Tennessee Transportation Improvement Program



FISCAL YEARS 2020-2023



STATE TRANSPORTATION IMPROVEMENT PROGRAM

Tennessee Department of Transportation

Clay Bright, Commissioner



PRODUCED BY

TENNESSEE DEPARTMENT OF TRANSPORTATION PROGRAM DEVELOPMENT AND ADMINISTRATION DIVISION

July 19, 2019

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Tennessee Department of Transportation Departamento de Transportate de Tennessee

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Tennessee Department of Transportation Departamento de Transporte de Tennessee

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ACRONYMS:

3R Resurfacing, Restoring, or Rehabilitating

AASHTO American Association of State Highway and Transportation Officials

AC Advance Construction

ADA Americans with Disabilities Act
CFR Code of Federal Regulations

DBE Disadvantaged Business Enterprise

EJ Environmental Justice

EPA US Environmental Protection Agency

FAST Act Fixing America's Surface Transportation Act

FHWA Federal Highway Administration

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

ITS Moving Ahead for Progress in the 21st Century Act

MMS Maintenance Management System
MPO Metropolitan Planning Organization
NEPA National Environmental Policy Act

RPO Rural Planning Organization
SHSP Strategic Highway Safety Plan

STIP State Transportation Improvement Program
TDOT Tennessee Department of Transportation

TIP Transportation Improvement Plan

Uniform Act Uniform Relocation Assistance and Real Property Acquisition Policies Act

USC United States Code





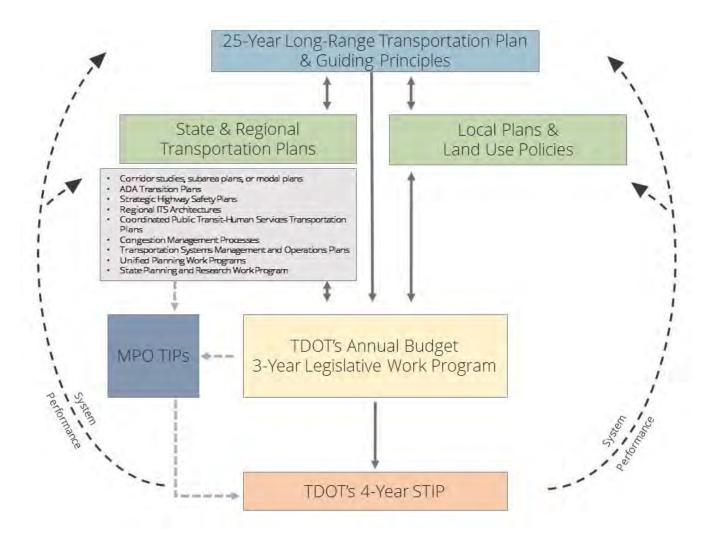
Chapter 1: Purpose of the STIP

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

In 2013, the Tennessee Department of Transportation (TDOT) outlined its vision – to serve the public by providing the best multimodal transportation system in the nation. To guide the Department in aligning with this vision, its seven Guiding Principles were reevaluated to ensure the promotion of priorities such as fiscal responsibility, efficiency, sustainability, safety, economic vitality, preservation of assets, and protection of resources. These Guiding Principles serve as the foundation upon which TDOT's policies, projects, and programs are based.

By federal law, the Department is tasked with developing a Long-Range Transportation Plan, which documents the changes occurring statewide as well as the needs stemming from those changes. TDOT completed an update of its plan, the 25-Year Policy Plan(https://tn.gov/tdot/section/25-year-transportation-plan), in late 2015. The 25-Year Policy Plan was developed with the intention of providing consistency between plans, programs, and policies through the linkage between the 25-Year Policy Plan and its complement, the STIP. The STIP is a "fiscally constrained" document, which means that TDOT reasonably expects sufficient funds to be available with which to implement the proposed improvements as well as to operate and maintain the entire system. As a condition to receiving federal project funds, the STIP must list all regionally significant highway and public transit transportation projects proposed for funding under Title 23 USC (highways) and Title 49 USC (transit), as well as, state and locally funded regionally significant transportation projects regardless of funding source. The STIP includes state and local roadway, bridge, bicycle, pedestrian, safety and public transportation (transit) projects. Project related activities, described later in this document, are eligible for funding through FHWA and FTA; as such, the STIP must be in place for these agencies to authorize funding for projects. The STIP is developed every three years to provide a statewide listing of transportation projects covering aperiod of four years. These projects are consistent with the direction ultimately laid out in the 25-Year Policy Plan as well as the metropolitan transportation plans for which TDOT intends to provide funding. The linkage between all of these elements is illustrated in the diagram below.





Linkage to National Planning Factors and Goals

Throughout the development of the 25-Year Policy Plan and the STIP, there are specific planning factors and goals that must be considered to ensure consistency with national goals and objectives outlined in 23 CFR 450.36. The 25-Year Plan was completed prior to the passage of the most recent federal transportation legislation, the FAST Act. As such, it discusses in detail the eight planning factors specified in the preceding legislation, MAP-21. However, the STIP takes into consideration the extra two planning factors included in the FAST Act. These planning factors are:

These planning factors are the basis for the Department's aforementioned Guiding Principles, the 25-Year Plan, and, in turn, the STIP. Specifically, consideration of these factors ensures that the STIP aligns with the National Planning Goals set forth in 23 USC 150, which prioritize safety, infrastructure condition, congestion reduction, system reliability, environmental sustainability, freight movement and economic vitality, and reduced project delivery delays.



2020 - 2023 State Transportation Improvement Program

In addition to aligning the STIP with national goals and planning factors, FHWA and FTA have designated planning emphasis areas to be prioritized in the development of planning documents, including the STIP. These include MAP-21 Implementation, Regional Models of Cooperation, and Ladders of Opportunity. MAP-21 Implementation includes the transition by MPOs and DOTs to performance-based planning, a process by which plans, programs, and projects are directed toward achieving sets of system performance targets. Prioritizing Regional Models of Cooperation is meant to foster a cooperative, comprehensive, and coordinated approach for transportation as it relates to decision-making, goal-setting, and the implementation of the national goals across jurisdictions and among MPOs, RPOs, DOTs, transit agencies, and other stakeholders. Prioritizing Ladders of Opportunity helps to

Support the economic vitality of the United States, especially by enabling global competitiveness, productivity, and efficiency

Increase the safety of the transportation system for motorized and non-motorized users

Increase the security of the transportation system for motorized and non-motorized users

Increase accessibility and mobility options available to people and for freight

Emphasize preservation of the existing transportation system.

Enhance the Integration and connectivity of the transportation system, across and between modes for people and for freight

Promote efficient system management and operation, including planning for operations

Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns are consistency between transportation of the promote consistency between the promote consistency between transportation of the promote consistency between the promote consistency between transportation of the promote consistency between the promote consistency between transportation of the promote consistency between t

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Enhance travel and tourism

ensure that transportation providers seek to identify and close the physical gaps in accessing essential services such as employment, healthcare, education, and recreation.

In carrying out TDOT's planning and programming activities, the Department strives to align its goals and objectives with those specified in Federal legislation and regulations including 23 USC Section 135, 23 CFR 450, 49 USC 5304, and 49 CFR Part 613. Additionally, it is the policy of TDOT to prohibit discrimination on the basis of race, color, sex, religion, national origin, age or disability. TDOT also prohibits discrimination in its policies, in the admission, treatment, and access to, employment in its programs, services or activities. Also, as a recipient of funds from the U.S. Department of Transportation, it is the policy of TDOT to assist and encourage business opportunities for Minority, Small and Disadvantaged Business Enterprises (DBE's) participation in all TDOT programs and activities.



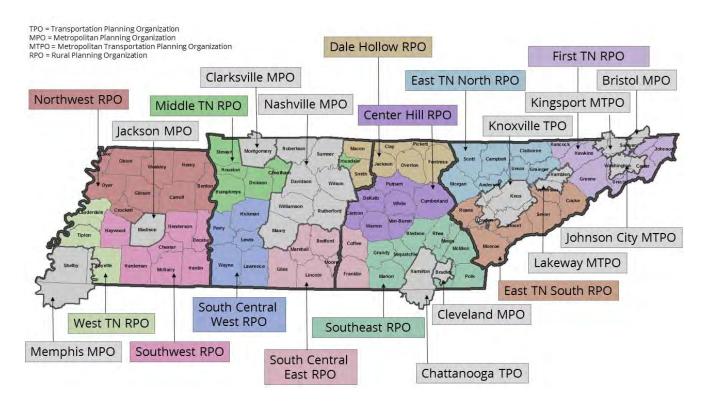


Chapter 2: Development of the STIP

Stakeholder Involvement

TDOT is the principal agency in the State for development, implementation, administration, consolidation, and coordination of State transportation policies, plans, and programs. These policies, plans, and programs are developed in cooperation with the public and a variety of transportation partners through a variety of efforts. A number of factors shape the development of TDOT policies and programs. These include safety, the integration of transportation modes, service and investment preservation, customer focus, economic development, technology, environment partnerships, and federal actions. The STIP is a focal point for implementing strategic goals from both the federal and state levels, which pursue the desire for improving our transportation network while preserving the livability of our communities. Within TDOT, the Program Development and Administration Division is tasked with the development of the STIP. The STIP is developed through a consultation process between TDOT headquarters, TDOT Region offices, the MPOs, RPOs, various interested parties, and FLMAs.

MPOs, comprised of various urban local officials, have a structure to identify and prioritize proposed transportation improvements. MPOs have federal funds available to them for transportation improvements and a process for developing a TIP. Priority lists from each MPO for state funded projects are submitted to TDOT for consideration during the STIP preparation process. Each MPO is provided a copy of the public comment notification and is encouraged to solicit input from their organization members. TIPs, once adopted by the respective MPO, are forwarded to TDOT for inclusion, by reference into the STIP. Each MPO has an adopted public involvement plan,







which it uses to develop its TIP. The 11 MPOs in Tennessee are shown in the figure below with contact information for each provided in the appendices. It should be noted that projects selected by TDOT which fall within a MPO boundary are not listed in this document, but rather are listed within the TIP for the respective MPO where the project is located.

The RPOs, comprised of various rural local officials, also have a structure to identify and prioritize proposed transportation improvements. While MPOs receive an allocation of federal funds, the RPOs do not receive a direct allocation. Each RPO receives a copy of the Draft STIP, along with the public comment notification, and is encouraged to solicit input from their organization members. TDOT will respond to each comment. The 12 RPOs in Tennessee are shown in the figure below with contact information for each provided in the appendices.

Public Engagement

Interested parties for the STIP include citizens, affected public agencies, representatives of public transportation employees,

public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties. Many of these stakeholders are already involved in TDOT's STIP process through their participation in MPO and RPO activities as well as the State's Freight Advisory Committees (FACs). Additionally, various individuals and representative groups of these stakeholders meet personally with, or write letters to or email the Department throughout the year to offer input to the Department's transportation priorities. Comments received from these are considered during the STIP development process. Written comments to the Department, along with the Department's response, are archived by TDOT's Community Relations Division. To solicit comments on the STIP from citizens, an advertisement providing the opportunity to comment is placed in newspapers statewide.

As part of the development and publication of the STIP, TDOT complies with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations along with the Department of Transportation Order 5610.2(a), which defines three fundamental principles:

- To avoid, minimize, and/or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

TDOT has established a process to ensure the appropriate application of these principles in the decision-making process. Project selection for the STIP is guided by the policies and programs outlined in the 25-Year Long-Range Transportation Plan. As part of the 25-Year Plan development, the Department determined and implemented interactive engagement efforts that were used specifically to reach traditionally underserved





populations. TDOT defines these traditionally underserved populations to include these citizens:

- Environmental justice populations (minority and low income populations)
- Elderly
- Disabled
- Public Transportation dependent (those listed by the Census as "occupied units with no vehicle")
- Low literacy (those with Level 1 literacy)
- Those with limited English proficiency

This process ensured that all populations were engaged in determining the policy direction of the 25-Year Plan, and thereby, the projects programmed in the STIP. Similar to the 25-Year Plan, the Draft STIP is accessible to the public and local officials through various resources. TDOT advertised the availability of the Draft STIP for public comment statewide through newspapers in major cities as well as various Minority and Hispanic newspapers throughout the state. Specifically, TDOT advertised the Draft STIP for public comment statewide through the following major newspapers: *The Knoxville News-Sentinel, Chattanooga Times- Free Press, The Tennessean, The Commercial Appeal, The Kingsport Times-News, The Daily News Journal, and The Leaf-Chronicle.* Advertisement was also included in the following minority papers: *The Knoxville Enlightener, The Chattanooga Courier, Nashville Pride, Tri-State Defender, Murfreesboro Vision, El Crucero de Tennessee,* and *The Clarksville Press.* This notice specified locations, dates, and times the document could be reviewed, as well as a contact person, mailing address, and phone number. TDOT provided copies at the TDOT Region offices (location and contact information provided later in this document). Comment cards were provided at these locations to facilitate participation in the process. The public comment period is stipulated as a minimum of 30 calendar days and was held from August 1, 2019 to September 1, 2019.

TDOT staff delivered the Draft STIP to the TDOT Region Offices and provided training to appropriate staff in each location. During the Public Comment period, TDOT staff held Public Meetings at designated places and times to further engage the public and answer questions concerning the Draft STIP. At these Public Meetings, TDOT used visualization techniques such as graphs and charts to enhance the public's understanding of the Draft STIP document. These meetings were appropriately advertised. Elements of this public engagement process are included in the Appendix, which includes participation lists for the public meetings and examples of the displays used in the public meetings.

The Draft STIP is also accessible via TDOT's web page https://www.tn.gov/tdot/program-development-and-administration-state-programs.html Lists of TDOT-led projects in the MPO areas are distributed to those organizations for inclusion in the respective TIPs and for public review and comment through the MPO's public involvement process. A list defining each MPO Coordinator and contact information is included within this document. The Department will respond to all comments individually and collectively. Comments are summarized, along with their disposition, in the Appendices included in the Final STIP. If the Department receives a comment(s) that is deemed a viable change, said revision will follow the procedures established for an amendment or an administrative Modification to the STIP. A more detailed discussion of the STIP/TIP Amendment/Administrative Modification procedures is described below.





STIP Revision Process

Occasionally, revisions will need to be made to the STIP as elements of a project can change for a variety of reasons. The type of change determines what type of revisions is necessary – an amendment or administrative Modification. For changes to the cost of projects (excluding groupings), a sliding scale, outlined in the table below, is used to determine which category of revision is required. All measurements for these cost changes are made from the last approved STIP or STIP amendment/administrative Modification to account for incremental changes.

Project Cost Change Thresholds

Total project cost of all phases shown within the approved STIP	Amendment	Administrative Modification
Up to \$2 million	<u>></u> 75%	< 75%
\$2 million to \$15 million	<u>></u> 50%	< 50%
\$15 million to \$75 million	<u>></u> 40%	< 40%
\$75 million and above	<u>></u> 30%	< 30%

Amendments

An amendment is a revision to the STIP that involves major changes to a project or the overall program and must meet the requirements of 23 CFR 450.216 and 450.326 regarding public review and comment, re-demonstration of fiscal constraint, and transportation conformity. Amendments may be made to the STIP at any time during the life of the STIP and require federal approval by FHWA or FTA. An amendment is required when changes to the STIP include:

- A major change in the total project cost (excluding groupings) (see table above); or
- Adding a new project or deleting a project from the STIP; or
- A major change of project scope; examples include, but are not limited to, changing the number of throughlanes, adding/deleting non-motorized facilities, changing mode (e.g., rolling stock or facility type for transit), changing capital category (i.e., transit funding), or changing termini; or
- Any change requiring a new regional air quality conformity finding; or
- Moving funds between a MPO TIP and the Rural STIP unless a written agreement exists between the MPO and the TDOT that such an action may be a processed as an administrative Modification; or
- Moving funds between a MPO TIP and another MPO TIP unless a written agreement exists between each MPO and TDOT that such an action may be processed as an administrative Modification.

Amendments to the approved STIP are posted on the Department's web page for review and a 15 calendar day public comment period. The public comment period is advertised in a local newspaper for county specific amendments and in various regional newspapers for statewide/region amendments. The advertisement directs respondents to the Department's web page and provides the name and contact information





for appropriate Department personnel. Additionally, notification of an amendment is sent to agencies or interested parties along with the federal land management agencies. There is no requirement for a Public Meeting on amendments. The Department responds to all comments individually and collectively. If the Department receives a comment(s) on an amendment that is deemed a viable change, said revision will again follow this amendment procedure. Amendments will remain on the Department's web page for the life of the STIP.

Administrative Modifications

A STIP administrative Modification is a minor change from the approved STIP. Administrative Modifications must be consistent with 23 CFR 450, but they do not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination in non-attainment or maintenance areas. Administrative Modifications are defined as follows:

- A minor change in the total project cost (see table above)
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non- attainment areas; or
- A minor change in project description/termini that is for clarification and does not change the project scope;
- Shifting funds between projects within a TIP or the Rural STIP (i.e., funding sources and projects already identified in the STIP) if the change does not result in a cost increase greater than the amendment threshold (see table above) for the total project cost of all phases shown within the approved STIP; or
- Adding an amount of funds already identified in the STIP for the current or previous year(s) if:
- The funds are currently identified in the STIP either in an existing project or as available funds and
- The change does not result in a cost increase greater than the amendment threshold (see table above) for the total project cost of all phases shown within the approved STIP; or
- Moving projects from year to year within an approved STIP, except those that cross air quality horizon years; or
- Adding a prior phase, such as environmental or location study, preliminary engineering or right-of-way, to a
 project in the STIP so long as such a change does not result in a cost increase greater than the amendment
 threshold (see table above) for the total project cost of all phases shown within the approved STIP; or
- Changes required to follow FHWA or FTA instructions as to the withdrawal of funds or reestablishment of funds withdrawn at the request of FHWA or FTA; or
- Moving funds between similarly labeled groupings, regardless of percentage of change; or
- Modifications in revenue to match actual revenue receipts.

Administrative Modifications may be made to the STIP at any time during the life of the STIP and do not require federal approval by FHWA or FTA, but will be submitted to FHWA and FTA for informational purposes prior to requesting federal authorization of the affected project.





Chapter 3: Execution of the STIP

The STIP is fiscally constrained and includes project phases that have a reasonable expectation of being ready for implementation by the year listed. Projects are subject to many considerations and actions from conception to completion that may impede or accelerate their progress. These considerations may include policy decisions; changes in design requirements; conflicts with other scheduled activities; and unforeseen circumstances such as cutbacks in funding, shortage of manpower, and inflation of project costs. Project cost estimates are based on best available engineering estimates at the time the STIP is developed, and projects listed beyond 2020 are inflated to year of expenditure dollars. Final cost for the actual projects may differ, as the projects are refined in the project development process prior to construction. When a project is adversely affected by any of the above-mentioned factors, the projected fiscal year dates will be modified accordingly.

STIP Projects, Programs, and Policies

Major transportation improvement projects have been identified in the STIP for funding authorization for the various federal highway and transit programs. Projects with small-scale impacts are those which do not induce significant impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts, are air-quality neutral, and non-regionally significant. These projects with small-scale impacts, (e.g., pavement resurfacing, bridge replacement and rehabilitation, seismic retrofit, bridge inspection, freeway service patrols, rail/highway grade crossings, hazard elimination, lighting, signalization, etc.) as well as multimodal projects are grouped into statewide groupings. These groupings are explained in more detail in the Appendices of this document.

Maintenance

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. While maintenance activities are not funded through or scheduled in the STIP, they are included here for informational purposes. The Tennessee General Assembly appropriates approximately \$360,000,000 annually in state funds for maintenance and operation of the Interstate and State Route Systems, which is based on calculations of existing needs through the Department's Maintenance Management System (MMS). Actual figures for fiscal years 2021, 2022, and 2023 will be determined and submitted to the Legislature in future budget requests. Federal funding for resurfacing, restoring, or rehabilitating (3R) type projects on the Interstate and State Route Systems are listed in this document. 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 their respective budgets to operate and maintain facilities under their jurisdiction.

Bicycle and Pedestrian

TDOT has a Multimodal Access policy, adopted on July 31, 2015, designed to encourage safe access and mobility for roadway users of all ages and abilities. TDOT is committed to the development of a transportation system that





improves conditions for bicycling and walkingthrough the following actions:

- Provisions for multimodal transportation shall be given full consideration in new construction, reconstruction, and retrofit roadway projects through design features appropriate for the context and function of the transportation facility.
- 2) The planning, design, and construction of new facilities shall give full consideration to likely future demand for multimodal facilities and not preclude the provision of future improvements. If all feasible roadway alternatives have been explored and suitable multimodal facilities cannot be provided within the existing or proposed right of way due to economic or environmental constraints, an alternate route that provides continuity and enhances the safety and accessibility of multimodal travel shall be considered.
- 3) Existing multimodal provisions along roadways shall not be made more difficult or impossible by roadway improvements or routine maintenance projects.
- 4) Intersections and interchanges shall be designed (where appropriate based on context) to accommodate the mobility of bicyclists and pedestrians to cross corridors as well as travel along them in a manner that is safe, accessible, and convenient.
- 5) While it is not the intent of resurfacing projects to expand existing facilities, opportunities to provide or enhance bicycle and pedestrian facilities shall be given full consideration during the program development stage of resurfacing projects.
- 6) Pedestrian facilities shall be designed to accommodate persons with disabilities in accordance with the access standards required by the Americans with Disabilities Act (ADA). Sidewalks, shared use paths, street crossings (including over- and under-crossings) and other infrastructure shall be constructed so that all pedestrians, including those with disabilities, can travel independently.
- Provisions for transit riders, pedestrians, and bicyclist shall be considered when closing roads, bridges or sidewalks for construction projects where pedestrian, bicycle, or transit traffic is documented or expected.

There are conditions where it is generally inappropriate to provide multimodal facilities. These conditions include, but are not limited to:

- 1) Facilities where non-motorized users are prohibited from using the roadway. In this instance, a greater effort may be necessary to accommodate these users elsewhere within the same transportation corridor.
- 2) The cost of accommodations would be excessively disproportionate to the need and probable use. Excessively disproportionate is defined as exceeding twenty percent (20%) of the cost of the project. The twenty percent figure should be used in an advisory rather than an absolute sense, especially in instances where the cost may be difficult to quantify. Compliance with ADA requirements may require greater than 20% of project cost to accommodate multimodal access. Costs associated with ADA requirements are NOT an exception.
- 3) Areas in which the population and employment densities or level of transit service around the facility, both existing and future, does not justify the incorporation for multimodal alternatives.
- 4) Inability to negotiate and enter into an agreement with a local government to assume the operational and maintenance responsibility of the facility.
- 5) Other factors where there is a demonstrated absence of need or prudence, or as requested by the Commissioner of the Department of Transportation.





Exceptions for not accommodating bicyclists and pedestrians in accordance with this policy will be documented describing the basis for the exception. For exceptions on Federal-aid highway projects, concurrence from FHWA matbe obtained.

Pedestrian, Bicycle, and Shared Use Path design standards have been developed by TDOT and approved by FHWA. These design standards should be followed by local, regional and state agencies when considering including bicycle and pedestrian features on an existing facility or new construction.

Advance Construction

Advance Construction (AC) is a technique which allows a State to initiate a project using non-federal funds while preserving eligibility for future Federal-Aid funds. Eligibility means that FHWA has determined that the project technically qualifies for Federal-Aid; however, no present or future Federal funds are committed to the project. After an AC project is authorized, the state may convert the project to regular Federal-Aid funding provided Federal funds are made available for the project.

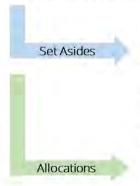
An AC project must meet the same requirements and be processed in the same manner as a regular Federal-Aid project. All phases of a project must meet federal requirements for the National Environmental Policy Act (NEPA), Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act), etc. when any phase is implemented with Federal-Aid funds. All projects advanced as an AC project will have 'AC' preceding the funding code (e.g., ACNHPP, ACSTBG, etc.).

Funding Programs Used in the STIP

At the discretion of the State, a portion of the State's Federal Surface Transportation Block Grant Program (STBG) funds are made available to small urban areas between 5,000 and 50,000 population based on the latest available census figures. The majority of these funds are utilized on minor types of improvement such as resurfacing, signalization, lighting, intersection improvements, bridge replacements, signing and pavement marking, sidewalks, bikeways, grade crossings, etc. Additionally, a portion of the state's federal STBG funds are sub allocated to urban areas with populations between 50,000 and 200,000. Those funds are included in the TIPs of the Bristol, Clarksville, Cleveland, Jackson, Johnson City, Kingsport, and Lakeway MPOs. STBG funds that are sub allocated in the federal highway act for urbanized areas with populations greater than 200,000 are included in the TIPs of Chattanooga, Knoxville, Memphis, and NashvilleMPC(s). The state is required to set aside a portion of funds (not from the sub-allocated amounts) for bridges not on the Federal-Aid highway system (off-system bridges). The amount is to be not less than 15% of the State's FY 2009 Bridge Program apportionment. The remaining funds of this type are included in the statewide category. The diagram below is used to illustrate this flow of highway-related dollars as it relates to the programming of state and locally-managed projects.



Tennessee's Apportionment of Funds



Mandatory set-asides are created for transportation alternatives activities, State Planning and Research (SPR) activities, and Off-System Bridges (\leq 15% of State's 2009 Highway Bridge Program apportionment).

Urban - Areas with population greater than 50,000 receive a direct allocation of STBG funds. Projects funded through this allocation are included in the MPO TIPs, which ultimately feed TDOT's STIP.

Non-Urban - Areas with population greater than 5,000 and less than 50,000 receive a direct allocation of STBG funds. Activities funded through this allocation are locally or state managed and included in STIP groupings. When a project is deemed regionally significant through the project development process, it is included and/or amended as a project into TDOT's STIP.

Highway Funding Program Descriptions

Federal Highway Administration Funds are allocated to the state in numerous categories. The major funding categories are described below:

Appalachia Development Highway System (APD) This program provides funding for routes with remaining work deemed eligible as approved by the Appalachian Regional Commission in the most recent APD Cost Estimate. This funding program was eliminated under MAP-21. The FAST Act continues that precedent with the elimination of a standalone funding category for APD. APD projects may be eligible for FAST Act STBG and NHPP funds. Unexpended APD funds remain in place under pre-FAST Act rules and regulations. States can apply for 100% Federal share using APD or other apportioned funds (e.g., NHPP or STBG) for highways and access roads on the Appalachia Development Highway System.

Bridge Replacement and Rehabilitation (BRR) This program provides funding for bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings. This funding program was eliminated under MAP-21. The FAST Act continues that precedent with the elimination of a standalone funding category for BRR. All projects previously authorized under the BRR Program and carry-over funds will still be administered under previous rules and regulations of the BRR Program.

Congestion Mitigation and Air Quality (CMAQ) The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (non-attainment areas) and for former non-attainment areas that are now in compliance (maintenance areas). These areas are shown below.



2020 - 2023 State Transportation Improvement Program



Funds may be used for transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, have a high level of effectiveness in reducing air pollution, and be included in the MPO's current transportation plan and TIP or the current STIP in areas without an MPO. Currently, all non-attainment and maintenance areas in the state are located within an MPO area, meaning that air quality conformity must be demonstrated in the MPO long-range transportation plans.

