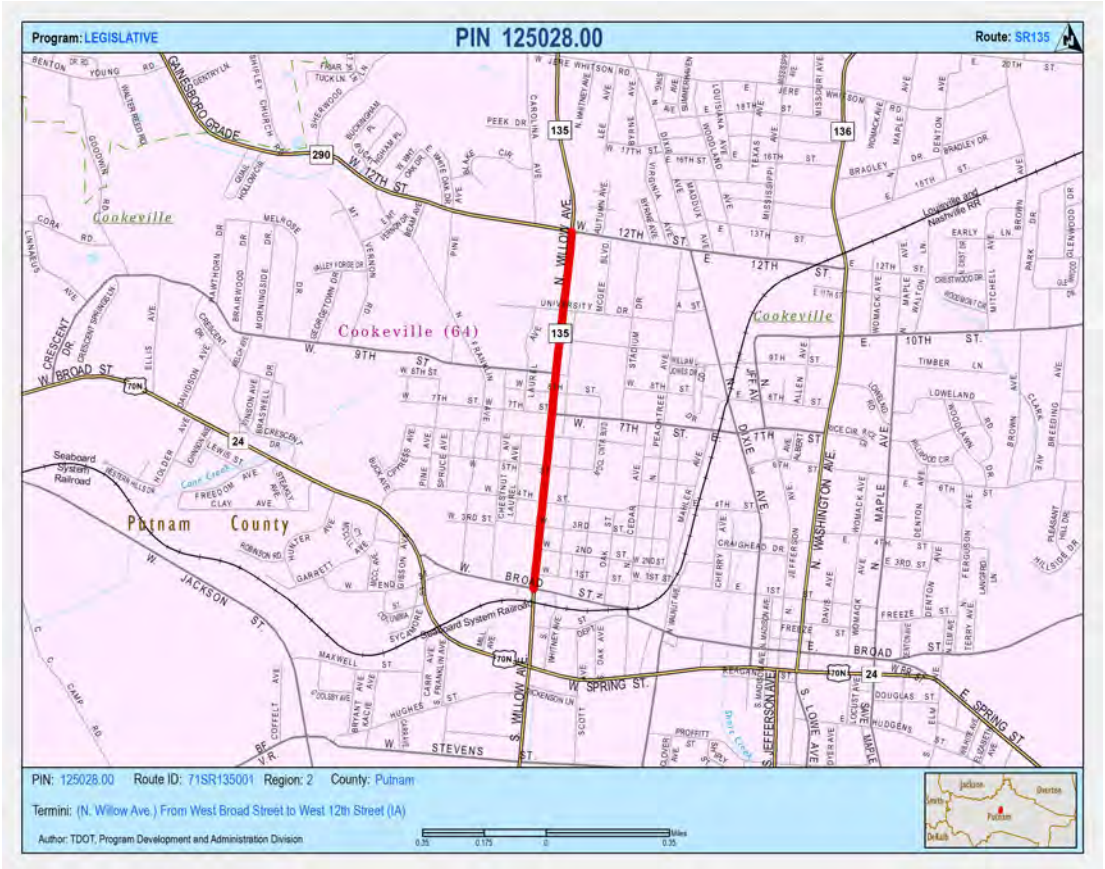


26712135033 - Putnam County SR-135 Widening

Widening from 4 to 5 lanes, enhanced pedestrian facilities, and intersection improvements

PIN:	125028.00
Lead Agency:	TDOT
County:	Putnam
Conformity Status:	Exempt
Termini:	(N. Willow Ave.) From West Broad Street to West 12th Street (IA) (TMA)
Length:	1
Long Range Plan #:	GP-1, GP-2, GP-3, GP-5
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Const	State Match	$0	$0	$0	$8,120,649	$0	$0	$8,120,649
Const	STBG	$0	$0	$0	$32,482,596	$0	$0	$32,482,596
Total Const		$0	$0	$0	$40,603,245	$0	$0	$40,603,245
Total Programmed		$0	$0	$0	$40,603,245	$0	$0	$40,603,245

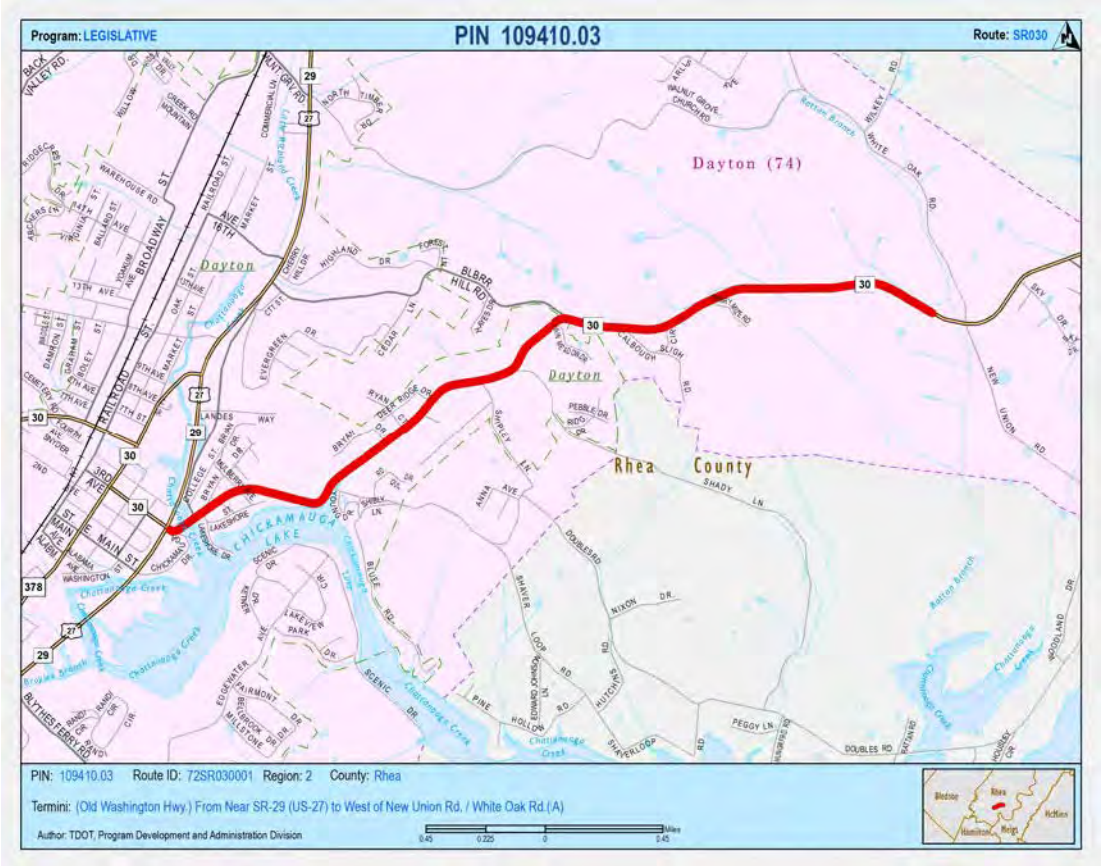


26722030034 - Rhea County SR-30 Widening (IA)

Widen from 2 Lanes to 3 Lanes.

PIN:	109410.03
Lead Agency:	TDOT
County:	Rhea
Conformity Status:	Exempt
Termini:	Old Washington Hwy.) From Near SR-29 (US-27) to West of New Union Rd. / White Oak Rd. (IA) (TMA)
Length:	3.28
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	PM1 - Safety, PM2 - Pavement Condition
Notes:	2024 allotted 3,230,000 for PE-Design

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	STA	$0	$0	$26,407,039	$0	$0	$0	$26,407,039
ROW	STBG	$0	$0	$428,155	$0	$0	$0	$428,155
Total ROW		$0	$0	$26,835,194	$0	$0	$0	$26,835,194
Total Programmed		$0	$0	$26,835,194	$0	$0	$0	$26,835,194

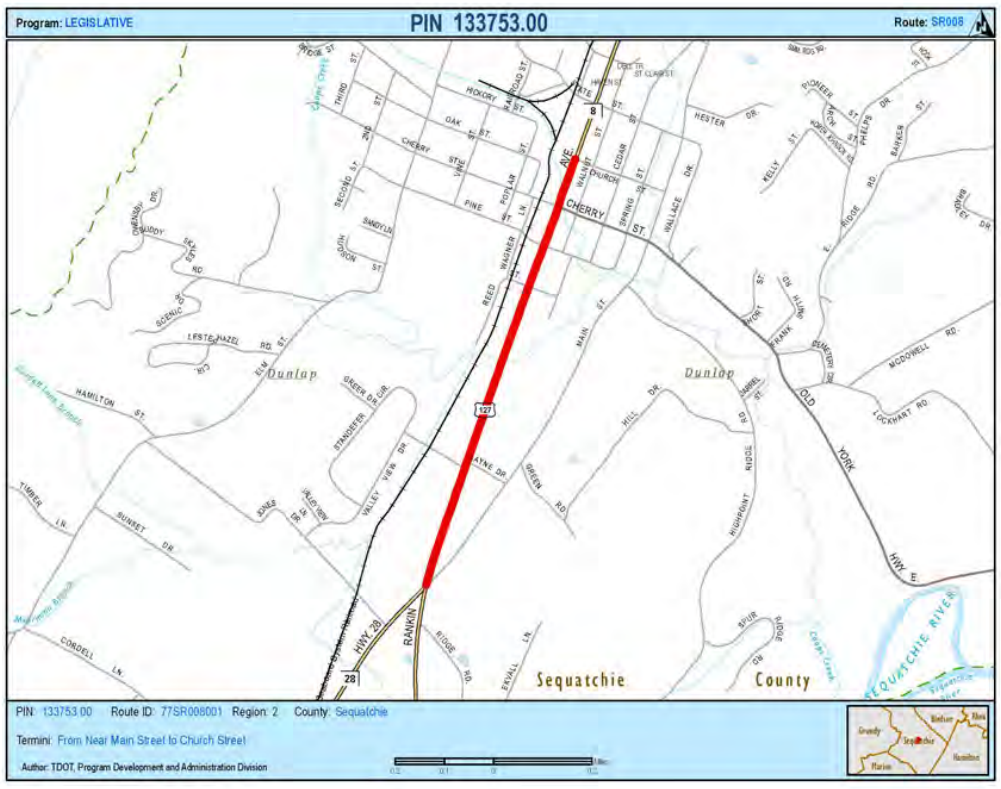


26772008035 - Sequatchie County SR-8 Improvements

Re-engineering along SR-8/US-127 to include intersection modification, lane reconfiguration with bicycle lanes and pedestrian facilities. Project also includes stormwater runoff management, landscaping, lighting, and ITS.

