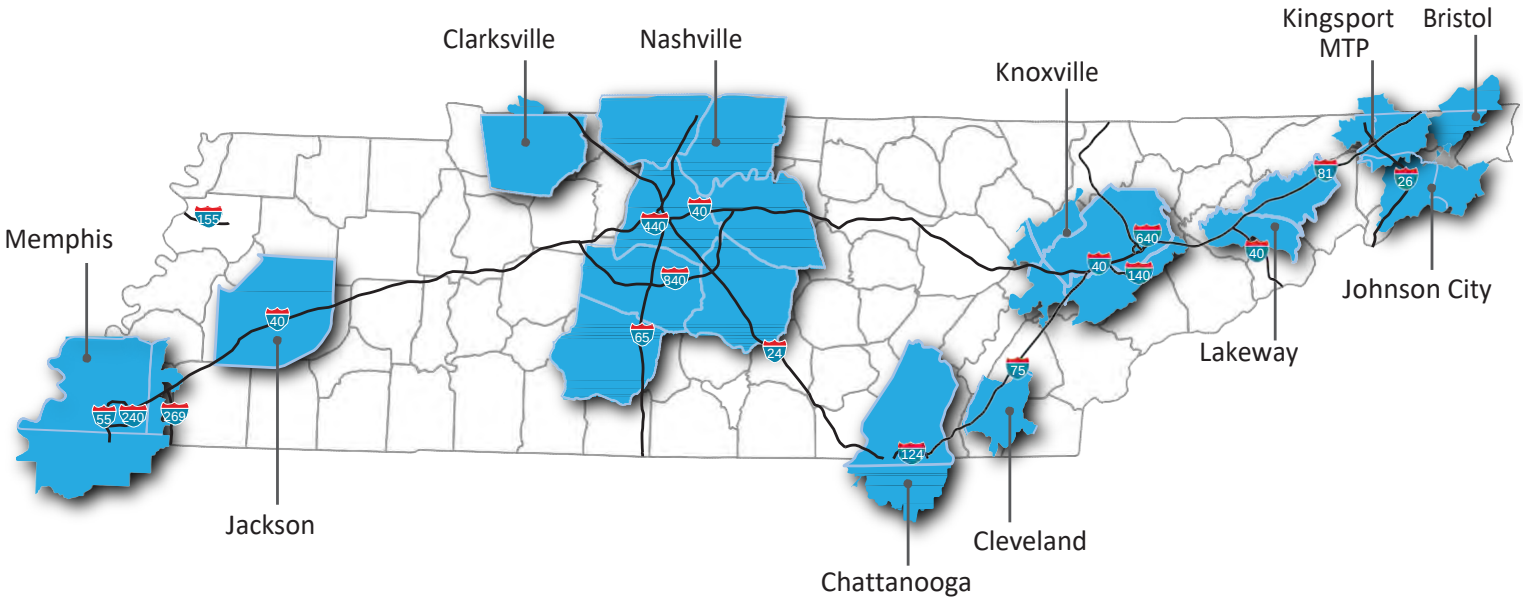
Tennessee

Fiscal Years 2023-2026

Transportation Improvement Program



TN TDOT Department of Transportation

State Transportation Improvement Program

Tennessee Department of Transportation

Butch Eley, Commissioner

Produced by

Tennessee Department of Transportation

Program Development and Administration Division

5/11/2023

This document can be accessed via TDOT's website at

https://www.tn.gov/tdot

Or

The web app viewer can be accessed via TDOT'S website at

Tennessee STIP Project Viewer

iTRIP Dashboard

Tennessee Department of Transportation

Departamento de Transporte de Tennessee

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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
IA	Improved Act
IIJA	Infrastructure Investment and Jobs Act (IIJA)
ITS	Intelligent Transportation System
MAP21	Moving Ahead for Progress in the 21st Century Act
MMS	Maintenance Management System
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
RPO	Rural Planning Organization
SHSP	Strategic Highway Safety Plan
SOGR	State of Good Repair
STIP	State Transportation Improvement Program
TAMP	Transit Asset Management Plan
TDOT	Tennessee Department of Transportation
TIP	Transportation Improvement Plan
TPO	Transportation Planning Organization
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act
U.S.C.	United States Code

Chapter 1: Purpose of the STIP

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

In 2019, the Tennessee Department of Transportation (TDOT) outlined its vision – Commitment to excellence in managing and improving the state's transportation system, promoting the success of our employees, and strengthening the trust of our customers. TDOT Strategic Direction

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 (Tennessee 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 U.S.C. (highways) and Title 49 U.S.C. (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 a period 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.

Linkage to National Planning Factors and Goals

The FAST Act states that projects and strategies shall consider ten (10) planning factors pursuant to 23 U.S.C. Section 134 and 23 U.S.C. Section 135:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. 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.

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

The Guiding Principles identified in the Statewide Transportation Plan are in accordance with the Federal Planning Factors, and work towards achievement of the vision that came out of the Plan's public participation process. The policies and goals outlined in the Statewide Transportation Plan guide the selection of projects and programs for the STIP and inform TDOT's planning and programming activities.

1. Preserve and Manage the Existing System - Protect existing assets and maintain efficiency of the system through cost-effective management and new technologies.
2. Support the State's Economy - Make transportation investments that support economic growth, competitiveness and tourism; build partnerships with communities and regions to link employment, commercial/retail areas and other key activity centers.
3. Maximize Safety and Security - Reduce injuries and fatalities in all modes of transportation; minimize construction-related safety incidents; improve disaster preparedness and incident response.
4. Provide for the Efficient Movement of People and Freight - Optimize the movement of people and goods by providing greater access to transportation services for all people and by building better connections among different modes of transportation.
5. Build Partnerships for Sustainable and Livable Communities - Provide early and ongoing opportunities for broad public input on plans and programs; work closely with local public and private planning efforts; coordinate land use and transportation planning.
6. Protect Natural, Cultural, and Environmental Resources - Maintain the integrity of communities and historical sites; minimize impacts on natural resources and conserve energy.
7. Emphasize Financial Responsibility - Provide accountability; maximize Tennessee's share of federal transportation funding; develop alternative funding strategies; select projects based on identified regional needs; allow flexibility in local management of projects where feasible.

25-Year Long Range Transportation Policy Plan

The Tennessee Department of Transportation has created a new long-term vision for transportation in Tennessee. The 25-Year Long-Range Transportation Policy Plan provides the foundation for prioritizing transportation investments across the State. This new plan will aid in accomplishing TDOT's mission to serve the public by providing the best multimodal transportation system in the nation. Conduct an analysis of equity related to transportation decisions, including policies, plans, programming, project development, and implementation.

the identification of specific transportation needs for this group. Approximately 15.4% of Tennessee's population is over the age of 65 compared to the national average of 14.9%, with most of these residents located in rural areas of the state as shown in the map above.

WHAT IS THE PLAN?

TDOT has a long history of planning for multimodal transportation needs within the State. TDOT's 25-Year Long-Range Transportation Policy Plan is an important document for the Department and its many stakeholders, as the Plan allows TDOT to make key long-term funding and policy decisions about transportation investments throughout Tennessee, today and in the future. A major outcome of this two-year+ comprehensive effort is a mid-term, 10-Year Strategic Investment Program. The intent of the 10-Year Strategic Investment Program is to capture the insights gained during the development of the 25-Year Long-Range Transportation Policy Plan to concurrently develop a project program investment plan that is fiscally constrained and can be implemented over a 10-year horizon.

WHAT'S NEW?

The final 25-Year Long Range Transportation Policy Plan is now available to the public. Please feel free to download the documents listed below or at the following Link: 25-Year Transportation Policy Plan

**Note: Policy Plans updated as noted on webpage.*

25-Year Long Range Transportation Policy Plan Documents

Demographic and Employment Changes & Trends Policy Paper

Travel Trends & System Performance Policy Paper

Financial Revenues & Fiscal Outlook Policy Paper

Safety, Security, & Transportation Resilience Policy Paper

Freight Logistics & Planning Policy Paper

Mobility; Public Transportation, TDM & Non-Motorized Modes Policy Paper

Accessibility; Land Use Planning, Access Management, Complete Streets, and Health & Environment Policy Paper

Coordination, Cooperation & Consultation Policy Paper

Plan Summary

Plan Development

10-Year Strategic Investment Plan

Potential Environmental Mitigation Strategies

Public Involvement Summary

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. Several 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. One such program that aids in the development of the STIP is the Comprehensive Multimodal Program.

The Comprehensive Multimodal Program is developed annually to capture the most current needs from communities and organizations across the State of Tennessee. This program contains components for highway projects, bridges, transit, rail, waterway, and aviation projects, as well as statewide initiatives in support of the Departments budget. The process for programming capital and non-capital transportation projects includes a data driven method in which each of the performance measures (Safety, Pavement Condition, Bridge Condition, NHS Travel Time Reliability, Freight Reliability, Traffic Congestion and Total Emissions Reduction) is considered. Each project and/or program endures a stringent vetting process, not only through our data software (TD-1), but through each local municipality, Rural Planning Organization, Metropolitan Planning Organization and Regional Leadership. These investments are critical in providing a safe and reliable transportation network for our citizens and for increasing economic development opportunities across the state.