Some specific eligible activities are described below:

- Establishment or operation of a traffic monitoring, management, and control facility, including advanced truck stop electrification systems, if it contributes to attainment of an air quality standard.
- Projects that improve traffic flow, including projects to improve signalization, construct HOV
 lanes, improve intersections, add turning lanes, improve transportation systems management
 and operations that mitigate congestion and improve air quality, and implement ITS solutions
 and other CMAQ-eligible projects, including projects to improve incident and emergency
 response or improve mobility, such as real-time traffic, transit, and multimodal traveler
 information.
- Purchase of integrated, interoperable emergency communications equipment.
- Projects that shift traffic demand to non-peak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand.
- Purchase of diesel retrofits or conducts of related outreach activities.
- Facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization) are explicitly eligible.
- Some expanded authority to use funds for transit operations.
- Workforce development, training, and education activities are also an eligible use of CMAQ funds.

The time period for use of CMAQ funds is limited, specifically with the funds used for the operation of services and facilities. Previously, the operating assistance funds were allowable for use over a period of three years; however, those funds may now be used over the course of a five-year period in an effort to allow for an incremental reduction in assistance.





Demonstration Set Aside of the STP (DEMO) This program provides special funding for certain projects.

Enhancement Activity Set Aside of the STP (ENH) This program provides funding for pedestrian and bicycle facilities; pedestrian and bicycle safety and educational activities; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other scenic beautification activities; historic preservation; rehabilitation of historic transportation buildings, structures, or facilities; preservation of abandoned railway corridors; control and removal of outdoor advertising; archaeological planning and research; environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; establishment of transportation museums. Under the Tennessee Roadscapes grant program, types of work will include landscaping, irrigation, benches, trash cans, paths, and signage. This funding program was eliminated under MAP-21. All projects previously authorized under the ENH Program and carry-over funds will still be administered under previous rules and regulations of the ENH Program.

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.

Forest Highway/Public Lands (FH/PL) This funding program was eliminated under MAP-21. All projects previously authorized under the Forest Highway Program and carry-over funds from SAFETEA-LU will still be administered under previous rules and regulations of the Forest Highway Program.

High Priority Projects (HPP and HPP-L) This program provides designated funding to the state (HPP) and Local Agencies (HPP-L) for specific projects identified by Congress.

Highway Safety Improvement Program (HSIP) The FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The FAST Act continues





the overarching requirement that HSIP funds be used for safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem. Under MAP-21, the HSIP statute listed a range of eligible HSIP projects. However, the list was non-exhaustive, and a State could use HSIP funds on any safety project (infrastructure-related or non-infrastructure) that met the overarching requirement. In contrast, the FAST Act limits HSIP eligibility to only those listed in 23 USC § 148—most of which are infrastructure-safety related.

High Risk Rural Road (HRRR) A HRRR is any rural major or minor collector or a rural local road with significant safety risks, as defined by a State in accordance with an updated SHSP. This funding program was eliminated as a separate program under MAP-21. All projects previously authorized under the HRRR Program and carry-over funds will still be administered under previous rules and regulations of the HRRR Program.

Interstate Maintenance (IM) This program provides funding to rehabilitate, restore, and resurface the Interstate System. Reconstruction is also eligible if it does not add capacity, and High-Occupancy-Vehicle (HOV) lanes can be added. This funding program was eliminated under MAP-21. All projects previously authorized under the IM Program and carry-over funds will still be administered under previous rules and regulations of the IM Program.

National Highway Freight Program (NHFP) The FAST Act established a new National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals. Generally, NHFP funds must contribute to the efficient movement of freight on the NHFN and be identified in a freight investment plan included in the State's freight plan (required in FY 2018 and beyond). In addition, a State may use not more than 10% of its total NHFP apportionment each year for freight intermodal or freight rail projects. Eligible uses of program funds are as follows:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
- Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.
- Efforts to reduce the environmental impacts of freight movement.
- Environmental and community mitigation for freight movement.
- Railway-highway grade separation.
- Geometric improvements to interchanges and ramps.
- Truck-only lanes.
- Climbing and runaway truck lanes.
- Adding or widening of shoulders.
- Truck parking facilities eligible for funding under section 1401 (Jason's Law) of MAP-21.





- Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.
- Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies.
- Traffic signal optimization, including synchronized and adaptive signals.
- Work zone management and information systems.
- Highway ramp metering.
- Electronic cargo and border security technologies that improve truck freight movement.
- Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.
- Additional road capacity to address highway freight bottlenecks.
- Physical separation of passenger vehicles from commercial motor freight.
- Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.
- A highway or bridge project, other than a project described above, to improve the flow of freight on the NHFN.
- Any other surface transportation project to improve the flow of freight into and out of an eligible intermodal freight facility.
- Diesel retrofit or alternative fuel projects under the Congestion Mitigation and Air Quality Improvement program (CMAQ) for class 8 vehicles.
- Conducting analyses and data collection related to the NHFP, developing and updating freight
 performance targets to carry out section 167 of title 23, and reporting to the Administrator
 to comply with the freight performance target under section 150 of title 23.

National Highway Performance Program (NHPP) The FAST Act continues the NHPP, which provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. Eligible activities include:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments.
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels.
- Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other





NHS highway infrastructure assets.

- Training of bridge and tunnel inspectors.
- Construction, rehabilitation, or replacement of existing ferry boats and facilities, including approaches that connect road segments of the NHS.
- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a Federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of title 49, if the project is in the same corridor and in proximity to a fully access-controlled NHS route, if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement, and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow.
- Bicycle transportation and pedestrian walkways.
- Highway safety improvements on the NHS.
- Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs.
- Development and implementation of a State Asset Management Plan for the NHS including data collection, maintenance and integration, software costs, and equipment costs.
- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Environmental mitigation related to NHPP projects.
- Construction of publicly owned intracity or intercity bus terminals servicing the NHS.
- Workforce development, training, and education activities are also an eligible use of NHPP funds.
- Installation of vehicle-to-infrastructure communication equipment.
- Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS
 Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are
 satisfied).
- A project to reduce the risk of failure of critical NHS infrastructure (defined to mean a facility, the incapacity or failure of which would have a debilitating impact in certain specified areas).
- At a State's request, the U.S. DOT may use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible NHPP project or group of projects.

National Highway System (NHS) This Program provides funding for major roads including the Interstate System, a large percentage of urban and rural principal arterials, the Strategic Defense Highway Network (STRAHNET), and strategic highway connectors. This funding program was eliminated under MAP-21. All projects previously authorized under the NHS Program and carry-over funds will still be administered under previous rules and regulations of the NHS Program.

National Scenic Byways Program (NSBP) This Program provides funding for roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities and provides for designation of these roads as National Scenic Byways, All-American Roads or America's Byways. This funding program was eliminated under MAP-21. All projects previously authorized under the NSBP Program and carry-over funds





will still be administered under previous rules and regulations of the NSBP Program.

Recreational Trails (RTP) This program provides funding for the creation, rehabilitation and maintenance of multi-use recreational trails. The FAST Act eliminated the RTP in lieu of replacing it and other programs with a set-aside of STBG funding for transportation alternatives. All projects previously authorized under the RTP and carry-over funds will still be administered under previous rules and regulations of the RTP.

Repurposed Funds (R-) This acronym does not represent a specific funding program, but rather the redesignation of funds. The Consolidated Appropriations Act of 2016 allows States to repurpose certain funds originally earmarked for specific projects more than 10 years ago. The limitations in the provision are to ensure the projects are obligated promptly and used in the same geographic area as the original earmark to provide funding for other needed projects eligible under the Surface Transportation Block Grant Program. In this STIP, repurposed earmark funds are designated with 'R-'preceding the funding code.

Safe Routes to School (SRTS) This program provides funding for empowering communities to make walking and bicycling to school a safe and routine activity. This funding program was eliminated under MAP-21, with eligibilities initially carried forward under the Transportation Alternatives Program (TAP). Under the FAST Act, SRTS activities are carried forward under the Surface Transportation Block Grant Program (STBG). All projects previously authorized under the SRTS Program and carry-over funds will still be administered under previous rules and regulations of the SRTS Program.

Section 154 This Program provides funding to help save lives, prevent injuries, and reduce economic costs due to road traffic crashes, through education, research, safety standards, and enforcementactivity.

State (STA) This program provides 100% state funding by the state for various projects on the State Highway System.

Surface Transportation Block Grant Program (STBG) The FAST Act converted the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program (STBG). The new STBG Program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Eligible activities include, but are not limited to:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 USC 14501.
- Replacement, rehabilitation, preservation, protection, and anti-icing/deicing for bridges and tunnels on any public road, including construction or reconstruction necessary to accommodate other modes.
- Construction of new bridges and tunnels on a Federal-aid highway.
- Inspection and evaluation of bridges, tunnels and other highway assets as well as training for bridge and tunnel inspectors.





- Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities used to provide intercity passenger bus service.
- Carpool projects, fringe and corridor parking facilities and programs, including electric and natural
 gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, and ADA
 sidewalk modification.
- Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, mitigation of hazards caused by wildlife, railway-highway grade crossings.
- Highway and transit research, development, technology transfer.
- Capital and operating costs for traffic monitoring, management and control facilities and programs, including advanced truck stop electrification.
- Surface transportation planning.
- Transportation alternatives newly defined with set-aside, includes most transportation enhancement eligibilities.
- Transportation control measures.
- Development and establishment of management systems.
- Environmental mitigation efforts (as under National Highway Performance Program).
- Intersections with high accident rates or levels of congestion.
- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs.
- Recreational trails projects.
- Construction of ferry boats and terminals.
- Border infrastructure projects.
- Truck parking facilities.
- Development and implementation of State asset management plan for the NHS, and similar activities related to the development and implementation of a performance based management program for other public roads.
- Surface transportation infrastructure modifications within port terminal boundaries, only if
 necessary to facilitate direct intermodal interchange, transfer, and access into and out of the
 port.
- Construction and operational improvements for a minor collector in the same corridor and in proximity to an NHS route if the improvement is more cost- effective (as determined by a benefitcost analysis) than an NHS improvement and will enhance NHS level of service and regional traffic flow.
- Workforce development, training, and education activities are also an eligible use of STBG funds.
- Create and operate a State office to help design, implement, and oversee public-private
 partnerships (P3) eligible to receive Federal highway or transit funding, and to pay a stipend to
 unsuccessful P3 bidders in certain circumstances.





• At a State's request, the U.S. DOT may use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible STBG project or group of projects.

Similar to the past STP funding, STBG projects may not be on local or rural minor collectors. However, there are a number of exceptions to this requirement. A State may use up to 15% of its rural sub allocation on minor collectors. Other exceptions include: bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian and bicycle projects, and safe routes to school projects; boulevard/roadway projects largely in the right-of-way of divided highways; inspection/evaluation of bridges, tunnels, and other highway assets; port terminal modifications; and projects within the pre-FAST Act title 23 definition of "transportation alternatives".

The FAST Act continues the MAP-21 set-aside of a share of each State's STBG apportionment for use on bridges not on Federal-aid highways ("off-system bridges"). The amount is to be not less than 15% of the State's FY 2009 Highway Bridge Program apportionment. The Secretary, after consultation with State and local officials, may reduce a State's set-aside requirement if the State has insufficient off-system bridge needs. For wholly State/locally funded projects to replace or rehabilitate deficient off-system bridges, any amounts spent that are in excess of 20% of project costs may be credited to the non-Federal share of eligible bridge projects in the State.

Transportation Alternatives Program (TAP) The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity.

Generally, transportation alternatives eligibilities are the same as those under the prior TAP and consist of:

- Transportation Alternatives as defined in 23 USC 101(a)(29) (MAP-21 1103):
 - Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety- related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
 - Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
 - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
 - Construction of turnouts, overlooks, and viewing areas.
 - o Community improvement activities, including;
 - Inventory, control, or removal of outdoor advertising;
 - Historic preservation and rehabilitation of historic transportation facilities;





- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
- Archaeological activities relating to impacts from implementation of transportation project eligible under title 23.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to;
 - Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The Recreational Trails Program under Section 206 of Title 23.
- The Safe Routes to School Program under section 1404 of the SAFETEA-LU.
 - Infrastructure-related projects -planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
 - Non-infrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
 - o Safe Routes to School coordinator.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Ineligible Activities: Section 1103 of MAP-21 eliminated the definition of transportation enhancement activities in section 104 of title 23 and inserted in its place a definition of transportation alternatives, which does not include eligibility for certain activities that were previously eligible as transportation enhancements:
- Safety and educational activities for pedestrians and bicycles.
- Exception: Activities targeting children in Kindergarten through 8th grade are eligible under SRTS (an eligible activity under TAP funding).
 - Note: Some of these activities may be eligible under HSIP. Non-construction projects for bicycle safety remain broadly eligible for STBG funds.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs (including visitor and welcome centers).
 - Note: A few specific activities under this category (construction of turnouts, overlooks,





and viewing areas) remain eligible under Section 101(a)(29)(D) of title 23.

- Historic preservation as an independent activity unrelated to historic transportation facilities.
 Note: Historic preservation and rehabilitation of historic transportation facilities are permitted as one type of community improvement activity; see Section 101(a)(29)(E).
- Operation of historic transportation facilities.
- Archaeological planning and research undertaken for proactive planning. This category now must be used only as mitigation for highway projects.
- Transportation museums.

The FAST Act allows an urbanized area with a population of more than 200,000 to use up to 50% of its suballocated TA funds for any STBG-eligible purpose (but still subject to the TA-wide requirement for competitive selection of projects). Additionally, it eliminated TAP's "Flexibility of Excess Reserved Funding" provision, which allowed the use of excess TAP funds for any TAP-eligible activity or for projects eligible under the CMAQ Program.

Highway Funding Project Phases in the STIP

The following project phases have been identified and are provided with funding allocations for the aforementioned highway funding programs.

- **CONST (Construction)** Work by the agency or contractor(s) to construct the project, possibly including utility relocation.
- ITS (Intelligent Transportation Systems) Procuring, developing, or integrating technology to manage transportation facilities, improve safety, or mobility.
- OPERATIONS or OP Operating the transportation system such as incurring costs related to the day-today operations or maintenance of transit vehicle systems, traffic signal systems, or intelligent transportation systems.
- **PE-N (Preliminary Engineering NEPA)** Includes activities from the inception of the project, fulfilling the requirements of the National Environmental Policy Act of 1969 and all applicable legislation, regulations, executive orders, and directives, up to the approval of the environmental document.
- **PE-D (Preliminary Engineering Design)** Preliminary engineering design work, according to accepted engineering practices, after approval of the environmental document.
- PLANNING Planning costs.
- PURCHASE/ACQUIRE Procuring equipment, software, or vehicles.
- ROW (Right-of-Way) Work from the distribution of ROW plans up to advertising for bids or commencement of work by the Agency, dealing with real property acquisition, temporary and permanent easements, and utility relocation.
- TRAINING Training activities.
- Federal, State, and Local Match Requirements by Funding Program





	Program	Funding Match Requirements	
APD	Appalachia Development Highway System Projects	100% Federal	
BRR	Bridge Replacement and Rehabilitation	80% Federal, 20% State	
CMAQ	Congestion Mitigation Air Quality	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	
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	
NHFP	National Highway Freight Program	90% Federal, 10% State or 80% Federal, 20% 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	
RTP	Recreational Trails Projects	80% Federal, 20% State	
Sect 130	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	

Development of STIP Funding Levels

Fiscal Year (FY) 2020 (October 1, 2019-September 30, 2020) funds represent both remaining funds from prior years, plus projected revenue estimates for FY 2020. Due to the FAST Act expiring in Fy-20, the Department utilized similar funding projections from the FAST Act to determine the appropriate estimated revenues for each fund code. Projects using one hundred percent (100%) State funds are based on funding levels appropriated by the Tennessee General Assembly. For 100% State funds, the FY 2020 revenue figure is actual figures, while Federal funds are estimated.

In non-attainment and maintenance areas, projects included in the first two years of the STIP are limited to those for which funds are available or committed. For the remaining projects and remaining years of FY 2022-2023, the figures are projections based on trends and statewide allocations outlined in the FAST Act. The





amount used for federally funded projects is based on projected funds anticipated to be appropriated by congressional action each year. TDOT updates cost estimates to the year of expenditure for each project when appropriate. The data is derived from TDOT statewide cost estimates for planning purposes and is cooperatively developed by the State, MPOs, and others. TDOT further monitors estimated project cost with a defined process for updating project estimates during the Engineering and Right-of-Way phases throughout the life of each project individually and collectively on a balance sheet to maintain the fiscal constraint of the STIP, as required by law. Other types of funds as noted in this document include congressional earmark funds (HPP and HPP-L) and demonstration funds (DEMO).

The tables in the following pages document the highway funds allocated by fiscal year. Note that these funds are only those allocated in rural counties. Funding for and projects located within urban areas designated as a MPO are not listed in this document, but are included in each respective MPO's TIP.





Chapter 4: Performance Measures

Safety (PM1)

Introduction

Performance measurement provides transportation agencies with a better ability to identify and mitigate issues with their respective transportation networks. The introduction of The Moving Aheadfor Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act requires various transportation agencies to take a performance-based approach to planning and programming activities. TDOT is currently coordinating with regional, State, and Federal partners to maintain compliance with Federal laws and regulations related to performance management. The integration of performance management regulations outlined in MAP-21 and the FAST Act into TDOT's plans and processes is an evolving effort.

Note: This section was prepared using the most recent transportation act, the FAST Act, and was developed with the intent of including performance metrics mandated by the most recent legislation. The FAST Act did not change national performance goals related to safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic viability, environmental sustainability, and reduced project delivery delays, which were established as part of MAP-21.

Federal Requirements

MAP-21 was developed with the intent of creating a streamlined, performance-based, multimodal program in an effort to address challenges facing the U.S. transportation system. In relation to performance management, MAP-21 aims to increase the accountability and transparency of Federal highway programs by improving transportation investment decision-making through performance- based planning and programming.

As a result of MAP-21, seven (7) national goals were established to address safety, current infrastructure, traffic congestion, efficiency, environment, transportation delays, and project delivery delays;

- 1) **Safety** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- 2) **Infrastructure Condition** To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction To achieve a significant reduction in congestion on the National Highway System (NHS).
- System Reliability To improve the efficiency of the surface transportation system.
- 5) **Freight Movement and Economic Vitality** To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- 6) Environmental Sustainability To enhance the performance of the transportation system while





protecting and enhancing the natural environment.

7) **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The FAST Act continues MAP-21's overall performance approach and ensures that State DOTs invest in projects that collectively make progress toward the National Goals that were established by Congress. The FAST Act made few adjustments to the performance management provisions established by MAP-

21. As required under current the most recent transportation act, TDOT is required to establish performance targets, and track progress towards target achievement, for the following performance measures:

Safety

- 1. Total number of traffic related fatalities on all public roads.
- 2. Rate of traffic related fatalities on all public roads per 100 million VMT.
- 3. Total number of traffic related serious injuries on all public roads.
- 4. Rate of traffic related serious injuries on all public roads per 100 million VMT.
- 5. Total number of non-motorized fatalities and serious injuries on all public roads.

Pavement Condition

- **6.** Percentage of pavement on the Interstate System in Good condition.
- 7. Percentage of pavement on the Interstate System in Poor condition.
- 8. Percentage of the non-interstate National Highway System in Good condition.
- 9. Percentage of the non-interstate National Highway System in Poor condition.

Bridge Condition

- 10. Percentage of National Highway System bridges classified as in Good condition.
- 11. Percentage of National Highway System bridges classified as in Poor condition.

NHS Travel Time Reliability

- 12. Percent of the Person-Miles Traveled on the Interstate that is reliable.
- 13. Percent of the Person Miles Traveled on the Non-Interstate National Highway System that is reliable.

Freight Reliability

14. Percentage of Interstate System mileage providing reliable truck travel time.





Traffic Congestion

- 2. Annual hours of peak hour excessive delay per capita.
- 3. Percentage of Non-Single Occupancy Vehicle Travel.

Total Emissions Reduction

1. Total emissions reductions by applicable pollutants under the CMAQ program.

2019 Safety Performance Targets

The Tennessee Department of Transportation (TDOT) acknowledges the importance of implementing performance based planning within the Statewide Transportation Improvement Program (STIP) that reflects federal, state and regional priorities.

The STIP implements the policies and programs of the Tennessee Statewide Long Range Transportation Plan. The Statewide Long Range Plan has seven (7) Guiding Principles supported by a number of initiatives and policies spanning important policy paper topics. One of these Guiding Principles is to Maximize Safety and Security by reducing injuries and fatalities in all modes of transportation, minimizing construction-related safety incidents, and improving disaster preparedness and incident response.

The Statewide Long Range Transportation Plan's Safety Policy Paper states that the protection of life and property for all transportation modes in Tennessee is the most important element of TDOT's mission.

This protection is generally accomplished through planning (including data collection, analysis, and performance management), regulation, enforcement, management, operations, design, and maintenance. TDOT is responsible for a number of programs related to multimodal transportationsafety and supports other agencies in their transportation safety activities.

In order to develop PM1 (Safety) targets, an ongoing Safety PM Working Group was established consisting of staff from TDOT, the Tennessee Department of Safety and Homeland Security, FHWA, and the MPOs. The target setting process consisted of data review, trend analysis, consideration of key factors and assumptions, and review and consensus on draft targets. The Safety PM Working Group provided recommendations to an oversight committee which included Directors from both TDOT and the Tennessee Highway Safety Office (THSO). Finalized 2019 targets were presented to the Executive Leadership at both agencies for review and approval.

The 2019 Baseline and Safety Targets are presented as an Attachment to this document. Additional information on TDOT's Safety Targets can be found on FHWA's website at the link below:

https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=Tennessee

TDOT utilizes a multidisciplinary group of individuals within different Divisions and Bureaus to ensure that the State's Safety Performance Targets are an important factor in determining project priorities. Each project and project phase receives a full crash data investigation prior to any investment decision making. Additionally, the goals, objectives and countermeasures from the Tennessee Strategic Highway Safety Plan are strongly considered when developing the project scope of work. These targets are consistent with TDOT's Strategic





Direction (Mission Statement), align with 23 USC 150 (Prioritize Safety), and are discussed throughout the STIP (ENH, HSIP, HRRR, NHPP, STBG, TAP, ITS, etc.).

PM1 is a vital part of TDOT's operational and planning procedures to ensure that roadway crashdata trends towards our projected goals and targets.

Safety Performance Measure Targets Chart

Measure	2013-2017 Baseline	2015-2019 Targets
Number of Fatalities*	1,001.2	1022.0
FatalityRate*	1.332	1.291
Number of Serious Injuries*	7,226.0	7374.6
Serious Injury Rate	9.662	9.324
Number of Non- motorized Serious Injuries and Fatalities	469.2	546.8

^{*}Denotes common performance measures and shared targets with THSO

Infrastructure and System Performance Targets

The Tennessee Department of Transportation (TDOT) acknowledges the importance of implementing performance based planning within the Statewide Transportation Improvement Program (STIP) that reflects federal, state and regional priorities.

Bridge and Pavement Condition Performance Measures (PM2)

The Bridge and Pavement Condition Final Rule established performance measures for the purpose of maintaining highway infrastructure in a state of good repair, and supports TDOT's Transportation Asset Management Plan. The Federal Highway Administration (FHWA) advises state Departments of Transportation to set realistic targets which are based on analysis of trends and projections offuture efforts. TDOT strives to comply with this Federal rule, however, it should be noted that these performance measures tell only a partial story of asset condition. Because of this, TDOT continues to make programming and planning decisions using a variety of data, information, and other input related to infrastructure condition.





System Performance Measures (PM3)

The System Performance Final Rule established performance measures for the purposes of assessing the Interstate and Non-Interstate National Highway System, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions. As with PM3, The Federal Highway Administration (FHWA) advises state Departments of Transportation (DOTs) to set realistic targets which are based on analysis of trends and projections of future efforts. This is the first time DOTs have been tasked with setting targets for these measures and limited historical data exists.

FY 2017 - FY 2020 STIP and Performance Measures

The STIP implements the policies and programs of the Tennessee Statewide Long Range Transportation Plan. The Statewide Long Range Plan has seven (7) Guiding Principles supported by a number of initiatives and policies spanning important policy paper topics. Two (2) of these Guiding Principles are:

Preserve and Manage the Existing System by protecting existing assets and maintaining the efficiency of the system through cost-effective management and new technologies, and;

Provide for the Efficient Movement of People and Freight by providing greater access to transportation services for all people and by building better connections among different modes of transportation.

The Statewide Long Range Transportation Plan outlines a variety of priority initiatives that promote TDOT's Vision and Guiding Principles, and the three program areas of emphasis. The following represent policy initiatives undertaken by the Department that serve to implement the two (2) Guiding Principles noted above and in turn, work towards the targets for PM2 and PM 3.

- Move forward with the development of a Comprehensive Statewide Access Management Program for the state's highway system;
- Support a program for multimodal freight investments (e.g., first mile/last mile connections-air, water, rail; bottlenecks; safety; ITS; truck parking; etc.) in the 3-Year Work Program;
- Support a program for congestion reduction investments (e.g., chokepoints, TSM&O, ITS, signal timing, ATDM, etc.) in the 3-Year Work Program; and
- Adopt performance measures specific to monitoring congestion (e.g., speed, delay, throughput, travel time reliability, etc.

Through the Department's Strategic Planning Office, PM2 and PM3 Working Groups were established consisting of staff from TDOT, FHWA, and the MPOs. The target setting process consisted of data review, trend analysis, consideration of key factors and assumptions, and review and consensus ondraft targets. Both Working Groups provided recommendations to TDOT's Oversight Committee, which in turn presented finalized PM2 and PM3 targets to the Executive Leadership for review and approval.

The PM2 and PM 3 Baselines and Targets are presented as an Attachment to this document. Additional information on TDOT's PM2 and PM3 Targets can be found on FHWA's website at the link below:





PM2 and PM3 - Project Priorities & Implementation

TDOT utilizes a multidisciplinary group of individuals within different Divisions and Bureaus to ensure that the State's PM2 and PM3 Performance Targets are an important factor in determining project priorities. PM2 and PM 3 are vital parts of TDOT's operational and planning procedures to ensure that pavement, bridge, and performance data trends towards our projected goals and targets.

TDOT's budget can be categorized into four (4) general areas – Operation & Management, Maintenance, Highway & Bridge Construction, and Transit, Air, Water, & Rail. Over the past 15 years, the relative share of the budget has shrunk for Highway & Bridge Construction, whereas the Operation & Management and Maintenance categories have increased over time.

TDOT has always been a "fix it first" organization, and places a great amount of emphasis on its ability to identify problem areas that arise in various portions of its infrastructure and respond with a maintenance solution that is often more cost effective than a complete replacement. As the transportation infrastructure continues to age, the maintenance needs of roadways and bridges will continue to grow.

Roadways are TDOT's largest asset and, thereby, one of the most expensive portions of the transportation infrastructure. Each year, approximately \$150 million is spent on average on the pavement systems across the state. These dollars are put towards activities such as hot-mix asphalt resurfacing, which can add an additional 11 to 12 years to the life of a roadway. Other pavement activities include micro-surfacing, surface seals, and crack/joint sealing. The pavement activities on state routes occupy a larger percentage of this budget item compared the Interstate system due to the relative mileage of state routes compared to Interstates.

TDOT has made a strong commitment to keeping Tennessee's bridges in a state of good repair. This is accomplished by fulfilling the federal requirement of inspecting all state-maintained bridges on a 24-month cycle. TDOT consistently meets and exceeds its target of examining 95% of all bridges, which helps to determine where investments need to be made in the repair or replacement of deficient bridges.