PIN:	133753.00
Lead Agency:	TDOT
County:	Sequatchie
Conformity Status:	Exempt
Termini:	From Near Main Street to Church Street
Length:	0.889
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	PM1 - Safety, PM2 - Pavement Condition, PM6 - Travel Congestion Management
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-D	Local Match	$0	$138,707	$0	$0	$0	$0	$138,707
PE-D	RAISE	$0	$554,829	$0	$0	$0	$0	$554,829
Total PE-D		$0	$693,536	$0	$0	$0	$0	$693,536
ROW	Local Match	$0	$0	$51,373	$0	$0	$0	$51,373
ROW	RAISE	$0	$0	$205,490	$0	$0	$0	$205,490
Total ROW		$0	$0	$256,863	$0	$0	$0	$256,863
Const	Local Match	$0	$0	$2,665,927	$0	$0	$0	$2,665,927
Const	RAISE	$0	$0	$10,663,708	$0	$0	$0	$10,663,708
Total Const		$0	$0	$13,329,635	$0	$0	$0	$13,329,635
Total Programmed		$0	$693,536	$13,586,498	$0	$0	$0	$14,280,034

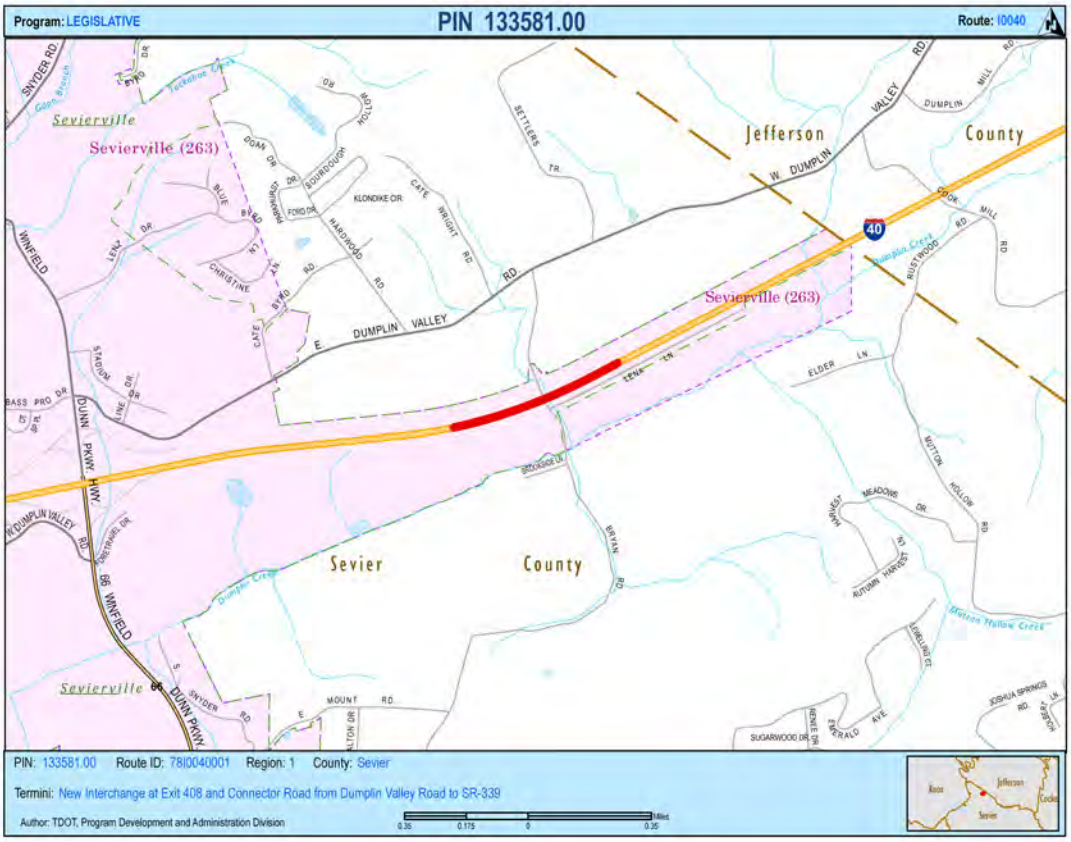


26781040072 - Sevier County I-40 Improvements

Construction of a new interchange near MM 408 on I-40. Construction of a new connector road through this interchange from Douglas Dam Rd (SR-139) to E Dumplin Vally Rd.

PIN:	133581.00
Lead Agency:	TDOT
County:	Sevier
Conformity Status:	Exempt
Termini:	New Interchange at Exit 408 and Connector Road from Dumplin Valley Road to SR-139 (TMA)
Length:	2.2
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-D	NHPP	$0	$4,000,000	$0	$0	$0	$0	$4,000,000
PE-D	State Match	$0	$1,000,000	$0	$0	$0	$0	$1,000,000
Total PE-D		$0	$5,000,000	$0	$0	$0	$0	$5,000,000
ROW	NHPP	$0	$0	$12,189,403	$0	$0	$0	$12,189,403
ROW	State Match	$0	$0	$3,047,351	$0	$0	$0	$3,047,351
Total ROW		$0	$0	$15,236,754	$0	$0	$0	$15,236,754
Total Programmed		$0	$5,000,000	$15,236,754	$0	$0	$0	$20,236,754

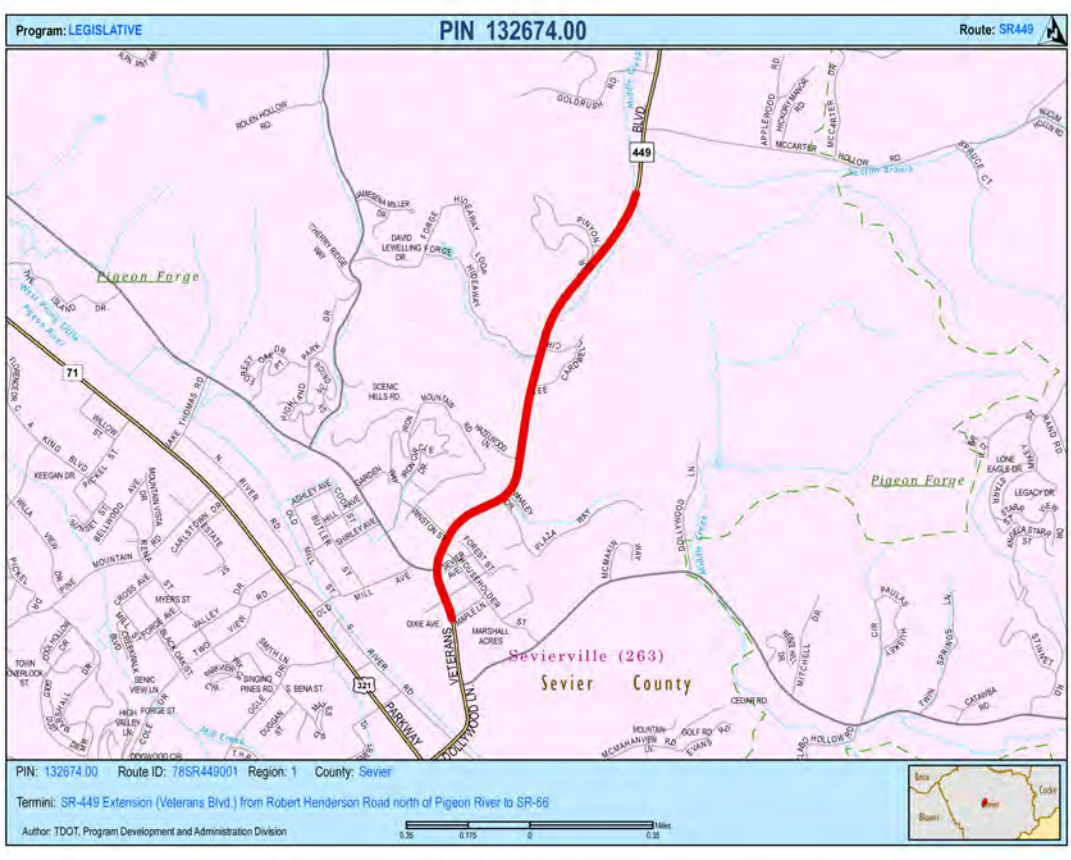


26782449063 - Sevier SR-449 Construction

Design. acquire and construct a 4-lane median divided extension of SR-449 (Veterans Blvd) from Robert Henderson Road north of the Pigeon Riber to SR-66. The non-participatory items are the addition of a 10' greenway. This required the addition of curb and gutter, as well as a closed drainage system, in lieu of the previously proposed open ditches.

