

DRAFT 3-23-2020 for Public Review

Short Conformity Report for April 2020 Knoxville Regional TPO TIP Amendments

Project ID's:

- 1. TIP ID# 20-2014-003 / KRMP ID# 09-216 – Alcoa Hwy (SR-115/US-129) Widening**
- 2. TIP ID# 20-2014-007 / KRMP ID# 13-211 – Foothills Mall Drive Extension Phase 1**

Introduction

This report constitutes a conformity determination being made on an air quality non-exempt project amendment to the FY 2020 – 2023 Knoxville Regional TPO Transportation Improvement Program (TIP). The TIP is the federally required short-range document that is a subset of, and implements the Regional Long-Range Transportation Plan of the TPO – currently known as Mobility Plan 2040.

Transportation Air Quality Conformity Background

Transportation conformity is a mechanism to ensure that federal funding is not used on transportation programs or projects that are not consistent with the air quality goals of the Tennessee State Implementation Plan for maintaining the attainment status of the Knoxville Region with respect to the National Ambient Air Quality Standards (NAAQS) established by the Clean Air Act. The Knoxville Region is currently designated as an Air Quality Maintenance Area for the criteria pollutants of Fine Particulate Matter (PM_{2.5}) and Ozone.

Current Conformity Status

The current Mobility Plan 2040 was originally adopted by the TPO Executive Board on April 26, 2017 and the Air Quality Conformity Determination was approved by the U.S. Department of Transportation (U.S. DOT) on May 31, 2017. The FY 2020-2023 TIP was adopted by the TPO Executive Board on October 23, 2019. Air Quality Conformity for the 2020-2023 TIP was approved by the U.S. DOT on December 6, 2019.

A copy of the most recent full Air Quality Conformity Determination Report can be found at: <https://knoxtpo.org/wp-content/uploads/2019/05/Mobility-Plan-2040-Appendix-L.pdf>

Project Amendment Details

Periodically, as needs and conditions change, it becomes necessary to modify the Plans described above. The current action involves amending to increase the funding for the right-

of-way phase for one project and also amending to add a project from the prior FY 2017-2020 TIP into the FY 2020-2023 TIP. Since both of the affected projects are already included in the existing Mobility Plan 2040, they have therefore been previously accounted for in the regional emissions analysis used to determine transportation conformity. The TPO staff believes that the previously programmed horizon years for these projects are also still appropriate based on the current expected project development timeline as described in more detail below.

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

1. TIP Project #20-2014-003, KRMP Project #09-216 – Alcoa Hwy (SR-115/US-129) Widening – The project description includes reconstructing from a 4-lane to a 6-lane facility, including a frontage road system with two (2) new interchanges (SR-115 at Singleton Station Road and SR-115 at Topside Road (SR-333)); modifying the existing SR-115 and SR-162 interchange, and constructing a multi-use path.

The amendment involves minor revisions to clarify the north project terminus description, project length and an increase to the ROW cost based on the latest estimate. The project length is 2.71 miles, and the entire project is in Blount County. The ROW cost increased from \$32,200,000 to \$57,000,000 in FY 2020. The total project cost increased from \$82,350,000 to \$107,150,000.

This project is included in the Mobility Plan in the 2030 Conformity Horizon Year.

Below is an excerpt from the Mobility Plan Conformity Determination Project List showing this project:

Table D-1: Projects from 2040 Mobility Plan and Regional Area Subject to Conformity