Realizing that roadway widening is not always a feasible solution to congestion, TDOT created a Traffic Operations Division. The purpose of this Division is to investigate, plan for, and fund projects and technologies that help to maximize the capacity and safety of the existing infrastructure. This occurs through the use of technological innovations, standardized traffic management procedures and practices, and strategic partnerships with local and state agencies. TDOT's TSMO budget primarily includes the maintenance and operational costs for the Intelligent Transportation Systems (ITS) across the state. However, it also includes the operation of the HELP truck program in Tennessee's four largest urban areas, which was created to minimize traffic congestion, promote the safe movement of people and products, and improve the travel environment through incident management procedures.





PM2 Bridge - TDOT Performance Measure Targets

Measure	Baseline	2-Year Target	4-Year Target
Percent of NHS Bridges by Deck Area in Good condition	39.5%	36.0%	36.0%
Percent of NHS Bridges by Deck Area in Poor condition	4.9%	6.0%	6.0%

PM2 Pavement - TDOT Performance Measure Targets

Measure	Baseline	2-Year Target	4-Year Target
Percent Good— Interstates	75.6%	N/A	60.0%
Percent Poor— Interstates	0.14%	N/A	1.0%
Percent Good—Non-Interstate NHS	44.8%	42.0%	40.0%
Percent Poor— Non-Interstate NHS	3.24%	4.0%	4.0%





TDOT PM3 System Performance - Performance Measure Targets

Measure	Baseline	2-Year Target	4-Year Target
Interstate Reliability	87.7%	85.3%	83.0%
Non-Interstate NHS Reliability	90.9%	n/a	87.5%
Freight Reliability	1.35	1.35	1.33
PHED	8.54	n/a	18.81
% NON-SOV	16.6%	16.5%	16.5%
Emissions	VOC = 230.025 CO = 530.282 NOx = 363.399 PM2.5 = 2.897	VOC = 30.698 CO = 75.000 NOx = 62.840 PM2.5 = 0.120	VOC = 61.396 CO = 150.000 NOx = 125.680 PM2.5 = 0.240





Chapter 5: Rural STIP Projects

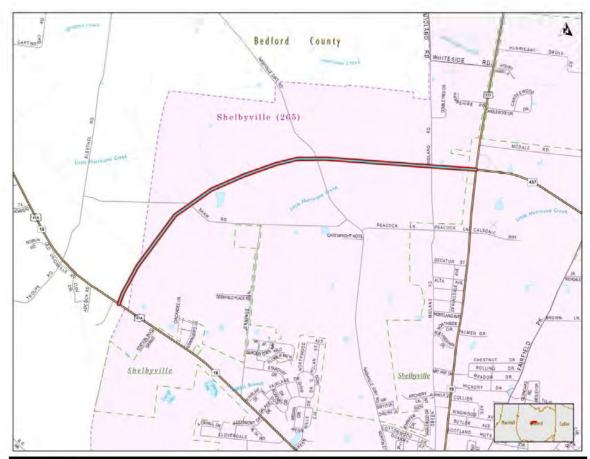




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		100	100

STIP#	2002020	PIN#:	124118.00	Lead Agency TDOT	Total Cos	st \$22,720,000
County:	BEDFORD			Route: SR-437	LENGTH	3.0
Temini:	SHELBYVILL	E BYPASS FF	ROM US-41A (SF	R-16) TO US-231 (SR-10) (IA)		
LRP No.			C	Conformity Status	TIP No.	
Descripti	on: CONSTRUCT	NEW 2-LANE F.	ACILITY			
Descripti	on: CONSTRUCT	NEW 2-LANE F				

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	PE-D	NHPP	\$1,000,000	\$800,000	\$200,000	



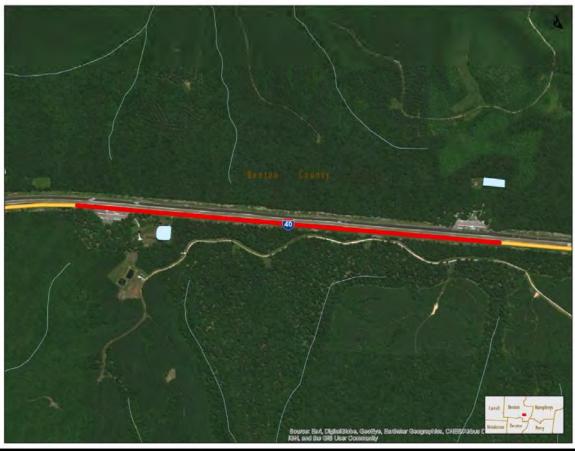
ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS





Route: I-40	
Notice.	LENGTH 1.1
ST AREA RENOVATION (IA)	
Conformity Status	TIP No.
S	ST AREA RENOVATION (IA) Conformity Status

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2022	PE-N	NHPP	\$500,000	\$400,000	\$100,000	
2022	PE-D	NHPP	\$600,000	\$480,000	\$120,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS



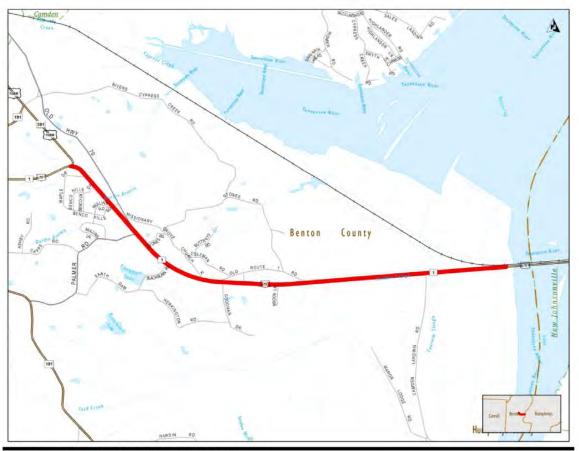




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2003200	PIN#:	105768.00	Lead Agency	TDOT	Total Cost	\$52,800,000
County:	BENTON			Route: SR-1	(US-70)	LENGTH 4.1	
Termini:	CAMDEN BY	PASS TO TEN	NNESSEE RIVER	(IA)			
LRP No.			C	Conformity Status		TIP No.	
Description	on: WIDEN FROM	M TWO LANE TO	FIVE LANE TYPICA	L SECTION			
Remarks:							1

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2021	CONST	STBG	\$47,000,000	\$37,600,000	\$9,400,000	



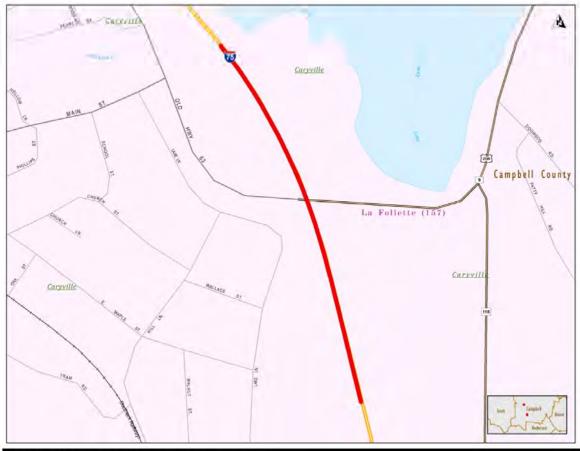




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STIP#	2007007	PIN#:	128535.00 Le	ad Agency	TDPT	Total Cos	t	\$1,900,000
County:	CAMPBELL		R	oute: 1-75		LENGTH	0,3	
Termini:	ITS EXPANSION		(HOWARD BAKER R	D., EXIT 141)) SR-9/SR-116 (US-	WSR-116 (US-25W, EXIT 134)		
LRP No.			Confo	mity Status		TIP No.		
Description								

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2021	PE-D	NHPP	\$200,000	\$160,000	\$40,000	
2022	CONST	NHPP	\$1,700,000	\$1,360,000	\$340,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS



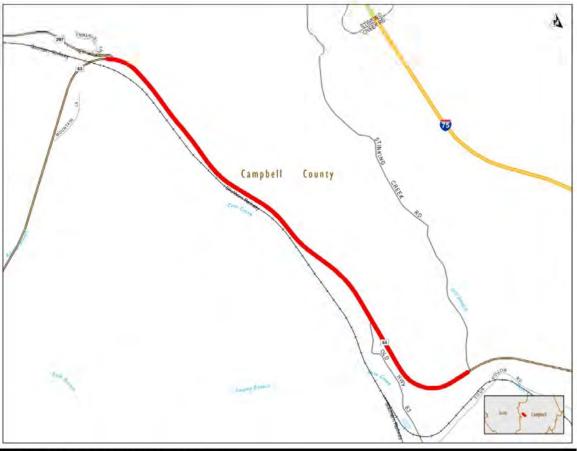




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2007015	PIN#:	101406.04	Lead Agency TDOT	Total Cos	t	\$3,900,000
County:	CAMPBELL			Route: SR-63	LENGTH	0.82	
emini:	INTERSECTION	ON OF SR-29	7 AND WEST O	FOLD SR-63 TO WEST OF STINKI	NG CREEK ROAD (EPD)		
RP No.		- 1		Conformity Status	TIP No.		
)escripti	on: CONSTRUCT	TRUCK CLIMBI	NG LANE AND INTE	RSECTION IMPROVEMENTS AT THE INTE	ERSECTION OF SR 297 AND S		
Descriptio	on: CONSTRUCT	TRUCK CLIMBI	NG LANE AND INTE	RSECTION IMPROVEMENTS AT THE INTE			

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	ROW	STBG	\$600,000	\$480,000	\$120,000	
2022	CONST	STBG	\$3,300,000	\$2,640,000	\$660,000	





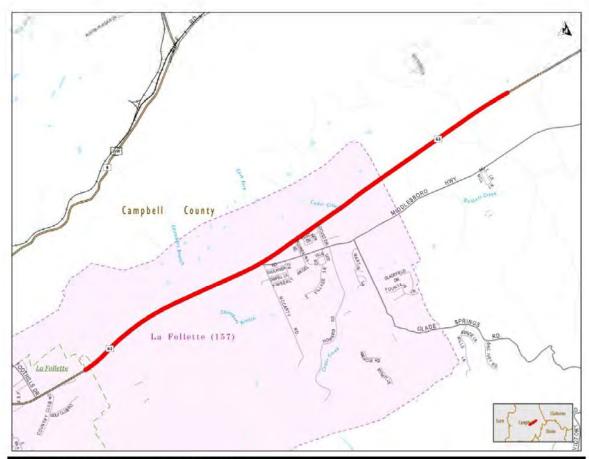


TN	TDOT
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TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2007030 PIN#	101407.01 Le	ad Agency TDOT	Total Cos	st \$48,600,000
County:	CAMPBELL	Ro	oute: SR-63	LENGTH	4.92
Termini:	FROM NEAR MYERS L	ANE (LAFOLLETTE URBA	AN BOUNDARY) TO FRO	ONTIER ROAD/WOODSON L	ANE (IA)
LRP No.		Confor	mity Status	TIP No.	
Description	on: WIDEN 2-LN TO 5-LN				
Remarks:					

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	CONST	APD	\$23,200,000	\$23,200,000		







TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT STIP# 2007035 PIN#: 101407.02 | Lead Agency | TDOT

STIP#	2007035	PIN#:	101407.02	Lead Agency TDOT	Total Cos	t \$46,600,000
County:	CAMPBELL			Route: SR-63	LENGTH	5.2
Temini:	FROM FROM	ITIER ROAD/	WOODSON LAN	TO CLAIBORNE COUNTY L	INE (IA)	
LRP No.				Conformity Status	TIP No.	
Remarks:	10					

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	ROW	NHPP	\$3,682,000	\$3,682,000	\$0	
2021	CONST	APD	\$43,800,000	\$43,800,000		



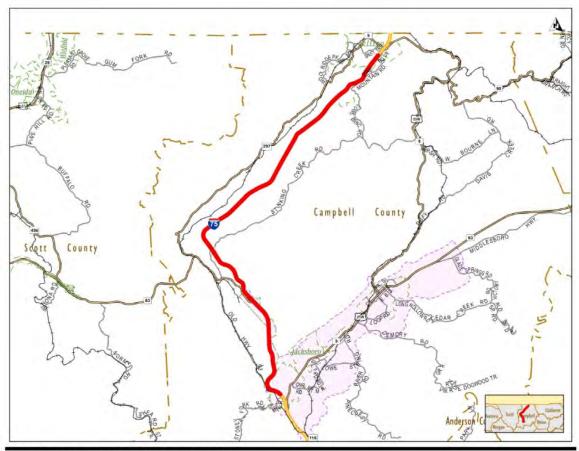






TIP#	2007040	PIN#:	124153.00	Lead Agency TDOT	Total Cost	\$11,400,000
ounty:	CAMPBELL			Route: I-75	LENGTH	25.00
ermini:	FROM NEAR	MM 135 TO N	NEAR MM 160 (S	R-9/US-25W, JELLICO) (IA)		
RP No.			С	conformity Status	TIP No.	
escriptio			THE INSTALLATIO	N OF A POWER AND COMMUNICATION STALLATION OF A FOG AND SEVERE W		
escriptio			THE INSTALLATIO	N OF A POWER AND COMMUNICATION		
escriptic			THE INSTALLATIO	N OF A POWER AND COMMUNICATION		

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2020	PE-D	NHPP	\$750,000	\$675,000	\$75,000	
2021	CONST	NHPP	\$10,400,000	\$9,360,000	\$1,040,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

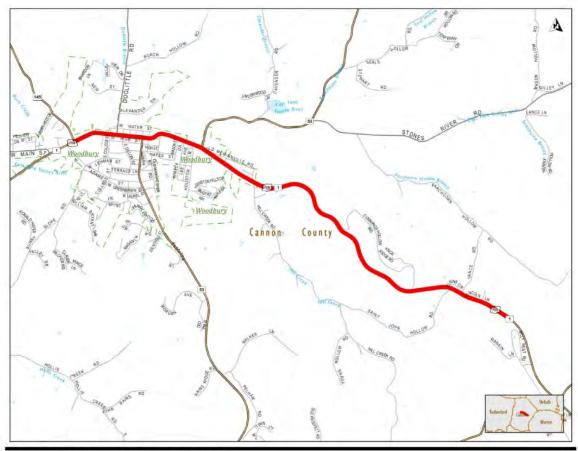






STIP#	2008005 PIN#:	124038.00 Lead Agency TDOT	Total Cost \$13,100,000
County:	CANNON	Route: SR-1	LENGTH 5.4
Termini:	FROM WEST OF WOODB	URY TO NEW SR-1 (US-70S) EAST OF WOODB	BURY (IA)
LRP No.		Conformity Status	TIP No.
Description	on: MISCELLANEOUS SAFETY I	MPROVEMENTS	
Remarks:			

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2022	PE-N	NHPP	\$50,000	\$40,000	\$10,000	
2022	PE-D	NHPP	\$50,000	\$40,000	\$10,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

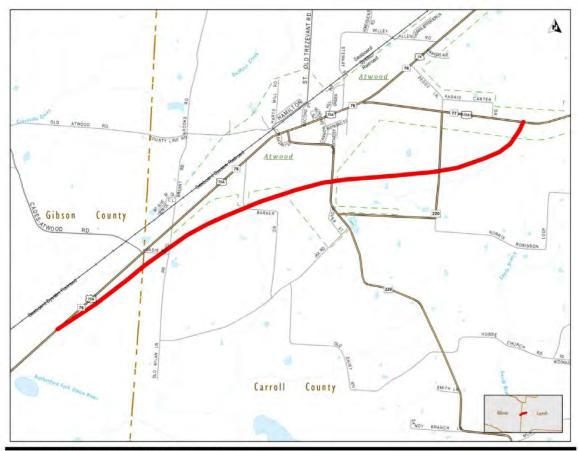






STIP#	2009010	PIN#:	100326.01	Lead Agency TDOT	Total Co	st \$42,548,500		
County:	CARROLL-GIBSON		Route: SR-76 (US-79)	LENGTH	LENGTH 3.7			
Termini:	FROM WEST	OF CADES-A	ATWOOD ROAD	TO EAST OF SR-77				
LRP No.	[C	Conformity Status	TIP No.			
Description	311 ,		ORTIONS ON NEW					
Remarks:								

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2021	CONST	NHPP	\$34,300,000	\$27,440,000	\$6,860,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

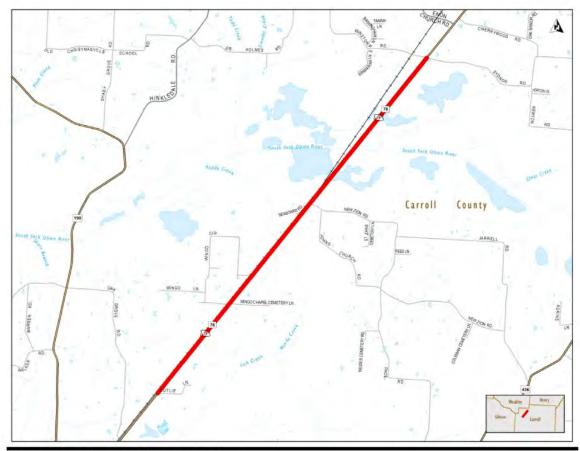






STIP#	2009025	PIN#:	100326.03	Lead Agency TDOT	T	otal Cost	\$16,256,000	
County:	CARROLL			Route: SR-76 (US-79)	L	ENGTH 4.8		
Termini:	FROM WEST OF	CUTLIP L	ANE TO WEST	OF SYDNOR RD/WINSTON RD	(IA)			
LRP No.	Co			onformity Status		TIP No.		
Description	on: Widen 2-In to 4-In	with portions	on new alignment					
Remarks:				-				

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2022	ROW	NHPP	\$1,100,000	\$880,000	\$220,000	



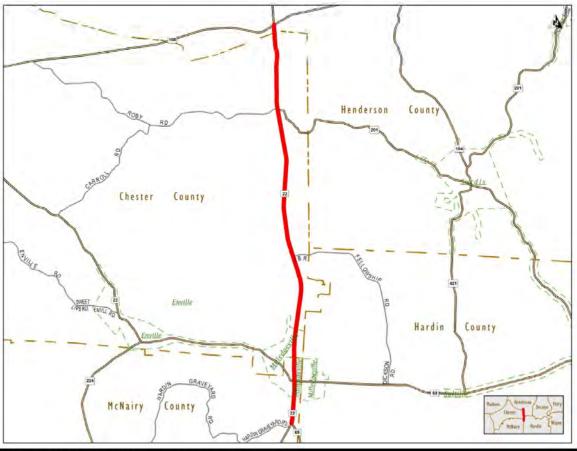
ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS





	2012010	PIN#: 124164.00	Lead Agency TDOT	Total Cost \$1,900,00
County:	MCNAIRY, CHES	TER, HENDERSON	Route: SR-22	LENGTH 8.6
Termini:	FROM SR-69 IN I	MILLEDGEVILLE TO SR-1	00 IN CHESTER COUNTY(IA)	
LRP No.		C	onformity Status	TIP No.
Description	SPOT SAFETY IM			

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2022	PE-N	STBG	\$140,000	\$112,000	\$28,000	
2022	PE-D	STBG	\$60,000	\$48,000	\$12,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS





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STIP#	2013010	PIN#:	118734.00	Lead Agency TDOT	Total Co	st	\$6,800,000
County:	CLAIBORNE			Route: SR-32	LENGTH	0.01	
Temini:	INTERCHANC	GE AT SR-345	(IA)				
LRP No.			C	Conformity Status	TIP No.		
Description	on: CONSTRUCT	NEW INTERCH	ANGE				
Description	on: CONSTRUCT	NEW INTERCH	ANGE				1

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	PE-D	APD	\$200,000	\$200,000	\$0	
2020	ROW	NHPP	\$500,000	\$400,000	\$100,000	
2020	CONST	APD	\$5,800,000	\$5,800,000		



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS



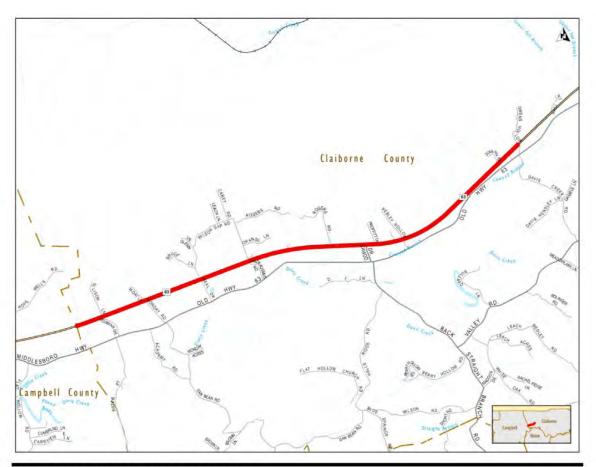




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2013030 PIN#:	101409.00	Lead Agency TDOT	Total Cost	\$50,700,000		
County:	CLAIBORNE		Route: SR-63	LENGTH 4.8			
Termini:	FROM CAMPBELL COUN	TY LINE TO HALL	LANE (IA)	A)			
LRP No.		С	onformity Status	TIP No.			
Description	on: WIDEN 2-LNTO 5-LN						
Remarks:							

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2021	CONST	APD	\$43,700,000	\$43,700,000		



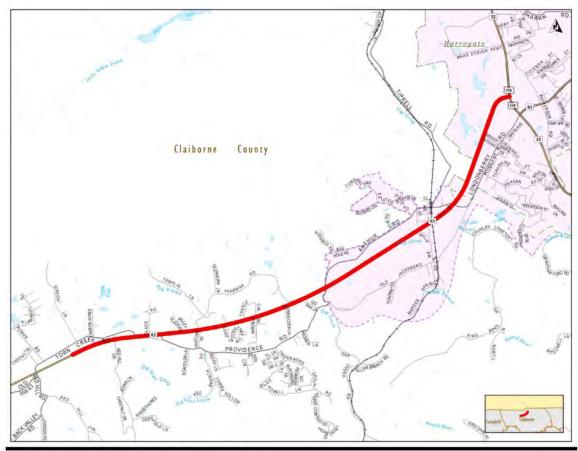






STIP#	2013040	PIN#:	105763.00	Lead Agency TDOT	Total Co	ost \$14,300,000	
County:	CLAIBORNE			Route: SR-63	LENGT	H 6.2	
Termini:	ini: FROM WEST OF OLD TOWN CREEK TO			R-32 (US-25E) (IA)			
LRP No.	C			Conformity Status	TIP No		
Description	on; widen 2-th	O 3-EN AND CO	DNSTRUCT SHAREI	JUSE PATH			
Remarks:				-			

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2020	ROW	NHPP	\$100,000	\$80,000	\$20,000	
2020	CONST	NHPP	\$12,700,000	\$10,160,000	\$2,540,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS







TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2014010	PIN#:	127491.00	Lead Agency TDOT	Total Cost	\$10,500,000
County:	CLAY			Route: SR-52	LENGTH 0.9	
Termini:	FROM NEAR	KYLE ST. TO	EXISTING SR-5	52 NEAR WASHINGTON ST. (CELII	NA BYPASS) (NOT IA PROJECT)	
LRP No.			C	Conformity Status	TIP No.	
Description	on: NEW CONST	RUCTION (NEW	START)			
Remarks:						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	PE-N	STBG	\$350,000	\$280,000	\$70,000	
2020	PE-D	STBG	\$150,000	\$120,000	\$30,000	
2022	ROW	STBG	\$1,000,000	\$800,000	\$200,000	



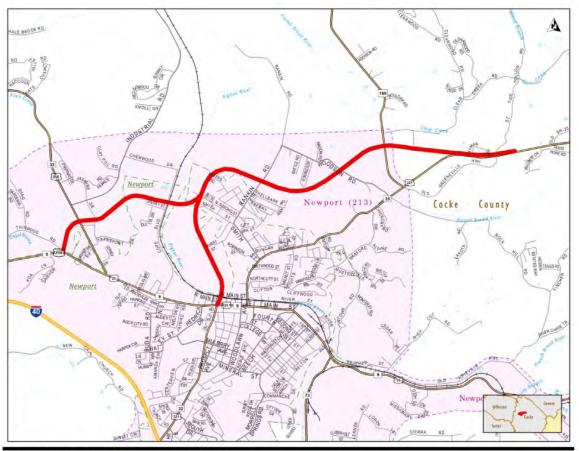






STIP#	2015030	PIN#:	101399.00	Lead Agency	TDOT		Total Cost	\$82,463,000
County:	COCKE			Route: SR-3	5 (US-321)		LENGTH 5.3	
Termini:	(NEWPORT E	BYPASS), FRO	OM SR-9 TO SAI	NT TIDE HOLLOW	ROAD			
LRP No.			C	onformity Status			TIP No.	
Description	n: NEW CONST	RUCTION: 5-LN	RURAL AND SUPER	2-LN ON 4-LN ROW B	YPASS AROUND N	NEWPORT		
Remarks:								

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2020	CONST	NHPP	\$72,000,000	\$57,600,000	\$14,400,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS







STIP#	2015050	PIN#:	124292.00	Lead Agency TDOT	Total Cos	\$2,400,000
County:	COCKE			Route: I-40	LENGTH	21.9
Termini:	ITS RURAL D	EPLOYMENT	ON I-40 TO STA	ATE LINE (IA)		
RP No.	-		•	Conformity Chatra	TIP No.	
Descriptio	on: INTELLIGENT	TRANSPORTA	TION SYSTEM DEP	Conformity Status	TIF NO.	
	on: INTELLIGENT	TRANSPORTA			THE NO.	
	DN: INTELLIGENT	TRANSPORTA			TIF NO.	