PIN:	132674.00
Lead Agency:	TDOT
County:	Sevier
Conformity Status:	Exempt
Termini:	(Veterans Blvd) from Robert Henderson Road north of Pigeon River to SR-66 (TMA)
Length:	-
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Const	STA	$0	$0	$105,600,000	$0	$0	$0	$105,600,000
Total Const		$0	$0	$105,600,000	$0	$0	$0	$105,600,000
Total Programmed		$0	$0	$105,600,000	$0	$0	$0	$105,600,000



26801040064 - Smith I-40 interchange improvements & SR-53 Widening

Improvement Interchange improvements at SR-53 and widening of SR-53 (TMA)

PIN:	133582.00
Lead Agency:	TDOT
County:	Smith
Conformity Status:	Exempt
Termini:	I-40, Interchange at SR-53 (TMA)
Length:	0.36
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	PM1 - Safety, PM4 - NHS Travel Time Reliability, PM6 - Travel Congestion Management
Notes:	R3-80-RIW2

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-D	NHPP	$0	$0	$1,742,806	$0	$0	$0	$1,742,806
PE-D	State Match	$0	$0	$435,701	$0	$0	$0	$435,701
Total PE-D		$0	$0	$2,178,507	$0	$0	$0	$2,178,507
ROW	NHPP	$0	$0	$0	$961,195	$0	$0	$961,195
ROW	State Match	$0	$0	$0	$240,299	$0	$0	$240,299
Total ROW		$0	$0	$0	$1,201,494	$0	$0	$1,201,494
Total Programmed		$0	$0	$2,178,507	$1,201,494	$0	$0	$3,380,001



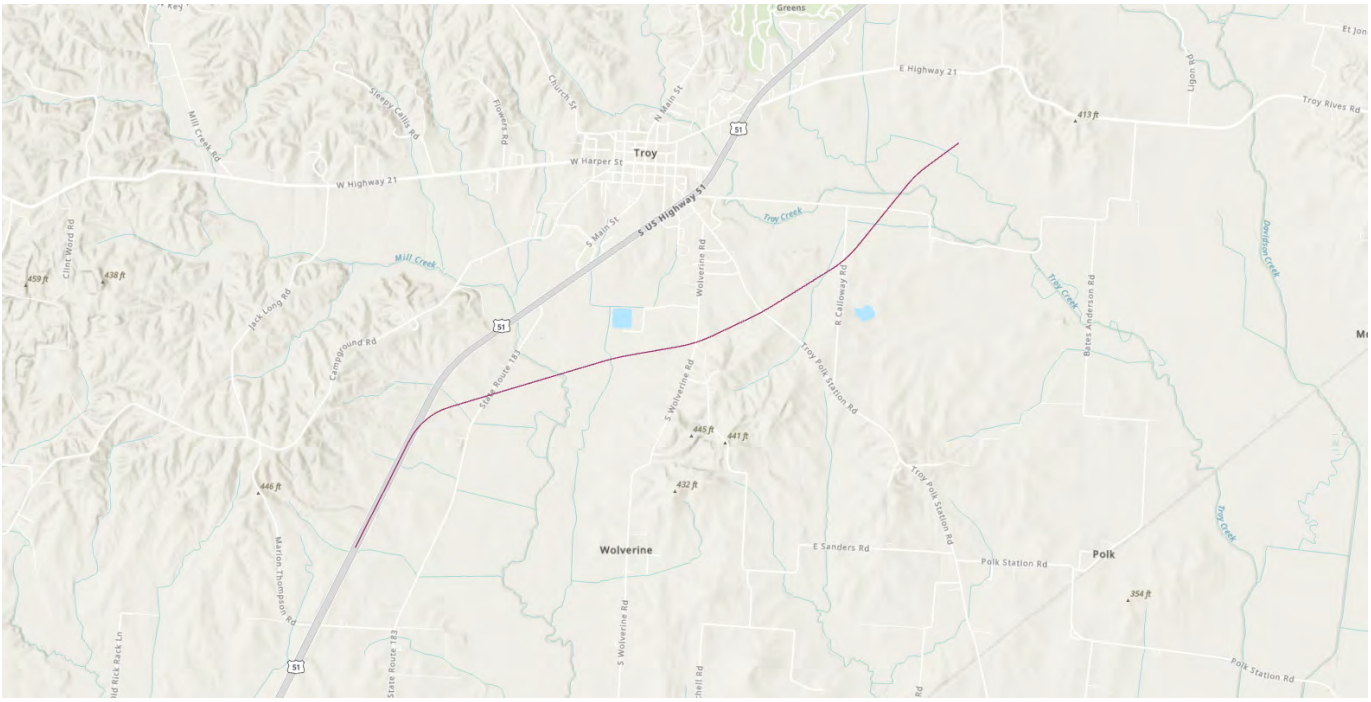
TDOT-2026-01 - Obion I-69 (Troy Bypass)

Construct New Multi-Lane Divided Controlled Access Interstate Highway

PIN:	101341.00
Lead Agency:	TDOT
County:	Obion
Conformity Status:	Exempt
Termini:	From approximately 1.2 miles South of SR-183 to 0.2 mile South of SR-21 (Troy/Rives Road) (IA) (TMA)
Length:	3.83
Long Range Plan #:	GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	-
Notes:	Proposed Interstate 69

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N/PE-D	NHPP	$0	$400,000	$0	$0	$0	$0	$400,000
PE-N/PE-D	STA	$0	$1,500,000	$0	$0	$0	$0	$1,500,000
PE-N/PE-D	State Match	$0	$100,000	$0	$0	$0	$0	$100,000
Total PE-N/PE-D		$0	$2,000,000	$0	$0	$0	$0	$2,000,000
Total Programmed		$0	$2,000,000	$0	$0	$0	$0	$2,000,000

Current Change Reason:	New Project



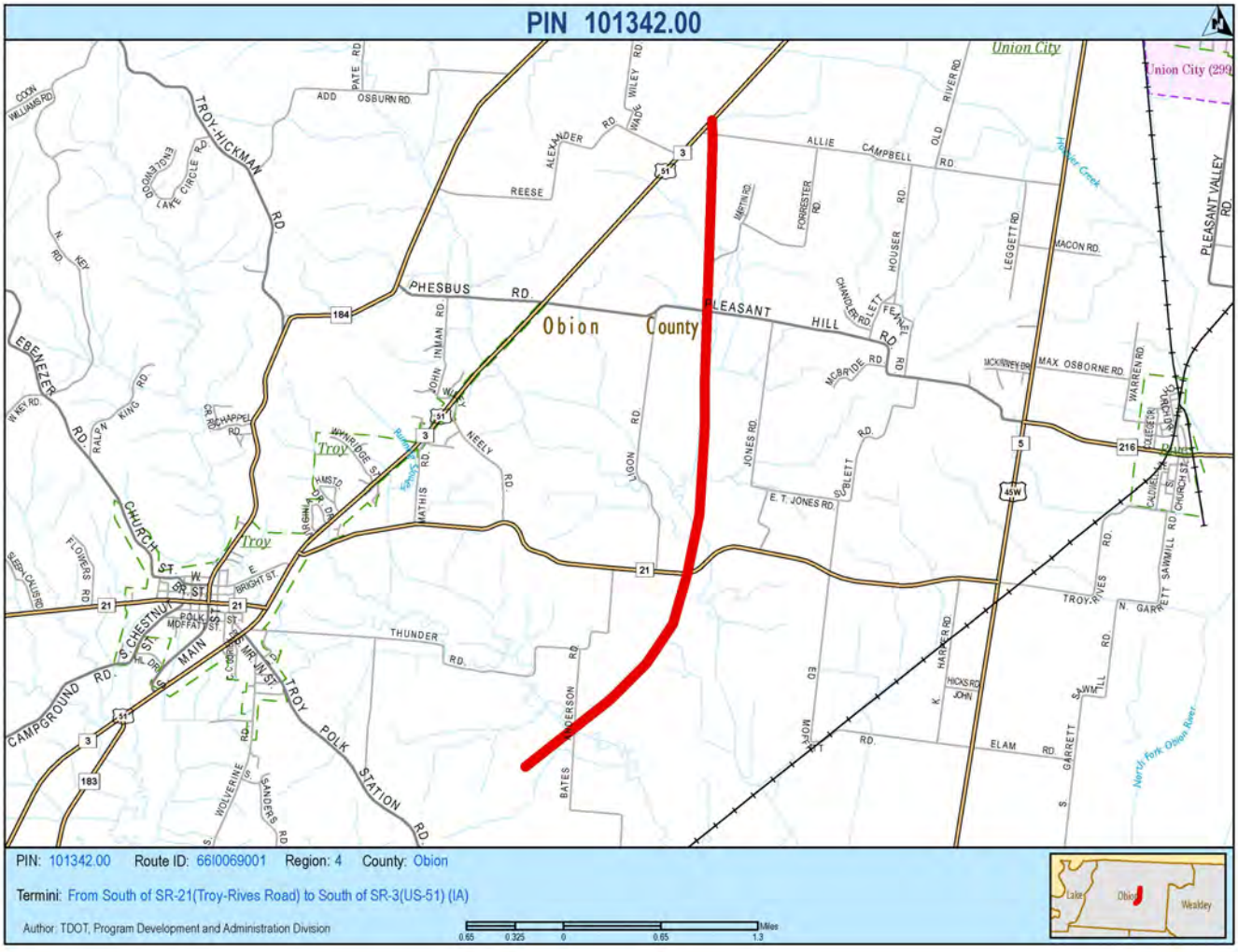
TDOT-2026-02 - Obion I-69 (Troy Bypass)

Construct New Multi-Lane Divided Controlled Access Interstate Highway

PIN:	101342.00
Lead Agency:	TDOT
County:	Obion
Conformity Status:	Exempt
Termini:	From South of SR-21(Troy-Rives Road) to South of SR-3 (US-51) (IA) (TMA)
Length:	4.639
Long Range Plan #:	GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	-
Notes:	Proposed Interstate 69

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N/PE-D	NHPP	$0	$400,000	$0	$0	$0	$0	$400,000
PE-N/PE-D	STA	$0	$1,500,000	$0	$0	$0	$0	$1,500,000
PE-N/PE-D	State Match	$0	$100,000	$0	$0	$0	$0	$100,000
Total PE-N/PE-D		$0	$2,000,000	$0	$0	$0	$0	$2,000,000
Total Programmed		$0	$2,000,000	$0	$0	$0	$0	$2,000,000