KRMP ID	ProjectName/Route	Termini	Jurisdiction	Lead Agency	Length (miles)	Project Description/Type of Improvement	FY17-20 TIP ID	Conformity Analysis Year	Exempt Status	Regional Significance
09-245	Sevierville Rd (SR-35/US-411) Widening	Everett High Rd to Maryville City Limits	Maryville	TDOT	2	Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities		2030	Non-Exempt	Regionally Significant
09-240	Sandy Springs Rd at Montgomery Ln Intersection Improvements	Intersection of Sandy Springs Rd at Montgomery Ln	Maryville	Maryville	0	Intersection improvements including turn lanes and new traffic signal		2030	Exempt	N/A
09-202	Robert C Jackson Dr Extension - Ph I	Middle settlements Rd to Louisville Rd (SR-334)	Alcoa	Alcoa	0.7	Construct new 4-lane roadway		2030	Non-Exempt	Regionally Significant
10-260	Foothills Mall Drive Extension Phase II	Foch Street to McCammon Ave	Maryville	Maryville	0.7	Construct new 2-lane road with center turn lane and sidewalks		2030	Non-Exempt	Not Regionally Significant
09-232	Pellissippi Pkwy (SR-162) Extension	Old Knoxville Hwy (SR-33) to SR-73 (US-321)	Blount County	TDOT	4.4	Construct new 4-lane highway	17-2014-025	2030	Non-Exempt	Regionally Significant
09-216	Alcoa Hwy (SR-115/US-129) Widening	Pellissippi Parkway in Blount County to Little River south of Topside Road in Knox County	Alcoa	TDOT	2.4	Reconstruct 4-lanes and 6-lanes, including a frontage road system, new interchanges at Singleton Station Road and Topside Road (SR-333), modify the existing SR-115 and SR-162 interchange, and build a multi-use path.	17-2014-003	2030	Non-Exempt	Regionally Significant

2. TIP Project #20-2014-007 (NEW), KRMP Project #13-211 – Foothills Mall Drive Extension – The project description includes extending Foothills Mall Drive from US-129 Bypass to Foch Street with 2 to 3 lanes with curb and gutter. Includes improvements at US 129 Bypass, Foch Street and Watkins Road intersections.

The amendment is to add this project to the FY 2020-2023 TIP. The project was included in the prior FY 2017-2020 TIP and was projected to be let to construction prior to the final approval of the FY 2020-2023 TIP and therefore not carried forward, but it has been delayed. The construction phase is being added for FY 2020. Construction is estimated at \$4,021,800 (\$3,217,440 federal L-STBG/\$804,360 local). \$1,252,000 in federal funds have been previously obligated for this project. Of which, \$513,600 will be de-obligated and applied to CN phase. The total project cost is \$4,495,800.

This project is included in the Mobility Plan in the 2024 Conformity Horizon Year.

Below is an excerpt from the Mobility Plan Conformity Determination Project List showing this project:

Table D-1: Projects from 2040 Mobility Plan and Regional Area Subject to Conformity

KRMP ID	Project Name/Route	Termini	Jurisdiction	Lead Agency	Length (miles)	Project Description/Type of Improvement	Analysis Year	Exempt Status	Regional Significance
Blount County Projects									
13-211	Foothills Mall Drive Extension Phase 1	US-129 Bypass (SR-115) to Foch St.	Maryville	Maryville	0.5	Extend Foothills Mall Dr. from US 129 Bypass to Foch St. with 2 to 3 lanes with curb and gutter which includes improvements at US 129 Bypass, Foch Street, Dunlap Street, and Watkins Road intersections	2024	Non-Exempt	Not Regionally Significant

Statement of Conformity

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

- 2006 Daily PM2.5 Standard – The regional emissions analysis completed for Mobility Plan 2040 and FY 2017-2020 TIP amendments adopted in October 2018 and conformity finding by U.S. DOT on November 19, 2018. The geographic coverage includes all of Anderson, Blount, Knox and Loudon counties and a small portion of Roane County.
- 2008 8-Hour Ozone Standard – The regional emissions analysis completed for Mobility Plan 2040 and FY 2017-2020 TIP amendments adopted in October 2018 and conformity finding by U.S. DOT on November 19, 2018. The geographic coverage includes all of Blount and Knox counties plus a portion of Anderson County.

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

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

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

- 2024 – First Horizon Year within 10 years from base year used to validate transportation demand planning model (2014)
- 2030 – Year such that there are no more than 10 years between analysis years
- 2040 – Final Year of Mobility Plan 2040

In addition to the required horizon years noted above, there were additional analysis years of 2026 and 2028 based on the final years of the Maintenance Plans for the ozone and PM2.5 standards respectively. These analysis years were not modeled directly for on-road mobile source emissions and used linear interpolation between year 2024 and 2030 outputs instead.