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2021	PE-N	NHPP	\$140,000	\$112,000	\$28,000	
2021	PE-D	NHPP	\$60,000	\$48,000	\$12,000	
2023	CONST	NHPP	\$2,200,000	\$1,760,000	\$440,000	



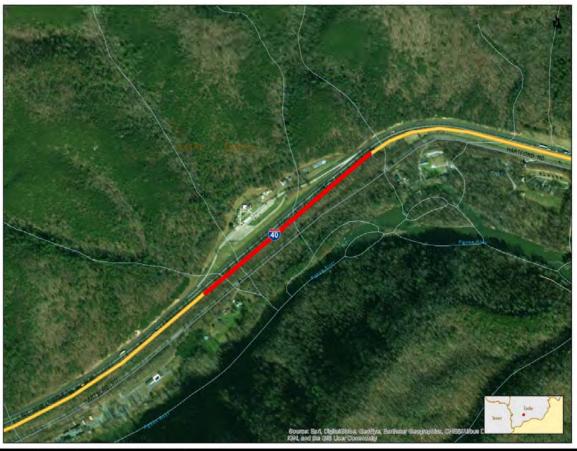
ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS





STIP#	2015060	PIN#:	124301.00	Lead Agency TDOT	Total Cost	\$3,100,000
County:	COCKE			Route: 1-40	LENGTH 0.4	
Termini:	HARTFORD	WELCOME C	ENTER RENOVA	ATION (IA)		
LRP No.		1	C	Conformity Status	TIP No.	
Description	n: REST AREA	MPROVEMENT	S			
Descriptio	n: RESTAREA	MPROVEMENT	5			
Description	PREST AREA	MPROVEMENT	5			

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2022	PE-N	NHPP	\$70,000	\$56,000	\$14,000	
2022	PE-D	NHPP	\$30,000	\$24,000	\$6,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS



Remarks:



2020 – 2023 State Transportation Improvement Program

TN TO	NOT			RTATION IMPRO 2020 THRU FY		
STIP#	2016010	PIN#:	123817.00	Lead Agency	TDOT	Total Cost
County:	COFFEE			Route: SR-2	(US-41)	LENGTH 2.1
Termini:	(US-41, HILL	SBORO HWY), FROM JOE HI	CKERSON ROAD T	O AEDC ROAD (IA)
LRP No.			0	Conformity Status		TIP No.
Description	n: WIDENING F	ROM 2 TO 5 LAN	IES			

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	PE-N	NHPP	\$700,000	\$560,000	\$140,000	
2020	PE-D	NHPP	\$300,000	\$240,000	\$60,000	
2022	ROW	NHPP	\$5,000,000	\$4,000,000	\$1,000,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

\$19,200,000







STIP#	2016030	PIN#:	101589.01	Lead Agency TDOT	Total Co	st \$18,620,000
County:	COFFEE			Route: SR-55	LENGTH	0.64
Termini:	FIRST AVENU	JE TO SR-16	(US-41A, N. JAC	KSON STREET) IN TULLAHO	MA (IA)	
LRP No.	1-		Co	onformity Status	TIP No.	
Descriptio			11' LANES WITH A	11' CONTINUOUS CENTER TURN	ANE WITH 10' PAVED SHOULDER	R/BIKE LANES AND 5' SIDEWALKS
Descriptic	MIDEN FROM ON EACH SID		⊚ 11' LANES WITH A	11' CONTINUOUS CENTER TURN	ANE WITH 10' PAVED SHOULDEI	R/BIKE LANES AND 5' SIDEWALKS

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2020	ROW	NHPP	\$5,200,000	\$4,160,000	\$1,040,000	
2022	CONST	NHPP	\$7,900,000	\$6,320,000	\$1,580,000	

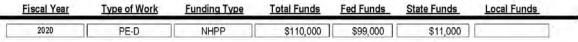


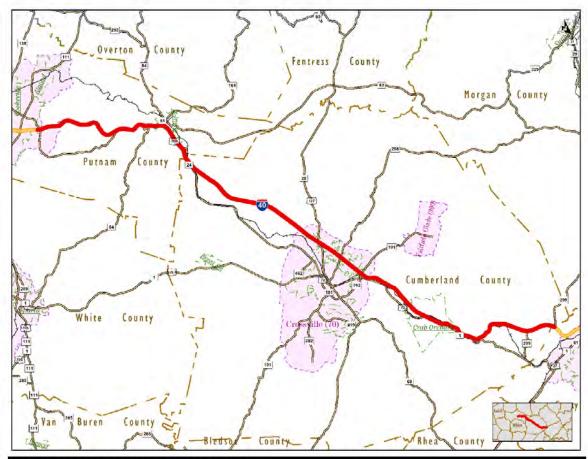
ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS





STIP#	2018003	PIN#:	124054.00	Lead Agency	TDOT	Total Cos	st	\$30,370,000
County:	CUMBERLAN	ID, PUTNAM		Route: 1-40		LENGTH	53.2	
Temini:	(CUMBERLA	ND PLATEAU) F	ROM NEAR M	M285 TO NEAR SE	R-299 (EXIT 338) (IA)		
LRP No.			C	onformity Status		TIP No.	7	





ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS





STIP#	2018004	PIN#:	124051.00	Lead Agency	TDOT	Total Cost	\$3,800,000
County:	CUMBERLAN	D		Route: I-40		LENGTH 0.1	
Termini:	CUMBERLAN	D COUNTY F	REST AREA REN	IOVATION (IA)			
LRP No.			C	onformity Status	1	TIP No.	
Description							

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2022	PE-N	NHPP	\$70,000	\$56,000	\$14,000	
2022	PE-D	NHPP	\$30,000	\$24,000	\$6,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS







TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2018015 PIN	N#: 100260.01	Lead Agency TDOT	Total Cost	\$77,050,000
County:	CUMBERLAND		Route: SR-28 (US-127)	LENGTH 5.5	6
Termini:	NEAR I-40 TO NEAR	POTATO FARM ROAD	O (IA)		
LRP No.		С	onformity Status	TIP No.	
Description	on: WIDEN FROM 2-LN TO	O A MULTI-LANE FACILITY			
Remarks:					

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2020	CONST	NHPP	\$54,100,000	\$43,280,000	\$10,820,000	





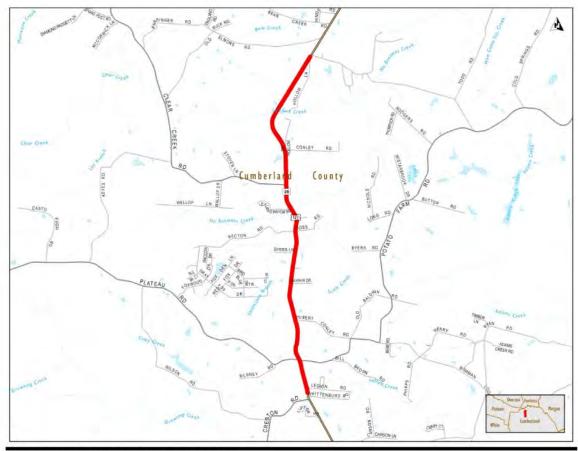


TN	TDOT Department of
	Transportation

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2018040	PIN#:	100260.03	Lead Agency	TDOT	T	otal Cost	\$45,700,000
County:	CUMBERLAN	ID		Route: SR-28	8 (US-127)	L	ENGTH 2.9	
Termini:	NEAR POTA	TO FARM RO	AD TO NEAR HO	LLOW LANE				
LRP No.			C	Conformity Status		1	ΓΙΡ No.	
Description	on: WIDEN FROM	M Z-LN TO A MOL	TI-LANE FACILITY					
Remarks:								

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2020	ROW	NHPP	\$9,500,000	\$7,600,000	\$1,900,000	



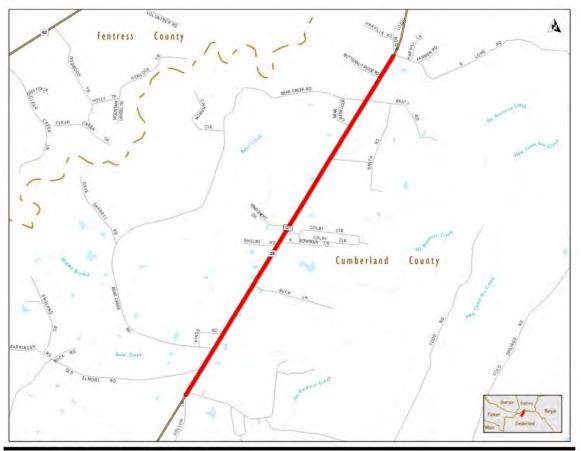






STIP#	2018050	PIN#:	100260.04	Lead Agency TDOT		Total Cost	\$30,400,000
County:	CUMBERLAN	D		Route: SR-28 (US-12	7)	LENGTH 3.05	
Termini:	FROM NEAR	HOLLOW LA	NE TO NEAR LO	WE ROAD			
LRP No.			C	Conformity Status		TIP No.	
Description	on: WIDEN FROM	1 2-LN TO A MUL	TI-LANE FACILITY				
Remarks:							

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2020	ROW	NHPP	\$7,400,000	\$5,920,000	\$1,480,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS





STIP#	2023001	PIN#:	124207.00	Lead Agency TDOT	Total Cost	\$3,400,000
County:	DYER			Route: 1-155	LENGTH 0.6	
Termini:	DYERSBURG	G WELCOME	CENTER RENOV	ATION (IA)		
LRP No.			C	onformity Status	TIP No.	
Description		IMPROVEMENT:				

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2021	PE-N	NHPP	\$100,000	\$80,000	\$20,000	
2021	PE-D	NHPP	\$100,000	\$80,000	\$20,000	
2022	ROW	NHPP	\$1,000,000	\$800,000	\$200,000	

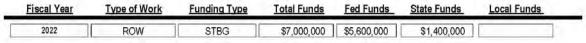


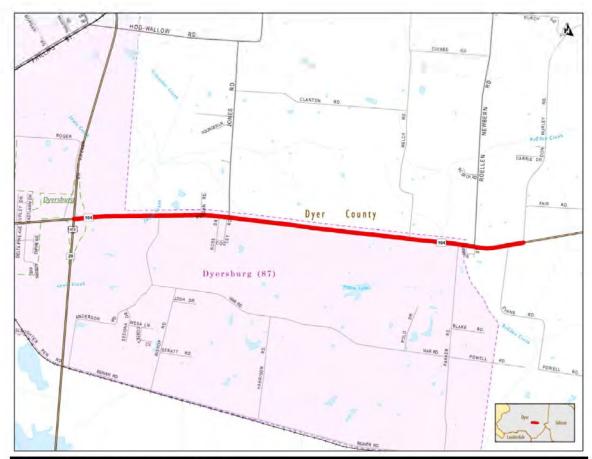
ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS





STIP#	2023015	PIN#: 104123.07	Lead Agency	TDOT	Total Cost		\$54,000,000
County:	DYER		Route: SR-1	04	LENGTH	3.8	
Termini:	FROM SR-20 (US	-412) IN DYERSBURG	TO EAST OF DON H	URLEY ROAD (IA)			
LRP No.			Conformity Status	1	TIP No.		





ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS





y:	2024010 FAYETTE	PIN#:	101607.01	Lead Agency TDOT Route: SR-460	Total Cost	\$16,000,00
ni:		E BELTWAY)	. FROM NEAR S	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	LE TO NEAR SR-76 SOUTH OF SOM	ERVILLE (IA
lo.	CS = 200 ESG LESG			Conformity Status	TIP No.	

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	CONST	NHPP	\$16,000,000	\$12,800,000	\$3,200,000	







TN TDOT	TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2025012 PIN#: 107774.01	Lead Agency TDOT	Total Cost \$24,500,000
County:	FENTRESS	Route: SR-28 (US-127)	LENGTH 3.23
Temini:	(S.YORK HWY.) NEAR LITTLE ROAD, T	O NORTH OF KILBY ROAD	
LRP No.		Conformity Status	TIP No.

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	PE-D	NHPP	\$1,000,000	\$800,000	\$200,000	
2020	ROW	NHPP	\$3,700,000	\$2,960,000	\$740,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

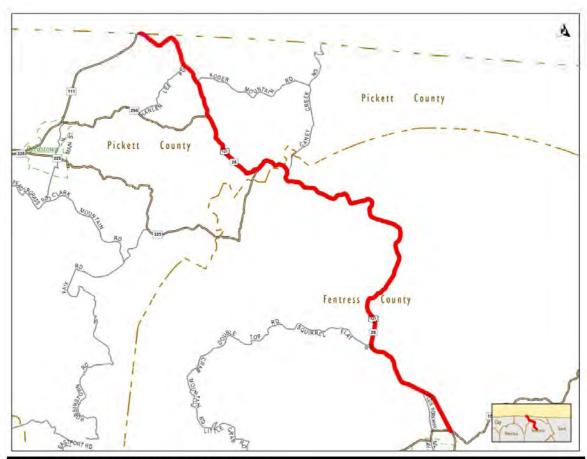




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STIP#	2025015	PIN#:	123081.00	Lead Agency	TDOT	Total Cost		\$10,000,000
County:	FENTRESS, F	PICKETT		Route: SR-2	8 (US-127)	LENGTH	19.21	
Temini:	(SERGEANT	YORK HIGHV	VAY), SPOT IMP	ROVEMENTS FRO	M NORTH OF JAME	STOWN TO SR-111		
LRP No.		1	C	Conformity Status		TIP No.		
Description	n: SPOT IMPRO	VEMENTS INCL	UDING PASSING/TR	RUCK CLIMBING LANE	S, TURN LANES AND INT	ERSECTION REALIGNME	NTS AND	IMPROVEMENTS
Description	on: SPOT IMPRO	VEMENTS INCL	UDING PASSING/TF	RUCK CLIMBING LANE	S,TURN LANES AND INT	ERSECTION REALIGNME	ENTS AND	IMPROVEMENTS
Descriptio	on: SPOT IMPRO	VEMENTS INCL	UDING PASSING/TR	RUCK CLIMBING LANE	S,TURN LANES AND INT	ERSECTION REALIGNME	ENTS AND	IMPROVEMENTS

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	PE-D	NHPP	\$500,000	\$400,000	\$100,000	
2022	ROW	NHPP	\$2,000,000	\$1,600,000	\$400,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS



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NHPP

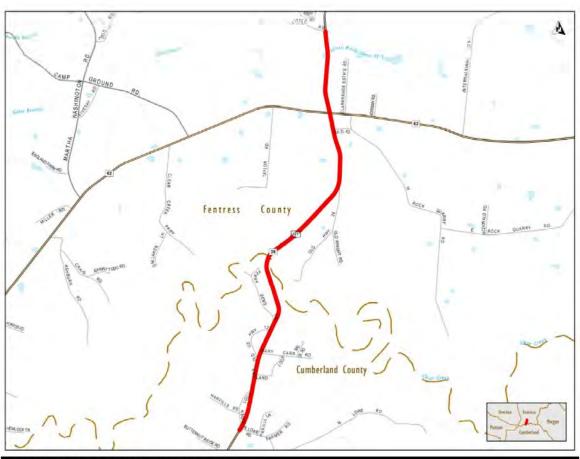


2020 – 2023 State Transportation Improvement Program

STIP#	2025020] PIN#:	100260.05	Lead Agency		Total Cost	
County:	FENTRESS-CU	JMBERLAND		Route: SR-	-28 (US-127)	LENGTH	3.27
Termini:	FROM NEAR L	OWE ROAD	IN CUMBERLA	ND COUNTY TO	NEAR LITTLE ROAD	NORTH OF SR-62 IN	FENTRESS COUNTY
LRP No.			C	onformity Status		TIP No.	
Description	widen from	2-LN TO A MUL	TI-LANE FACILITY				

\$71,200,000 \$56,960,000

\$14,240,000



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

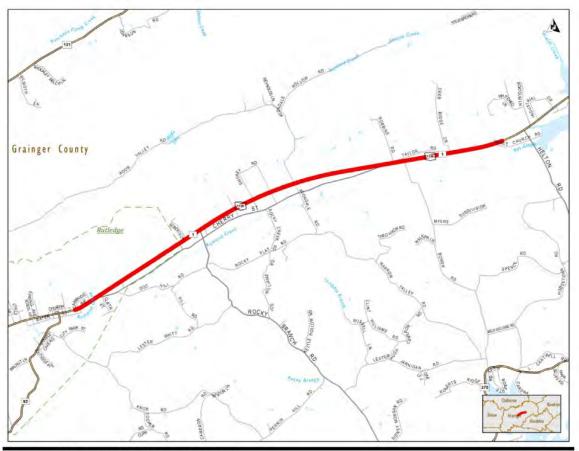






STIP#	2029000	PIN#:	101410.02	Lead Agency TDOT	Total Cost \$40,716,900
County:	GRAINGER			Route: SR-1 (US-11W)	LENGTH 5.6
Termini:	FROM RUTLE	DGE TO WE	ST OF HELTON	ROAD (EPD)	
LRP No.			С	Conformity Status	TIP No.

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2020	ROW	HPP	\$4,559,219	\$3,647,375	\$911,844	
2020	ROW	STBG	\$8,647,500	\$6,918,000	\$1,729,500	



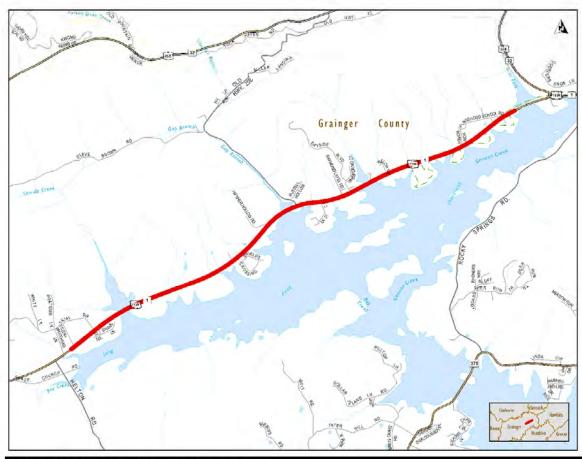
ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS





US-11W) LENGTH 5.05	Route: SR-1		ODAINOED.	A
			GRAINGER	County:
	N STATION	F HELTON ROAD TO BEA	i: FROM WEST	Temini:
TIP No.	Conformity Status). I	LRP No.
TIP No.	Conformity Status		-	LRP No.

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	ROW	STBG	\$7,800,000	\$6,240,000	\$1,560,000	
2022	CONST	STBG	\$27,300,000	\$21,840,000	\$5,460,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS





TIP#	2030001	PIN#:	124345.00	Lead Agency T	DOT	Total Cost	\$3,900,00
ounty:	GREENE			Route: I-81		LENGTH 0.5	T 1. * . *
mini:	GREENE COL	INTY REST ARE	A RENOVAT	ON (IA)			
P No.			C	onformity Status		TIP No.	
criptio							
oup it o							

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2022	PE-N	NHPP	\$50,000	\$40,000	\$10,000	
2022	PE-D	NHPP	\$50,000	\$40,000	\$10,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS



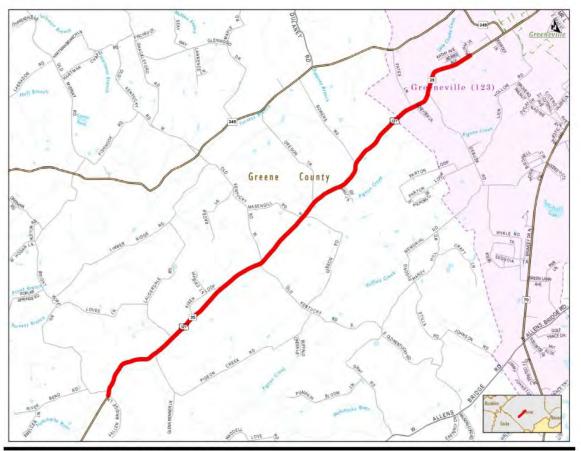




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2030010 PIN#:	100229.00 Le	ad Agency	TDOT	Total Cos	t	\$36,210,000
County:	GREENE	Ro	oute: SR-3	5 (US-321)	LENGTH	6.1	
Termini:	FROM NORTH OF THE NO	DLICHUCKY RIVER (BF	RIGHT HOPE	ROAD) TO EA	ST OF PATE ROAD (EPD)	
LRP No.		Confor	mity Status		TIP No.		- 5
Description	on: CONSTRUCT 5-LN ON 4-LN I	ALA WAN NO WOR DADIVIC	GNMENT				
Remarks:							

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2022	ROW	STBG	\$6,100,000	\$4,880,000	\$1,220,000	





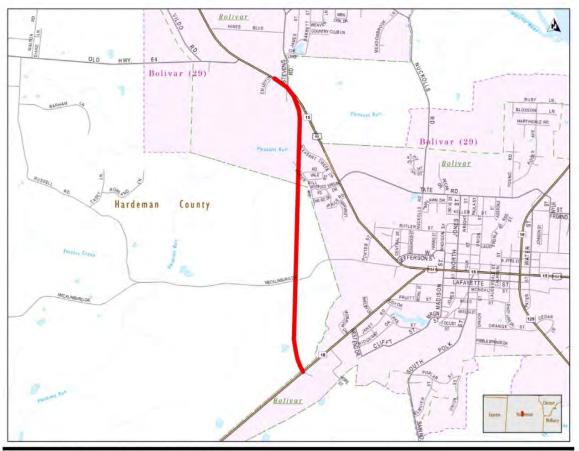




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2035040	PIN#:	101593.01	Lead Agency	TDOT	Total Cost	\$24,890,000
County:	HARDEMAN			Route: SR-458	8-	LENGTH 2.6	
Termini:	FROM SR-15	(US-64) WES	T OF BOLIVAR	TO 0.2 MILES EAST (OF SR-18 (EPD)		
LRP No.			C	Conformity Status		TIP No.	
Description	on: CONSTRUCT	2-LANES ON A	4-LANE RIGHT-OF-I	WAY ON NEW LOCATION			
Remarks:							

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2020	ROW	NHPP	\$1,700,000	\$1,360,000	\$340,000	





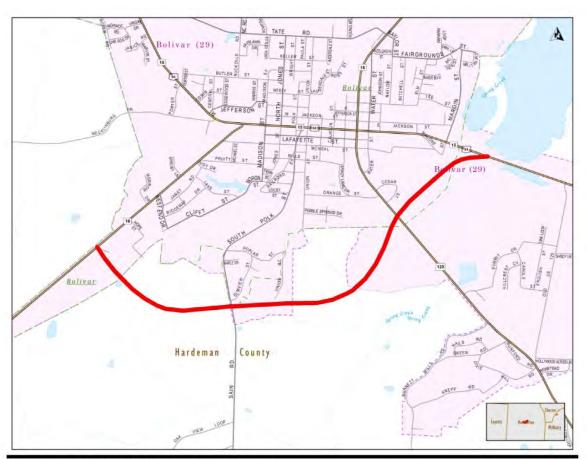




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2035050	PIN#:	101593.02	Lead Agency TDOT	Total Cost \$29,676,000
County:	HARDEMAN			Route: SR-458 (US-64)	LENGTH 3.1
Termini:	BOLIVAR BYF	ASS & SR-1	5 (US-64), FROM	M EAST OF SR-18 TO WEST OF C	DLD MIDDLETON ROAD (EPD)
LRP No.			C	Conformity Status	TIP No.
Descriptio					R 18 TO NEAR SR 15 (US-64), THEN WIDEN SR 15 (US-64)
Descriptio				WAY ON NEW LOCATION FROM NEAR'S 'ON ROAD EAST OF BOLIVAR.	R 18 TO NEAR SR 15 (US-64), THEN WIDEN SR 15 (US-64)

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2020	ROW	NHPP	\$6,276,000	\$5,020,800	\$1,255,200	





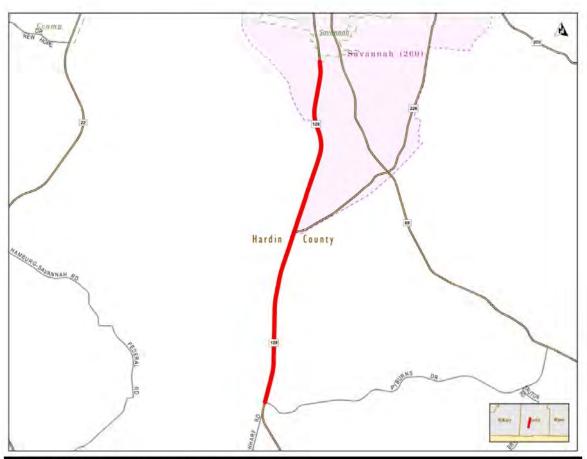


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TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2036030	PIN#:	101885.01	Lead Agency TDOT	Total Cos	st	\$4,000,000
County:	HARDIN			Route: SR-128	LENGTH	3,4	
Termini:	FROM PYBU	RNS DRIVE T	O SR-226 (AIRP	PORT ROAD) (IA)			
LRP No.			C	Conformity Status	TIP No.		
Description				226, TRUCK CLIMBING LANE FOR STEE	EP VERTICAL CURVE JUST NO	RTH OF HATI	LEY CREEK, RE-
Description		LANE AT PYBUR 2) INTERSECTIO		226, TRUCK CLIMBING LANE FOR STEE	EP VERTICAL CURVE JUST NO	RTH OF HATI	EY CREEK, RE-

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	CONST	STBG	\$4,000,000	\$3,200,000	\$800,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS







TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2037005	PIN#:	101394.00	Lead Agency TDOT	Total Cost	\$7,300,000
County:	HAWKINS			Route: SR-31	LENGTH	4.3
Termini:	FROM MOOF	RESBURG TO	ADAMS LANE (EPD) (IA)		
LRP No.			C	Conformity Status	TIP No.	
Description	on: WIDEN 2-LN	TO 3-LN				
Remarks:						

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2020	ROW	STBG	\$4,400,000	\$3.618.000	\$782.000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS



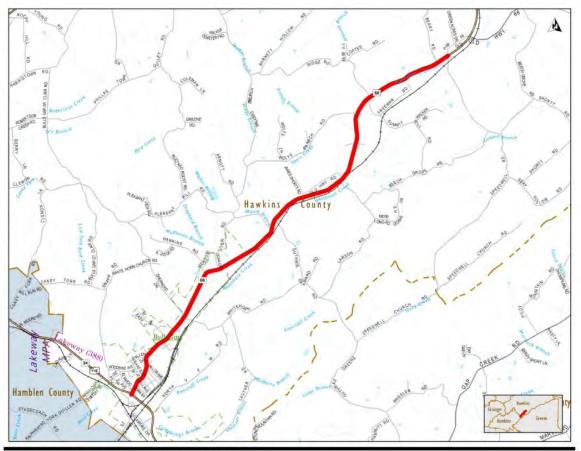




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2037010	PIN#:	107579.00	Lead Agency TDOT	Total Cost	\$33,700,000
County:	HAWKINS			Route: SR-66	LENGTH 5.3	
Termini:	FROM SR-34	IN BULLS GA	AP TO SOUTH O	F SPEEDWELL RD/OLD HWY 66 ((IA)	
LRP No.			C	onformity Status	TIP No.	
Description	on: Reconstru	ICTION OF SR-6	0			
Remarks:						

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2022	ROW	STBG	\$6,800,000	\$5,440,000	\$1,360,000	



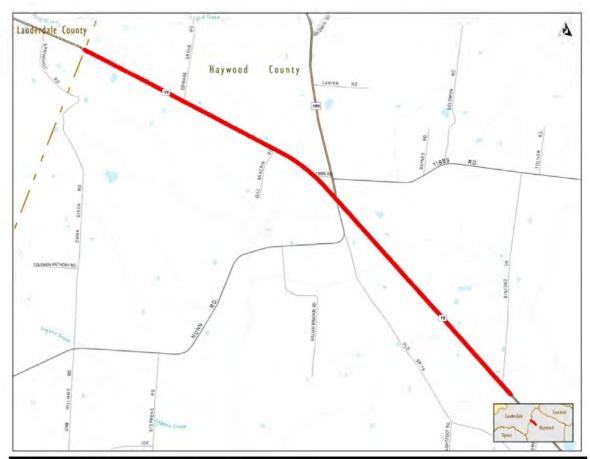




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STIP#	2038030	PIN#:	102251.02	Lead Agenc	y TDOT
County	HAYWOOD			Doute: S	5 10

STIP#	2038030	PIN#:	102251.02	Lead Age	ncy TDOT		Total Cost	t	\$8,700,000
County:	HAYWOOD			Route:	SR-19		LENGTH	4.04	
Termini:	FROM NEAR	LAUDERDALI	E COUNTY LINE	TO EAST OF	BINFORD LANE	(IA)			
LRP No.		-1	C	onformity St	atus		TIP No.		
Remarks:									

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2022	ROW	STBG	\$2,500,000	\$2,000,000	\$500,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS





STIP#	2038035	PIN#:	102251.03	Lead Agency	TDOT	Total Cost	\$8,900,000
County:	HAYWOOD			Route: SR-1	9	LENGTH 3.88	1
Temini:	FROM EAST (OF BINFORD	LANE TO EAST	OF BOBBY MANN	ROAD (IA)		-
LRP No.		-1	C	conformity Status		TIP No.	
Descriptio	n; WIDEN EXIST	NG TO A SUPE	R 2-LANE (12' TRAF	FFIC LANES WITH 10 F	OOT SHOULDERS AND IMP	PROVE SIGHT DISTANCES)	