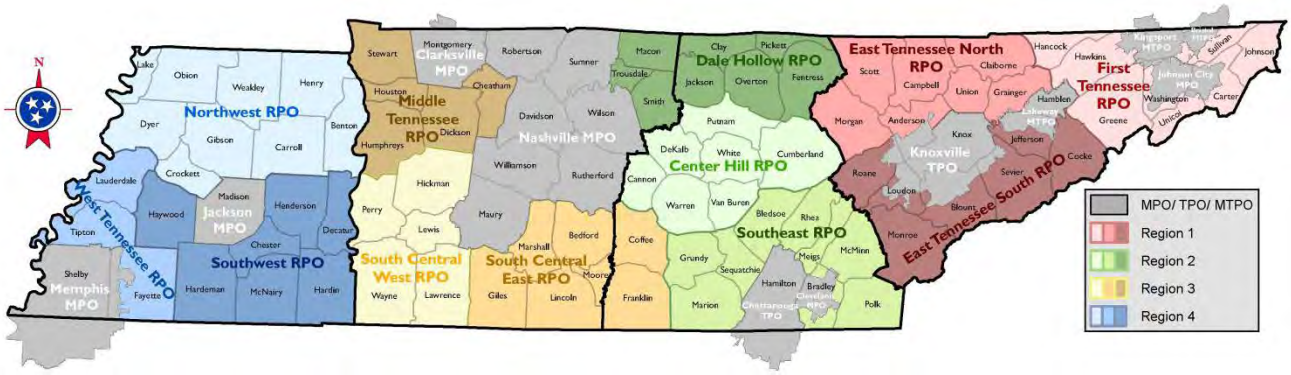
The STIP is a focal point for implementing strategic goals from both the federal and state levels, which pursue the desire for improving our transportation network while preserving the livability of our communities. Within TDOT, the Program Development and Administration Division is tasked with the development 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

TDOT Region/MPO/RPO Map



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 September 26, 2022, to October 31, 2022.

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 the eSTIP and iTRIP public facing websites 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 Appendices.

The Draft STIP is also accessible via TDOT's web page https://www.tn.gov/tdot/program-development-and-administration-home/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 (Table A)

Total project cost of all phases shown within the approved STIP	Amendment	Administrative Modification
Up to $2 million	> 75%	< 75%
$2 million to $15 million	> 50%	< 50%
$15 million to $75 million	> 40%	< 40%
$75 million and above	> 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 discussion on project cost change thresholds with Table A); or
- Adding a new project or deleting a project from the STIP/TIP; or

- A major change of project scope; examples include, but are not limited to, changing the number of through-lanes, 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 (including a grouping); or
- Moving funds between a Metropolitan Planning Organization (MPO) TIP and STIP unless a written agreement exists between the MPO and the Tennessee Department of Transportation (TDOT) that such an action may be a processed as an administrative modification; or
- Moving funds between an MPO's TIP and another MPO's 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, 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 A)
- 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 such as a length change for reasonable transition purposes or to correct minor clerical errors or discrepancies; or
- Shifting funds between projects or groupings within the STIP/TIP (i.e., funding sources and projects already identified in the STIP/TIP) if the change does not result in a cost increase greater than the amendment threshold (see Table A) for the total project cost of all phases shown within the approved STIP/TIP; or

- Adding an amount of funds already identified in the STIP/TIP for the current or previous year(s) if:

    - The funds are currently identified in the STIP/TIP either in an existing project or as available funds and
    - The change does not result in a cost increase greater than the amendment threshold (project cost change thresholds listed in Table A) for the total project cost of all phases shown within the approved STIP/TIP; or
- Moving project phases or funding from year to year within an approved STIP/TIP, except those that cross-air quality horizon years of the project; or
- Adding any phase (if total project cost includes all phases), such as environmental or location study, preliminary engineering, right-of-way, or construction to a project in the STIP/TIP so long as such a change does not result in a cost increase greater than the amendment threshold (see Table A) for the total project cost of all phases shown within the approved/amended STIP/TIP; or
- Changes required to follow FHWA or FTA instructions as to the withdrawal of funds or re-establishment of funds withdrawn at the request of FHWA or FTA; or
- Moving funds between similarly labeled groupings, regardless of percent of change; or
- Adjustments in revenue to match actual revenue receipts; or
- Adding a project with 100% state or non-federal funding for all phases that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or
- Adding a funding source as long as the change does not result in a cost increase greater than the amendment threshold (see Table A).

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 2023 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.

Revenue Inflation and Cost Estimation

The Infrastructure Investment and Jobs Act (IIJA) is the current 5-year federal Surface Transportation legislation. It provides $550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. The Tennessee Department of Transportation (TDOT) projected a modest funding growth of 2%. The 2% is a conservative increase that may be adjusted moving forward.

Due to the limited funding availability, TDOT has modified its cost estimating methodology. This methodology begins in the early planning phase. When a TIR (Transportation Investment Report) is developed for any transportation project, TDOT develops cost projections with the knowledge that the average transportation

project takes 5-7 years to get to construction. Planning documents now include today's cost, a 5-year projection, and a 10-year projected cost. These new projections will assist the Department in getting a handle on future funding needs. Additionally, the Programming and Administration Division adds 10%-15% to the estimates for contingencies - 10% for >$15.0 million and 15% for <$15.0 million.

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 in the table below and the Transportation Asset Management Plan. Transportation Asset Management Plan 2022 v3.0

FY 2023 – FY 2026 STIP and TAMP Program Funding and Expenditures

Year	State Funds Plus Other Funds	Federal Funds	Total Funds	Expenditures
2023	$1,097,277,810	$916,880,350	$2,014,158,160	$2,014,158,160
2024	$236,810,111	$827,930,972	$1,064,741,083	$1,064,741,083
2025	$239,827,582	$842,930,449	$1,082,758,031	$1,082,758,031
2026	$239,827,582	$842,930,449	$1,082,758,031	$1,082,758,031

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. (Multimodal Transportation Resources)) TDOT is committed to the development of a transportation system that improves conditions for bicycling and walking through the following actions:

1) 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.
7) 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 must be 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. Most 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 Nashville MPO(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 20% of the State's FY 2009 Bridge Program apportionment. The remaining funds of this type are included in the statewide category.

Highway Funding Program Descriptions

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

Appalachia Development Highway System (APD) - This IIJA program will provide funds for the construction of the Appalachian Development Highway System (ADHS). https://www.arc.gov/appalachian-development-highway-system/

Advanced Transportation Technologies & Innovative Mobility Development - This IIJA program will make funds available to deploy, install, and operate advanced transportation technologies. Eligible uses are for projects that improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. https://omb.report/omb/2125-0666

Bridge Formula Program (BFP) – This IIJA program provides funding for bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/bfp.cfm

Bridge Investment Program – This IIJA program will support projects to improve bridge and culvert condition, safety, efficiency, and reliability. https://www.fhwa.dot.gov/bridge/bip/

Capital Investment Grants Program (CIG) – The IIJA program funds fixed guideway investments including new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail. There are three categories of eligible projects under the CIG program: New Starts, Small Starts, and Core Capacity. https://www.transit.dot.gov/funding/grants/fact-sheet-capital-investment-grants-program

Congestion Mitigation and Air Quality (CMAQ) - The IIJA CMAQ program provides flexible funding to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. It also provides funding to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality for ozone, carbon monoxide, or particulate matter. Eligible uses include transportation projects that reduce congestion and reduce the mobile source emissions for which an area has been designated non-attainment or maintenance for ozone, carbon monoxide, and particulate matter by the Environmental Protection Agency. See map below for Counties eligible for CMAQ Funding. CMAQ

Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program - IIJA provides $5 billion ($1 billion annually) in competitive grants to fund projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/consolidated-rail-infrastructure-and-safety-2

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

Disadvantaged Business Enterprises - This program will provide funds to assist small and disadvantaged firms with building capacity and improving their ability to compete for Federal-aid highway contracts. https://www.transportation.gov/civil-rights/disadvantaged-business-enterprise

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.

Tennessee Federal Lands Map

Federal-State Partnership for Intercity Passenger Rail Grants - IIJA provides $36 billion in competitive grants ($7.2 billion annually) to fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service if an eligible applicant is involved.

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 IIJA 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. It is also based on a performance-driven process that identifies and analyzes highway safety programs and advances highway safety improvement projects that have the greatest potential to reduce fatalities and serious injuries. https://safety.fhwa.dot.gov/hsip/about.cfm

Highway Safety Research & Development - This IIJA Program funds research and development activities for: highway and traffic safety systems, human behavioral factors and their effect on highway and traffic safety, evaluation of the effectiveness of countermeasures to increase highway and traffic safety, development of technologies to detect drug impaired drivers, driver education programs and other research and development programs. (Program details forthcoming

Highway Use Tax Evasion Projects - This program provides funding to states and the IRS to carry out intergovernmental enforcement efforts, along with training and research, to reduce evasion of payment of motor fuel and other highway use taxes, which are the principal sources for Federal and State highway funding. https://www.fhwa.dot.gov/cfo/fhwa-fy-2022_budget_508.pdf

Infrastructure for Rebuilding America (INFRA) - The IIJA grant program awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency,

and reliability of the movement of freight and people in and across rural and urban areas. https://www.transportation.gov/grants/infra-grants-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.