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

1. TIP Project #20-2014-003, KRMP Project #09-216 – Alcoa Hwy (SR-115/US-129) Widening. This project is in the Conformity 2030 Horizon Year, which is appropriate given that the right-of-way phase is just now being funded in fiscal year 2020 and will likely take at least two years based on the significant size of the project at a projected cost of over \$50 million. The construction funding is not yet programmed in the TIP, but if available in a future TDOT budget could begin as early as fiscal year 2023. Construction is expected to take at least three years based on similar size project phases already occurring on Alcoa Hwy and therefore the earliest completion would be in calendar year 2025, which is beyond the first horizon year of 2024.
2. TIP Project #20-2014-007, KRMP Project #13-211 – Foothills Mall Drive Extension. This project is in the Conformity 2024 Horizon Year, which is appropriate given that it is scheduled to go out for construction bids in the very near future. It was believed that this project would go to bid prior to the adoption of the FY 2020-2023 TIP which is why it was not initially included, but a short delay has occurred to finalize the construction plans. Construction will begin in Spring 2020 and should be completed within three years and prior to the first horizon year of 2024.

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

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

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

Finding: These project amendments do not result in any modifications to the design concept and scope from how they were modeled in the Knoxville Regional TPO's travel demand forecasting model used for the regional emissions analysis to demonstrate conformity. The Foothills Mall Drive Extension project amendment is simply to add the project in the new TIP exactly how it was described in the old TIP. The Alcoa Hwy widening project amendment involves the addition of funding to cover a shortfall in the right-of-way phase and also clarifies the project length and northern terminus. The project limits are the same as before, but the length was previously mis-calculated as 2.4 miles and is changing to 2.71 miles. The northern terminus is the same as far as the construction limits go, however it was determined that the reference to a road intersection (Topside Road in Knox County) was confusing because the project lies entirely in Blount County. The project begins immediately south of the bridge over the Little River, which is also the location of the Knox/Blount county line. Typically, a jurisdictional boundary alone is not appropriate as a project terminus since it does not usually constitute a "logical" terminus that is required for transportation projects. In this case however, the bridge was previously widened to accommodate the future 6-lane corridor and will just be re-striped and will connect the adjoining separate phases of construction on Alcoa Hwy to the north and south as they reach completion.

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

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

Timely Implementation of TCMs

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

Fiscal Constraint Analysis

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

Interagency Consultation and Public Involvement Analysis

The prior regional emissions analyses leading to U.S. DOT’s approval on November 18, 2018 complied with all federal and state requirements for interagency consultation and public involvement. This amendment underwent a 30-day public comment period from March 23, 2020 to April 22, 2020 as per the Knoxville Regional TPO Public Involvement Plan and X comments were received (TBD). The amendments were also reviewed by the Knoxville Area Air Quality Interagency Consultation (IAC) group for a 17-day period from March 4, 2020 to March 20, 2020. No formal comments from the IAC group were received.

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

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

ORIGINAL

TIP No.	20-2014-003	Revision No.	0	Mobility Plan No.	09-216
TDOT PIN	100241.01	STIP No.	2005025		
Project Name	Alcoa Hwy. (SR-115 / US-129)				
Lead Agency	TDOT				
Total Project Cost	\$82,350,000				

Project Description	Reconstruct 4-lanes and 6-lanes, including a frontage road system, new interchanges at Singleton Station Road and Toppide Road (SR-333), modify the existing SR-115 and SR-162 interchange, and build a multi-use path.				
Termini/Intersection	Pellissippi Parkway in Blount County to Little River south of Toppide Road in Knox County (IA)				
Counties	Blount, Knox				
City/Agency	Alcoa				
Length	2.4	(miles)	Conformity Status	Non-Exempt	

Additional Details

Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	ROW	NHPP	\$32,200,000	\$25,760,000	\$6,440,000	\$0	\$0
Total			\$32,200,000	\$25,760,000	\$6,440,000	\$0	\$0

Revision Date	<input style="width: 100%;" type="text"/>
Revision Details	<input style="width: 100%;" type="text"/>
Previous TIP No.	2008-002, 2011-003, 2014-003, 17-2014-003



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

AMENDED

TIP No.	20-2014-003	Revision No.	1	Mobility Plan No.	09-216
TDOT PIN	100241.01	STIP No.	2005025		
Project Name	Alcoa Hwy. (SR-115 / US-129)				
Lead Agency	TDOT				
Total Project Cost	\$107,150,000				