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	PE-D	STBG	\$500,000	\$400,000	\$100,000	\$0



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS





TIP#	2038040	PIN#:	102251.04	Lead Agency TDOT	Total Cost	\$8,900,000
county:	HAYWOOD			Route: SR-19	LENGTH 3,33	
emini:	FROM EAST	OF BOBBY M	IANN ROAD TO	EAST OF SR-87 (IA)		
				Conformity Status	TIP No.	
RP No. Jescriptic	on: WIDEN EXIST	TING TO A SUPE		FFIC LANES WITH 10 FOOT SHOULDERS A		

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	PE-D	STBG	\$500,000	\$400,000	\$100,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS



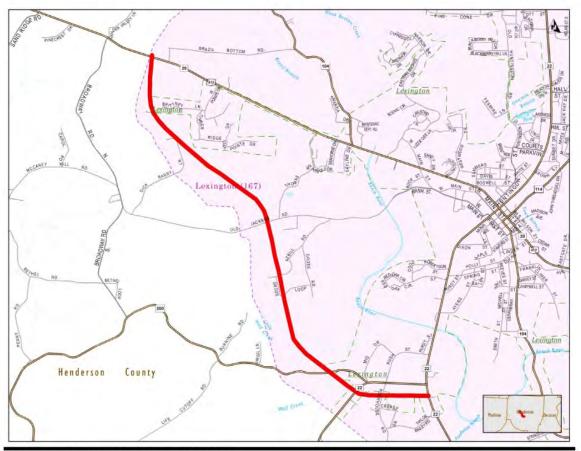




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2039200 PIN#:	100321.01 Lead Agency TDOT	Total Cost \$29,700,000
County:	HENDERSON	Route: SR-459	LENGTH 4.38
Termini:	(LEXINGTON BYPASS), FR	ROM SR-20 (US-412), WEST OF LEXINGTON TO N	EAR SR-22, SOUTH OF LEXINGTON (***) (IA)
LRP No.		Conformity Status	TIP No.
Descriptio			
Remarks:			

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	CONST	STBG	\$29,700,000	\$23,760,000	\$5,940,000	





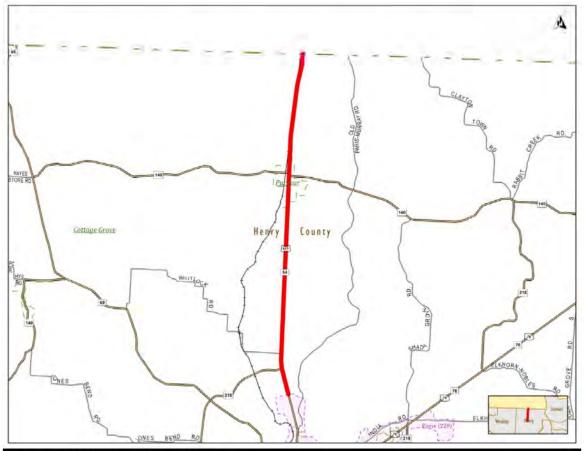


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TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2040020	PIN#:	101886.02	Lead Agency TDOT	Total Cost	\$36,600,000
County:	HENRY			Route: SR-54	LENGTH	9,5
Termini:	NEAR SMITH TO KENTUCK			LAND ROAD/ BRANNON LANE (NO	ORTH OF PURYEAR), (FROM	M NEAR SMITH ROAD
LRP No.			C	Conformity Status	TIP No.	
Description		5-LANE TRANS	SITION TO A SUPER	2-LANE, THEN TO A 3-LANE CURB AND G	GUTTER AND LEAVE EXISTING AS	S IS FOR REMAINING 1.5
Descriptio	on: CONSTRUCT	5-LANE TRANS	SITION TO A SUPER	2-LANE, THEN TO A 3-LANE CURB AND G	SUTTER AND LEAVE EXISTING A	S IS FOR REMAINING 1.5

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2022	PE-N	NHPP	\$200,000	\$160,000	\$40,000	
2022	PE-D	NHPP	\$2,400,000	\$1,920,000	\$480,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS



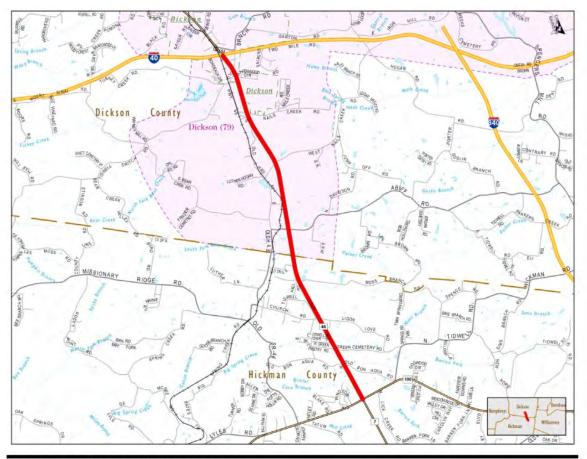




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2041010 PIN#:	124395.00 Lead Agency TDOT	Total Cost \$83,800,000
County:	HICKMAN, DICKSON	Route: SR-46	LENGTH 6.5
Termini:	FROM NEAR I-40 TO NE	EAR THE INTERSECTION OF SR-100 AND SR-7.	
LRP No.		Conformity Status	TIP No.
Description			
Remarks:			

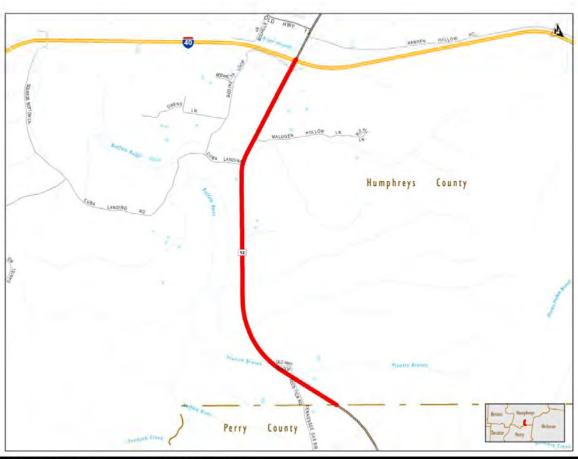
Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2020	DE-D	STBG	\$3,400,000	\$2,720,000	\$680,000	







P#	2043015	PIN#:	111109.02	Lead Agency TDOT	Total Cos	st	\$8,900,0
unty:	HUMPHREYS			Route: SR-13	LENGTH	3.4	
mini:	FROM NEAR	THE PERRY	COUNTY LINE 1	TO NEAR I-40 (IA)			
P No.				Conformity Status	TIP No.		
criptic	on: SR-13 SPOT	SAFETY IMPRO	VEMENTS				
criptic		SAFETY IMPRO	VEMENTS.				





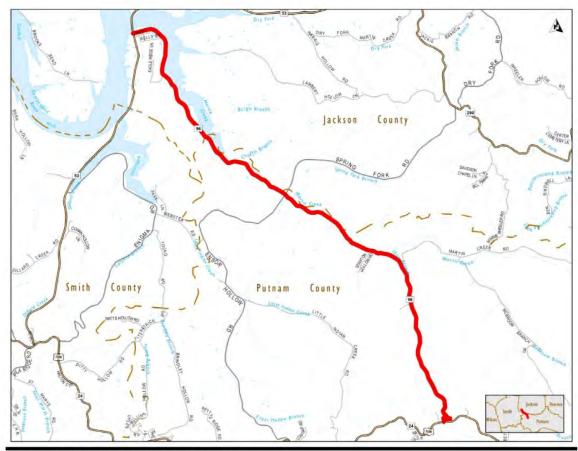




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2044015	PIN#:	124083.00	Lead Agency TDOT	Total Cost \$9,700,000
County:	JACKSON			Route: SR-96	LENGTH 2.2
Termini:	FROM SR-53	TO US-70N	(SR-24), (SPOT	MPROVEMENTS) (IA)	
LRP No.	-		(Conformity Status	TIP No.
Remarks:					

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2022	PE-N	STBG	\$300,000	\$240,000	\$60,000	
2022	PE-D	STBG	\$400,000	\$320,000	\$80,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS





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TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2048200	PIN#: 124583.00	Lead Agency TDOT	Total Cos	t	\$14,500,000
County:	LAKE, OBION		Route: SR-21	LENGTH	5.6	
Termini:	FROM SR-78 TO	SR-22 (IA)				
LRP No.			Conformity Status	TIP No.		
Descriptio			EL LANES, 8-FOOT SHOULDERS COMPATIE	BLE WITH PEDESTRIAN AND	BICYCLIST	USE, AND SPOT
Descriptio		2-LANE TO 2 12-FOOT TRAV IT INTERSECTIONS	EL LANES; 8-FOOT SHOULDERS COMPATIE	BLE WITH PEDESTRIAN AND	BICYCLIST	USE, AND SPOT

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	PE-N	STBG	\$200,000	\$160,000	\$40,000	
2020	PE-D	STBG	\$500,000	\$400,000	\$100,000	

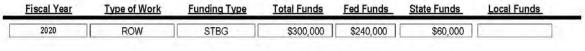


ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS





P#	2049020	PIN#:	102251.01	Lead Agency	TDOT	To	tal Cost		\$12,600,000
inty:	LAUDERDALE			Route: SR-1	9	LE	NGTH	3.9	
mini:	FROM EAST	OF EASTLAN	D AVENUE TO	HAYWOOD COUNT	ΓΥ LINE (***) (IA)				
No.				Conformity Status		T	P No.		
criptic	n: RECONSTRU	CT EXISTING 2-	LN TO A SUPER 2-I	LN (12 FOOT LANES W	ITH 10 FOOT SHOULDER	S AND IMPRO	/E SIGHT	DISTANCE	(S)





ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS







TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2052005	PIN#:	124496.00	Lead Agency	TDOT	Total Cost	\$17,100,000
County:	LINCOLN			Route: SR-10	(US-231)	LENGTH 1.4	
Termini:	(HUNTSVILLI	HWY.) FRO	M SR-110 TO SO	OUTH OF ELK RIVER	R (IA)		
LRP No.			C	Conformity Status		TIP No.	

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2021	PE-N	NHPP	\$50,000	\$40,000	\$10,000	
2021	PE-D	NHPP	\$50,000	\$40,000	\$10,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS



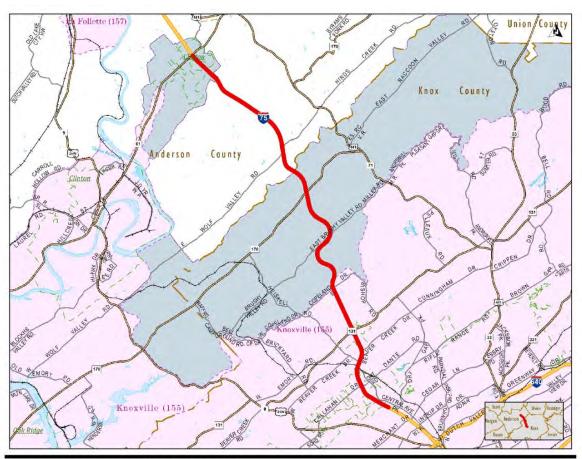




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2053000	PIN#:	124453.00	Lead Agency TDOT	Total Cos	\$3,700,000
County:	LOUDON			Route: I-75	LENGTH	16.1
Termini:	FROM POND	CREEK ROA	D (SR-323) TO	THE I-40/I-75 JUNCTION (IA)		
LRP No.			C	Conformity Status	TIP No.	
Description				OF CCTV CAMERAS AT CRITICAL ERAS AT EACH INTERCHANGE.	INTERCHANGES. INSTALL POWER A	AND COMMUNICATIONS
Remarks:						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2022	PE-D	NHPP	\$30,000	\$24,000	\$6,000	







TN	TDOT
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TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2058010	PIN#:	124086.00	Lead Agency	TDOT	Total Cos	t	\$56,900,000
County:	MARION			Route: SR-2	?	LENGTH	3,54	
Termini:	FROM NEAR	HILLCREST I	LANE IN KIMBAL	LL TO NEAR MAGN	OLIA AVENUE IN	JASPER (IA)		
LRP No.		-1	C	Conformity Status	1	TIP No.	+	
Description	on: RECONSTRU	ICT AND WIDEN	EXISTING 2 LANE	TO A 5 LANE FACILITY	INCLUDING PAVED SH	HOULDERS, CURB AND G	UTTER AND	SIDEWALKS.
Description	on: RECONSTRU	JCT AND WIDEN	EXISTING 2 LANE	TO A 5 LANE FACILITY	INCLUDING PAVED SH	HOULDERS, CURB AND G	UTTER AND	SIDEWALKS.
Description	on: RECONSTRU	ICT AND WIDEN	EXISTING 2 LANE	TO A 5 LANE FACILITY	INCLUDING PAVED SH	HOULDERS, CURB AND G	UTTER AND	SIDEWALKS.

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	PE-D	STBG	\$1,800,000	\$1,440,000	\$360,000	
2022	ROW	STBG	\$8,900,000	\$7,120,000	\$1,780,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS





TN	TDOT
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TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2062010	PIN#:	102380.02	Lead Agency TDOT	Total Cos	t	\$10,120,000
County:	MONROE			Route: SR-322	LENGTH	2.27	
Termini:	FROM SHEPP	PARD ROAD	TO SR-72 (EPD)) (IA)			
RP No.		-1		Conformity Status	TIP No.		
Descriptio				S AND 8' SHOULDERS. GEOMETRIC IMP 22 AND OAK GROVE ROAD.	ROVEMENTS AT THE INTERSE	ECTION OF	SR 322 AND SR 72
)escriptio				S AND 8' SHOULDERS, GEOMETRIC IMP	ROVEMENTS AT THE INTERSI	ECTION OF	SR 322 AND SR 72

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	ROW	R-STBG	\$362,439	\$880,000	\$220,000	
2020	ROW	STBG	\$737,561	\$590,049	\$147,512	
2022	CONST	STBG	\$8,500,000	\$6,800,000	\$1,700,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS



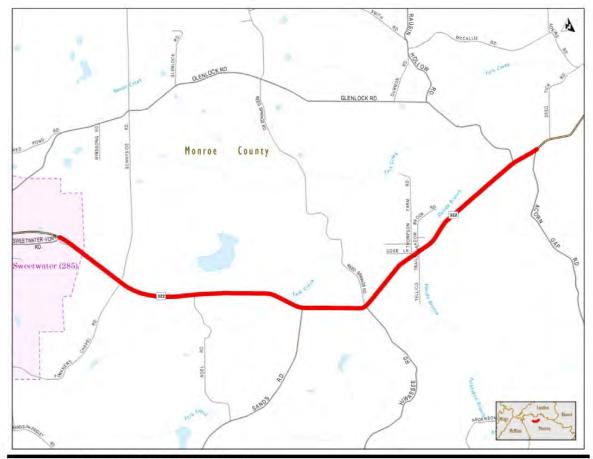




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2062011	PIN#: 102380.03	Lead Agency TDOT	Total Cost	\$12,000,000
County:	MONROE		Route: SR-322	LENGTH 3.9	
Termini:	FROM SWEETWA	TER-VONORE ROAD T	O NEAR ACORN GAP ROAD (IA)		
LRP No.			Conformity Status	TIP No.	
Remarks:					

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2021	ROW	STBG	\$1,200,000	\$960,000	\$240,000	

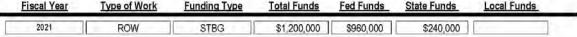


ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS





TN TD	OT		110000000000000000000000000000000000000	RTATION IMPROVEM 2020 THRU FY 2023		AM	
STIP# County: Termini:	2062012 MONROE FROM NEAR	PIN#:	102380.04 ROAD TO SHE	Lead Agency TD0 Route: SR-322 PPARD ROAD (IA)	TC	Total Cost	\$12,000,000
LRP No. Description	On: Widen existin	g route to 12' trav	C el lanes and 8' shoul	conformity Status		TIP No.	
Remarks:							
Fisca	l Year 1	ype of Work	Funding 1	Type Total Funds	Fed Funds	State Funds	Local Funds





ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS



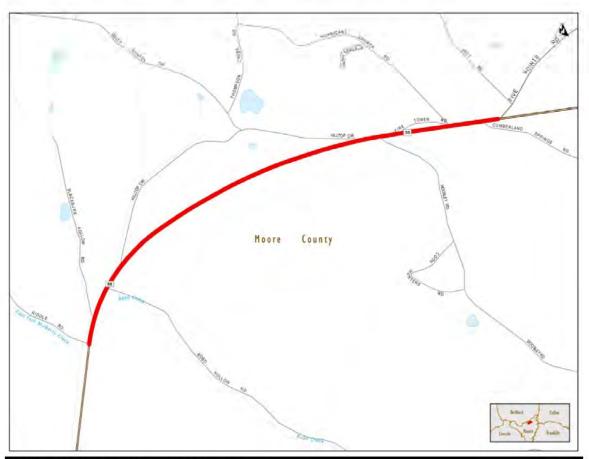


TN	TDOT
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TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2064005	PIN#:	124669.00	Lead Agency TDOT	Total Cost	\$5,400,000
County:	MOORE			Route: SR-55	LENGTH 1.8	
Temini:	(LYNCHBURG HV INTERSECTION (FROM THE INTERSECTION AT () (IA)	RIDDLE RD. TO THE 5 POINT	S RD.
LRP No.			Co	onformity Status	TIP No.	
Description	on: SPOT SAFETY LOG	CATIONS				Ī

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2022	PE-N	NHPP	\$200,000	\$160,000	\$40,000	
2022	PE-D	NHPP	\$200,000	\$160,000	\$40,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS





STIP#	2064010	PIN#:	123070.00	Lead Agency	TDOT	Total Cost	t,	\$2,700,000
County:	MOORE			Route: SR-5	5	LENGTH	0,2	
Termini:	FROM NEAR	THE INTERS	ECTION OF GO	ODBRANCH ROAD	TO NEAR THE MO	ORE COUNTY HIGH	SCHOOL	
LRP No.			C	onformity Status		TIP No.		
Description	on: WIDEN FROM		3 LANE FACILITY					

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	PE-D	STBG	\$110,000	\$88,000	\$22,000	
2020	ROW	STBG	\$400,000	\$320,000	\$80,000	
2022	CONST	STBG	\$2,100,000	\$1,680,000	\$420,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS



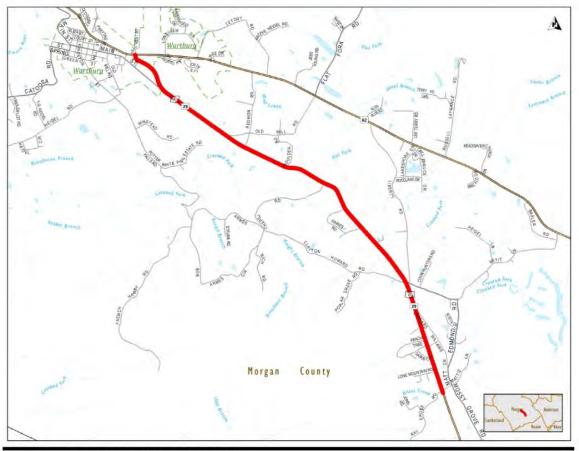




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2065011	PIN#:	101411.03	Lead Agency	TDOT	To	otal Cost	\$64,312,087
County:	MORGAN			Route: SR-29	(US-27)	L	ENGTH 4.9	
Termini:	FROM NORTH	OF RAY CF	ROSS RD/MOSS	INSTER RD.) T	STER RD.) TO SR-62 IN WARTBURG (IA)			
LRP No.			C	onformity Status		T	ΓΙΡ No.	
Description			CENTER TURN LAN					
Remarks:								

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2020	ROW	R-NHPP	\$457,086	\$365,670	\$91,417	
2020	ROW	NHPP	\$22,000,000	\$17,600,000	\$4,400,000	









TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2066031	PIN#:	101343.01	Lead Agency	TDOT	Total Cost	\$9,000,000
County:	OBION			Route: I-69 PF	ROP	LENGTH	2.9
Termini:	FROM SOUTH	H OF SR-3 TO	SOUTH OF SR	-5 (IA)			
LRP No.			C	onformity Status		TIP No.	
Description	on: PAVING						
Remarks:							

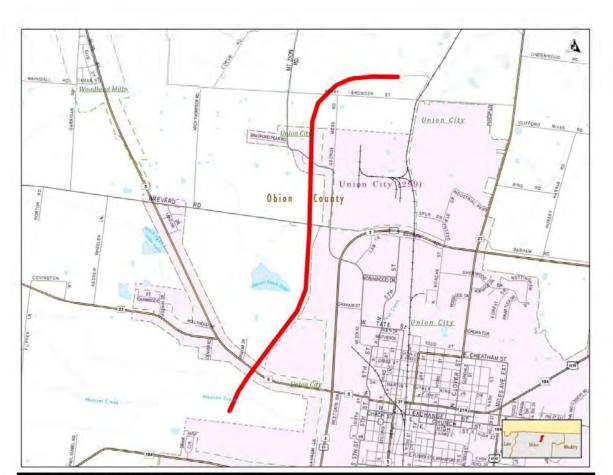
Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2020	PAVE	NHPP	\$9,000,000	\$8,100,000	\$900,000	







STIP#	2066041	PIN#:	101344.01	Lead Agency	TDOT	Total		\$12,000,0
County:	OBION			Route: 1-69	PROP	LENG	TH 4.0	
fermini:	FROM SOUT	H OF SR-5 TO	WEST OF SR-	21 (IA)				
RP No.				onformity Status		TIP	lo.	
lescriptic	n: Paving of Nev	w Stage Construc	ion of I-69					
Descriptio	n; Paving of New	v Stage Construc	of I-69					



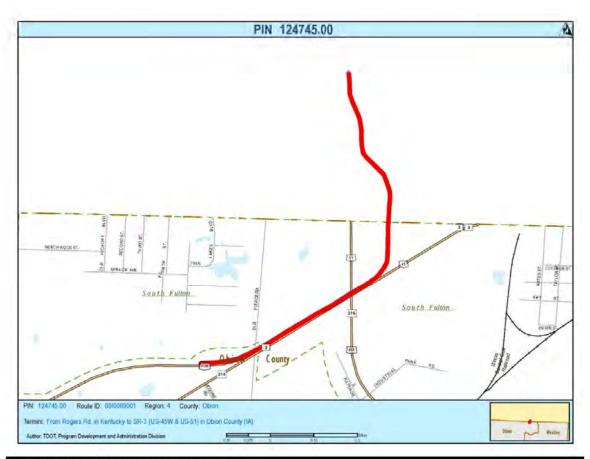
ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS





county: OBION Route: [-69] LENGTH 5.0 emini: FROM ROGERS RD IN KENTUCKY TO SR-3 (US-45W & US-51) IN OBION COUNTY (IA) RP No. Conformity Status TIP No.
RP No. Conformity Status TIP No.
escription; CONSTRUCT NEW INTERSTATE

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2021	PE-N	NHPP	\$2,100,000	\$1,680,000	\$420,000	
2021	PE-D	NHPP	\$900,000	\$720,000	\$180,000	









TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2067015	PIN#:	103678.01	Lead Agency TDOT	Total Cost	\$2,200,000
County:	OVERTON			Route: SR-52	LENGTH 7.1	
Termini:	(JAMESTOW	N HWY.) FRO	M SR-52/85, WE	EST OF ALPINE TO WEST OF PIC	KETT COUNTY LINE (***) (IA)	
LRP No.			C	Conformity Status	TIP No.	
Description	on: SPOT IMPRO	VEMENTS (RE- <i>i</i>	ALIGNING 3 INTERS	SECTIONS)		
Remarks:						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2022	CONST	STBG	\$600,000	\$480,000	\$120,000	





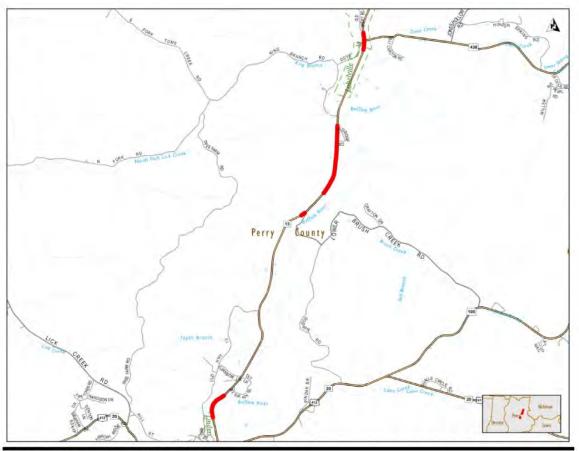




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2068010 PIN#:	111109.03 Lead Agency TDOT	Total Cost	\$8,442,000
County:	PERRY	Route: SR-13	LENGTH 2.07	
Termini:	FROM SR-20 TO SOUTH	OF THE HUMPHREYS COUNTY LINE - 4 SPOT IMPF	ROVEMENTS AT LOCATIONS B	3, C, D & F (IA)
LRP No.		Conformity Status	TIP No.	
Description		UGH LANE IN EACH DIRECTION AND 1 THROUGH LANE IN ALT		
Description	ALL SPOT IMPROVEMENT L	UGH LANE IN EACH DIRECTION AND 1 THROUGH LANE IN ALT DCATIONS: LOCATION (B) BLM 13.020 - ELM 13.42, LOCATION (F) BLM 19.130 - ELM 19.380.		