Interstate Rail Compacts Grant Program - IIJA provides $15 million ($3 million annually) in competitive grants for interstate rail compacts' administrative costs and to conduct railroad systems planning, promotion of intercity passenger rail operations, and the preparation of grant applications. https://dotcms.fra.dot.gov/grants-loans/competitive-discretionary-grant-programs/interstate-rail-compact-grant-program

Metropolitan Planning Program – The IIJA continues this program, which provides funds for a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Metropolitan planning activities include the collection and analysis of data on demographics, trends, and system performance; travel demand and system performance forecasting; identification and prioritization of transportation system improvement needs; and coordination of the planning process and decision-making with the public, elected officials, and stakeholder groups.

National Culvert Removal, Replacement, & Removal Grant – The program provides supplemental funding for projects that replace, remove, and/or repair culverts or weirs. Establish an annual competitive grant program to award grants to eligible entities for projects for the replacement, removal, and repair of culverts or weirs that— ‘‘(1) would meaningfully improve or restore fish passage for anadromous fish; and (2) with respect to weirs, may include-- (A) infrastructure to facilitate fish passage around or over the weir; and (B) weir improvements.”

National Highway Freight Program (NHFP) - The IIJA program provides funds to improve the efficient movement of freight on the National Highway Freight Network. Projects that contribute to the efficient movement of freight on the National Highway Freight Network and are identified in a freight investment plan included in the State's freight plan are eligible for funding. https://leg.wa.gov/JTC/Documents/Studies/IIJA%20Workgroup/NHFP.pdf

National Highway Performance Program (NHPP) - The IIJA 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; and to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhpp.cfm

National Infrastructure Project Assistance (MEGA) - IIJA program provides funding for megaprojects that will likely generate national, regional, economic, mobility, or safety benefits. Eligible projects include a highway

or bridge project, a freight intermodal or freight project that provides a public benefit, a railway-highway grade separation or elimination project, or an intercity passenger rail project. MEGA

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.

Nationally Significant Federal Lands and Tribal Projects - This IIJA program provides funding for the construction, reconstruction, and rehabilitation of nationally significant of Federal lands transportation projects and Tribal transportation projects. Eligible projects are projects that are on a federal lands transportation facility, a Federal lands access facility, or a Tribal transportation facility. https://https//highways.dot.gov/federal-lands

On-the-Job Training Supportive Services Program - This program will help develop the capacity of the Nation's current and future highway construction industry workforce by providing the development and diversity of skilled labor to move minorities, women, and disadvantaged individuals into journey-level positions.

Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) Grants – IIJA Grant Program will support planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

Rail Vehicle Replacement Grants – This IIJA program provides funding for capital projects for the replacement of rail rolling stock. Not more than three new competitive awards to eligible projects may be announced each fiscal year. FTA may select projects for multi-year awards.

Railroad Crossing Elimination Grant Program – IIJA Grant Program for the mitigation or elimination of hazards at railway-highway crossings. https://railroads.dot.gov/BIL

Railway-Highway Crossing Program – IIJA Grant Program supports projects with the goal of reducing the number of fatalities, injuries, and crashes at public railway-highway grade crossings. https://railroads.dot.gov/program-areas/highway-rail-grade-crossing/highway-rail-grade-crossings-overview

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program – A discretionary IIJA program to help urban and rural communities move forward on projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation and make our transportation systems safer, more accessible, more affordable, and more sustainable. https://www.transportation.gov/RAISEgrants

Reconnecting Communities Pilot Program - IIJA provides the first-ever Federal program dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities. https://www.transportation.gov/grants/reconnecting-communities

Recreational Trails (RTP) - This program provides funding for the creation, rehabilitation and maintenance of multi-use recreational trails. The IIJA reauthorized the RTP for Federal fiscal years 2016-2020 as a set-aside of funds from the Transportation Alternatives Set-Aside (TA) under the Surface Transportation Block Grant Program (STBG).

Restoration & Enhancement Grant Program - IIJA provides $250 million in competitive grants ($50 million annually from Amtrak National Network Fund) to provide operating assistance to initiate, restore, or enhance intercity passenger rail service. restoration-and-enhancement-grant-program

Repurposed Funds (R-) - This acronym does not represent a specific funding program, but rather the re-designation 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 (i.e., R-NHPP, R-HSIP, and R-PHSIP).

Rural Surface Transportation Grant Program (Rural) – IIJA program will provide funds to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. https://https//www.transportation.gov/grants/rural-surface-transportation-grant

Safe Streets and Roads for All (SS4A) – IIJA SS4A grant program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. https://www.transportation.gov/grants/SS4A

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 enforcement activity.

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 IIJA 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. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm

Transportation Infrastructure Finance and Innovation Act Program – The IIJA program will provide Federal credit assistance to eligible surface transportation projects. Eligible projects include highways, transit, intercity passenger rail, some type of freight rail, intermodal freight transfer facilities, and some modifications including a port terminal, and electrification of buses, ferries, trains, and associated infrastructure. https://www.transportation.gov/buildamerica/financing/tifia

Vehicle Safety and Behavioral Research – This This program provides supplemental funding to accelerate vehicle and behavioral safety research. (Program details forthcoming)

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 18 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)
- East Tennessee Human Resource Agency
- First Tennessee Human Resource Agency
- Franklin Transit
- Jackson Transit
- Johnson City Transit
- Kingsport Area Transit System
- Knoxville Area Transit
- Knox County Community Action Committee
- Lakeway Transit
- Memphis Area Transit Authority

- Morristown (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
- 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 Sequatchie 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:

Section 5303-Metropolitan Transportation Planning - This program provides funds to MPOs for multimodal transportation planning.

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

Section 5307 – Urbanized Transportation Planning **–** This program provides funds to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning.

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

Section 5310-Formula Funding for Elderly and Persons with Disabilities Capital/Grants - 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.

Section 5311–Non-Urbanized Area Formula Grants - 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 grants include.

U5311 (f)-Intercity Bus Service - 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.

U5311 RTAP-Rural Transit Assistance Program - 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.

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

Section 5316-Job Access Reverse Commute Grants - 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.

Section 5317-New Freedom Grants - 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.

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

Section 5339-Bus and Bus Facilities Grants - 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.

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-to-day 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 Chart

Program		Funding Match Requirements
APD	Appalachian 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 (HSP-R)	Highway-Railroad Crossing Program	90% Federal, 10% State
Sect 154	Section 154	100% Federal
SRTS	Safe Routes to School	100% Federal
STA	State Funds	100% State
STBG	Surface Transportation Block Grant Program	80% Federal, 20% State/Local
TAP	Transportation Alternatives Program	80% Federal, 20% State/Local

Development of STIP Funding Levels

Fiscal Year (FY) 2023 (October 1, 2022-September 30, 2023) funds represent both remaining funds from prior years, plus projected revenue estimates for FY 2023.

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 2023 revenue figures are obtained from actual data, 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 2025-2026, the figures are projections based on trends and statewide allocations outlined in the IIJA. 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 projects located within urban areas designated as a MPO are not listed in this document but is included in each respective MPO's TIP.