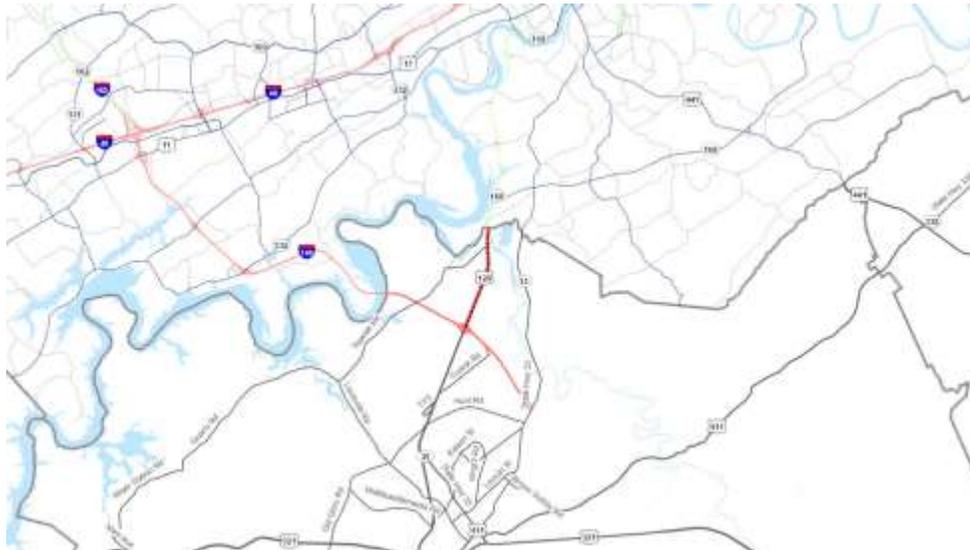
Project Description	Reconstruct SR-115 from 4-lanes to 6-lanes, including a frontage road system with two new interchanges at Singleton Station Road and Topside Road (SR-333), modify the existing SR-115 and SR-162 interchange, and construct a multi-use path.				
Termini/Intersection	(Alcoa Highway), Pellissippi Parkway to Little River (IA)				
Counties	Blount				
City/Agency					
Length	2.71	(miles)	Conformity Status	Non-Exempt	

Additional Details

Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	ROW	NHPP	\$57,000,000	\$45,600,000	\$11,400,000	\$0	\$0
Total			\$57,000,000	\$45,600,000	\$11,400,000	\$0	\$0

Revision Date	3/25/2020
Revision Details	Amend TIP to revise the project terminus description, project length and increase the ROW cost. The project description includes reconstructing from a 4-lane to a 6-lane facility, including a frontage road system with two (2) new interchanges (SR-115 at Singleton Station Road and SR-115 at Topside Road (SR-333)); modifying the existing SR-115 and SR-162 interchange, and constructing a multi-use path. The project length is 2.71 miles, and the entire project is in Blount County. The ROW cost increased from \$32,200,000 to \$57,000,000 in FY 2020. The total project cost increased from \$82,350,000 to \$107,150,000.
Previous TIP No.	2008-002, 2011-003, 2014-003, 17-2014-003