C

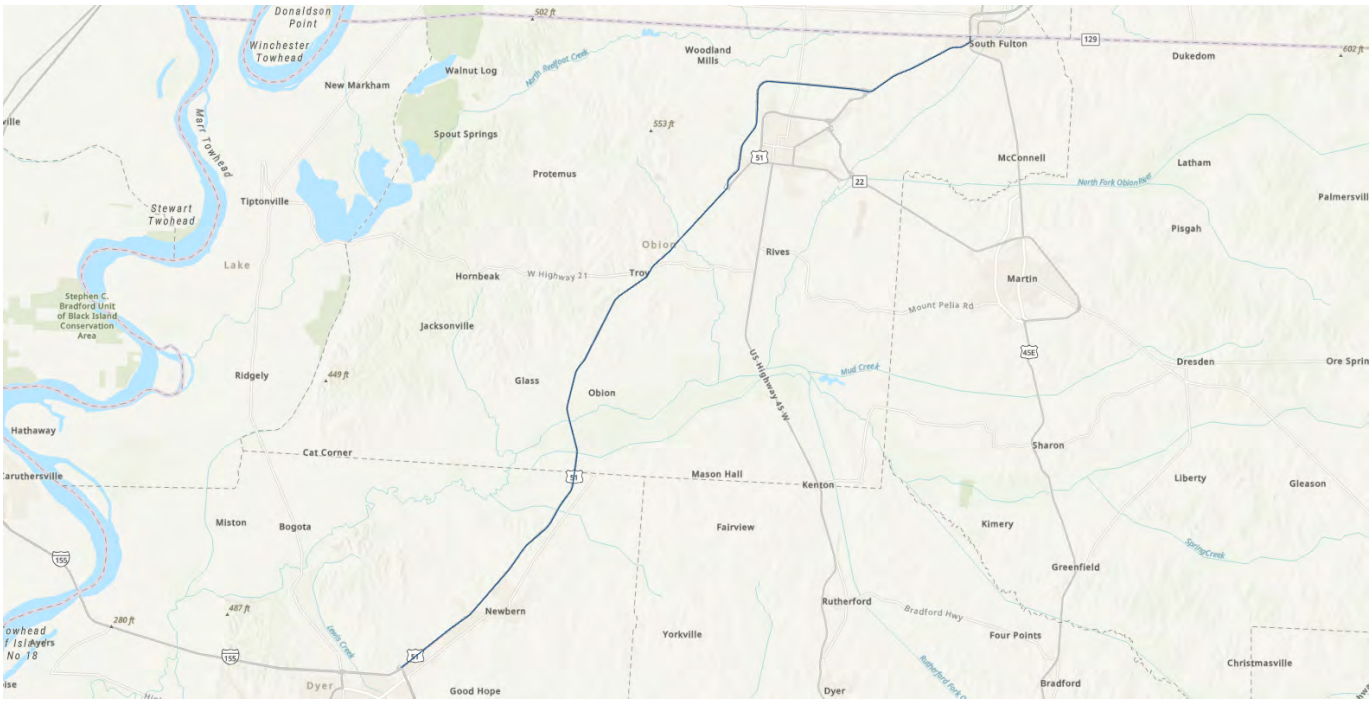


TDOT-2026-03 - Obion/Dyer I-69 Conversion of SR-51

Resurfacing, signing, striping, guardrail, roadside safety, and bridge updates to convert S.R. 3 (U.S. 51) to I-69

PIN:	136380.00
Lead Agency:	TDOT
County:	Obion
Conformity Status:	Exempt
Termini:	From near U.S. 412 in Dyersburg to near the Kentucky State Line (excluding the section from south of SR 183 to near Mayberry Rd. in Obion County) (TMA)
Length:	-
Long Range Plan #:	-
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-D	NHPP	$0	$2,400,000	$0	$0	$0	$0	$2,400,000
PE-D	State Match	$0	$600,000	$0	$0	$0	$0	$600,000
Total PE-D		$0	$3,000,000	$0	$0	$0	$0	$3,000,000
Total Programmed		$0	$3,000,000	$0	$0	$0	$0	$3,000,000

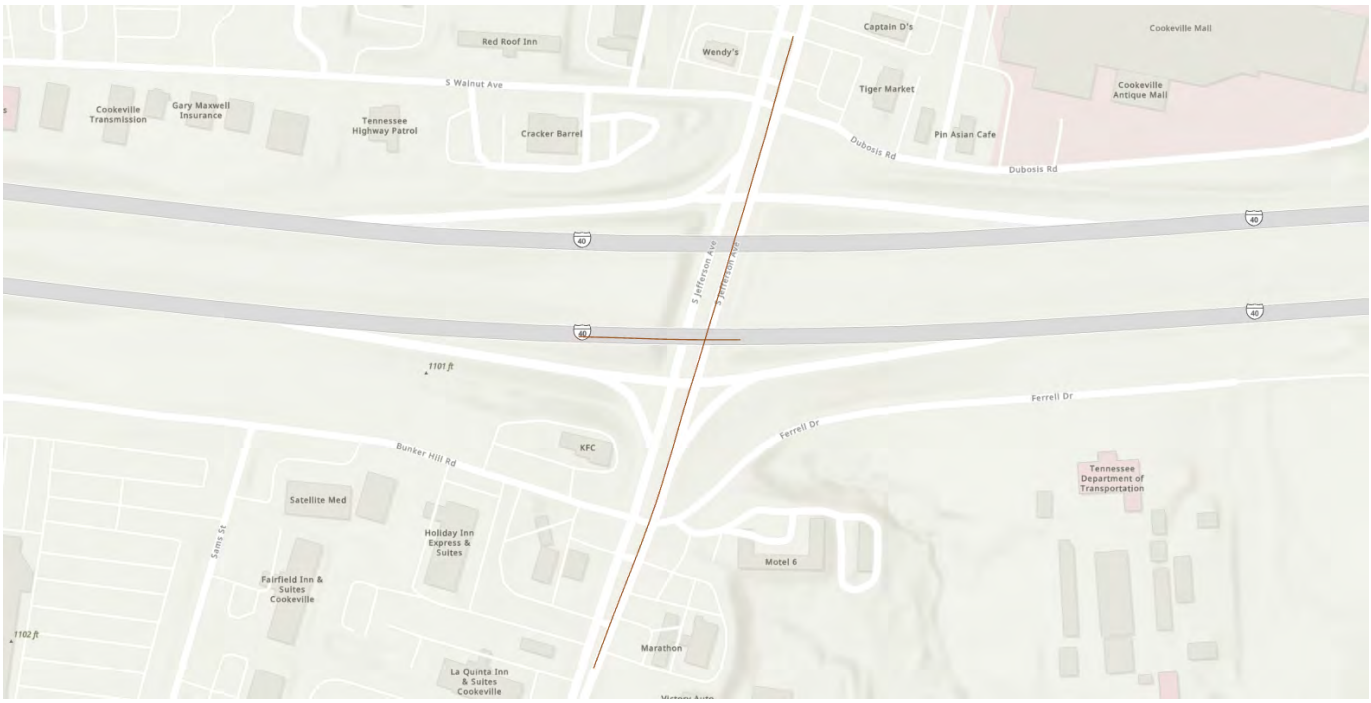


TDOT-2026-04 - Putnam I-40 Interchange at SR-136 (Exit 287)

Interchange modifications and operational improvements

PIN:	137155.00
Lead Agency:	TDOT
County:	Putnam
Conformity Status:	Exempt
Termini:	Interchange at SR-136, LM 19.85 (Exit 287) (TMA)
Length:	0.3
Long Range Plan #:	-
Horizon Year:	-
Performance Measueres:	-
Notes:	R2-18-RIW1

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	NHPP	$0	$1,338,708	$0	$0	$0	$0	$1,338,708
PE-N	State Match	$0	$334,677	$0	$0	$0	$0	$334,677
Total PE-N		$0	$1,673,385	$0	$0	$0	$0	$1,673,385
ROW	NHPP	$0	$0	$0	$0	$171,774	$0	$171,774
ROW	State Match	$0	$0	$0	$0	$42,944	$0	$42,944
Total ROW		$0	$0	$0	$0	$214,718	$0	$214,718
Total Programmed		$0	$1,673,385	$0	$0	$214,718	$0	$1,888,103



TDOT-2026-05 - Putnam SR-135, South Willow/Interstate Drive Right Turn Lane

Add a Northbound Right Turn Lane

PIN:	136613.00
Lead Agency:	TDOT
County:	-
Conformity Status:	-
Termini:	From near I-40 westbound Ramps to near Interstate Drive (TMA)
Length:	0.15
Long Range Plan #:	-
Horizon Year:	-
Performance Measueres:	-
Notes:	SPP

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	STA	$0	$0	$367,000	$0	$0	$0	$367,000
ROW	State Match	$0	$0	$104,447	$0	$0	$0	$104,447
ROW	STBG	$0	$0	$417,790	$0	$0	$0	$417,790
Total ROW		$0	$0	$889,237	$0	$0	$0	$889,237
Const	STA	$0	$0	$0	$3,460,303	$0	$0	$3,460,303
Total Const		$0	$0	$0	$3,460,303	$0	$0	$3,460,303
Total Programmed		$0	$0	$889,237	$3,460,303	$0	$0	$4,349,540



TDOT-2026-09 - Morgan SR-62, Spot improvements at Petit Lane, Fairview Rd, and SR-116

SR-62, Spot improvements

PIN:	124516.04 124516.05
Lead Agency:	TDOT
County:	Morgan
Conformity Status:	Exempt
Termini:	(Knoxville Highway), Intersections at Petit Lane, LM 25.13 and SR-116, LM 27.63 (IA) (TMA) and (Knoxville Highway), Intersection at Fairview Road, LM 31.73 (IA) (TMA)
Length:	0.67
Long Range Plan #:	-
Horizon Year:	-
Performance Measueres:	PM1 - Safety
Notes:	Pin: 124516.04 & 12416.05 = (Knoxville Highway), Intersections at Petit Lane, LM 25.13 and SR-116, Near LM 27.63 (IA) (TMA) & (Knoxville Highway), Intersection at Fairview Road, Near LM 31.73 (IA) (TMA)

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Const	STA	$0	$0	$3,838,266	$0	$0	$0	$3,838,266
Total Const		$0	$0	$3,838,266	$0	$0	$0	$3,838,266
Total Programmed		$0	$0	$3,838,266	$0	$0	$0	$3,838,266