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2020	CONST	STBG	\$6,600,000	\$5,280,000	\$1,320,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

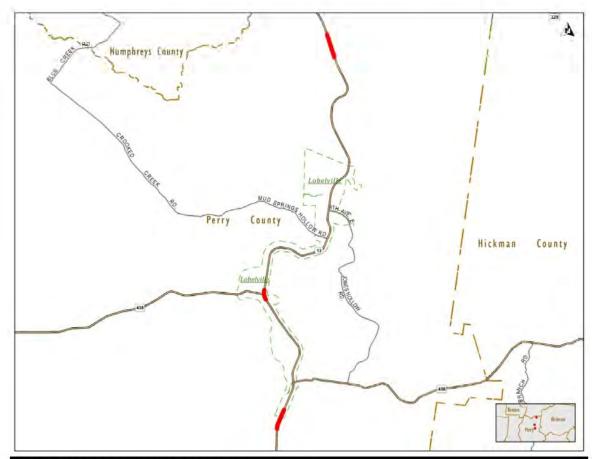




TN TI	DOT					OVEMENT PROGRAM 2023 - DRAFT
STIP#	2068013	PIN#:	111109.01	Lead Ag	ency	TDOT
County:	PERRY			Route:	SR-1	3

STIP#	2068013	PIN#:	111109.01	Lead Agency TD	TC	Total Cost	\$5,330,000
County:	PERRY			Route: SR-13		LENGTH 1.4	
Temini:	FROM SR-20	TO SOUTH (OF THE HUMPH	REYS COUNTY LINE - 3	SPOT IMPROVEMENTS	AT (E, H & K) (IA))
LRP No.			(Conformity Status		TIP No.	
n							
Remarks:	1:12 = ==						

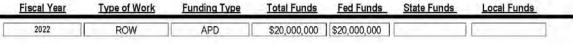
Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	CONST	STBG	\$4,400,000	\$3,520,000	\$880,000	







IP#	2070018	PIN#:	102420.08	Lead Agency	TDOT	Total Cost	\$220,000,000
unty:	POLK			Route: SR-4	0 US-64	LENGTH 23.3	
mini:	FROM EAST	OF OCOEE R	IVER TO SR-68	IN DUCKTOWN (IA)		
P No.			C	onformity Status		TIP No.	
scriptio							







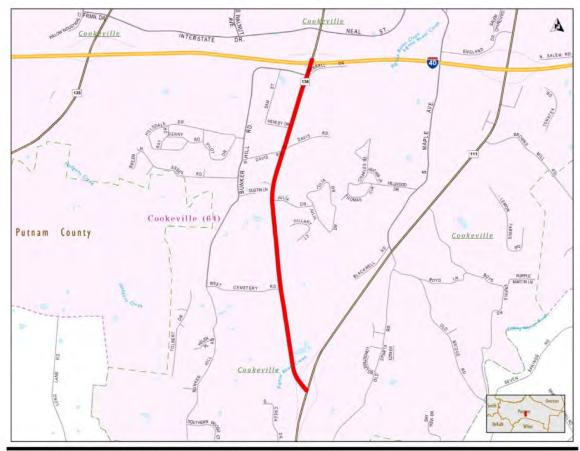




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2071000	PIN#:	112538.00	Lead Agency	TDOT	Total Cost	\$40,615,100	
County:	PUTNAM			Route: SR-13	6	LENGTH 2.2	25	
Termini:	SR-111 TO I-4	0 (IA)						
LRP No.			C	onformity Status		TIP No.	TIP No.	
Description	on.	ING 2-LN 10 J-1	LIN WITH THE FOOT L	ANES, CURB AND GUTT	ER, AND SIDEWALK			
Remarks:								

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds	
2021	CONST	STBG	\$21,600,000	\$17,280,000	\$4,320,000		



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS



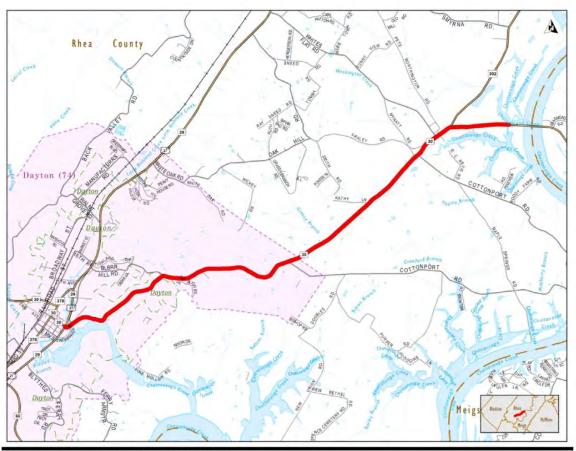




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2072020	PIN#:	109410.00	Lead Agency TDOT	Total Cos	\$46,328,000
County:	RHEA			Route: SR-30	LENGTH	8.0
Termini:	FROM SR-29	(US-27) TO T	HE TENNESSE	E RIVER		
LRP No.			C	Conformity Status	TIP No.	
Description	on: WIDEN TO A 3	B LANE FACILIT	Y WITH HORIZONT <i>I</i>	AL AND VERTICAL CURVATURE IMPRO	VEMENTS, INTERSECTION IMP	ROVEMENTS, ADDITIONAL LEFT
Remarks:						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	PE-D	STBG	\$3,000,000	\$2,400,000	\$600,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS



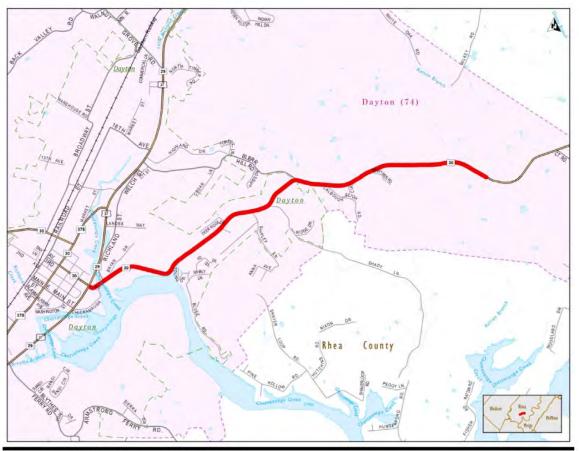




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2072023	PIN#:	109410.03	Lead Agency TDOT	Total Cost	\$22,300,000		
County:	RHEA			Route: SR-30	LENGTH	3.28		
Termini:	(OLD WASHI	NGTON HWY) FROM NEAR S	NEAR SR-29 (US-27) TO WEST OF NEW UNION RD. / WHITE OAK RD.(IA)				
LRP No.			C	Conformity Status	TIP No.			
Description	on: WIDEN FROM	12 LANES TO 3	ANES					
						1-1		
Remarks:						1		

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2021	ROW	STBG	\$3,300,000	\$2,640,000	\$660,000	





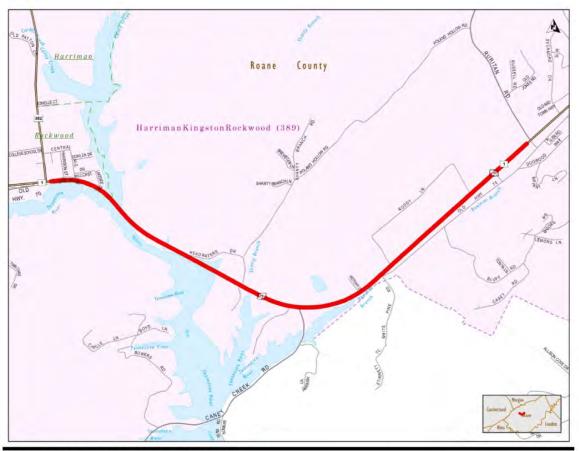




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2073010 PIN	N#: 101244.03	Lead Agency TDOT	Total Cos	t \$44,700,000				
County:	ROANE		Route: SR-1 (US-70)	LENGTH	3.5				
Termini:	FROM SR-382 TO N	FROM SR-382 TO NEAR RURITAN ROAD (IA)							
LRP No.		Co	onformity Status	TIP No.					
Description	on: WIDEN 2-LN TO 5 LN	WITH CENTER TURN LANE							
Remarks:									

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2020	ROW	STBG	\$9,100,000	\$7,280,000	\$1,820,000	







TIP#	2073050	PIN#:	126546.00	Lead Agency	Rockwood	Total Cost	\$270
ounty:	ROANE			Route:		LENGTH	
emini:	CITY OF ROC	KWOOD CLE	AN DIESEL TEC	HNOLOGIES EQU	JIPMENT ACQUISITIC	N	
RP No.		-1	C	onformity Status		TIP No.	



2020



2020 – 2023 State Transportation Improvement Program

STIP#	2073070	PIN#:	127957.00	Lead Agency	Harriman	Total Cost	\$2,74	
County:	ROANE			Route:		LENGTH		
emini:	19 TRAFFIC	SIGNALS ALC	ONG US 27, SR 2	29, SR 328 AND US	70 IN HARRIMAN			
RP No.				Conformity Status		TIP No.		
			ct will improve signal	timing and replace traffic	signal infrastructure comp communication equipment	onents along 19 intersectio		
Descriptio			ct will improve signal	timing and replace traffic		onents along 19 intersectio		

\$2,743,000 \$2,743,000

CMAQ



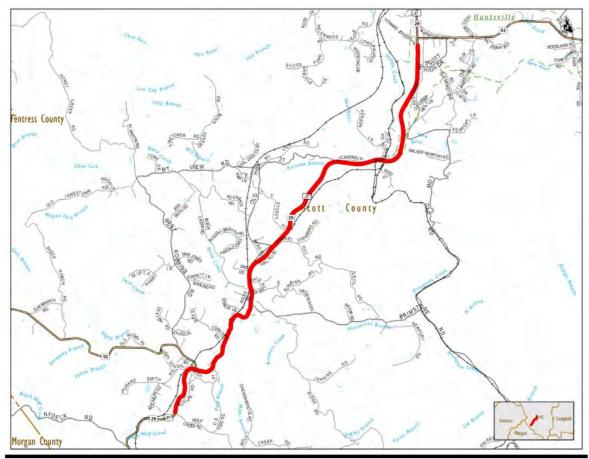




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2076010	PIN#:	101414.00	Lead Agency TDOT	Total Cost	\$58,650,000	
County:	SCOTT			Route: SR-29 (US-27)	LENGTH 3.7		
Termini:	(LON FOUST	HWY.) FROM	NORTH OF WO	OLF CREEK ROAD TO NEAR SR-63	CREEK ROAD TO NEAR SR-63 (***)		
LRP No.			C	Conformity Status	TIP No.		
Description	JII.	2.1111111111111111111111111111111111111	TOTAL CONTRACTOR OF THE CONTRA	E ON NEW ALIGNMENT			
Remarks:							

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2022	ROW	NHPP	\$9,400,000	\$7,520,000	\$1,880,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

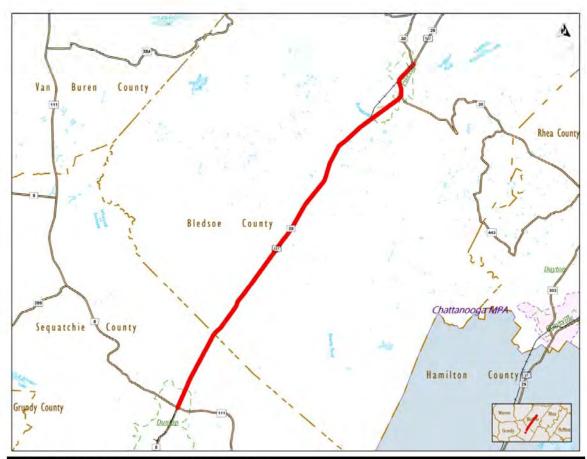




TDOT	TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT
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STIP#	2077010	PIN#:	124104.00	Lead Agen	ncy TDOT		Total Cost		\$79,700,000
County:	SEQUATCHIE	, BLEDSOE		Route:	SR-28 (US-127)		LENGTH	19.06	
Termini:	FROM SR-8 II	N SEQUATCH	HE COUNTY TO	SR-30, LM 15	39 IN BLEDSOE COU	NTY (IA)			
LRP No.		-1	C	Conformity Sta	atus	-100	TIP No.		
Descriptio				IES AND 10 FOOT	T SHOULDERS. TURN LANE		0.00	N LANES A	ND PASSING LANES
Descriptio				IES AND 10 FOOT	T SHOULDERS. TURN LANE		0.00	N LANES A	ND PASSING LANES

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	PE-D	STBG	\$100,000	\$80,000	\$20,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS



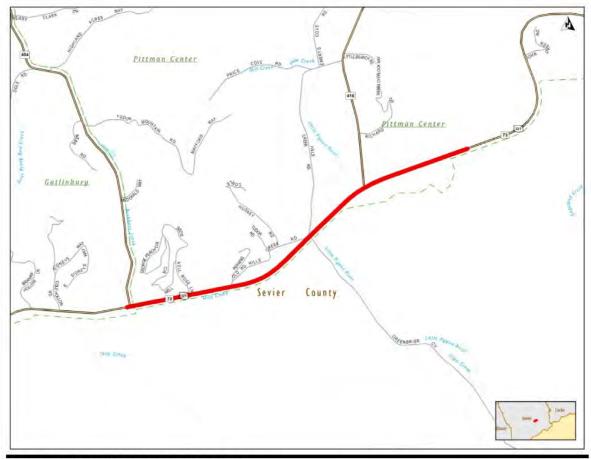




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2078032 PIN#: 100	989.00 Lead Agency TDOT	Total Cost \$37,070,100
County:	SEVIER	Route: SR-73 (US-321)	LENGTH 1.4
Termini:	BUCKHORN ROAD TO SR-416 (F	PHASE 2) (EPD)	
LRP No.		Conformity Status	TIP No.
Description			
Remarks:			

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2020	PE-D	STBG	\$500,000	\$400,000	\$100,000	
2021	ROW	STBG	\$3,800,000	\$3,040,000	\$760,000	





Remarks:



2020 – 2023 State Transportation Improvement Program

TN TO	OOT			RTATION IMPROVEMENT PRO 2020 THRU FY 2023 - DRAFT	GRAM
STIP#	2078080	PIN#:	124788.00	Lead Agency TDOT	Total Cost
County:	SEVIER			Route: SR-449 Ext.	LENGTH 0.4
Temini:	(Veterans Bo	ulevard), Fron	SR-35 to Rober	t Henderson Road.	
LRP No.			C	Conformity Status	TIP No.
Description	on: CONSTRUC	T NEW 5 LANE F	ACILITY		

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	PE-D	STBG	\$1,000,000	\$800,000	\$200,000	
2021	ROW	STBG	\$3,000,000	\$2,400,000	\$600,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

\$17,700,000







TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2078085	PIN#:	124789.00	Lead Ag	gency	TDOT	Total Cos	t	\$26,600,000
County:	SEVIER			Route:	SR-X	XX	LENGTH	2.0	
emini:	(JAKE THOM	AS CONNECT	TOR) FROM SR-	71/73 (US-3	21/441)	TO SR-449 (VETE	RANS BLVD.) (IA)		
RP No.			C	onformity S	Status		TIP No.		
escriptio	RIPKIN EXPE	RIENCE BALLPA	ARK - WIDEN EXIST	ING 2-LANE R			ND TEASTER LANE, BET D SECTION, FROM BALL		
escriptio	RIPKIN EXPE	RIENCE BALLPA		ING 2-LANE R					

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	PE-D	STA	\$2,000,000		\$2,000,000	
2020	CONST	STA	\$28,000,000		\$28,000,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS







TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

ΓIP#	2078179	PIN#:	121620.00	Lead Agency	SEVIERVILLE	Total Cost	\$2,567,095
unty:	SEVIER			Route: SR-3	35	LENGTH 1.13	3
mini:	SR-448 (NOR	TH PARKWA	Y) TO EASTGAT	E ROAD (INCLUDE	ES SR-449 INTERSECT	TION) IN SEVIERVILLE	
RP No.			С	onformity Status		TIP No.	
escription	On: CAPACITY AN		AL IMPROVEMENTS	AT THE INTERSECTION	ON OF SR-35 AND SR-449 \	WITH LEFT TURN LANE REST	FRICTIONS BETWEEN
escription	The state of the s		AL IMPROVEMENTS	S AT THE INTERSECTION	ON OF SR-35 AND SR-449 \	NITH LEFT TURN LANE REST	TRICTIONS BETWEEN
escriptio	The state of the s		AL IMPROVEMENTS	S AT THE INTERSECTION	ON OF SR-35 AND SR-449 \	MITH LEFT TURN LANE REST	FRICTIONS BETWEEN

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2020	PE, ROW, CONST	STBG-L	\$236,584	\$189,267	\$47,317	\$0
2020	PE, ROW, CONST	STBG	\$899,901	\$719,921	\$179,980	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS







TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2078205	PIN#:	121434.00	Lead Agency	PIGEON FORGE	Total Cost	\$1,381,260
County:	SEVIER			Route:		LENGTH 0.0	
Termini:	SEVIER COU	NTY TOURIS	T CORRIDOR IN	TELLIGENT TRAN	SPORTATION SYST	EM	
LRP No.			C	Conformity Status		TIP No.	
Description	on: UPGRADE AI	ND RETIME 41 S	IGNALIZED INTERS	ECTIONS LOCATED A	LONG THE SEVIER COUN	NTY TOURIST CORRIDOR	
Remarks:							

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	CONST	CMAQ	\$267,500	\$267,500	\$0	\$0
2020	CONST	CMAQ	\$580,000	\$464,000	\$58,000	\$58,000





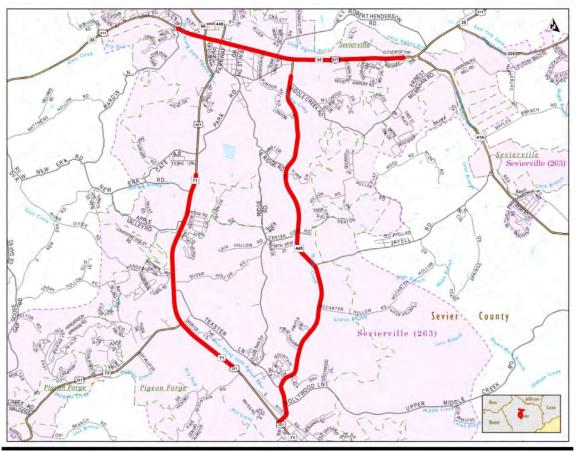




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2078215	PIN#:	121434.01	Lead Agency	SEVIERVILLE	Total Cost	\$902,229
County:	SEVIER			Route:		LENGTH 0.0	
Termini:			IS IN SEVIERVIL AND PARKWAY		ORGE, INCLUDING AL	ONG DOLLY PARTON	PARKWAY,
LRP No.			C	Conformity Status		TIP No.	
Descriptio	on: UPGRADE A	ND RETIME 43 S	SIGNALIZED INTERS	ECTIONS IN SEVIERVI	LLE AND PIGEON FORGE.		
Remarks:							

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	CONST	CMAQ	\$1,006,100	\$804,880	\$201,220	
2020	CONST	CMAQ	\$2,072,370	\$1,657,896	\$207,237	\$207,237





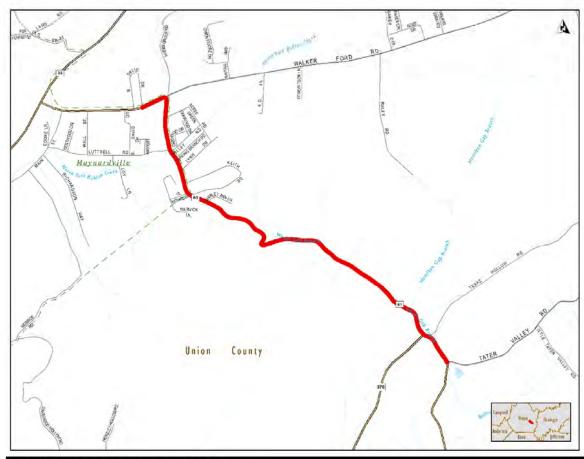
Remarks:



2020 – 2023 State Transportation Improvement Program

STIP#	2087060 PI	N#:	104563.02	Lead Agency	TDOT	Total Cos	t
County:	UNION			Route: SR-6	1	LENGTH	2.2
Termini:	FROM NORTH DAV	ID DRIV	E TO TATER V	ALLEY ROAD (EPE)/PHASE 2) (IA)		
LRP No.			C	onformity Status		TIP No.	

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2022	PE-D	HSIP	\$250,000	\$225,000	\$25,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

\$7,000,000



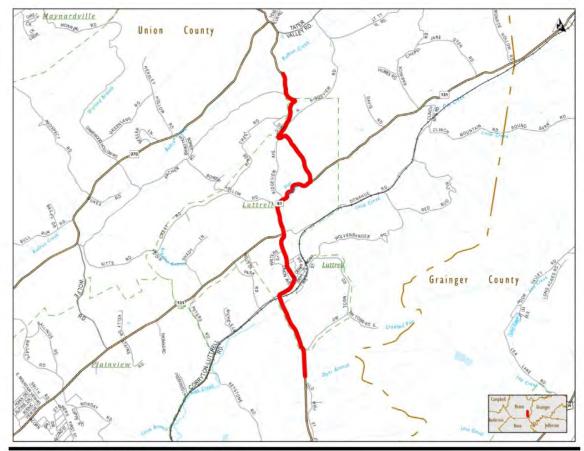




TRANSPORTATION IMPROVEMENT PROGRAM FY 2020 THRU FY 2023 - DRAFT

STIP#	2087065	PIN#:	104563.04	Lead Agency TDOT	Total Cost	\$7,500,000
County:	UNION			Route: SR-61	LENGTH 4.5	
Termini:	FROM NORT	H OF ARCHE	R ROAD TO SO	UTH OF JIM TOWN ROAD (PHASE	E 2) (IA)	
LRP No.			C	Conformity Status	TIP No.	
Description	on: SPOT SAFET	YIMPROVEME	NTS BETWEEN LM 1	4.04 AND 18.56		
Remarks:						

Fiscal Year	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2022	PE-D	HSIP	\$250,000	\$225,000	\$25,000	







		PIN#:	126824.00	Lead Agency TDOT	Total Cost	\$426,000,00
County: S	TATEWIDE -	RURAL		Route:	LENGTH	
Termini: S	SURFACE TRA	NSPORTAT	ION BLOCK GR	ANT PROGRAM (STBGP) -	GROUPING	
RP No.			C	Conformity Status	TIP No.	
	SEE APPENDIX		C			

	<u>Fiscal Year</u>	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds	
Ī	2020	PE, ROW, CONST	STBG	\$116,800,000	\$93,440,000	\$23,360,000		
	2021	PE, ROW, CONST	STBG	\$116,800,000	\$93,440,000	\$23,360,000		
	2022	PE, ROW, CONST	STBG	\$116,800,000	\$93,440,000	\$23,360,000		
	2023	PE, ROW, CONST	STBG	\$116,800,000	\$93,440,000	\$23,360,000		







STIP#	2099003] PIN#:	126825.00	Lead Agency TDOT	Total Cost	\$671,200,000
County:	STATEWIDE -	RURAL		Route:	LENGTH	
Termini:	NATIONAL HIG	SHWAY PER	RFORMANCE PR	OGRAM (NHPP) - GROUPING		
LRP No.		- 1	C	onformity Status	TIP No.	
Description	4.11		UPING DESCRIPTIO	N FOR A COMPREHENSIVE LISTING OF A		TED FOR ELIGIBILI

	<u>Fiscal Year</u>	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds	
[2020	PE, ROW, CONST	NHPP	\$167,800,000	134,240,000	\$33,560,000		
[2021	PE, ROW, CONST	NHPP	\$167,800,000	\$134,240,000	\$33,560,000		
[2022	PE, ROW, CONST	NHPP	\$167,800,000	134,240,000	\$33,560,000		
[2023	PE, ROW, CONST	NHPP	\$167,800,000	134,240,000	\$33,560,000		







STIP#	2099009	PIN#:	126826.00	Lead Agency	TDOT	Total Cost	\$64,998,51
county:	STATEWIDE -	RURAL		Route:		LENGTH	
emini:	TRANSPORT	ATION ALTE	RNATIVES PRO	GRAM (TAP) - GRO	UPING		
RP No.			C	Conformity Status		TIP No.	
escriptio	n SEE APPEND	IX STATE GRO	UPING DESCRIPTIO	N FOR A COMPREHEN	SIVE LISTING OF ACTIV	ITIES INCLUDED BUT NOT LIM	TED FOR ELIGIBILITY
sacriptic	an, sauth sau		0.015.22.20.00.05	.,, 4., 0, 5., 0, 1, 2, 0	-////		(44,01,24,0,01,1)

<u>Fiscal Year</u>	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds	
2020	CONST	TAP	\$16,249,629	\$12,999,703	\$3,249,926		
2021	CONST	TAP	\$16,249,629	\$12,999,703	\$3,249,926		
2022	CONST	TAP	\$16,249,629	\$12,999,703	\$3,249,926		
2023	CONST	TAP	\$16,249,629	\$12,999,703	\$3,249,926		



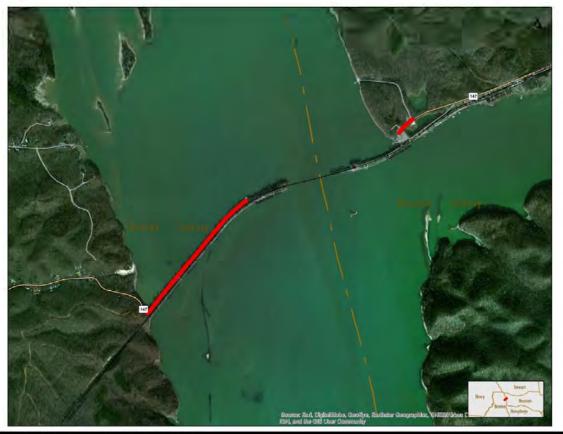


Remarks:



2099012	PIN#:	040813.01	Lead Agency	TDOT	Total Cost	\$2,800,000
STATEWIDE			Route:		LENGTH	
ERRY SERV	ICE ACROSS	S THE TENNESS	SEE RIVER			
	-1,	0	Conformity Status		TIP No.	
	TATEWIDE ERRY SERV	TATEWIDE ERRY SERVICE ACROSS	TATEWIDE ERRY SERVICE ACROSS THE TENNESS		TATEWIDE Route: ERRY SERVICE ACROSS THE TENNESSEE RIVER	TATEWIDE Route: LENGTH ERRY SERVICE ACROSS THE TENNESSEE RIVER

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2020	OPERATIONS	STA	\$800,000		\$800,000	
2021	OPERATIONS	STA	\$800,000		\$800,000	
2022	OPERATIONS	STA	\$800,000		\$800,000	1
2023	OPERATIONS	STA	\$800,000		\$800,000	



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS





STIP#	2099080	PIN#: 126828.00	Lead Agency TDOT	Total Cost	\$12,800,000
County:	STATEWIDE		Route:	LENGTH	
emini:	ADVANCE ENG	GINEERING, FUNCTIONAL I	DESIGN, AERIAL SURVEY, MAPPIN	NG, ETC:	
RP No.			Conformity Status	TIP No.	
escripti	411.	ering, Functional Design, Aerial Su			

<u>Fiscal Year</u>	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds	
2020	PE-D	STA	\$4,200,000		\$4,200,000		
2021	PE-D	STA	\$4,200,000		\$4,200,000		
2022	PE-D	STA	\$4,200,000		\$4,200,000		
2023	PE-D	STA	\$5,200,000		\$5,200,000		







STIP#	2099270	PIN#:	126830.00	Lead Agency TDEC	Total Cost \$6,00
County:	STATEWIDE			Route:	LENGTH
Termini:	RECREATION	VAL TRAILS			
LRP No.		1	C	onformity Status	TIP No.
Description	611.		& MAINTENANCE	DF MULTI-USE RECREATIONAL TRAILS	

	<u>Fiscal Year</u>	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds	
Ī	2020	PE, ROW, CONST	RTP	\$1,500,000	\$1,200,000	\$300,000		
	2021	PE, ROW, CONST	RTP	\$1,500,000	\$1,200,000	\$300,000		
	2022	PE, ROW, CONST	RTP	\$1,500,000	\$1,200,000	\$300,000		
	2023	PE, ROW, CONST	RTP	\$1,500,000	\$1,200,000	\$300,000		







	2099300	PIN#:	126831.00	Lead Agency	TDOT	Total Cost	\$135,000,00
County:	STATEWIDE -	RURAL		Route:		LENGTH	
Termini:	HIGHWAY SAF	ETY IMPRO	VEMENT PROG	GRAM (HSIP, HRRE	R, PHSIP) - GROUPIN	IG .	
LRP No.		1	C	onformity Status		TIP No.	
LRP No.	DEC ADDENDIS	CTATE CROU			ICIUS LICTINO OF ACTIV	TIP No.	TED COD ELIC

<u>Fiscal Year</u>	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds
2020	PE, ROW, CONST	HRRR	\$1,066,112	\$959,500	\$106,611	
2020	PE, ROW, CONST	PHSIP	\$5,000,000	\$5,000,000	\$0	
2020	PE, ROW, CONST	HSIP	\$51,955,990	\$46,760,391	\$5,195,599	
2021	PE, ROW, CONST	PHSIP	\$5,000,000	\$5,000,000	\$0	
2021	PE, ROW, CONST	HSIP	\$51,955,990	\$46,760,391	\$5,195,599	
2022	PE, ROW, CONST	PHSIP	\$5,000,000	\$5,000,000	\$0	
2022	PE, ROW, CONST	HSIP	\$51,955,990	\$46,760,391	\$5,195,599	
2023	PE, ROW, CONST	PHSIP	\$5,000,000	\$5,000,000	\$0	
2023	PE, ROW, CONST	HSIP	\$51,955,990	\$46,760,391	\$5,195,599	