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

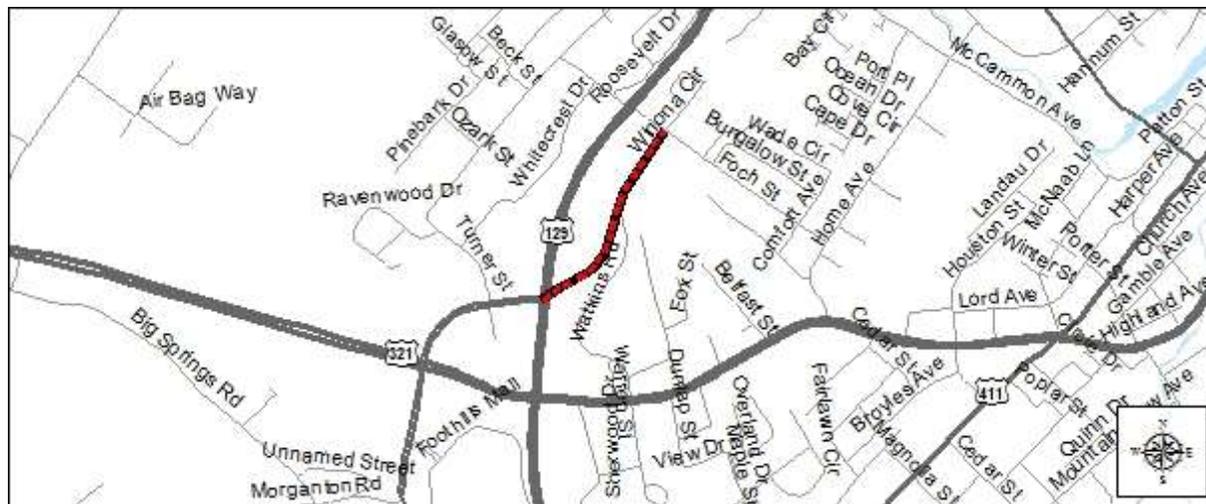
AMENDED
(NEW)

TIP No.	20-2014-007	Revision No.	0	Mobility Plan No.	13-211	
TDOT PIN	123168.00	STIP No.				
Project Name	Foothills Mall Drive Extension					
Lead Agency	City of Maryville					
Total Project Cost	\$4,945,800					
Project Description	Extend Foothills Mall Drive from US 129 Bypass to Foch St. with 2 to 3 lanes with curb and gutter. Includes improvements at US 129 Bypass, Foch Street and Watkins Road intersections.					
Termini/Intersection	Foothills Mall Drive Extension from US-129 Bypass to Foch Street					
Counties	Blount					
City/Agency	City of Maryville					
Length	0.5	(miles)	Conformity Status	Non-Exempt		
Additional Details	\$1,252,000 federal previously obligated for this project. Of this federal amount, \$513,600 is available for construction as of the proposed 4/22/20 amendment.					

Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	CON	L-STBG	\$4,021,800	\$3,217,440	\$0	\$804,360	\$0
Total			\$4,021,800	\$3,217,440	\$0	\$804,360	\$0

Revision Date	4/22/2020
Revision Details	Amend TIP to add this project for construction in FY 2020. Construction is estimated at \$4,021,800 (\$3,217,440 federal L-STBG/\$804,360 local). \$1,252,000 in federal funds have been previously obligated for this project. Of which, \$513,600 will be de-obligated and applied to CN phase. The total project cost is \$4,495,800.
Previous TIP No.	2014-007, 17-2014-007



KNOXVILLE REGIONAL TPO TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

ORIGINAL

Table 1. Summary of Programmed Revenues

Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	Total	Share (%)
CMAQ	\$34,038,907	\$5,511,676	\$6,059,000	\$0	\$45,609,583	9.18
HIP	\$3,494,244	\$0	\$0	\$0	\$3,494,244	0.70
HPP	\$9,873,250	\$0	\$0	\$0	\$9,873,250	1.99
HSIP	\$7,866,100	\$2,187,500	\$1,312,500	\$875,000	\$12,241,100	2.46
LIC	\$602,500	\$0	\$0	\$0	\$602,500	0.12
LOCAL	\$3,155,000	\$8,000,000	\$0	\$0	\$11,155,000	2.24
L-STBG	\$34,231,372	\$17,323,237	\$24,090,138	\$17,005,685	\$92,650,432	18.64
L-STBG-TA	\$0	\$250,000	\$2,622,500	\$625,000	\$3,497,500	0.70
NHPP	\$122,850,000	\$73,910,000	\$14,160,000	\$15,544,000	\$226,464,000	45.56
PHSIP	\$41,625	\$34,688	\$20,813	\$13,875	\$111,001	0.02
RHSIP	\$39,950	\$32,900	\$14,100	\$7,050	\$94,000	0.02
SECTION 5307	\$8,666,341	\$8,666,341	\$8,666,341	\$8,666,341	\$34,665,364	6.97
SECTION 5310	\$861,825	\$861,825	\$861,825	\$861,825	\$3,447,300	0.69
SECTION 5339	\$931,120	\$931,120	\$931,120	\$931,120	\$3,724,480	0.75
S-STBG	\$25,321,063	\$9,500,000	\$9,300,000	\$2,100,000	\$46,221,063	9.30
S-STBG-TA	\$0	\$890,565	\$0	\$2,331,436	\$3,222,001	0.65
Total	\$251,973,297	\$128,099,852	\$68,038,337	\$48,961,332	\$497,072,818	100.00
Federal	\$204,397,455	\$96,518,054	\$55,083,339	\$38,542,699	\$394,541,547	79.37
State	\$33,398,475	\$17,823,233	\$5,233,816	\$6,114,161	\$62,569,685	12.59
Local	\$13,714,976	\$13,296,174	\$7,258,791	\$3,842,081	\$38,112,022	7.67
Other	\$462,391	\$462,391	\$462,391	\$462,391	\$1,849,564	0.37