STIP Fiscal Tables

Program	FY	Federal Carryover	Federal Apportionment	Federal Funds	State Funds	Local Funds	Total Funds	Total Programmed	Federal Programmed	State Programmed	Local Programmed	Total Balance	Federal Balance
ACINFRA	2023	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
ACNHPP	2023	$0	$0	$0	$15,000,000	$0	$15,000,000	$15,000,000	$0	$15,000,000	$0	$0	$0
ACPHSIP	2023	$0	$0	$0	$3,000,000	$0	$3,000,000	$3,000,000	$0	$3,000,000	$0	$0	$0
ACRTP	2023	$0	$0	$0	$301,000	$0	$301,000	$301,000	$0	$301,000	$0	$0	$0
ACSTBG	2023	$0	$0	$0	$198,100,000	$0	$198,100,000	$198,100,000	$0	$198,100,000	$0	$0	$0
APD	2023	$223,982,656	$23,150,629	$247,133,285	$0	$0	$247,133,285	$0	$0	$0	$0	$247,133,285	$247,133,285
CMAQ	2023	$16,872,026	$40,481,889	$57,353,915	$14,338,479	$13,750	$71,706,144	$5,068,750	$4,055,000	$1,000,000	$13,750	$66,637,394	$53,298,915
HIP	2023	$165,339,581	$107,954,981	$273,294,562	$68,323,641	$0	$341,618,203	$56,300,000	$45,040,000	$11,260,000	$0	$285,318,203	$228,254,562
HPP	2023	$25,083,954	$16,500,000	$41,583,954	$10,395,989	$0	$51,979,943	$11,490,162	$9,192,130	$2,298,032	$0	$40,489,781	$32,391,824
HSIP	2023	$15,708	$64,535,321	$64,551,029	$7,172,337	$0	$71,723,366	$39,656,500	$35,690,850	$3,965,650	$0	$32,066,866	$28,860,179
HSIP-R	2023	$5,601,728	$5,453,398	$11,055,126	$1,228,347	$0	$12,283,473	$8,322,600	$7,490,340	$832,260	$0	$3,960,873	$3,564,786
LOCAL	2023	$0	$0	$0	$0	$1,000,000	$1,000,000	$1,000,000	$0	$0	$1,000,000	$0	$0
NHFP	2023	$0	$29,294,329	$29,294,329	$7,323,582	$0	$36,617,911	$0	$0	$0	$0	$36,617,911	$29,294,329
NHPP	2023	$0	$579,040,305	$579,040,305	$144,760,076	$0	$723,800,381	$676,780,100	$550,059,080	$126,721,020	$0	$47,020,281	$28,981,225
PHSIP	2023	$87,253	$7,945,456	$8,032,709	$0	$0	$8,032,709	$7,668,750	$7,668,750	$0	$0	$363,959	$363,959
RCTR	2023	$3,204,678	$1,624,207	$4,828,885	$1,207,221	$0	$6,036,106	$1,500,000	$1,200,000	$300,000	$0	$4,536,106	$3,628,885
R-NHPP	2023	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STA	2023	$0	$0	$0	$810,000,000	$0	$810,000,000	$406,000,000	$0	$406,000,000	$0	$404,000,000	$0
STBG	2023	$0	$184,000,000	$184,000,000	$46,000,000	$0	$230,000,000	$173,619,681	$138,895,745	$34,723,936	$0	$56,380,319	$45,104,255
TAP	2023	$39,755,033	$18,523,363	$58,278,396	$14,569,599	$0	$72,847,995	$7,500,000	$6,000,000	$1,500,000	$0	$65,347,995	$52,278,396

Program	FY	Federal Carryover	Federal Apportionment	Federal Funds	State Funds	Local Funds	Total Funds	Total Programmed	Federal Programmed	State Programmed	Local Programmed	Total Balance	Federal Balance
ACINFRA	2024	$0	$0	$0	$800,000	$0	$800,000	$800,000	$0	$800,000	$0	$0	$0
ACNHPP	2024	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
ACSTBG	2024	$0	$0	$0	$87,900,000	$0	$87,900,000	$87,900,000	$0	$87,900,000	$0	$0	$0
APD	2024	$247,133,285	$23,613,642	$270,746,927	$0	$0	$270,746,927	$5,800,000	$5,800,000	$0	$0	$226,727,716	$264,946,927
CMAQ	2024	$53,298,915	$41,291,527	$94,590,442	$23,647,611	$0	$118,238,053	$5,000,000	$4,000,000	$1,000,000	$0	$113,238,053	$90,590,442
HIP	2024	$228,254,562	$110,114,081	$338,368,643	$84,592,161	$0	$422,960,803	$0	$0	$0	$0	$75,000,000	$338,368,643
HPP	2024	$32,391,824	$16,830,000	$49,221,824	$12,305,456	$0	$61,527,280	$0	$0	$0	$0	$59,209,838	$49,221,824
HSIP	2024	$28,860,179	$65,826,027	$94,686,207	$10,520,690	$0	$105,206,896	$22,160,000	$19,944,000	$2,216,000	$0	$83,046,896	$74,742,207
HSIP-R	2024	$3,564,786	$5,562,466	$9,127,252	$1,014,139	$0	$10,141,391	$6,222,500	$5,600,250	$622,250	$0	$3,918,891	$3,527,002
LOCAL	2024	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NHFP	2024	$29,294,329	$29,880,216	$59,174,545	$14,793,636	$0	$73,968,181	$0	$0	$0	$0	$73,968,181	$59,174,545
NHPP	2024	$28,981,225	$590,621,111	$619,602,336	$154,900,584	$0	$774,502,920	$577,339,200	$461,871,360	$115,467,840	$0	$197,163,720	$157,730,976
PHSIP	2024	$363,959	$8,104,365	$8,468,324	$0	$0	$8,468,324	$7,304,152	$7,304,152	$0	$0	$1,164,172	$1,164,172
RCTR	2024	$3,628,885	$1,656,691	$5,285,576	$1,321,394	$0	$6,606,970	$1,500,000	$1,200,000	$300,000	$0	$5,106,970	$4,085,576
R-NHPP	2024	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STA	2024	$0	$0	$0	$300,000,000	$0	$300,000,000	$6,000,000	$0	$6,000,000	$0	$698,000,000	$0
STBG	2024	$45,104,255	$187,680,000	$232,784,255	$58,196,064	$0	$290,980,319	$265,530,485	$194,684,388	$70,846,097	$0	$25,449,834	$38,099,867
TAP	2024	$52,278,396	$18,893,830	$71,172,226	$17,793,057	$0	$88,965,283	$7,650,000	$6,120,000	$1,500,000	$0	$81,345,283	$65,052,226

STIP Fiscal Tables

Program	FY	Federal Carryover	Federal Apportionment	Federal Funds	State Funds	Local Funds	Total Funds	Total Programmed	Federal Programmed	State Programmed	Local Programmed	Total Balance	Federal Balance
ACINFRA	2025	$0	$0	$0	$8,400,000	$0	$8,400,000	$8,400,000	$0	$8,400,000	$0	$0	$0
ACNHPP	2025	$0	$0	$0	$20,800,000	$0	$20,800,000	$20,800,000	$0	$20,800,000	$0	$0	$0
ACSTBG	2025	$0	$0	$0	$14,300,000	$0	$14,300,000	$14,300,000	$0	$14,300,000	$0	$0	$0
APD	2025	$264,946,927	$24,085,914	$289,032,841	$0	$0	$289,032,841	$0	$0	$0	$0	$242,537,516	$289,032,841
CMAQ	2025	$90,590,442	$42,117,357	$132,707,800	$33,176,950	$0	$165,884,749	$5,000,000	$4,000,000	$1,000,000	$0	$160,884,750	$128,707,800
HIP	2025	$338,368,643	$112,316,362	$450,685,005	$112,671,251	$0	$563,356,256	$0	$0	$0	$0	$142,626,000	$450,685,005
HPP	2025	$49,221,824	$17,166,600	$66,388,424	$16,597,106	$0	$82,985,530	$0	$0	$0	$0	$95,623,838	$66,388,424
HSIP	2025	$74,742,207	$67,142,548	$141,884,755	$15,764,973	$0	$157,649,727	$21,580,000	$19,372,000	$2,208,000	$0	$136,069,727	$122,512,755
HSIP-R	2025	$3,527,002	$5,673,715	$9,200,717	$1,022,302	$0	$10,223,019	$5,060,000	$4,554,000	$506,000	$0	$5,163,019	$4,646,717
LOCAL	2025	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NHFP	2025	$59,174,545	$30,477,820	$89,652,364	$22,413,091	$0	$112,065,456	$0	$0	$0	$0	$112,065,456	$89,652,364
NHPP	2025	$157,730,976	$602,433,533	$760,164,509	$190,041,127	$0	$950,205,637	$554,270,913	$425,062,400	$127,808,513	$0	$397,334,724	$335,102,109
PHSIP	2025	$1,164,172	$8,266,452	$9,430,624	$0	$0	$9,430,624	$7,000,000	$7,000,000	$0	$0	$2,430,624	$2,430,624
RCTR	2025	$4,085,576	$1,689,825	$5,775,401	$1,443,850	$0	$7,219,251	$1,500,000	$1,200,000	$300,000	$0	$5,719,251	$4,575,401
R-NHPP	2025	$0	$365,670	$365,670	$91,418	$0	$457,088	$457,087	$365,670	$91,417	$0	$0	$0
STA	2025	$0	$0	$0	$300,000,000	$0	$300,000,000	$6,000,000	$0	$6,000,000	$0	$992,000,000	$0
STBG	2025	$38,099,867	$191,433,600	$229,533,467	$57,383,367	$0	$286,916,834	$137,417,420	$109,933,936	$27,483,484	$0	$149,499,414	$119,599,531
TAP	2025	$65,052,226	$19,271,707	$84,323,933	$21,080,983	$0	$105,404,916	$7,803,000	$6,242,400	$1,500,000	$0	$97,662,516	$78,081,533