STIP#	2099700	PIN#:	126832.00	Lead Agency TDOT	Total Cost	\$1,700,000
County:	STATEWIDE -	RURAL		Route:	LENGTH	
Temini:	WORKFORCE	DEVELOPM	IENT, TRAINING	AND EDUCATION ACTIVITIES -	GROUPING	T I
LRP No.			C	onformity Status	TIP No.	
Description	al.	il extine Side		N FOR A COMPREHENSIVE LISTING OF		

<u>Fiscal Year</u>	Type of Work	Funding Type	<u>Total Funds</u>	Fed Funds	State Funds	Local Funds	
2020	TRAINING	STBG	\$425,000	\$425,000			
2021	TRAINING	STBG	\$425,000	\$425,000			
2022	TRAINING	STBG	\$425,000	\$425,000			
2023	TRAINING	STBG	\$425,000	\$425,000			







Chapter 6: Appendices

Fund Code	FY	Estimated Revenue	Programmed Cost	Federal Funds	State Funds	Local Funds	Balance	Allocation	Amount Brought Forward
ACNHPP	2020	\$0	\$0	\$0	\$0	\$0	\$0		\$0
ACSTBG	2020	\$0	\$0	\$0	\$0	\$0	\$0		\$0
APD	2020	\$643,693,340	\$59,700,000	\$59,700,000	\$0		\$583,993,340		\$583,993,340
CMAQ	2020	\$993,886,479	\$6,938,970	\$6,153,276	\$466,457	\$319,237	\$986,947,509	\$10,865,000	\$997,812,509
HIP	2020	\$121,005,902	\$0	\$0	\$0	\$0	\$121,005,902	\$46,125,000	\$167,130,902
HPP	2020	\$24,356,500	\$23,359,400	\$18,687,520	\$4,671,880		\$997,100	\$24,965,413	\$25,962,513
HRRR	2020	\$1,066,112	\$1,066,112	\$959,500	\$106,611		\$0	\$0	\$0
HSIP	2020	\$435,943,617	\$61,000,990	\$54,900,891	\$6,100,099		\$374,942,627	\$53,254,890	\$428,197,517
NHFP	2020	\$378,317,420	\$0	\$0	\$0	\$0	\$378,317,420	\$32,185,000	\$410,502,420
NHPP	2020	\$3,539,538,503	\$1,071,277,301	\$876,680,241	\$194,597,060	\$0	\$2,468,261,202	\$628,803,675	\$3,097,064,877
PHSIP	2020	\$58,854,085	\$5,330,750	\$5,330,750	\$0		\$53,523,335	\$12,300,000	\$65,823,335
RTP	2020	\$36,946,100	\$1,500,000	\$1,200,000	\$300,000		\$35,446,100	\$11,695,532	\$47,141,632
STA	2020	\$906,571,852	\$106,600,000	\$0	\$106,600,000		\$799,971,852	\$307,500,000	\$1,107,471,852
STBG	2020	\$888,941,071	\$325,086,010	\$260,251,808	\$64,824,190	\$10,012	\$563,855,060	\$226,166,250	\$790,021,310
STBG-L	2020	\$236,584	\$236,584	\$189,267	\$47,317	\$0	\$0	\$0	\$0
TAP	2020	\$573,541,258	\$16,249,629	\$12,999,703	\$3,249,926		\$557,291,629	\$8,919,029	\$566,210,658





Fund Code	FY	Estimated Revenue	Programmed Cost	Federal Funds	State Funds	Local Funds	Balance	Allocation	Amount Brought Forward
ACNHPP	2021	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ACSTBG	2021	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
APD	2021	\$583,993,340	\$87,500,000	\$87,500,000			\$496,493,340	\$0	\$496,493,340
CMAQ	2021	\$997,812,509	\$0	\$0	\$0	\$0	\$997,812,509	\$11,136,625	\$1,008,949,134
HIP	2021	\$167,130,902	\$0	\$0	\$0	\$0	\$167,130,902	\$47,278,125	\$214,409,027
HPP	2021	\$25,962,513	\$0	\$0	\$0	\$0	\$25,962,513	\$25,589,548	\$51,552,060
HRRR	2021	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	2021	\$428,197,517	\$59,493,490	\$53,544,141	\$5,949,349		\$368,704,027	\$54,586,262	\$423,290,289
NHFP	2021	\$410,502,420	\$0	\$0	\$0	\$0	\$410,502,420	\$32,989,625	\$443,492,045
NHPP	2021	\$3,097,064,877	\$500,200,000	\$403,900,000	\$96,300,000		\$2,596,864,877	\$644,523,767	\$3,241,388,644
PHSIP	2021	\$65,823,335	\$5,275,626	\$5,275,626	\$0		\$60,547,709	\$12,607,500	\$73,155,209
RTP	2021	\$47,141,632	\$1,500,000	\$1,200,000	\$300,000		\$45,641,632	\$11,987,920	\$57,629,552
STA	2021	\$1,107,471,852	\$5,000,000		\$5,000,000		\$1,102,471,852	\$315,187,500	\$1,417,659,352
STBG	2021	\$790,021,310	\$232,890,000	\$186,397,000	\$45,633,000	\$860,000	\$557,131,310	\$231,820,406	\$788,951,717
STBG-L	2021	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TAP	2021	\$566,210,658	\$16,249,629	\$12,999,703	\$3,249,926		\$549,961,029	\$9,142,005	\$559,103,034





Fund Code	FY	Estimated Revenue	Programmed Cost	Federal Funds	State Funds	Local Funds	Balance	Allocation	Amount Brought Forward
ACNHPP	2022	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ACSTBG	2022	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
APD	2022	\$496,493,340	\$20,000,000	\$20,000,000			\$476,493,340	\$0	\$476,493,340
CMAQ	2022	\$1,008,949,134	\$0	\$0	\$0	\$0	\$1,008,949,134	\$11,415,041	\$1,020,364,175
HIP	2022	\$214,409,027	\$0	\$0	\$0	\$0	\$214,409,027	\$48,460,078	\$262,869,105
HPP	2022	\$51,552,060	\$2,400,000	\$1,920,000	\$480,000		\$49,152,060	\$26,229,287	\$75,381,347
HRRR	2022	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	2022	\$423,290,289	\$56,728,490	\$51,055,641	\$5,672,849		\$366,561,799	\$55,950,919	\$422,512,717
NHFP	2022	\$443,492,045	\$0	\$0	\$0	\$0	\$443,492,045	\$33,814,366	\$477,306,411
NHPP	2022	\$3,241,388,644	\$546,454,000	\$445,338,200	\$101,115,800		\$2,694,934,644	\$660,636,861	\$3,355,571,505
PHSIP	2022	\$73,155,209	\$5,165,376	\$5,165,376	\$0		\$67,989,833	\$12,922,688	\$80,912,521
R-PHSIP	2022	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RTP	2022	\$57,629,552	\$1,500,000	\$1,200,000	\$300,000		\$56,129,552	\$12,287,618	\$68,417,170
STA	2022	\$1,417,659,352	\$5,000,000		\$5,000,000		\$1,412,659,352	\$323,067,188	\$1,735,726,540
STBG	2022	\$759,805,060	\$241,995,000	\$193,681,000	\$48,314,000		\$517,810,060	\$237,615,916	\$755,425,977
STBG-L	2022	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TAP	2022	\$558,444,984	\$16,249,629	\$12,999,703	\$3,249,926		\$542,195,355	\$9,370,555	\$551,565,910





Fund Code	FY	Estimated Revenue	Programmed Cost	Federal Funds	State Funds	Local Funds	Balance	Allocation	Amount Brought Forward
ACNHPP	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ACSTBG	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
APD	2023	\$476,493,340	\$69,000	\$69,000			\$476,424,340	\$0	\$476,424,340
CMAQ	2023	\$1,020,364,175	\$0	\$0	\$0	\$0	\$1,020,364,175	\$11,700,417	\$1,032,064,591
HIP	2023	\$262,869,105	\$0	\$0	\$0	\$0	\$262,869,105	\$49,671,580	\$312,540,685
HPP	2023	\$75,381,347					\$75,381,347	\$26,885,019	\$102,266,365
HRRR	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	2023	\$422,512,717	\$54,970,990	\$49,473,891	\$5,497,099		\$367,541,727	\$57,349,692	\$424,891,419
NHFP	2023	\$477,306,411	\$0	\$0	\$0	\$0	\$477,306,411	\$34,659,725	\$511,966,135
NHPP	2023	\$3,355,571,505	\$196,835,000	\$157,468,000	\$39,367,000		\$3,158,736,505	\$677,152,783	\$3,835,889,288
PHSIP	2023	\$80,912,521	\$5,110,250	\$5,110,250	\$0		\$75,802,271	\$13,245,755	\$89,048,025
RTP	2023	\$68,417,170	\$1,500,000	\$1,200,000	\$300,000		\$66,917,170	\$12,594,809	\$79,511,979
STA	2023	\$1,735,726,540	\$6,000,000		\$6,000,000		\$1,729,726,540	\$331,143,867	\$2,060,870,407
STBG	2023	\$724,150,060	\$121,957,500	\$97,651,000	\$24,306,500	\$0	\$602,192,560	\$243,556,314	\$845,748,875
STBG-L	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TAP	2023	\$550,896,847	\$16,249,629	\$12,999,703	\$3,249,926		\$534,647,218	\$9,604,819	\$544,252,037





External Resources

Metropolitan, Non-Metropolitan, and Rural Areas

A map of metropolitan, non-metropolitan, and rural areas is provided by TDOT and available at: https://www.tn.gov/content/dam/tn/tdot/long-range-lanning/maps/MPO_RPO_Map.pdf

Regional Significance and Air Quality Attainment Status

A regionally significant project is a transportation project that is located on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel, per 23 CFR 450.104. Regional significance is collaboratively determined by each non-attainment and/or maintenance area's respective Interagency Consultation group, per 40 CFR 93.105. The EPA's "Green Book" of non-attainment and maintenance statuses is available

at:https://www3.epa.gov/airquality/greenbook/ https://www.epa.gov/green-book

NHPP and STBGP Funding Qualifications

National Highway Performance Program (NHPP) funds are limited to projects on the National Highway System (NHS) unless otherwise noted in Title 23 of the USC. FHWA's NHS maps are available at: https://www.fhwa.dot.gov/planning/national highway system/nhs maps/tennessee/

Surface Transportation Block Grant Program (STBG) funds can only be used on Federal-aid Highways – any functionally-classified road exceptlocal roads and rural minor collectors – unless otherwise noted in Title 23 of the USC. TDOT's functional classification maps are available at:

 $\frac{https://www.tn.gov/tdot/driver-how-do-i/look-at-or-order-state-maps/maps/annual-average-daily-traffic-maps1.html}{}$

Statewide Grouping Descriptions

Activities delivered from TDOT's statewide groupings are limited to work types that are:

- 1. Located in non-metropolitan or rural areas any located in a metropolitan area must be programmed in the MPO's TIP,
- 2. Not considered to be of appropriate scale for individual identification in a given program year,
- 3. Environmentally-neutral as categorical exclusions under 23 CFR 771.117(c) and (d),
- 4. Non-regionally significant, in non-attainment and maintenance areas, and
- 5. Exempt as defined in the EPA's transportation conformity regulations in 40 CFR Part 93, in non-attainment and maintenance areas.

Activities that do not meet these requirements must be individually identified in the STIP or respective MPO's TIP. The following tables elaborate on the allowable work types for the statewide groupings.





Transit Funding Program Descriptions

The Federal Transit Program provides funding for planning, capital and operating assistance, major capital needs such as a light or commuter rail system development, large bus or rail fleet purchases, construction of transit facilities, passenger equipment for special needs, intercity bus programs, and state administration of projects of a transit nature.

There are a total of 27 agencies that provide transportation in Tennessee. TDOT's Multimodal Transportation Resources Division provides financial assistance for the operation of public transit systems serving all the counties in the state. The services provided by Tennessee's transit systems vary depending on the specific needs of the community and include fixed route bus, incline rail, streetcar/trolleys, commuter rail, demand response, and paratransit services to meet ADA requirements. The Division also provides capital assistance to public and private non-profit organizations that provide specialized transportation services to the elderly and people with disabilities.

There are 15 urban public transit providers in the state. The urban agencies provide public transportation services in large and small urbanized areas of Tennessee and are listed below:

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

There are 9 rural public transit providers in the state. The rural agencies provide public transportation services on a more regional basis in every county of the state. These providers are listed below:

- Delta Human Resource Agency (DHRA): online resource for Fayette, Lauderdale, Tipton and non-urban Shelby Counties
- Northwest Tennessee Human Resource Agency (NWTHRA): online resource for Benton, Carroll, Crockett, Dyer, Gibson, Henry, Lake, Obion, and Weakley Counties
- Southwest Human Resource Agency (SWHRA): online resource for Chester, Decatur, Hardeman, Hardin, Haywood, Henderson, Madison, and McNairy Counties
- Mid-Cumberland Human Resource Agency (MCHRA): online resource for Cheatham, Davidson, Dickson, Houston, Humphreys, Montgomery, Robertson, Rutherford, Stewart, Sumner, Trousdale, Williamson, and Wilson Counties



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2020 - 2023 State Transportation Improvement Program

- South Central Tennessee Development District (SCTDD): online resource for Bedford, Coffee, Franklin, Giles, Hickman, Lawrence, Lewis, Lincoln, Marshall, Maury, Moore, Perry, and Wayne Counties
- Upper Cumberland Human Resource Agency (UCHRA): online resource for Cannon, Clay, Cumberland, DeKalb, Fentress, Jackson, Macon, Overton, Pickett, Putnam, Smith, Van Buren, Warren, and White Counties
- Southeast Tennessee Human Resource Agency (SETHRA): online resource for Bledsoe, Bradley, Grundy, Marion, McMinn, Meigs, Polk, Rhea, and Seguatchie Counties
- East Tennessee Human Resource Agency (ETHRA): online resource for Anderson, Blount, Campbell, Claiborne, Cocke, Grainger, Hamblen, Jefferson, Knox, Loudon, Monroe, Morgan, Roane, Scott, Sevier and Union Counties
- Northeast Tennessee Rural Public Transit (NET Trans): online resource for Carter, Greene, Hancock, Hawkins, Johnson, Sullivan, Unicoi and Washington Counties (operated by First Tennessee Human Resource Agency (FTHRA))

Additional transportation is provided in Sevier and Blount counties by 3 other agencies that are listed below:

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

TDOT serves as the recipient and administrator of federal transit assistance funds for all rural agencies and some specific programs for small urbanized agencies. To receive funds, TDOT submits electronic applications to the FTA, administers contracts with state providers and monitors their compliance with federal and state regulations. A description of the federal programs administered by this Division is provided below:

<u>Section 5303-Metropolitan Transportation Planning</u>: This program provides funds to MPOs for multimodal transportation planning.

<u>Section 5304-Statewide Transportation Planning:</u> This program provides funds to make transportation investment decisions in support of cooperative, continuous and comprehensive planning needs.

<u>Section 5309-Discretionary Capital Investment Grants:</u> This program provides discretionary capital assistance for the purchase of new equipment, acquisition of property and the construction of public transit facilities.

<u>Section 5310-Formula Funding for Elderly and Persons with Disabilities Capital/Grants:</u> 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 persons with disabilities. 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 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.

<u>Section 5311–Non-Urbanized Area Formula Grants:</u> 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, operating and administrative expenses for projects that meet the needs of the rural communities. Specialized program areas of the 5311





grant include:

<u>U5311 (f)-Intercity Bus Service</u>: The State must use 15% of its annual apportionment to support this service unless the Governor certifies that the needs of the state are adequately met.

<u>U5311 RTAP-Rural Transit Assistance Program:</u> This program 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.

<u>U5311 Appalachian -Appalachian Development Public Transportation Assistance Program:</u> This program provides funds to carry out a public transportation assistance program in the Appalachian Region.

<u>Section 5316-Job Access Reverse Commute Grants:</u> This program provides capital, operating and administrative transit expenses for projects that are used to assist low-income and welfare recipients to transition from welfare to work by transportation services to reach needed job training activities, employment, and childcare. Only residual funds are available for projects as the last 5316 program apportionment was made in 2012. Once residual funds are used, the program will be removed from the STIP program list.

<u>Section 5317-New Freedom Grants</u>: 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. Only residual funds are available for projects as the last 5317 program apportionment was made in 2012. Once residual funds are used, the program will be removed from the STIP program list.

<u>Section 5329-State Safety Oversight Program:</u> This grant program provides funding for states to oversee safety at rail transit systems in their jurisdiction.

<u>Section 5339-Bus and Bus Facilities Grants:</u> This program provides for capital funding to replace, rehabilitate and purchase buses, vans, and related equipment and to construct bus related facilities.

The tables in the following pages document the transit funds allocated by fiscal year. Note that these funds are only those allocated in rural counties. FTA funding for urban areas designated as a MPO is not listed in this document, but is included in each respective MPO's TIP.

Transit Funding Project Phases in the STIP

The following project phases have been identified and are provided with funding allocations for the aforementioned transit funding programs.

- ACQ Acquisition of vehicles or equipment.
- AD Administrative costs.
- CA or Capital Capital expenditures.
- OPERATIONS or OP Operating the transportation system such as incurring costs related to the day-to-day operations or maintenance of transit vehicle systems.





- **PLANNING** Planning costs.
- SAFETY/OVERSIGHT Safety oversight activities of the State's public transportation systems.
- TRNG or TRAINING Training activities.

ESTIMATED AVAILABLE FUNDS AND ESTIMATED COSTS FOR FISCAL YEAR 2020 STATE TRANSPORTATION IMPROVEMENT PROGRAM

Fund Code	Estimated Available Funds	Estimated Total Costs	Federal	State	Local
5303	\$2,354,200.00	\$2,354,200.00	\$1,883,000.00	\$235,600.00	\$235,600.00
5304	\$3,407,531.00	\$3,407,531.00	\$2,725,731.00	\$681,800.00	\$0.00
5309	\$805,200.00	\$805,200.00	\$641,200.00	\$82,000.00	\$82,000.00
5310	\$20,058,400.00	\$20,058,400.00	\$16,034,400.00	\$2,012,000.00	\$2,012,000.00
5311	\$107,490,000.00	\$107,490,000.00	\$53,744,000.00	\$26,873,000.00	\$26,873,000.00
5311(f)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5311 RTAP	\$1,664,100.00	\$1,664,100.00	\$1,664,100.00	\$0.00	\$0.00
5311 App	\$5,162,800.00	\$5,162,800.00	\$2,579,800.00	\$1,291,500.00	\$1,291,500.00
5316	\$841,000.00	\$841,000.00	\$419,000.00	\$211,000.00	\$211,000.00
5317	\$3,654,000.00	\$3,654,000.00	\$1,826,000.00	\$914,000.00	\$914,000.00
5329	\$2,309,000.00	\$2,309,000.00	\$1,843,000.00	\$233,000.00	\$233,000.00
5339	\$17,756,000.00	\$17,756,000.00	\$14,200,000.00	\$1,778,000.00	\$1,778,000.00
5339(b)	\$4,065,000.00	\$4,065,000.00	\$2,479,000.00	\$1,179,000.00	\$407,000.00
Totals	\$169,567,231.00	\$169,567,231.00	\$100,039,231.00	\$35,490,900.00	\$34,037,100.00





ESTIMATED AVAILABLE FUNDS AND ESTIMATED COSTS FOR FISCAL YEAR 2021 STATE TRANSPORTATION IMPROVEMENT PROGRAM

Fund Code	Estimated Available Funds	Estimated Total Costs	Federal	State	Local
5303	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5304	\$462,500.00	\$462,500.00	\$370,000.00	\$92,500.00	\$0.00
5309	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5310	\$4,721,000.00	\$4,721,000.00	\$3,775,000.00	\$473,000.00	\$473,000.00
5311	\$42,120,000.00	\$42,120,000.00	\$21,060,000.00	\$10,530,000.00	\$10,530,000.00
5311(f)	\$7,432,000.00	\$7,432,000.00	\$3,716,000.00	\$1,858,000.00	\$1,858,000.00
5311 RTAP	\$400,000.00	\$400,000.00	\$400,000.00	\$0.00	\$0.00
5311 App	\$2,591,000.00	\$2,591,000.00	\$1,295,000.00	\$648,000.00	\$648,000.00
5316	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5317	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5329	\$459,000.00	\$459,000.00	\$367,000.00	\$46,000.00	\$46,000.00
5339	\$4,825,000.00	\$4,825,000.00	\$3,859,000.00	\$483,000.00	\$483,000.00
5339(b)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Totals	\$63,010,500.00	\$63,010,500.00	\$34,842,000.00	\$14,130,500.00	\$14,038,000.00





ESTIMATED AVAILABLE FUNDS AND ESTIMATED COSTS FOR FISCAL YEAR 2022 STATE TRANSPORTATION IMPROVEMENT PROGRAM

Fund Code	Estimated Available Funds	Estimated Total Costs	Federal	State	Local
5303	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5304	\$473,800.00	\$473,800.00	\$379,000.00	\$94,800.00	\$0.00
5309	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5310	\$5,004,000.00	\$5,004,000.00	\$4,002,000.00	\$501,000.00	\$501,000.00
5311	\$45,488,000.00	\$45,488,000.00	\$22,744,000.00	\$11,372,000.00	\$11,372,000.00
5311(f)	\$8,028,000.00	\$8,028,000.00	\$4,014,000.00	\$2,007,000.00	\$2,007,000.00
5311 RTAP	\$432,000.00	\$432,000.00	\$432,000.00	\$0.00	\$0.00
5311 App	\$2,799,000.00	\$2,799,000.00	\$1,399,000.00	\$700,000.00	\$700,000.00
5316	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5317	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5329	\$497,000.00	\$497,000.00	\$397,000.00	\$50,000.00	\$50,000.00
5339	\$5,066,000.00	\$5,066,000.00	\$4,052,000.00	\$507,000.00	\$507,000.00
5339(b)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Totals	\$67,787,800.00	\$67,787,800.00	\$37,419,000.00	\$15,231,800.00	\$15,137,000.00





ESTIMATED AVAILABLE FUNDS AND ESTIMATED COSTS FOR FISCAL YEAR 2023 STATE TRANSPORTATION IMPROVEMENT PROGRAM

Fund Code	Estimated Available Funds	Estimated Total Costs	Federal	State	Local
5303	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5304	\$485,000.00	\$485,000.00	\$388,000.00	\$97,000.00	\$0.00
5309	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5310	\$5,305,000.00	\$5,305,000.00	\$4,243,000.00	\$531,000.00	\$531,000.00
5311	\$49,128,000.00	\$49,128,000.00	\$24,564,000.00	\$12,282,000.00	\$12,282,000.00
5311(f)	\$8,671,000.00	\$8,671,000.00	\$4,335,000.00	\$2,168,000.00	\$2,168,000.00
5311 RTAP	\$467,000.00	\$467,000.00	\$467,000.00	\$0.00	\$0.00
5311 App	\$3,023,000.00	\$3,023,000.00	\$1,511,000.00	\$756,000.00	\$756,000.00
5316	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5317	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5329	\$537,000.00	\$537,000.00	\$429,000.00	\$54,000.00	\$54,000.00
5339	\$5,319,000.00	\$5,319,000.00	\$4,255,000.00	\$532,000.00	\$532,000.00
5339(b)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Totals	\$72,935,000.00	\$72,935,000.00	\$40,192,000.00	\$16,420,000.00	\$16,323,000.00



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Grouping	Function	Allowable Work Types
Safety Grouping Safety Grouping	Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem, including workforce development, training and education activities. Eligibility of specific projects, strategies, and activities is generally based on: Consistency with SHSP, Crash experience, crash potential, or other data-supported means, Compliance with the requirements of Title 23 of the USC, and State's strategic or performance-based safety goals to reduce fatalities and serious injuries on all public roads. Projects to upgrade railway-highway grade crossings by eliminating hazards and installing protective devices.	 Intersection safety improvements Pavement and shoulder widening (including a passing lane to remedy an unsafe condition) Installation of rumble strips or another warning devices, if they do not adversely affect the safety or mobility of bicyclists and pedestrians Installation of skid-resistant surface at intersections or locations with high crash frequencies Improvements for pedestrian or bicyclist safety Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices The conduct of a model traffic enforcement activity at a railway-highway crossing Construction of a traffic calming feature Elimination of a roadside hazard Installation, replacement, and other improvements of highway signage and pavement markings, or a project to maintain minimum levels of retro-reflectivity that
		 addresses a highway safety problem consistent with the SHSP Installation of emergency vehicle priority control systems at signalized intersections Installation of traffic control or other warning devices at locations with high crash potential Transportation safety planning Collection, analysis, and improvement of safety



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Grouping Function of Grouping Activities	communications equipment or operational or traffic enforcement activities (including police assistance) related to work zone safety Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes), and crash attenuators. The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones. Construction and operational improvements on high risk rural roads. Geometric improvements to a road for safety purposes that improve safety. Road safety audits. Roadway safety infrastructure improvements consistent with FHWA's "Highway Design Handbook for Older Drivers and Pedestrians" (FHWA-RD-01-103) Truck parking facilities eligible for funding under Section 1401 of MAP-21 Systemic safety improvements Installation of vehicle-to-infrastructure communication equipment. Pedestrian hybrid beacons. Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands. Other physical infrastructure projects not specifically enumerated in the list of eligible projects. Workforce development, training, and education activities Allowable Work Types
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Category		
Safety Grouping (Section 130)	Activities included as part of the Highway Railroad Grade Crossing program:	 Elimination of hazards of railway-highway crossings, including the separation or protection of grades at crossings. Reconstruction of existing railroad grade crossing structures. Relocation of highways to eliminate grade crossings. Installation of protective devices.
Grouping Category	Function of Grouping Activities	Allowable Work Types
Highway Infrastructure Program (HIP)	Provide flexible funding to address State and local transportation needs through the construction of highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under Section 14501 of Title 40.	Construction of highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under Section 14501 of Title 40.
Grouping Category	Function of Grouping Activities	Allowable Work Types
National Highway System Infrastructure Grouping	Projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS), including	
Grouping Category	Function of Grouping Activities	Allowable Work Types
National Highway System Infrastructure Grouping	 Rehabilitation, resurfacing, restoration, preservation, and operational improvements, Traffic operations, Bridge and tunnel improvements, Safety improvements, 	 Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing



National Highway		
System		
Infrastructure		
Grouping		

- Bicycle and pedestrian improvements, and
- Environmental mitigation.