Table 2. Summary of Programmed Expenditures

Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	Total	Share (%)
CMAQ	\$34,038,907	\$5,511,676	\$6,059,000	\$0	\$45,609,583	9.18
HIP	\$3,494,244	\$0	\$0	\$0	\$3,494,244	0.70
HPP	\$9,873,250	\$0	\$0	\$0	\$9,873,250	1.99
HSIP	\$7,866,100	\$2,187,500	\$1,312,500	\$875,000	\$12,241,100	2.46
LIC	\$602,500	\$0	\$0	\$0	\$602,500	0.12
LOCAL	\$3,155,000	\$8,000,000	\$0	\$0	\$11,155,000	2.24
L-STBG	\$34,231,372	\$17,323,237	\$24,090,138	\$17,005,685	\$92,650,432	18.64
L-STBG-TA	\$0	\$250,000	\$2,622,500	\$625,000	\$3,497,500	0.70
NHPP	\$122,850,000	\$73,910,000	\$14,160,000	\$15,544,000	\$226,464,000	45.56
PHSIP	\$41,625	\$34,688	\$20,813	\$13,875	\$111,001	0.02
RHSIP	\$39,950	\$32,900	\$14,100	\$7,050	\$94,000	0.02
SECTION 5307	\$8,666,341	\$8,666,341	\$8,666,341	\$8,666,341	\$34,665,364	6.97
SECTION 5310	\$861,825	\$861,825	\$861,825	\$861,825	\$3,447,300	0.69
SECTION 5339	\$931,120	\$931,120	\$931,120	\$931,120	\$3,724,480	0.75
S-STBG	\$25,321,063	\$9,500,000	\$9,300,000	\$2,100,000	\$46,221,063	9.30
S-STBG-TA	\$0	\$890,565	\$0	\$2,331,436	\$3,222,001	0.65
Total	\$251,973,297	\$128,099,852	\$68,038,337	\$48,961,332	\$497,072,818	100.00
Federal	\$204,397,455	\$96,518,054	\$55,083,339	\$38,542,699	\$394,541,547	79.37
State	\$33,398,475	\$17,823,233	\$5,233,816	\$6,114,161	\$62,569,685	12.59
Local	\$13,714,976	\$13,296,174	\$7,258,791	\$3,842,081	\$38,112,022	7.67
Other	\$462,391	\$462,391	\$462,391	\$462,391	\$1,849,564	0.37