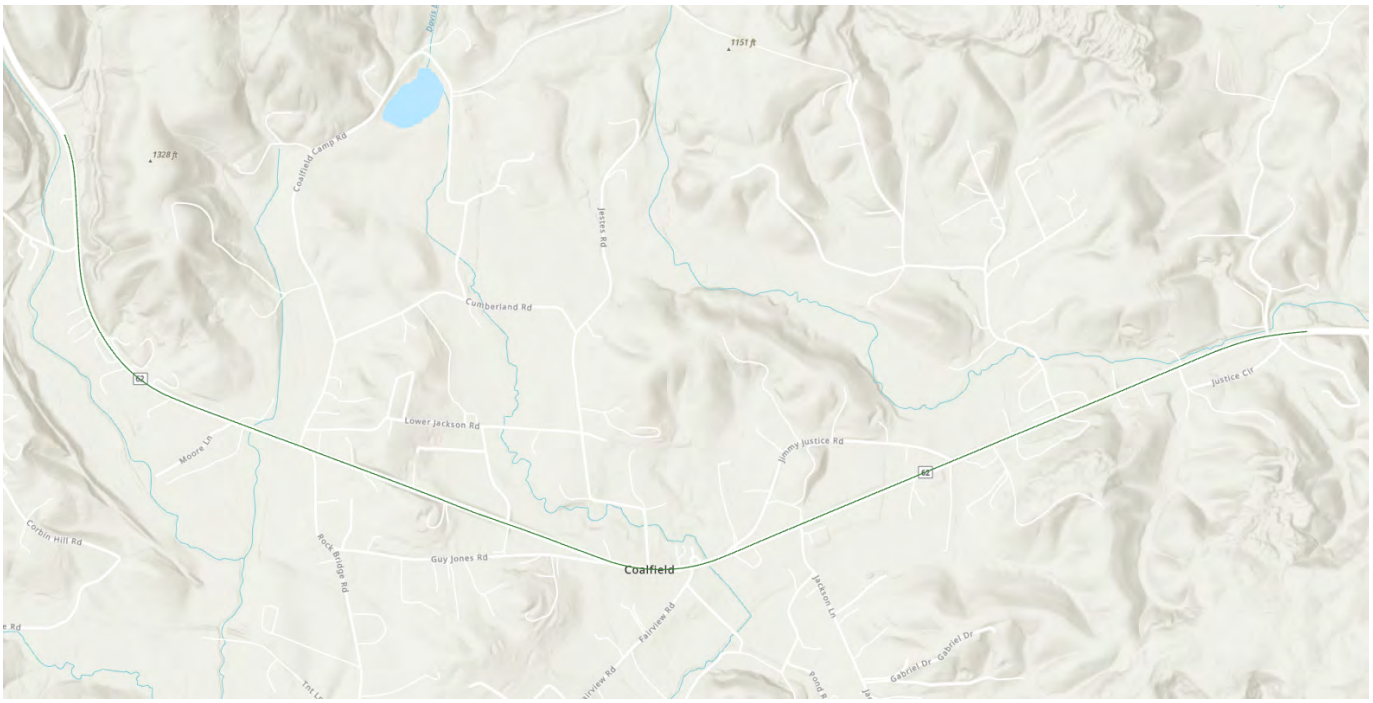


TDOT-2026-11 - (Knoxville Highway), From near Corbin Hill Road to near Jackson Hills Road (Segment 3) (IA) (TMA)

Widen from near Corbin Hill Road to near Jackson Hills Road

PIN:	124516.03
Lead Agency:	TDOT
County:	Morgan, Roane
Conformity Status:	Exempt
Termini:	(Knoxville Highway) From near Petit Lane in Morgan County to near SR-61 in Oliver Springs in Roane County (IA
Length:	2.62
Long Range Plan #:	-
Horizon Year:	-
Performance Measueres:	PM6 - Travel Congestion Management
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-D	State Match	$0	$540,000	$0	$0	$0	$0	$540,000
PE-D	STBG	$0	$2,160,000	$0	$0	$0	$0	$2,160,000
Total PE-D		$0	$2,700,000	$0	$0	$0	$0	$2,700,000
ROW	STA	$0	$0	$0	$0	$16,600,000	$0	$16,600,000
Total ROW		$0	$0	$0	$0	$16,600,000	$0	$16,600,000
Const	State Match	$0	$0	$0	$0	$0	$24,400,000	$24,400,000
Const	STBG	$0	$0	$0	$0	$0	$97,600,000	$97,600,000
Total Const		$0	$0	$0	$0	$0	$122,000,000	$122,000,000
Total Future Costs		$0	$0	$0	$0	$0	$122,000,000	$122,000,000
Total Programmed		$0	$2,700,000	$0	$0	$16,600,000	$122,000,000	$141,300,000

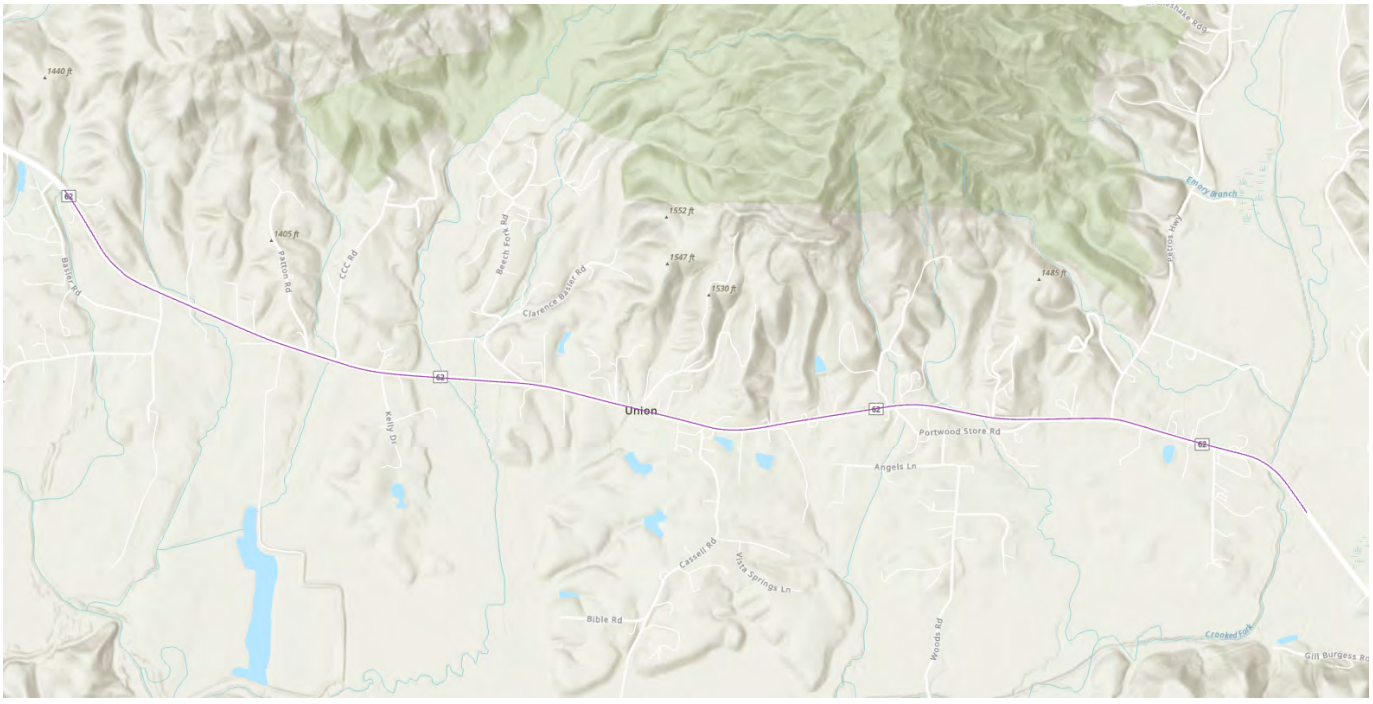


TDOT-2026-13 - Morgan SR-62, (Knoxville Highway), From Petit Lane to SR-116 (IA) (TMA)

Widen

PIN:	124516.01
Lead Agency:	TDOT
County:	Morgan
Conformity Status:	Exempt
Termini:	(Knoxville Highway), From near Petit Lane to near Little Brushy Road (Segment 1) (IA) (TMA)
Length:	3.09
Long Range Plan #:	-
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-D	State Match	$0	$0	$0	$1,000,000	$0	$0	$1,000,000
PE-D	STBG	$0	$0	$0	$4,000,000	$0	$0	$4,000,000
Total PE-D		$0	$0	$0	$5,000,000	$0	$0	$5,000,000
Total Programmed		$0	$0	$0	$5,000,000	$0	$0	$5,000,000

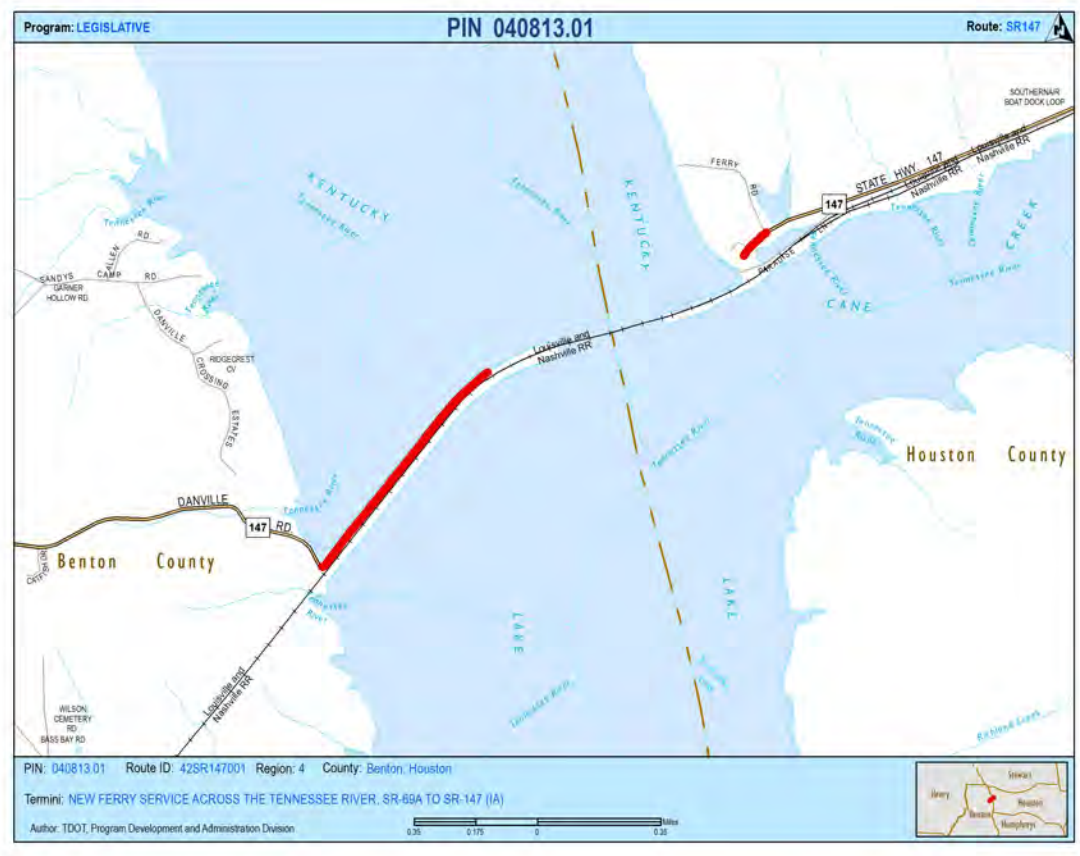


26032147015 - Ferry Boat Service Operations Grouping

STIP Grouping

PIN:	040813.05
Lead Agency:	TDOT Programming
County:	Benton, Houston
Conformity Status:	Exempt
Termini:	Ferry Boat Service Operations Grouping
Length:	1.1
Long Range Plan #:	GP-1, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE/ROW/CONST	STA	$0	$927,000	$927,000	$927,000	$927,000	$0	$3,708,000
Total PE/ROW/CONST		$0	$927,000	$927,000	$927,000	$927,000	$0	$3,708,000
Total Programmed		$0	$927,000	$927,000	$927,000	$927,000	$0	$3,708,000