Program	FY	Federal Carryover	Federal Apportionment	Federal Funds	State Funds	Local Funds	Total Funds	Total Programmed	Federal Programmed	State Programmed	Local Programmed	Total Balance	Federal Balance
ACINFRA	2026	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
ACNHPP	2026	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
ACSTBG	2026	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
APD	2026	$289,032,841	$24,567,633	$313,600,474	$0	$0	$313,600,474	$0	$0	$0	$0	$258,663,512	$313,600,474
CMAQ	2026	$128,707,800	$42,959,705	$171,667,504	$42,916,876	$0	$214,584,380	$5,000,000	$4,000,000	$1,000,000	$0	$209,584,380	$167,667,504
HIP	2026	$450,685,005	$114,562,689	$565,247,694	$141,311,924	$0	$706,559,618	$0	$0	$0	$0	$211,604,520	$565,247,694
HPP	2026	$66,388,424	$17,509,932	$83,898,356	$20,974,589	$0	$104,872,945	$4,559,219	$3,647,375	$911,844	$0	$128,206,899	$80,250,981
HSIP	2026	$122,512,755	$68,485,399	$190,998,154	$21,222,017	$0	$212,220,171	$21,080,000	$18,972,000	$2,108,000	$0	$191,140,171	$172,026,154
HSIP-R	2026	$4,646,717	$5,787,190	$10,433,907	$1,159,323	$0	$11,593,230	$4,285,000	$3,856,500	$428,500	$0	$7,308,230	$6,577,407
LOCAL	2026	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NHFP	2026	$89,652,364	$31,087,376	$120,739,741	$30,184,935	$0	$150,924,676	$0	$0	$0	$0	$150,924,676	$120,739,741
NHPP	2026	$335,102,109	$614,482,204	$949,584,313	$237,396,078	$0	$1,186,980,392	$216,108,300	$173,436,640	$42,671,660	$0	$970,872,092	$776,147,673
PHSIP	2026	$2,430,624	$8,431,781	$10,862,406	$0	$0	$10,862,406	$7,000,000	$7,000,000	$0	$0	$3,862,406	$3,862,406
RCTR	2026	$4,575,401	$1,723,621	$6,299,023	$1,574,756	$0	$7,873,778	$1,500,000	$1,200,000	$300,000	$0	$6,373,778	$5,099,023
R-NHPP	2026	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STA	2026	$0	$0	$0	$300,000,000	$0	$300,000,000	$6,000,000	$0	$6,000,000	$0	$1,286,000,000	$0
STBG	2026	$119,599,531	$195,262,272	$314,861,803	$78,715,451	$0	$393,577,254	$83,875,855	$67,100,684	$16,775,171	$0	$309,701,399	$247,761,119
TAP	2026	$78,081,533	$19,657,141	$97,738,674	$24,434,668	$0	$122,173,342	$7,960,000	$6,368,000	$1,500,000	$0	$114,305,342	$91,370,674

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.

Transit Fiscal Tables

Year	Program	Total Funds	Federal Funds	State Funds	Local Funds
2023	5303	$1,704,000.00	$1,363,000.00	$170,500.00	$170,500.00
2023	5304	$4,296,150.00	$3,436,650.00	$859,500.00	$0.00
2023	5310	$26,440,500.00	$21,142,500.00	$2,649,000.00	$2,649,000.00
2023	5311	$174,825,500.00	$87,411,500.00	$43,707,000.00	$43,707,000.00
2023	5311(f)	$0.00	$0.00	$0.00	$0.00
2023	5311 RTAP	$2,288,700.00	$2,288,700.00	$0.00	$0.00
2023	5311 App	$7,543,400.00	$3,771,400.00	$1,886,000.00	$1,886,000.00
2023	5316	$447,000.00	$223,000.00	$112,000.00	$112,000.00
2023	5317	$2,203,000.00	$1,101,000.00	$551,000.00	$551,000.00
2023	5329	$3,619,000.00	$2,891,000.00	$364,000.00	$364,000.00
2023	5339	$30,287,000.00	$24,225,000.00	$3,031,000.00	$3,031,000.00
2023	5339(b)	$10,874,000.00	$7,055,000.00	$2,731,000.00	$1,088,000.00
2023	HOPE	$300,000.00	$270,000.00	$30,000.00	$0.00
	Total	**$264,828,250.00**	**$155,178,750.00**	**$56,091,000.00**	**$53,558,500.00**
2024	5304	$618,800.00	$495,000.00	$123,800.00	$0.00
2024	5310	$7,127,000.00	$5,699,000.00	$714,000.00	$714,000.00
2024	5311	$52,603,000.00	$26,301,000.00	$13,151,000.00	$13,151,000.00
2024	5311(f)	$9,283,000.00	$4,641,000.00	$2,321,000.00	$2,321,000.00

2024	5311 RTAP	$515,000.00	$515,000.00	$0.00	$0.00
2024	5311 App	$3,400,000.00	$1,700,000.00	$850,000.00	$850,000.00
2024	5329	$923,000.00	$737,000.00	$93,000.00	$93,000.00
2024	5339	$5,514,000.00	$4,410,000.00	$552,000.00	$552,000.00
	Total	**$79,983,800.00**	**$44,498,000.00**	**$17,804,800.00**	**$17,681,000.00**
2025	5304	$632,500.00	$506,000.00	$126,500.00	$0.00
2025	5310	$7,554,000.00	$6,042,000.00	$756,000.00	$756,000.00
2025	5311	$56,811,000.00	$28,405,000.00	$14,203,000.00	$14,203,000.00
2025	5311(f)	$10,027,000.00	$5,013,000.00	$2,507,000.00	$2,507,000.00
2025	5311 RTAP	$556,000.00	$556,000.00	$0.00	$0.00
2025	5311 App	$3,672,000.00	$1,836,000.00	$918,000.00	$918,000.00
2025	5329	$996,000.00	$796,000.00	$100,000.00	$100,000.00
2025	5339	$5,789,000.00	$4,631,000.00	$579,000.00	$579,000.00
	Total	**$86,037,500.00**	**$47,785,000.00**	**$19,189,500.00**	**$19,063,000.00**
2026	5304	$647,500.00	$518,000.00	$129,500.00	$0.00
2026	5310	$8,008,000.00	$6,406,000.00	$801,000.00	$801,000.00
2026	5311	$61,356,000.00	$30,678,000.00	$15,339,000.00	$15,339,000.00
2026	5311(f)	$10,828,000.00	$5,414,000.00	$2,707,000.00	$2,707,000.00
2026	5311 RTAP	$600,000.00	$600,000.00	$0.00	$0.00
2026	5311 App	$3,967,000.00	$1,983,000.00	$992,000.00	$992,000.00
2026	5329	$1,076,000.00	$860,000.00	$108,000.00	$108,000.00
2026	5339	$6,079,000.00	$4,863,000.00	$608,000.00	$608,000.00
	Total	**$92,561,500.00**	**$51,322,000.00**	**$20,684,500.00**	**$20,555,000.00**

Chapter 4: Transportation Performance Management

FY 2023 – FY 2026 STIP and Transportation Performance Measures:

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. Three (3) of these Guiding Principles, which contribute to the implementation of PM1, PM2, and PM3 are:

- 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, and;
- 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.

Transportation Performance Management (TPM)

Transportation Performance Management (TPM) is part of the federal surface transportation system legislation. It is a strategic approach which uses system information to make investment and policy decisions to achieve outcomes related to seven national performance goals. These goals include safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. For more information on TPM, visit Federal Highway Administration's (FHWA) Transportation Performance Management.

As part of TPM, state DOTs are required to establish performance targets for national performance measures related to safety, infrastructure conditions, and system performance. States are currently in the process of reporting these targets which, when finalized, will be available for public review through FHWA's TPM website.

Additional information related to the performance measures mandated by FHWA are list in the following Publications.

Transportation Asset Management Plan 2022 v3.0

Performance Measure 1 (PM1) - Safety

Performance Measure 2 (PM2) - Pavement and Bridge Condition

Performance Measure 3 (PM3) - System Condition

Performance Measure (Transit) - Asset Management Performance and Targets

**Note: measures and data are updated annually*

TPM is also used to make decisions about where to invest resources. Asset management plans provide the framework for making these investment decisions while transportation and planning agencies document processes, investment strategies and trade-off decisions in various management plans. For more information, please visit:

How TPM and Asset Management Work Together

TDOT 25-Year, Long-Range Transportation Policy Plan, System Performance Report

Transit Performance Measures - Asset Management and Targets

TDOT - Transit Asset Management Performance and Targets

Performance measurement provides transportation agencies with a better ability to identify and mitigate issues with their respective transportation networks. The introduction of The Moving Ahead for 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 IIJA into TDOT's plans, and processes is an evolving effort.

Note: This section was prepared using the most recent transportation act, the IIJA, and was developed with the intent of including performance metrics mandated by the most recent legislation. The IIJA 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

In July 2016, FTA published a Final Rule for Transit Asset Management in accordance with the provisions of MAP-21 and the IIJA. The Rule adds a new part 625, "Transit Asset Management," to title 49 of the Code of Federal Regulations, which establishes the National Transit Asset Management (TAM) System in the effort to monitor and manage public transportation capital assets to enhance safety, reduce maintenance costs, increase reliability, and improve performance. This rule establishes four State of Good Repair (SGR) performance measures for which recipients of Federal transit funding must establish performance targets for their capital assets. A State of Good Repair is defined as "the condition in which a capital asset is able to operate a full level of performance." The measures are:

1. Equipment (non-revenue service vehicles)
2. Rolling Stock
3. Facilities
4. Infrastructure (rail fixed-guideway, track, signals, and systems)

In concert with this rule, the FTA and FHWA published the Final Rule and Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning (The Joint Planning Final Rule) in May 2016. This rule requires all recipients of Federal-aid highway program or Federal transit funds to link the investment priorities contained in the Statewide Transportation Improvement Program (STIP) and all local Transportation Improvement Programs (TIPs) to the achievement of the performance targets established by these agencies.