- infrastructure in a good operational condition
- Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps
- Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs:
- Infrastructure-based intelligent transportation systems (ITS) capital improvements.
- Traffic Management Center (TMC) operations and utilities.
- Freeway service patrols.
- Traveler information.
- Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures.
- Development and implementation of a State
 Asset Management Plan including data
 collection, maintenance and integration,
 software costs, and equipment costs that
 support the development of performance-based
 management systems for infrastructure.
- Rail-highway grade crossing improvements.
- Highway safety improvements:
- Installation of new or improvement of existing guardrail.
- Installation of traffic signs and signals/lights.
- Spot safety improvements.
- Sidewalk improvements.
- Pedestrian and/or bicycle facilities.
- Traffic calming and traffic diversion improvements.
- Noise walls,
- Wetland and/or stream mitigation,



Grouping Category	Function of Grouping Activities	 Environmental restoration and pollution abatement, Control of noxious weeds and establishment of native species. Allowable Work Types
Surface Transportation Program Grouping	Projects and programs for the preservation and improvement of the conditions and performance of Federalaid highways and public roads, including: Projects and programs for the preservation and improvement of the conditions and performance of Federalaid highways and public roads, including: • Rehabilitation, resurfacing, restoration, preservation, and operational improvements on Federal-aid highways and designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 USC 14501, • Traffic operations on Federal-aid highways, • Bridge and tunnel improvements on public roads, • Safety improvements on public roads, • Environmental mitigation	Activities previously authorized under the Surface Transportation Program (STP): Activities previously authorized under the Surface Transportation Program (STP): Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps. Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: Infrastructure-based intelligent transportation systems (ITS) capital improvements. Traffic Management Center (TMC) operations and utilities. Freeway service patrols, Traveler information.



programs, travel lanes), repla preservation, prote	construction (no additional acement, rehabilitation,
preservation, prot	
	ection, inspection, evaluation,
Editabaping and bootile	ning and inspection and
	er infrastructure assets, such as
	drainage structures
	implementation of a State
	nt Plan including data
	nance and integration,
	nd equipment costs that
	opment of performance-based
	tems for infrastructure.
	ade crossing improvements
	• ,
	on of new or improvement of
existing g	-
	on of traffic signs and
signals/lig	-
	ety improvements.
O Spot said	ty improvements.
Sidewalk improve	ements.
Pedestrian and/or	
Traffic calming an	-
improvements,	
	ternatives as defined by 23
	JSC. 101(A)(29), and Section
1122 of MAP-21.	
Noise walls,	
Wetland and/or st	ream mitigation,
Environmental res	storation and pollution
abatement,	·
Control of noxious	s weeds and establishment of
native species	
Surface Transportation Enhancement Activities previously aut	thorized under the
Transportation projects, Transportation Enhance	
	cycle facilities, safety, and
Grouping educational activit	-
Acquisition of sce	nic easements and scenic or
historic sites.	



		 Scenic or historic highway programs, Landscaping and other scenic beautification activities, Historic preservation, Rehabilitation and operation of historic transportation buildings, structures, or facilities, Preservation of abandoned railway corridors, Inventory, control, and removal of outdoor Advertising, Archaeological planning and research, Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity. Establishment of transportation museums, Activities under the Tennessee Roadscapes grant program, including landscaping, irrigation, benches, trash cans, paths, and signage.
	Safe Routes to School (SRTS) projects,	 Infrastructure related activities: Sidewalk improvements Traffic calming and speed reduction improvements Pedestrian and bicycle crossing improvements On-street bicycle facilities Off-street bicycle and pedestrian facilities Secure bicycle parking facilities Traffic diversion improvements approximately within 2 miles of a school location.
Surface Transportation Program Grouping	Safe Routes to School (SRTS) projects,	 Non-infrastructure related activities: Public awareness campaigns and outreach to press and community leaders. Traffic education and enforcement in the vicinity of schools Student sessions on bicycle and pedestrian safety, health, and environment Funding for training, volunteers, and managers of safe routes to school program.



Surface Transportation Program Grouping	 Transportation Alternatives projects, On- and off-road pedestrian and bicycle facilities, 	 Activities previously authorized under the Transportation Alternatives Program (TAP): Transportation Alternatives projects, construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including: Sidewalk improvements. Bicycle infrastructure. Pedestrian and bicycle signals. Traffic calming techniques. Lighting and other safety-related infrastructure. Transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
	Transportation Alternatives projects,	 Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users Construction of turnouts, overlooks, and viewing areas
Surface Transportation Program Grouping	Transportation Alternatives projects,	 Community improvement activities, which include but are not limited to: Inventory, control, or removal of outdoor advertising. Historic preservation and rehabilitation of historic transportation facilities. Vegetation management in transportation rights-of-way to improve roadway safety, prevents invasive species, and provides erosion control.



Surface Transportation Program Grouping	Transportation Alternatives projects,	 Archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23 of the USC Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to: Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats
	Projects for the creation, rehabilitation, and maintenance of multi-use recreational trails.	 Recreational Trails Program activities under 23 USC 206 SRTS Program infrastructure-related projects, non-infrastructure-related activities (such as pedestrian and bicycle safety and educational activities advanced under the SRTS program), and SRTS Coordinator positions. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways
Surface Transportation Program Grouping	Recreational Trail Program projects,	 Recreational Trails Program activities under 23 USC 206. Maintenance and restoration of existing recreational trails Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails Purchase and lease of recreational trail construction and maintenance equipment Construction of new recreational trails Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors



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		 Assessment of trail conditions for accessibility and maintenance Development and dissemination of publications and operation of educational programs to promote safety and environmental protection Payment of costs to the State incurred in administering the program
Grouping Category	Function of Grouping Activities	Allowable Work Types
Workforce Development, Training, and Education Grouping	Surface transportation workforce development, training, and education activities.	 Direct educational expenses (not including salaries) in connection with the education and training of transportation employees National Highway Institute (NHI) course participation College and University cooperative education programs relating to surface transportation including student internships, outreach to develop interest and promote participation in transportation careers, or activities that will help students prepare for a career in transportation Local technical assistance programs (LTAP)

Public Involvement Documentation

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.)



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- 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 August 1, 2019 through September 1, 2019. 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.

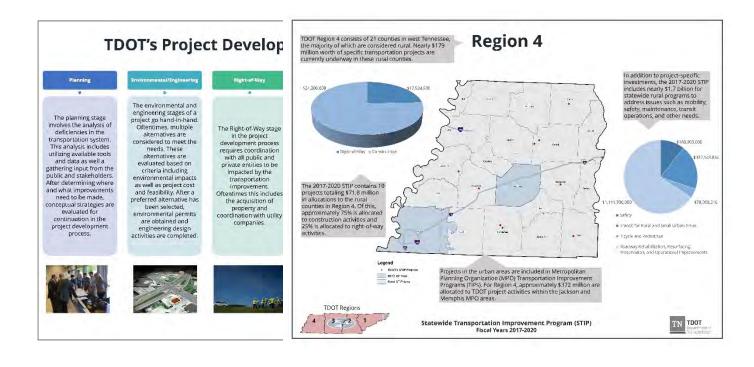
In addition to providing the draft STIP online and at the TDOT Region offices, meetings were held across the state to provide an opportunity for residents to review the document and ask questions. These public meetings were held in all four TDOT regional offices at the following locations from 4:00 to 6:00 local time:

- TDOT Region 1: 7345 Region Lane, Knoxville, TN 37914
- TDOT Region 2: 4005 Cromwell Road, Chattanooga, TN 37421
- TDOT Region 3: 6601 Centennial Blvd, Nashville, TN 37243
- TDOT Region 4: 300 Benchmark Place, Jackson, TN 38301

These meetings utilized a variety of methods to present information and solicit input from attendees. Google earth was utilized at each meeting so that residents would be able to look at the distribution of projects spatially using aerial photography. Display boards, such as the ones seen below, were created for each TDOT Region in order to convey how much TDOT is investing in the rural areas across the state, the distribution of allocations for the different project phases being funded, the project allocations within the MPO areas, and the allocations for various groupings included in the STIP. Additionally, TDOT's project development process was displayed to convey the complexities of seeing a project carried from concept to construction. Sign-in sheets showing the participants in these meetings are located on the following pages. No comments were received during the public comment period.



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Title VI and Environmental Justice Analysis

As a recipient of Federal funding, TDOT is required to conduct analysis of equitable project investments under the guidance of Executive Order 12898 (1994) and Title VI of the 1964 Civil Rights Act. Specifically, Environmental Justice relates to identifying and addressing impacts on minority and low-income populations, and Title VI relates to discrimination based on race, color, and national origin; these terms are commonly intermingled, the combination of which is generally referred to as equity. The populations associated with equity analyses are commonly referred to as 'traditionally underserved' populations. For TDOT, these policies collectively mean that the Department must:

- Conduct analyses of equity related to transportation decisions, including policies, plans, programming, project development, and implementation.
- Develop and conduct public participation strategies to engage traditionally underserved populations in the planning and project development processes.
- Determine whether there are disparate impacts on traditionally underserved communities.

 In order to examine the impacts of the STIP projects on traditionally underserved populations, block group data from the U.S. Census Bureau was analyzed at a state and TDOT Region level. Specifically, data from the latest 2009-2013 American Community Survey (ACS) 5-Year estimates were utilized for the following analyses, which include an examination of minority, low income, Hispanic, senior, and disabled populations as well as those without access to a vehicle.



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Minority

Minority populations as defined by the USDOT and FHWA include the following:

- Black (a person having origins in any of the black racial groups of Africa)
- Hispanic or Latino (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race);
- Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent);
- American Indian and Alaskan Native (a person having origins in any of the original people of North America, South America, including Central America, and who maintains cultural identification through tribal affiliation or community recognition); and
- Native Hawaiian or Other Pacific Islander (people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands).

Approximately 21.7% of the state's population is a minority with the majority of these populations predominately residing in the major urban areas as shown in the map below compared to the national average of 26.6%.

Minority Populations Across Tennessee Region 4 Region 3 Region 2 Region 1 When the state of th

Low Income

Low income is defined by the Department of Health and Human Services poverty guidelines, which are updated each year by the Census Bureau. For Tennessee, the poverty thresholds are shown in the table to



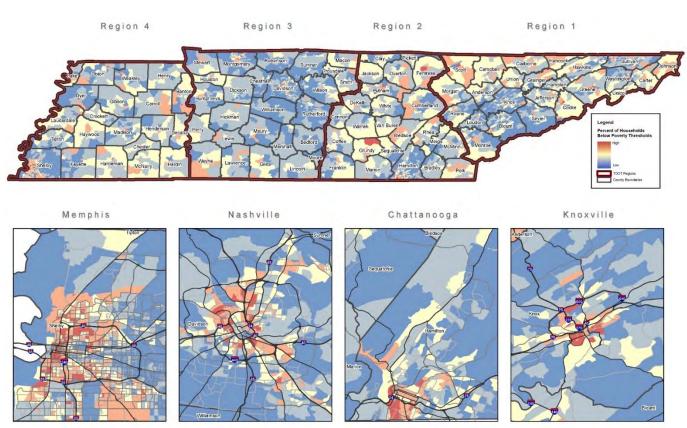


the right by household size. In Tennessee, approximately 16.5% of all households are below the poverty threshold compared to a national average of 11.5%. Statewide, the distribution of low income households is distributed fairly equally across urban and rural areas as seen in the map below.

Household Size	Poverty Threshold
1	\$11,880
2	\$16,020
3	\$20,160
4	\$24,300
5	\$28,440
6	\$32,580
7	\$36,730
8	\$40,890
>8	Additional \$4,160 per person

Source: U.S. Federal Poverty Guidelines

Low Income Households Across Tennessee



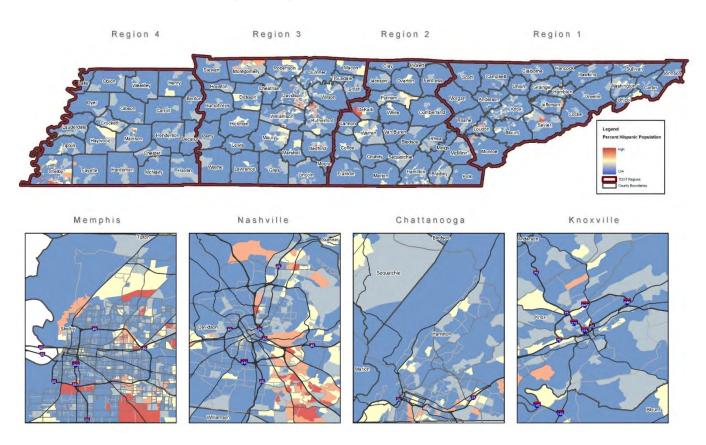




Hispanic

Populations with Hispanic origin are defined by the Census Bureau as those people who identify as being of Hispanic, Latino, or Spanish decent. Approximately 4.7% of the state's population identify as being of Hispanic origin compared to a national average of 16.9%. The majority of Tennessee's Hispanic population lies in and around the major urban areas as well as in a few rural locations as shown in the map below.

Hispanic Populations Across Tennessee

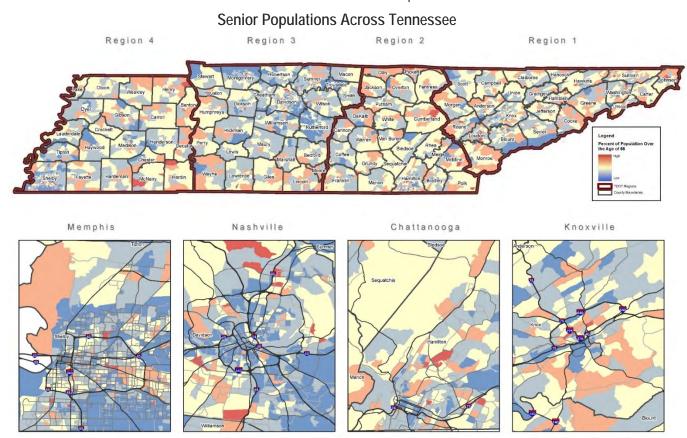






Senior

Senior populations are generally defined as people above the age of 65. Recognizing high geographical concentrations of seniors, while not called out as an Environmental Justice population, is beneficial to the identification of specific transportation needs for this group. Approximately 13.8% of Tennessee's population is over the age of 65 compared to the national average of 13.7%, with the majority of these residents located in rural areas of the state as shown in the map below.



Disabled

The ACS's definition of disability is defined by someone having any of the following:

- Hearing difficulty deaf or having serious difficulty hearing
- Vision difficulty blind or having serious difficulty seeing, even when wearing glasses
- Cognitive difficulty Because of a physical, mental, or emotional problem, having difficulty remembering, concentrating, or making decisions
- Ambulatory difficulty Having serious difficulty walking or climbing stairs
- Self-care difficulty Having difficulty bathing or dressing
- Independent living difficulty Because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor's office or shopping

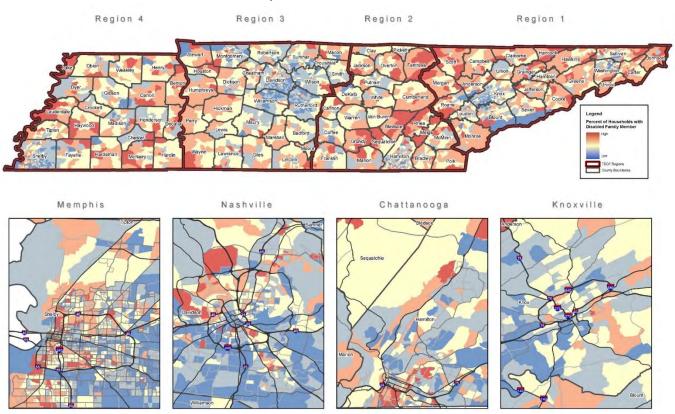
In Tennessee, approximately 28.9% of households report having a family member who is disabled by the above definition compared to a national average of 24.8%. As shown in the map below, these households are





well dispersed across the state.

Disabled Populations Across Tennessee



No Vehicle

It is important to understand the geographic distribution of households without access to a vehicle as it can impact the need for and potential benefit of multimodal investments. Across Tennessee, approximately 6.2% of households have no access to a vehicle compared to the national average of 8%. The distribution of these households is pretty equal across the state with higher concentrations seen in urban areas as seen in the map below. The aforementioned statistics are shown in the table below along with companion information as it relates to each TDOT Region.

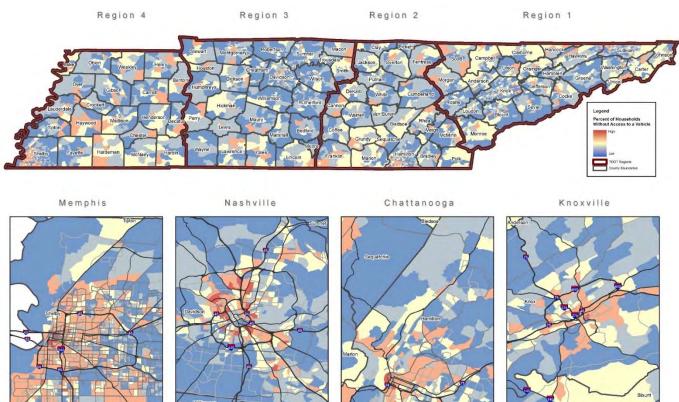
Population/Household	National Average	State Average	Region 1	Region 2	Region 3	Region 4
Minority	26.6%	21.7%	7.4%	12.6%	21.0%	44.4%
Low Income	11.5%	16.5%	17.2%	18.7%	13.6%	18.5%
Hispanic	16.9%	4.7%	3.2%	3.9%	6.4%	4.5%
Senior	13.7%	13.8%	16.4%	16.6%	11.5%	12.6%
Disabled	24.8%	28.9%	32.2%	33.2%	24.3%	28.6%
No Vehicle	8.0%	6.2%	5.6%	6.4%	5.3%	8.3%

Source: 2009-2013 American Community Survey 5-Year Estimates



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Zero-Auto Households Across Tennessee



Analysis of STIP Projects

The projects included in the 2020-2020 STIP were analyzed using GIS software. This provided the ability to examine the areas where transportation investments are planned to determine the characteristics of these areas and the effects that the projects could potentially have on traditionally underserved populations. The following table shows the demographic and socioeconomic profiles for the census block groups likely to be affected by the projects contained in the 2020-2023 STIP. It should be noted that the following table relates to all TDOT-led projects located in the rural areas of the state (contained in this STIP) as well as those located in the urban areas (located in the MPO TIPs).

Population/Household	Statewide	Region 1	Region 2	Region 3	Region 4
Minority	16.9%	6.6%	8.6%	17.2%	46.0%
Low Income	17.6%	22.4%	16.6%	10.9%	22.0%
Hispanic	4.5%	3.8%	4.2%	5.2%	4.9%
Senior	14.7%	16.9%	18.7%	11.0%	14.8%
Disabled	31.2%	37.0%	35.7%	22.8%	31.5%
No Vehicle	6.1%	6.3%	4.6%	3.8%	12.2%





The statistics shown in the table above are not necessarily correlated with the impacts of these projects on traditionally underserved populations. For instance, project details such as right-of-way acquisition, design details of roadway projects, environmental impacts, utility relocations, etc. cannot be ascertained at the STIP level. As such, an analysis of benefits and burdens associated with each project will need to be examined individually with each project as it progresses throughout the project development process.

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2020 – 2023 State Transportation Improvement Program

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2020-2023 STATE TRANSFOR A FIG. I WAR DVEM ENT PROGRAM

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2020-2023 STATE TRANSFOR A FIG. I I'M PR OVEM ENT PROGRAM

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Contact Information:

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2020-2023 STATE TRANSFOR A FIG. N I'M PR OVEM ENT PROGRAM

FY2020-FY2023 Transportation Improvement Program Federal Highway Administration Eastern Federal Lands Highway Division

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Great Smoky Mountains National Park	Big South Fork National River and Recreation Area	Stones River National Battlefield	Natchez Trace Parkway	Great Smoky Mountains National Park	Cherokee National Forest	Tennessee National Wildlife Refuge	Cross Creeks National Widffe Refuge	Chickasaw & Lower Hatchie National Wildlife Refuges	J Percy Priest Dam - Anderson Road Campground. Seven Points Campground.	Great Smoky Mountains National Park		Chickamauga Chattanooga National Park		PARK REPORT TOREST OF OVERER PARTHURIAN 1 - T
Pavement Preservation of Fighting Creek, Gap, Little River Gorge and Elmont Rds.	Leatherwood Ford Road Resurfacing, MP 0.00 to MP 7.56. Replace existing signs and posts and stripe.	Davelop SOW, IGE & proposal STRI Traffic Impact& Safety Study Coordinate A&E & award EFL serve as COR	Pedestrian Barrier on Double Arch Bridge (Str. #5570-453P) to reduce suicide fatalities.	Repair Bote Mountain Turmel	Bridge Replacement	ERFO DSR # TN1-106, TN10-108 (MP 0.7), TN12-108 (MP 1.3-1.35), TN17-112, TN21-914, TN31-15, TN35-11	Repair Routes 13 & 100 ERFO DSR #CC8-013-MSRA-8 6, CC7-100-LP4A-0.3, CC8-100-LP4A-0.5.	Repair Ed Jones Rd & Shankle Lake Rd, ERFO DSR # CHIC3-100-RJBRR-0.0-0.5 & LOHA4-102-SHR-0.0-0.4	Repairing resurfacing pavement Anderson Road Campground on J Percy Priest Lake.	Pavement Preservation for Laurel Creek, Tremont and Townsend Entrance Rds.		Repair, Rehabilitation, Reconstruction of Multiple Roads near CHCH National Park		
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FY2020-FY2023 Transportation Improvement Program Federal Highway Administration Eastern Federal Lands Highway Division

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NPS Naichez Trace Parkway	FWSICross Creeks National Wildlife Refuge	USFS - Cherokee National Forest	USFS - Cherokee National Forest	Department of the Army Fort Campbell	USFWS, Tennessee National Wildlife Refuge	Department of the Air Force, Arnold Eng. Development Ctr.	USFS - Land Between the Lakes National Recreation Area	NPS, Chickamauga and Chattanooga National Military Park	NPS/Natchez Trace Parkway	National Park Service/ Obed Wild and Scenic River	NPS/Natchez Trace Parkway	NPS/Natchez Trace Parkway	Great Smoky Mountains National Park	Great Smoky Mountains National Park	(NSA) Mid-South
Resurface and widen Weatherford Creek Road from 18 ft to 22 ft in Wavne County TN	Upgrading Walker Rd. & Webb Hollow Rd. to paved surface.	Resurface and widen Sugarbaf Drive to improve safety in Polk County, TN	Resurface and widon Ladd Spirings Road to improve safety in Polk County, TN.	Reconstruction and widening of 1,100 feet of Lefayette Road.	Rehabilitate portions of Bobcat Den Rd & Elkhorn Nobles Rd within TN National Wildlife Refuge.	Resurfacing and widening of UTSI Road for the accommodation of new bike lanes in Franklin County, TN.	Resurfacing 3 miles of Route 461 from intersection with Route 76 heading north	Extend the Moccasin Bend Connector in Chattanooga. TN.	Resurfacing and widening of Piney Road to improve safety.	Restoration of culturally historic vehicular bridge.	Resurfacing of Keg Springs Road and Falls Branch Rd. to improve safety.	Resurfacing of New Sheboss Road to the concrete dath lines.	Replace five bridges on Forge Creek Road.	Presentent Preservation of Newfound Gap Road, TN Side (NP 6.5 to 15)	Construct an extension of a two-lane access route from the Millington Jetport to the Navy Base.
32	N.	381	3RL	3RH NEW	3RH 3RL	3RH	381	3RH 3RL	3RL	BRRP	381	3RL	BRRC	28	3RH NEW
FLAP	FLAP	FLAP	FLAP	FLAP	FLAP	FLAP	FLAP	FLAP	FLAP	FLAP	FLAP	FLAP	FUIP	FLTP	FLAP
\$432 192 00	\$587,292.47	\$270,872.00	\$941,011.00	\$1,958,000.00	\$263,024.00	\$572,183.00	\$533,500.00	\$1,631,829.00	\$542,120.00	\$1,020,000.00	\$450,148	\$936,912	\$2,799,026	\$3,163,298	\$2,389,360
Title 23	Title 23	Title 23	Title 23	Title 23	Title 23	Title 23	Title 23	Title 23	Title 23	Title 23	Title 23	Title 23	Title 23	Title 23	Title 23
LOCAL	LOCAL	STATE	STATE	LOCAL	LOCAL	LOCAL	STATE	LOCAL	LOCAL	STATE	LOCAL	LOCAL	BLH9	田田	LOCAL
In Design	Planned	Planned	Planned	In Design	In Design	In Design	Planned	In Design	In Design		In Design	In Design	Planned	Planned	In Design
TN-07	TN-07	TN-03	TN-03	TN-07	TN-08	TN-04	TN-07	TN-03	TN-09	TN-03	TN-05	TN-07	TN-01	TN-02	TN-08
NPS SE	FWS_R4	USFS R8	USFS R8	X NA OTH	FWS R4	X NA OTH	USFS R8	NPS SE	NPS SE	NPS SE	NPS SE	NPS SE	NPS SE	NPS_SE	X NA OTH



FY2020-FY2023 Transportation Improvement Program Federal Highway Administration Eastern Federal Lands Highway Division

NP GRSM 21(I)	TN_FLAP_WAYNE_BGC	TN_FLAP_SWRT_BELL(NP GRSM 26(2) 137(1)	NP GRSM 17(1)	NP GRSM 14(3) 112(1) ETC	NP FOOT PMS(2)	NP FOOT PMS(1)	TN_FLAP_WNCH_TWNL	R(1)
2022	2021	2021	2021	2021	2021	2021	2021	2020	2020
Z	Z		Z	Z	Z	N	Z	Z	Z
Cosby	Wayne	Stewart	Blount	Sevies	Sevier	various	various	Franklin	Wayne
Great Smoky Mountains National Park	NPS, Natchez Trace Parkway	FWS/Cross Creeks National Wildlife Refuge	Great Smoky Mountains National Park	Great Smoky Mountains National Park	Great Smoky Mountains National Park	Great Smoky Mountains National Park	Great Smoky Mountains National Park	Twin Creeks Marina	National Park Service (NPS), Natchez Trace Parkway
Rehabilitate Cosby Campground Entrance	Resurfacing and widening Big Cypress Road.	Resurfacing Bellwood Hollow & Bellwood Landing Rd.	Pavement Preservation of Cades Cove Loop road and Campgound entrance road	Pavement Preservation of Clingman's dome Road	Rehabilitate & Repair 8 Bridges on TN Side of the Park: 5460-013P_042P_048P-050P_050P_078P	FY21 Pavement Preservation of Foothills Parkway, East	FY21 Pavement Preservation of Footbills Parkway, West (MP 35 to 72)	Construct an asphalt road leading to Twin Creeks Marina.	Resurface and widen Wright Ridge Road from 18 ft. to 22 ft. in Wayne County, TN.
SE SE	381	381	3RL 2R	3RL 2R	381	3RH 3RL	3RH 3RL	NEW	381
FLTP	FLAP	FLAP	FLTP	FLIP	FLTP	FLIP	FLTP	FLAP	FLAP
\$3,736,958.00	\$502,744.00	\$1,081,340.80	\$2,121,282.00	\$2,737,138.00	\$2,634,495.00	\$2,846,624,00	\$5,921,693.00	\$956,627,00	\$290,004.00
Title 23	Title 23	Title 23	Title 23	Title 23	Title 23	Title 23	Title 23	Title 23	Title 23
EFLHO	LOCAL	LOCAL	EFLHO	EFLHD	ELH9	EFLHD	EFLHD	LOCAL	LOCAL
Planned	Planned	În Design	Planned	Planned	Planned	Planned	Planned	In Design	Planned
TN-02	TN-07	TN-07	TN-02	TN-02	TN-01	TN-02	TN-02	TN-05	TN-07
NPS SE	NPS SE	FWS R4	NPS SE	NPS SE	NPS SE	NPS SE	NPS SE	X NA OTH	NPS SE