26990000038 - Transportation Alternatives

Plan, design, and construct infrastructure-related projects and systems to provide safe routes for non-drivers, including children, older adults, and individuals with disabilities, to access daily needs, make community improvements, and mitigate environmental impacts. See Notes.

PIN:	126826.00
Lead Agency:	TDOT Programming
County:	Statewide
Conformity Status:	Exempt
Termini:	STATEWIDE RURAL GROUPING
Length:	-
Long Range Plan #:	GP-1, GP-2, GP-5
Horizon Year:	-
Performance Measueres:	-
Notes:	Funding from this grouping is used for smaller-scale multimodal transportation projects to achieve safe, connected, and equitable on-and off-road networks. Such projects include pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; vulnerable road user safety assessments; and other activities that accomplish these objectives (Title 23 U.S.C. Section 133(h)(3); Title 23 U.S.C. 206). Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in rural, non-metropolitan areas.

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE/ROW/CONST	State Match	$0	$1,573,600	$1,573,600	$1,573,600	$1,573,600	$0	$6,294,400
PE/ROW/CONST	TAP	$0	$6,294,400	$6,294,400	$6,294,400	$6,294,400	$0	$25,177,600
Total PE/ROW/CONST		$0	$7,868,000	$7,868,000	$7,868,000	$7,868,000	$0	$31,472,000
Total Programmed		$0	$7,868,000	$7,868,000	$7,868,000	$7,868,000	$0	$31,472,000



26990000039 - Protect & Resiliency

This funding supports efforts to enhance the resilience of surface transportation infrastructure in rural, non-metropolitan areas against natural hazards such as climate change, flooding, extreme weather events, and other disasters. Eligible activities include resilience planning, improvements that strengthen existing transportation assets to withstand future hazards, community resilience initiatives, the development or enhancement of evacuation routes, and other activities that accomplish these objectives. All projects must be environmentally neutral, non-regionally significant, and exempt from air quality conformity requirements.

PIN:	133655
Lead Agency:	TDOT Programming
County:	Statewide
Conformity Status:	Exempt
Termini:	STATEWIDE RURAL GROUPING
Length:	-
Long Range Plan #:	GP-1, GP-3, GP-6
Horizon Year:	-
Performance Measueres:	PM6 - Travel Congestion Management, PM7 - Total Emissions Reduction
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE/ROW/CONST	PROTECT	$0	$12,000,000	$12,000,000	$12,000,000	$12,000,000	$0	$48,000,000
PE/ROW/CONST	State Match	$0	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$0	$12,000,000
Total PE/ROW/CONST		$0	$15,000,000	$15,000,000	$15,000,000	$15,000,000	$0	$60,000,000
Total Programmed		$0	$15,000,000	$15,000,000	$15,000,000	$15,000,000	$0	$60,000,000



26990000040 - Advance Engineering Functional Design, Aerial Survey, Mapping Etc. - RURAL GROUPING

Advance Engineering, Functional Design, Aerial Survey, Mapping, etc.

PIN:	126828.00
Lead Agency:	TDOT Programming
County:	Statewide
Conformity Status:	Exempt
Termini:	Statewide Rural Grouping
Length:	-
Long Range Plan #:	GP-1, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE/ROW/CONST	STA	$0	$5,200,000	$5,200,000	$5,200,000	$5,200,000	$0	$20,800,000
Total PE/ROW/CONST		$0	$5,200,000	$5,200,000	$5,200,000	$5,200,000	$0	$20,800,000
Total Programmed		$0	$5,200,000	$5,200,000	$5,200,000	$5,200,000	$0	$20,800,000



26990000041 - Safety Grouping

Achieve the State's strategic or performance- based safety goals by reducing fatalities and serious injuries on all public roads. Upgrade railway-highway grade crossings to eliminate hazards and install protective devices. See Notes.

PIN:	126831.00
Lead Agency:	TDOT Programming
County:	Statewide
Conformity Status:	Exempt
Termini:	SAFETY - RURAL GROUPING
Length:	-
Long Range Plan #:	GP-1, GP-3
Horizon Year:	-
Performance Measueres:	PM1 - Safety
Notes:	Funding from this grouping is used to achieve the State's strategic or performance- based safety goals by reducing fatalities and serious injuries on all public roads. Such projects include installing cable barriers and guardrail, intersection improvements, pavement markings, roundabouts, rumble strips, safety equipment upgrades, signals, signing, turning lanes, railway-highway grade crossings upgrades, and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area. Except as exempted in Title 23 U.S.C. Section 148, all projects will be consistent with the State Strategic Highway Safety Plan. Highway Safety Improvement Program (HSIP, HSIP-R, HRRR, PHSIP) - Grouping

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE/ROW/CONST	HSIP	$0	$9,000	$9,000	$9,000	$9,000	$0	$36,000
PE/ROW/CONST	State Match	$0	$1,000	$1,000	$1,000	$1,000	$0	$4,000
Total PE/ROW/CONST		$0	$10,000	$10,000	$10,000	$10,000	$0	$40,000
Total Programmed		$0	$10,000	$10,000	$10,000	$10,000	$0	$40,000



26990000042 - SURFACE TRANSPORTATION SYSTEM PRESERVATION AND OPERATIONS

Funding from this grouping is used for projects to preserve and improve roadway conditions and performance. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in rural, non-metropolitan areas. Except as exempted in Title 23 U.S.C. Section 133, all projects will be located on roadways functionally classified as rural minor collectors or higher. See Notes.

PIN:	126824.00
Lead Agency:	TDOT Programming
County:	Statewide
Conformity Status:	Exempt
Termini:	STATEWIDE RURAL GROUPING
Length:	-
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4 &5
Horizon Year:	-
Performance Measueres:	PM1 - Safety, PM2 - Pavement Condition, PM3 - Bridge Condition, PM6 - Travel Congestion Management
Notes:	Funding from this grouping is used for projects to preserve and improve roadway conditions and performance. Such projects include highway preservation and maintenance; operational improvements; bridge and tunnel projects; pedestrian and bicycle infrastructure; transit capital projects; highway and transit safety infrastructure improvements; workforce development, training, and education activities as defined in 23 U.S.C. 504(e)(3); and other activities necessary to the preservation and operation of Tennessee's Federal-aid network. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in rural, non-metropolitan areas. Except as exempted in Title 23 U.S.C. Section 133, all projects will be located on roadways functionally classified as rural minor collectors or higher.

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE/ROW/CONST	HIP	$0	$24,000,000	$24,000,000	$24,000,000	$24,000,000	$0	$96,000,000
PE/ROW/CONST	RTP	$0	$1,200,000	$0	$0	$0	$0	$1,200,000
PE/ROW/CONST	State Match	$0	$10,300,000	$10,000,000	$10,000,000	$10,000,000	$0	$40,300,000
PE/ROW/CONST	STBG	$0	$16,000,000	$16,000,000	$16,000,000	$16,000,000	$0	$64,000,000
Total PE/ROW/CONST		$0	$51,500,000	$50,000,000	$50,000,000	$50,000,000	$0	$201,500,000
Total Programmed		$0	$51,500,000	$50,000,000	$50,000,000	$50,000,000	$0	$201,500,000



26990000043 - National Highway System Preservation and Operation

Support the good condition and performance of the National Highway System, construct new facilities that make progress in achieving performance targets of the asset management plan, and increase facility resilience to mitigate the costs of natural disasters. See Notes.

PIN:	126825.00
Lead Agency:	TDOT Programming
County:	Statewide
Conformity Status:	Exempt
Termini:	STATEWIDE RURAL GROUPING
Length:	-
Long Range Plan #:	GP-1, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	PM1 - Safety, PM2 - Pavement Condition, PM3 - Bridge Condition, PM4 - NHS Travel Time Reliability, PM5 - Freight Reliability, PM6 - Travel Congestion Management
Notes:	Support the good condition and performance of the National Highway System, construct new facilities that make progress achieving performance targets of the asset management plan, and increase facility resilience to mitigate the cost of natural disasters. See Notes.

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE/ROW/CONST	NHPP	$0	$24,000,000	$24,000,000	$24,000,000	$24,000,000	$0	$96,000,000
PE/ROW/CONST	State Match	$0	$6,000,000	$6,000,000	$6,000,000	$6,000,000	$0	$24,000,000
Total PE/ROW/CONST		$0	$30,000,000	$30,000,000	$30,000,000	$30,000,000	$0	$120,000,000
Total Programmed		$0	$30,000,000	$30,000,000	$30,000,000	$30,000,000	$0	$120,000,000



26990000068 - Air Quality and Carbon Reduction

This funding supports projects that reduce traffic congestion, improve air quality, and decrease transportation-related carbon emissions. Eligible activities include traffic flow improvements, transportation control measures, diesel engine retrofits, transit enhancements, bicycle and pedestrian infrastructure, alternative fuels and vehicles, travel demand management (TDM), and other activities that accomplish these objectives. All projects must be environmentally neutral, non-regionally significant, and exempt from air quality conformity requirements, with a focus on implementation in rural, non-metropolitan areas. See Comments.