As a recipient of Federal transit funds and the sponsor of Tier II Group TAM Plan (Group Plan), TDOT has established the following performance targets for report year 2020 (October 1, 2019 – September 30, 2020):

Rolling Stock

Rolling stock performance measure targets are for revenue vehicles.

Vehicle Type	FTA Default Useful Life Benchmark (ULB – in years)	TDOT-Set Performance Measure Target
Automobile	8	Less than 25% of automobiles will exceed the 8-year ULB

Bus	14	Less than 25% of buses will exceed the 14-year ULB
Cutaway Bus	10	Less than 25% of cutaway busses will exceed the 10-year ULB
Other Rubber Tire Vehicles	14	Less than 25% of other rubber tire vehicles will exceed the 14-year ULB
Van	8	Less than 25% of vans will exceed the 8-year ULB

Equipment

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

Vehicle Type	FTA Default Useful Life Benchmark (ULB - in years)	TDOT-Set Performance Measure Target
Automobile	8	Less than 25% of automobiles will exceed the 8-year ULB
Other Rubber Tire Vehicles	14	Less than 25% of other rubber tire vehicles will exceed the 14-year ULB

Facilities

Facility Type	FTA TERM	TDOT-Set Performance Measure Target
Administrative/Maintenance	3	Less than 25% of Administrative/Maintenance facilities will be below a 3
Passenger/Parking	3	Less than 25% of Passenger/Parking facilities will be below a 3

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

The Tennessee Department of Transportation (TDOT) acknowledges the importance of implementing performance-based planning within the Statewide Transportation Improvement Program that reflects federal, state and regional priorities. The Department maintains a comprehensive inventory of the assets of each public transportation agency participating in the Group Plan, listing assets by condition by agency. TDOT uses this inventory (Appendix C of the Group Plan) to prioritize vehicles for replacement by each agency to achieve the established Performance Measurement targets.

Target Publications

TDOT - Transit Asset Management Performance and Targets

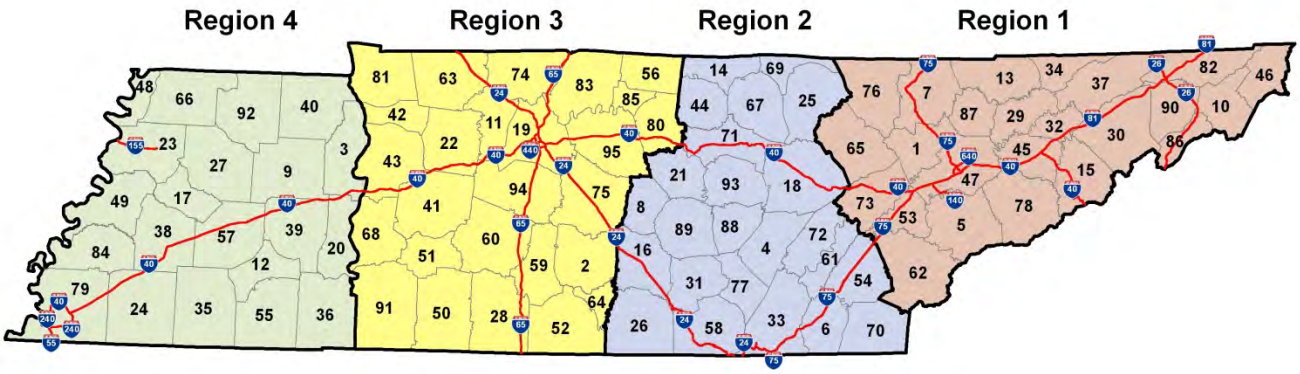
FTA - Transit Performance Management

Additional Information

TDOT Statewide Active Transportation Plan

Chapter 5: Rural STIP Projects

Region Map with County Numbers List



Alphabetical List of Counties in Tennessee

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

23002001006

STIP ID	PIN #	Length in Miles	Lead Agency
23002001006	105768.00	4.11	TDOT

State	County
TN	Benton

State Route	Total Project Cost	TIP ID
SR-1	$93,720,500	

Project Name

Benton County SR-1 (US-70) Camden Bypass (IA)

Termini

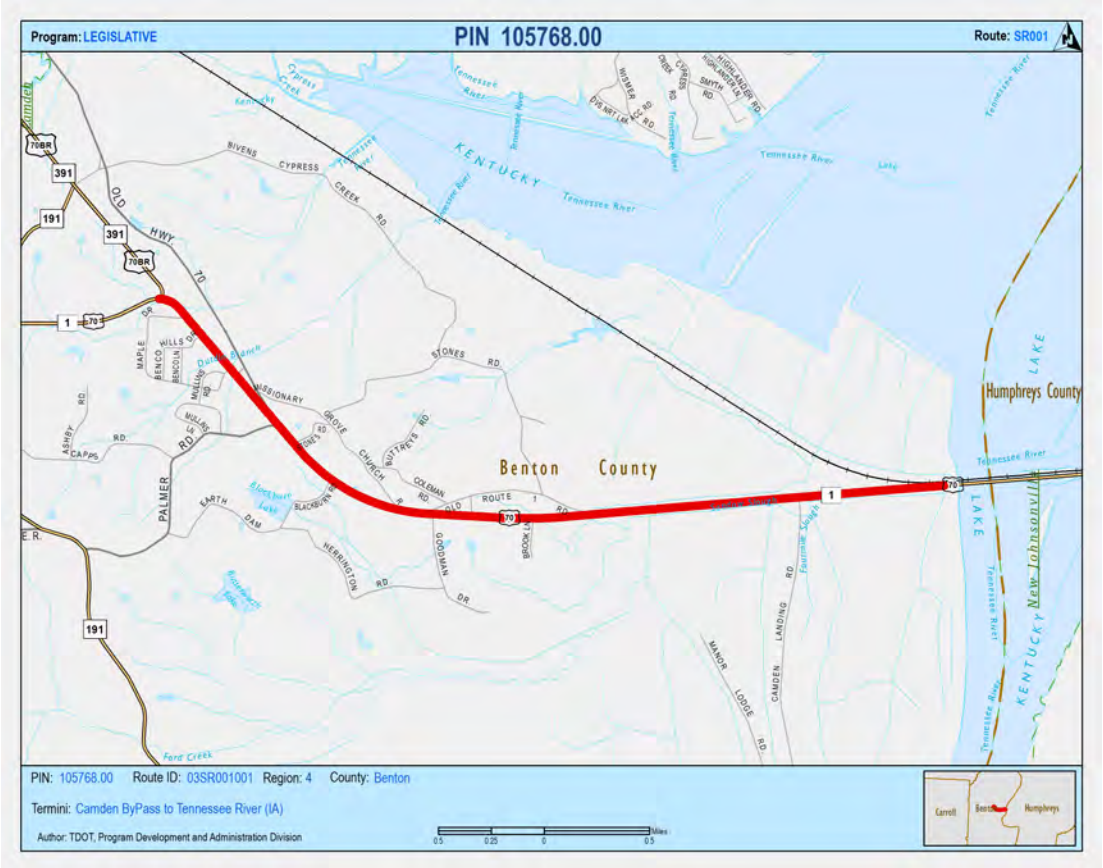
Camden ByPass to Tennessee River (IA)

Project Description

Widen from 2 Lane to Five Lane Typical Section

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2024	Const	ACSTBG	$87,900,000	$0	$87,900,000	$0
Total			**$87,900,000**	**$0**	**$87,900,000**	**$0**



23031040009

STIP ID	PIN #	Length in Miles	Lead Agency
23031040009	124119.02	4.23	TDOT

State	County
TN	Benton

State Route	Total Project Cost	TIP ID
I-40	$83,500,000	

Project Name

Benton County I-40 Widening (IA)