Table 1. Summary of Programmed Revenues

Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	Total	Share (%)
CMAQ	\$34,038,907	\$5,511,676	\$6,059,000	\$0	\$45,609,583	8.67
HIP	\$3,494,244	\$0	\$0	\$0	\$3,494,244	0.66
HPP	\$9,873,250	\$0	\$0	\$0	\$9,873,250	1.88
HSIP	\$7,866,100	\$2,187,500	\$1,312,500	\$875,000	\$12,241,100	2.33
LIC	\$602,500	\$0	\$0	\$0	\$602,500	0.11
LOCAL	\$3,155,000	\$8,000,000	\$0	\$0	\$11,155,000	2.12
L-STBG	\$38,253,172	\$17,323,237	\$24,090,138	\$17,005,685	\$96,672,232	18.38
L-STBG-TA	\$0	\$250,000	\$2,622,500	\$625,000	\$3,497,500	0.67
NHPP	\$147,650,000	\$73,910,000	\$14,160,000	\$15,544,000	\$251,264,000	47.78
PHSIP	\$41,625	\$34,688	\$20,813	\$13,875	\$111,001	0.02
RHSIP	\$39,950	\$32,900	\$14,100	\$7,050	\$94,000	0.02
SECTION 5307	\$8,666,341	\$8,666,341	\$8,666,341	\$8,666,341	\$34,665,364	6.59
SECTION 5310	\$861,825	\$861,825	\$861,825	\$861,825	\$3,447,300	0.66
SECTION 5339	\$931,120	\$931,120	\$931,120	\$931,120	\$3,724,480	0.71
S-STBG	\$25,321,063	\$9,500,000	\$9,300,000	\$2,100,000	\$46,221,063	8.79
S-STBG-TA	\$0	\$890,565	\$0	\$2,331,436	\$3,222,001	0.61
Total	\$280,795,097	\$128,099,852	\$68,038,337	\$48,961,332	\$525,894,618	100.00
Federal	\$227,454,895	\$96,518,054	\$55,083,339	\$38,542,699	\$417,598,987	79.41
State	\$38,358,475	\$17,823,233	\$5,233,816	\$6,114,161	\$67,529,685	12.84
Local	\$14,519,336	\$13,296,174	\$7,258,791	\$3,842,081	\$38,916,382	7.40
Other	\$462,391	\$462,391	\$462,391	\$462,391	\$1,849,564	0.35

Table 2. Summary of Programmed Expenditures

Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	Total	Share (%)
CMAQ	\$34,038,907	\$5,511,676	\$6,059,000	\$0	\$45,609,583	8.67
HIP	\$3,494,244	\$0	\$0	\$0	\$3,494,244	0.66
HPP	\$9,873,250	\$0	\$0	\$0	\$9,873,250	1.88
HSIP	\$7,866,100	\$2,187,500	\$1,312,500	\$875,000	\$12,241,100	2.33
LIC	\$602,500	\$0	\$0	\$0	\$602,500	0.11
LOCAL	\$3,155,000	\$8,000,000	\$0	\$0	\$11,155,000	2.12
L-STBG	\$38,253,172	\$17,323,237	\$24,090,138	\$17,005,685	\$96,672,232	18.38
L-STBG-TA	\$0	\$250,000	\$2,622,500	\$625,000	\$3,497,500	0.67
NHPP	\$147,650,000	\$73,910,000	\$14,160,000	\$15,544,000	\$251,264,000	47.78
PHSIP	\$41,625	\$34,688	\$20,813	\$13,875	\$111,001	0.02
RHSIP	\$39,950	\$32,900	\$14,100	\$7,050	\$94,000	0.02
SECTION 5307	\$8,666,341	\$8,666,341	\$8,666,341	\$8,666,341	\$34,665,364	6.59
SECTION 5310	\$861,825	\$861,825	\$861,825	\$861,825	\$3,447,300	0.66
SECTION 5339	\$931,120	\$931,120	\$931,120	\$931,120	\$3,724,480	0.71
S-STBG	\$25,321,063	\$9,500,000	\$9,300,000	\$2,100,000	\$46,221,063	8.79
S-STBG-TA	\$0	\$890,565	\$0	\$2,331,436	\$3,222,001	0.61
Total	\$280,795,097	\$128,099,852	\$68,038,337	\$48,961,332	\$525,894,618	100.00
Federal	\$227,454,895	\$96,518,054	\$55,083,339	\$38,542,699	\$417,598,987	79.41
State	\$38,358,475	\$17,823,233	\$5,233,816	\$6,114,161	\$67,529,685	12.84
Local	\$14,519,336	\$13,296,174	\$7,258,791	\$3,842,081	\$38,916,382	7.40
Other	\$462,391	\$462,391	\$462,391	\$462,391	\$1,849,564	0.35

NOTE: Financial Tables run on 3/2/20 (20-2014-003) and 3/3/3020 (20-2014-007) and reflect:

FY 2020: NHPP: +\$24,800,000 (Federal: \$19,840,000 State: \$4,960,000)

FY 2020: L-STBG: +\$4,021,800 (Federal: \$3,217,440 State: \$804,360)