PIN:	129858.00
Lead Agency:	TDOT Programming
County:	Statewide
Conformity Status:	Exempt
Termini:	STATEWIDE RURAL GROUPING
Length:	-
Long Range Plan #:	GP-1, GP-2, GP-4, GP-6
Horizon Year:	-
Performance Measueres:	PM6 - Travel Congestion Management
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE/ROW/CONST	CRP	$0	$6,000,000	$6,000,000	$6,000,000	$6,000,000	$0	$24,000,000
PE/ROW/CONST	State Match	$0	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$0	$6,000,000
Total PE/ROW/CONST		$0	$7,500,000	$7,500,000	$7,500,000	$7,500,000	$0	$30,000,000
Total Programmed		$0	$7,500,000	$7,500,000	$7,500,000	$7,500,000	$0	$30,000,000



26990000028 - Electric Vehicle Infrastructure

This funding grouping supports the deployment of electric vehicle (EV) charging infrastructure in rural, non-metropolitan areas. Eligible projects focus on establishing an interconnected EV charging network that ensures data accessibility, system reliability and user convenience. Activities may include the planning, acquisition, installation, and operation of EV charging stations; installation of traffic control devices to improve access; data driven analysis to assess EV charging demand; and other activities that accomplish these objectives. All projects must be environmentally neutral, exempt from air quality conformity requirements, and non-regionally significant.

PIN:	133657.00
Lead Agency:	TDOT
County:	Statewide
Conformity Status:	Exempt
Termini:	STATEWIDE RURAL GROUPING
Length:	-
Long Range Plan #:	GP-1, GP-2, GP-3, GP-4
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE/ROW/CONST	NEVI	$0	$9,600,000	$9,600,000	$9,600,000	$9,600,000	$0	$38,400,000
PE/ROW/CONST	State Match	$0	$2,400,000	$2,400,000	$2,400,000	$2,400,000	$0	$9,600,000
Total PE/ROW/CONST		$0	$12,000,000	$12,000,000	$12,000,000	$12,000,000	$0	$48,000,000
Total Programmed		$0	$12,000,000	$12,000,000	$12,000,000	$12,000,000	$0	$48,000,000

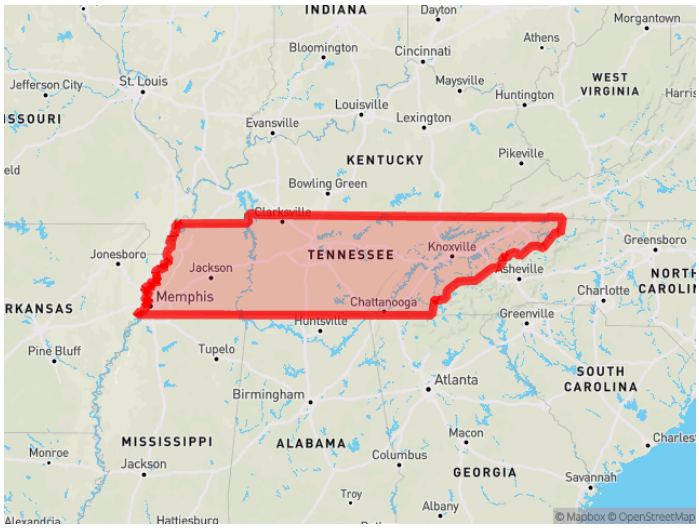


Appendix S – FY 2026-2029 Transit STIP Project Listings

1798400 - FTA Section 5329

This grant program provides funding for states to oversee safety at rail transit systems in their jurisdiction.

PIN:	128599.00
Lead Agency:	TDOT Transit
County:	Hamilton, Shelby, Statewide
Conformity Status:	Exempt
Termini:	State Safety Oversight Program
Length:	-
Long Range Plan #:	-
Horizon Year:	-
Performance Measueres:	-
Notes:	-



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
SAFETY/OVERSIGHT	5329	$0	$1,629,165	$757,357	$787,651	$819,157	$0	$3,993,330
SAFETY/OVERSIGHT	State Match	$0	$407,291	$189,339	$196,913	$204,790	$0	$998,333
Total SAFETY/OVERSIGHT		$0	$2,036,456	$946,696	$984,564	$1,023,947	$0	$4,991,663
Total Programmed		$0	$2,036,456	$946,696	$984,564	$1,023,947	$0	$4,991,663

1798410 - FTA Section 5339a

This program provides for capital funding to replace, rehabilitate and purchase buses, vans, and related equipment and to construct bus related facilities.

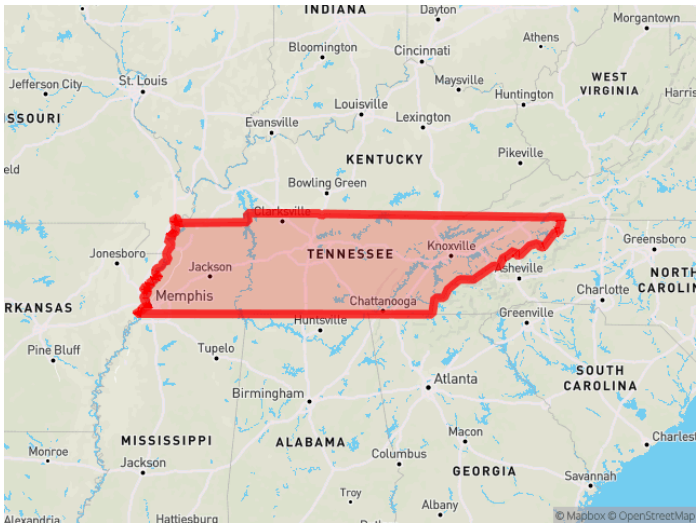
PIN:	128600.00
Lead Agency:	TDOT Transit
County:	Statewide
Conformity Status:	Exempt
Termini:	Bus and Bus Facilities Grants
Length:	-
Long Range Plan #:	-
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CAPITAL	5339	$0	$16,024,978	$4,160,000	$4,326,400	$4,499,456	$0	$29,010,834
CAPITAL	State Match	$0	$4,006,245	$1,040,000	$1,081,600	$1,124,864	$0	$7,252,709
Total CAPITAL		$0	$20,031,223	$5,200,000	$5,408,000	$5,624,320	$0	$36,263,543
Total Programmed		$0	$20,031,223	$5,200,000	$5,408,000	$5,624,320	$0	$36,263,543

2098050 - FTA Section 5304

This program provides funds to make Transportation investments decision in support of cooperative, continuous and comprehensive planning needs.

PIN:	-
Lead Agency:	TDOT Transit
County:	-
Conformity Status:	Exempt
Termini:	Statewide Transportation Investment
Length:	-
Long Range Plan #:	-
Horizon Year:	-
Performance Measueres:	-
Notes:	-



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Planning	5304	$0	$4,271,740	$555,744	$577,974	$601,093	$0	$6,006,551
Planning	State Match	$0	$1,067,935	$138,936	$144,494	$150,274	$0	$1,501,639
Total Planning		$0	$5,339,675	$694,680	$722,468	$751,367	$0	$7,508,190
Total Programmed		$0	$5,339,675	$694,680	$722,468	$751,367	$0	$7,508,190

2098075 - FTA Section 5310 - Rural

This program provides transit capital assistance, through the state, to private non-profit organizations and public bodies that provide specialized transportation services to elderly and/or person with disabilities in Rural areas of the state. Annually, eligible applicants apply to the division for funding to acquire equipment to provide specialized transportation needs of elderly and /or persons with disabilities. Funds apportioned after 2013 are also eligible for allowable SAFETEA-LU 5317 activities. These activities address the transportation needs of persons with disabilities that go beyond the requirements of the Americans with Disabilities Act.

PIN:	128593.00
Lead Agency:	TDOT Transit
County:	Statewide
Conformity Status:	Exempt
Termini:	Enchanced mobility for Seniors and Individuals with disabilities capital/grants
Length:	-
Long Range Plan #:	-
Horizon Year:	-
Performance Measueres:	-
Notes:	Federal share of eligible capital is 80%.

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CAPITAL	5310(R)	$0	$10,839,953	$3,506,995	$3,647,275	$3,793,166	$0	$21,787,389
CAPITAL	State Match	$0	$2,709,988	$438,374	$455,909	$474,146	$0	$4,078,417
Total CAPITAL		$0	$13,549,941	$3,945,369	$4,103,184	$4,267,312	$0	$25,865,806
ADMIN	5310(R)	$0	$1,083,995	$350,700	$364,728	$379,317	$0	$2,178,740
Total ADMIN		$0	$1,083,995	$350,700	$364,728	$379,317	$0	$2,178,740
Total Programmed		$0	$14,633,936	$4,296,069	$4,467,912	$4,646,629	$0	$28,044,546

2098100 - FTA Section 5311

This formula grant program provides funds to support public transportation in rural areas with a population less than 50,000. The funds are used for transit capital, operation, training, and administrative expenses for projects that meet the needs of the rural communities.

PIN:	128595.00
Lead Agency:	TDOT Transit
County:	Statewide
Conformity Status:	Exempt
Termini:	5311 Rural Transportation Program
Length:	-
Long Range Plan #:	-
Horizon Year:	-
Performance Measueres:	-
Notes:	The federal share of eligible capital expenses may not exceed 80 percent of the net cost of a project. The federal share of eligible operating expenses may not exceed 50 percent of the net operating cost of a project. The federal share of eligible State Administration expenses is 100%.