Termini

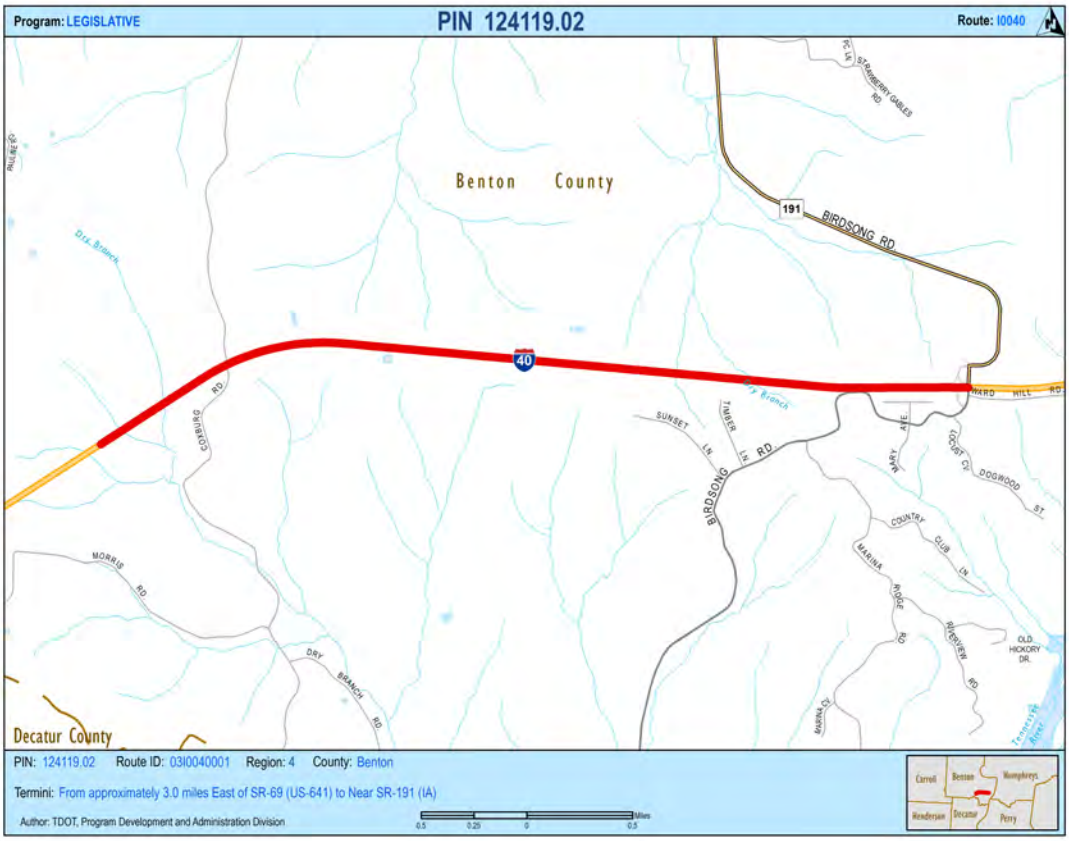
From approximately 3.0 miles East of SR-69 (US-641) to Near SR-191 (IA)~

Project Description

Widen from 4 to 6 lanes

Long Range Plan #	Conformity Status
GP-1, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-D	NHPP	$1,500,000	$1,200,000	$300,000	$0
Total			**$1,500,000**	**$1,200,000**	**$300,000**	**$0**



23031040008

STIP ID	PIN #	Length in Miles	Lead Agency
23031040008	124119.01	3.92	TDOT

State	County
TN	Benton, Decatur

State Route	Total Project Cost	TIP ID
I-40	$83,500,000	

Project Name

Benton - Decatur County I-40 Widening (IA)

Termini

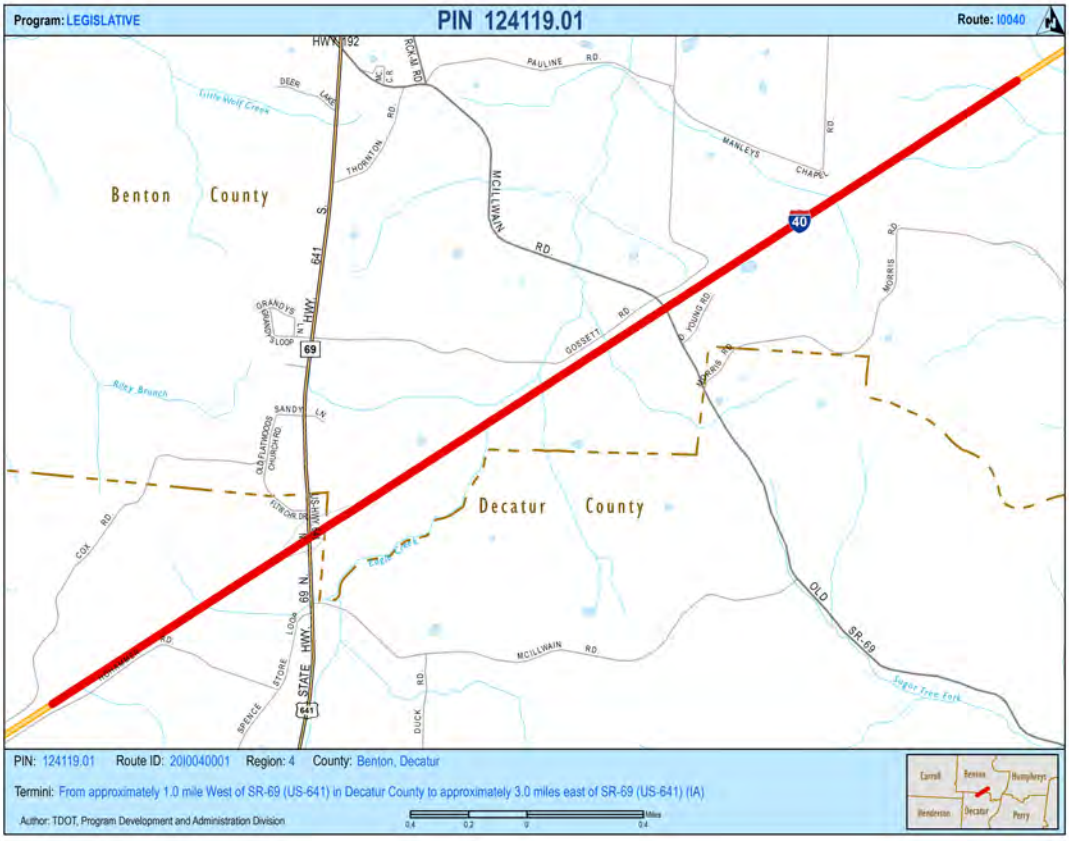
From approximately 1.0 mile West of SR-69 (US-641) in Decatur County to approximately 3.0 miles east of SR-69 (US-641) (IA)~

Project Description

Widen from 4 to 6 lanes

Long Range Plan #	Conformity Status
GP-1, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-D	NHPP	$1,500,000	$1,200,000	$300,000	$0
Total			**$1,500,000**	**$1,200,000**	**$300,000**	**$0**



23002147010

STIP ID	PIN #	Length in Miles	Lead Agency
23002147010	040813.01	0.3	TDOT

State	County
TN	Benton, Houston

State Route	Total Project Cost	TIP ID
SR-147	$3,200,000	

Project Name

FERRY SERVICE ACROSS THE TENNESSEE RIVER, SR-69A TO SR-147 (IA)

Termini

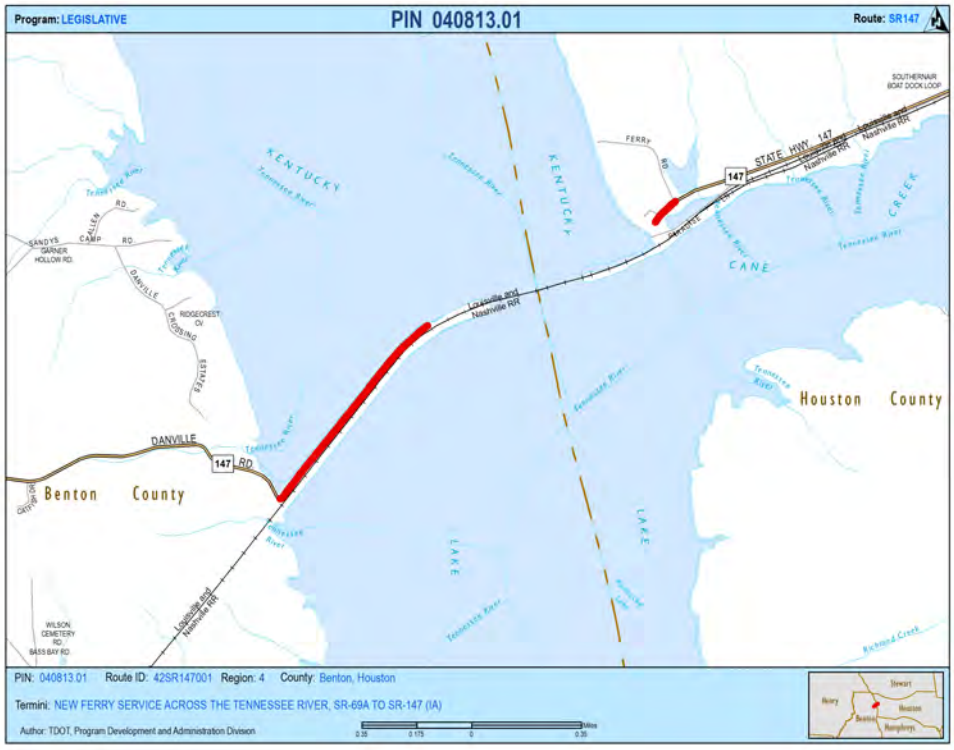
NEW FERRY SERVICE ACROSS THE TENNESSEE RIVER, SR-69A TO SR-147 (IA)