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CAPITAL	5311	$0	$14,742,929	$8,339,686	$7,884,794	$8,200,186	$0	$39,167,595
CAPITAL	State Match	$0	$3,685,732	$2,084,922	$2,168,318	$2,255,051	$0	$10,194,023
Total CAPITAL		$0	$18,428,661	$10,424,608	$10,053,112	$10,455,237	$0	$49,361,618
OPERATIONS	5311	$0	$40,344,877	$21,228,292	$22,077,423	$22,960,520	$0	$106,611,112
OPERATIONS	State Match	$0	$20,172,439	$10,614,146	$11,038,715	$11,480,260	$0	$53,305,560
Total OPERATIONS		$0	$60,517,316	$31,842,438	$33,116,138	$34,440,780	$0	$159,916,672
ADMIN	5311	$0	$5,592,394	$2,852,226	$2,966,315	$3,084,968	$0	$14,495,903
Total ADMIN		$0	$5,592,394	$2,852,226	$2,966,315	$3,084,968	$0	$14,495,903
Total Programmed		$0	$84,538,371	$45,119,272	$46,135,565	$47,980,985	$0	$223,774,193

2098110 - FTA Section 5311 (Intercity Bus)

Funds allocated to state to help with the intercity travel needs of residents and person in non-urbanized areas of the state.

PIN:	128596.00
Lead Agency:	TDOT Transit
County:	Statewide
Conformity Status:	Exempt
Termini:	5311(F) intercity bus program (sub-part of the rural transporation program)
Length:	-
Long Range Plan #:	-
Horizon Year:	-
Performance Measueres:	-
Notes:	The federal share of eligible capital and project administrative expenses may not exceed 80 percent of the net cost of a project for operating the federal share may not exceed 50 percent of the net operating cost of a project. Zero dollars programmed for 2026 due to Governor's Certification Letter for FY24-26.

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
OPERATIONS	5311F	$0	$0	$4,503,514	$4,683,655	$4,871,001	$0	$14,058,170
OPERATIONS	State Match	$0	$0	$2,251,757	$2,341,827	$2,435,500	$0	$7,029,084
Total OPERATIONS		$0	$0	$6,755,271	$7,025,482	$7,306,501	$0	$21,087,254
-	5311F	$0	$0	$0	$0	$0	$0	$0
-	State Match	$0	$0	$0	$0	$0	$0	$0
Total Programmed		$0	$0	$6,755,271	$7,025,482	$7,306,501	$0	$21,087,254

2098120 - FTA Section 5311 (RTAP)

A subpart of the Section 5311 Program, RTAP provides funds to assist in the design and implementation of training, technical assistance, research, and other support services to meet the needs of transit operators in the non-urbanized areas.

PIN:	128597.00
Lead Agency:	TDOT Transit
County:	Statewide
Conformity Status:	Exempt
Termini:	Rural Transportation Assistance Program (Subpart of the 5311 Rural Transportation Program)
Length:	-
Long Range Plan #:	-
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CAPITAL	5311(RTAP)	$0	$1,331,280	$510,433	$530,850	$552,084	$0	$2,924,647
CAPITAL	State Match	$0	$332,820	$127,609	$132,713	$138,021	$0	$731,163
Total CAPITAL		$0	$1,664,100	$638,042	$663,563	$690,105	$0	$3,655,810
Total Programmed		$0	$1,664,100	$638,042	$663,563	$690,105	$0	$3,655,810

2098130 - FTA Section 5311 (Appalachian)

This program provides funds to carry out a public transportation assistance program in the Appalachian region. The funds are eligible to be used for transit capital, operation, training, and administrative expenses for projects that meet the needs of the rural Appalachian communities.

PIN:	128598.00
Lead Agency:	TDOT Transit
County:	Statewide
Conformity Status:	Exempt
Termini:	Appalachian development public transportation assistance program (subpart of the 5311 rural transportation program)
Length:	-
Long Range Plan #:	-
Horizon Year:	-
Performance Measueres:	-
Notes:	The federal share of eligible capital expenses may not exceed 80 percent of the net cost of a project. The federal share of eligible operating expenses may not exceed 50 percent of the net operating cost of a project.

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CAPITAL	5311(APP)	$0	$6,000	$6,240	$6,500	$6,760	$0	$25,500
CAPITAL	State Match	$0	$750	$780	$813	$845	$0	$3,188
Total CAPITAL		$0	$6,750	$7,020	$7,313	$7,605	$0	$28,688
OPERATIONS	5311(APP)	$0	$1,243,693	$1,293,441	$1,345,179	$1,398,986	$0	$5,281,299
OPERATIONS	State Match	$0	$622,000	$646,720	$672,589	$699,493	$0	$2,640,802
Total OPERATIONS		$0	$1,865,693	$1,940,161	$2,017,768	$2,098,479	$0	$7,922,101
Total Programmed		$0	$1,872,443	$1,947,181	$2,025,081	$2,106,084	$0	$7,950,789

23990000123 - FTA Section 5317 (New Freedom)

THIS PROGRAM PROVIDES CAPITAL, OPERATING AND ADMINISTRATIVE TRANSIT EXPENSES FOR PROJECTS THAT ARE USED TO SUPPORT NEW PUBLIC TRANSPORTATION SERVICES AND TRANSPORTATION ALTERNATIVES FOR INDIVIDUALS WITH DISABILITIES BEYOND THOSE REQUIRED BY THE ADA OF 1990.

PIN:	129761.00
Lead Agency:	TDOT Transit
County:	Statewide
Conformity Status:	Exempt
Termini:	-
Length:	-
Long Range Plan #:	-
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CAPITAL	5317	$0	$486,673	$0	$0	$0	$0	$486,673
CAPITAL	State Match	$0	$243,337	$0	$0	$0	$0	$243,337
Total CAPITAL		$0	$730,010	$0	$0	$0	$0	$730,010
Total Programmed		$0	$730,010	$0	$0	$0	$0	$730,010

23992000127 - FTA Section 5303 (Pre-CPG)

THIS PROGRAM FUNDS METROPOLITAN PLANNING ORGANIZATIONS FOR MULTIMODAL TRANSPORTATION PLANNING.

PIN:	128586.00
Lead Agency:	TDOT Transit
County:	Statewide
Conformity Status:	Exempt
Termini:	-
Length:	-
Long Range Plan #:	-
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Planning	5303	$0	$1,029,755	$0	$0	$0	$0	$1,029,755
Planning	State Match	$0	$257,438	$0	$0	$0	$0	$257,438
Total Planning		$0	$1,287,193	$0	$0	$0	$0	$1,287,193
Total Programmed		$0	$1,287,193	$0	$0	$0	$0	$1,287,193

23992000135 - FTA Section 5305 (HOPE)

THIS PROJECT WILL FUND PLANNING STUDY TO IMPLEMENT COORDINATED STATEWIDE JOB ACCESS REVERSE COMMUTE TRANSIT SERVICE INTO AND FROM PERSISTENT POVERTY AREAS

PIN:	131349.00
Lead Agency:	TDOT Transit
County:	Statewide
Conformity Status:	Exempt
Termini:	Discretionary Helping Obtain Prosperity for Everyone Program
Length:	-
Long Range Plan #:	-
Horizon Year:	-
Performance Measueres:	-
Notes:	The federal share of this award is 90%.

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Planning	5316	$0	$270,000	$0	$0	$0	$0	$270,000
Planning	State Match	$0	$30,000	$0	$0	$0	$0	$30,000
Total Planning		$0	$300,000	$0	$0	$0	$0	$300,000
Total Programmed		$0	$300,000	$0	$0	$0	$0	$300,000

TDOT-2026-06 - FTA Section 5339b - SWHRA Transit Facility

This project funds the planning, training, engineering, design, and construction of a new transit facility in Henderson, Tennessee for the Southwest Human Resource Agency. TDOT is the recipient of the discretionary award for this project.

PIN:	-
Lead Agency:	TDOT Transit
County:	Chester
Conformity Status:	Exempt
Termini:	Discretionary 5339b Capital Award
Length:	-
Long Range Plan #:	-
Horizon Year:	-
Performance Measueres:	-
Notes:	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PURCHASE	5339(B)	$0	$136,000	$0	$0	$0	$0	$136,000
PURCHASE	State Match	$0	$34,000	$0	$0	$0	$0	$34,000
Total PURCHASE		$0	$170,000	$0	$0	$0	$0	$170,000
PE-N/PE-D/ROW/CONST	5339(B)	$0	$7,630,400	$0	$0	$0	$0	$7,630,400
PE-N/PE-D/ROW/CONST	State Match	$0	$1,907,600	$0	$0	$0	$0	$1,907,600
Total PE-N/PE-D/ROW/CONST		$0	$9,538,000	$0	$0	$0	$0	$9,538,000
Training	5339(B)	$0	$24,000	$0	$0	$0	$0	$24,000
Training	State Match	$0	$6,000	$0	$0	$0	$0	$6,000
Total Training		$0	$30,000	$0	$0	$0	$0	$30,000
Total Programmed		$0	$9,738,000	$0	$0	$0	$0	$9,738,000

TDOT-2026-1 - FTA Section 5310 - Urban

This program provides transit capital assistance, through the state, to private non-profit organizations and public bodies that provide specialized transportation services to elderly and/or person with disabilities in areas of the state between 50,000 and 200,000 in population. Annually, eligible applicants apply to the division for funding to acquire equipment to provide specialized transportation needs of elderly and /or persons with disabilities. Funds apportioned after 2013 are also eligible for allowable SAFETEA-LU 5317 activities. These activities address the transportation needs of persons with disabilities that go beyond the requirements of the Americans with Disabilities Act.

PIN:	128593.00
Lead Agency:	TDOT Transit
County:	Statewide
Conformity Status:	Exempt
Termini:	Enchanced mobility for Seniors and Individuals with disabilities capital/grants
Length:	-
Long Range Plan #:	-
Horizon Year:	-
Performance Measueres:	-
Notes:	Federal share of eligible capital is 80%.

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CAPITAL	5310(U)	$0	$7,709,179	$2,225,267	$2,314,278	$2,406,849	$0	$14,655,573
CAPITAL	State Match	$0	$963,647	$556,316	$578,570	$601,712	$0	$2,700,245
Total CAPITAL		$0	$8,672,826	$2,781,583	$2,892,848	$3,008,561	$0	$17,355,818
ADMIN	5310(U)	$0	$770,918	$222,527	$231,428	$240,685	$0	$1,465,558
Total ADMIN		$0	$770,918	$222,527	$231,428	$240,685	$0	$1,465,558
Total Programmed		$0	$9,443,744	$3,004,110	$3,124,276	$3,249,246	$0	$18,821,376