Project Description

Recurring Operations

Long Range Plan #	Conformity Status
GP-1, GP-2	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	Const	STA	$800,000	$0	$800,000	$0
2024	Const	STA	$800,000	$0	$800,000	$0
2025	Const	STA	$800,000	$0	$800,000	$0
2026	Const	STA	$800,000	$0	$800,000	$0
Total			**$3,200,000**	**$0**	**$3,200,000**	**$0**



23042028106

STIP ID	PIN #	Length in Miles	Lead Agency
23042028106	124104.05	3.18	

State	County
TN	Bledsoe

State Route	Total Project Cost	TIP ID
SR-28	$14,000,000	

Project Name

Termini

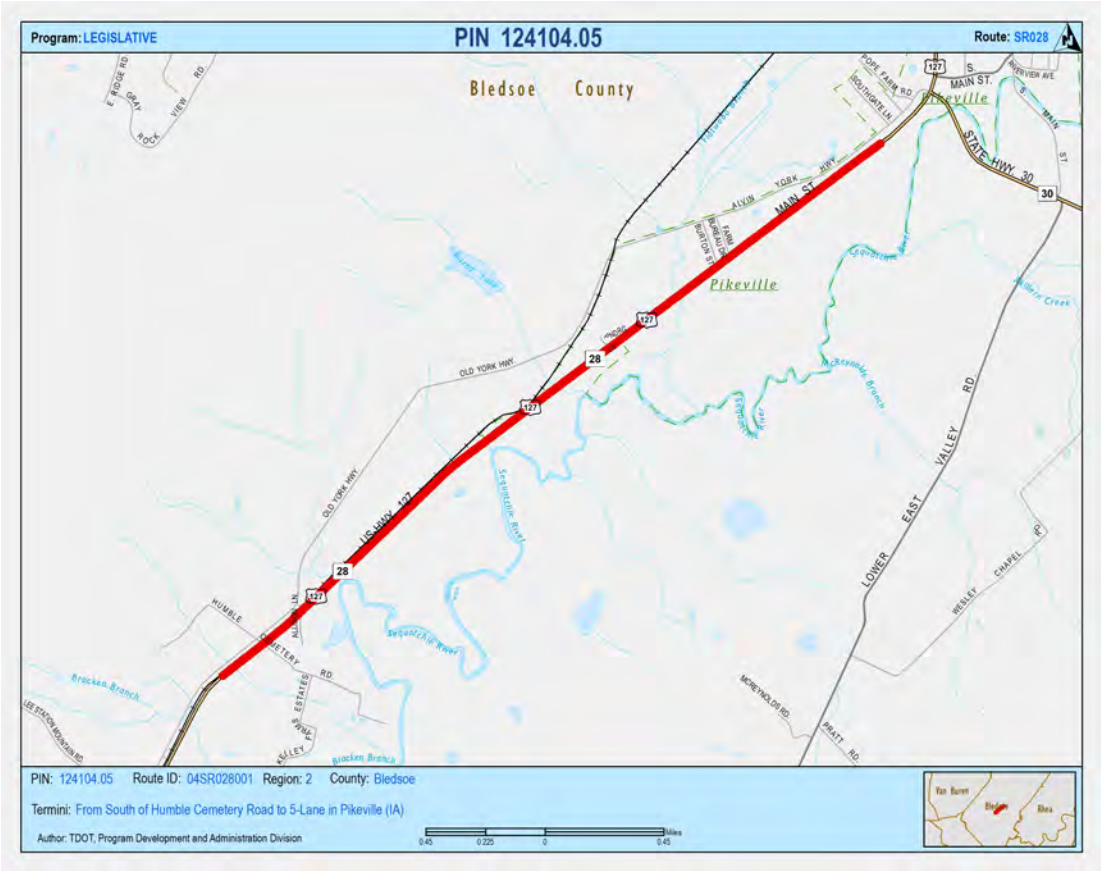
From South of Humble Cemetery Road to 5-Lane in Pikeville (IA)

Project Description

Reconstruct and widen to 2 12 foot lanes and 10 foot shoulders. Turn lanes, continuous left turn lanes and passing lanes will be added at various locations

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2025	ROW	NHPP	$2,800,000	$2,240,000	$560,000	$0
Total			**$2,800,000**	**$2,240,000**	**$560,000**	**$0**



23002063011

STIP ID	PIN #	Length in Miles	Lead Agency
23002063011	101406.04	0.876	TDOT

State	County
TN	Campbell

State Route	Total Project Cost	TIP ID
SR-63	$9,400,000	

Project Name

Campbell County SR-63 Truck Climbing Lane (IA)

Termini

(Howard Baker Hwy.) From Near the Intersection of SR-297 and West of Old SR-63 to West of Stinking Creek Road (Truck Climbing Lane) (***) (IA)

Project Description

Construct truck climbing lane and intersection improvements at the intersection of SR-297 and SR-63.

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2025	Const	STBG	$8,800,000	$7,040,000	$1,760,000	$0
Total			**$8,800,000**	**$7,040,000**	**$1,760,000**	**$0**

23092076102

STIP ID	PIN #	Length in Miles	Lead Agency
23092076102	100326.02	4.43	

State	County
TN	Carroll

State Route	Total Project Cost	TIP ID
SR-76	$50,264,000	

Project Name

Termini

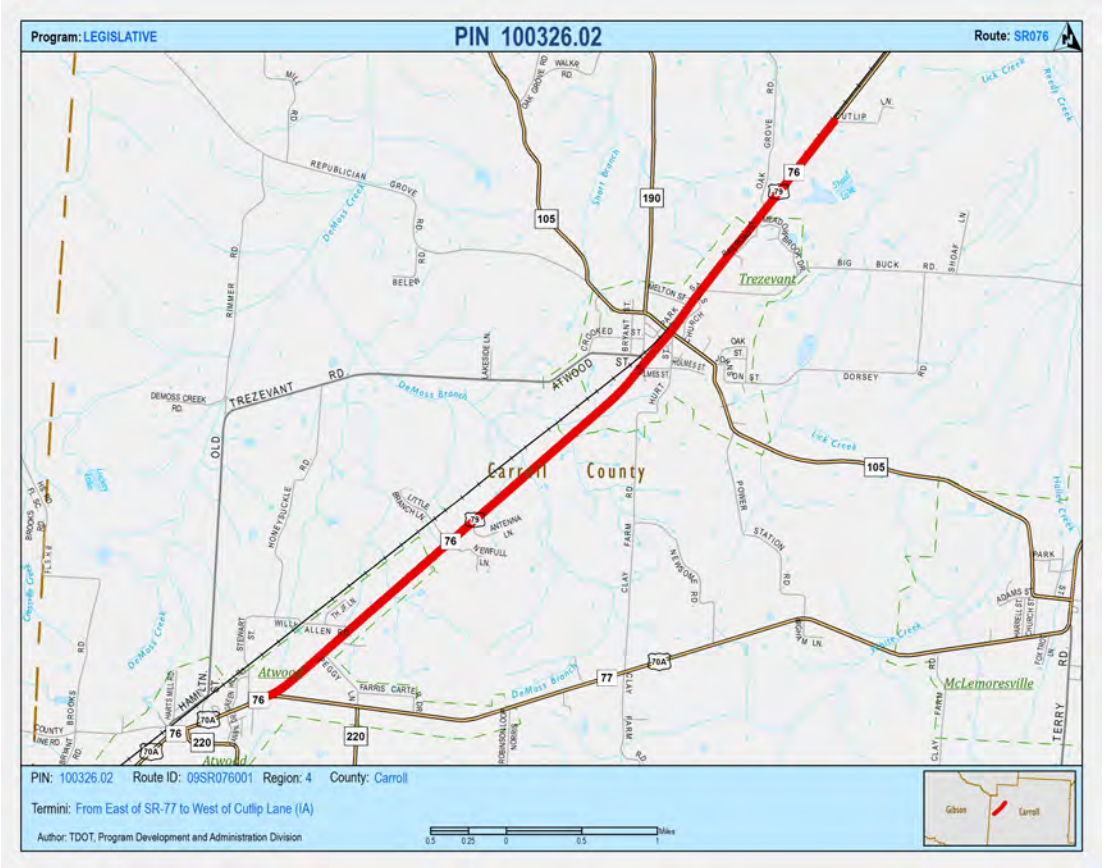
From East of SR-77 to West of Cutlip Lane (IA)

Project Description

Widen 2-ln to 4-ln with portions on new alignment

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2024	Const	NHPP	$44,100,000	$35,280,000	$8,820,000	$0
Total			**$44,100,000**	**$35,280,000**	**$8,820,000**	**$0**



23092076015

STIP ID	PIN #	Length in Miles	Lead Agency
23092076015	100326.03	4.8	TDOT

State	County
TN	Carroll

State Route	Total Project Cost	TIP ID
SR-76	$16,256,000	

Project Name

Carroll County SR-76 (US-79) Widening (IA)

Termini

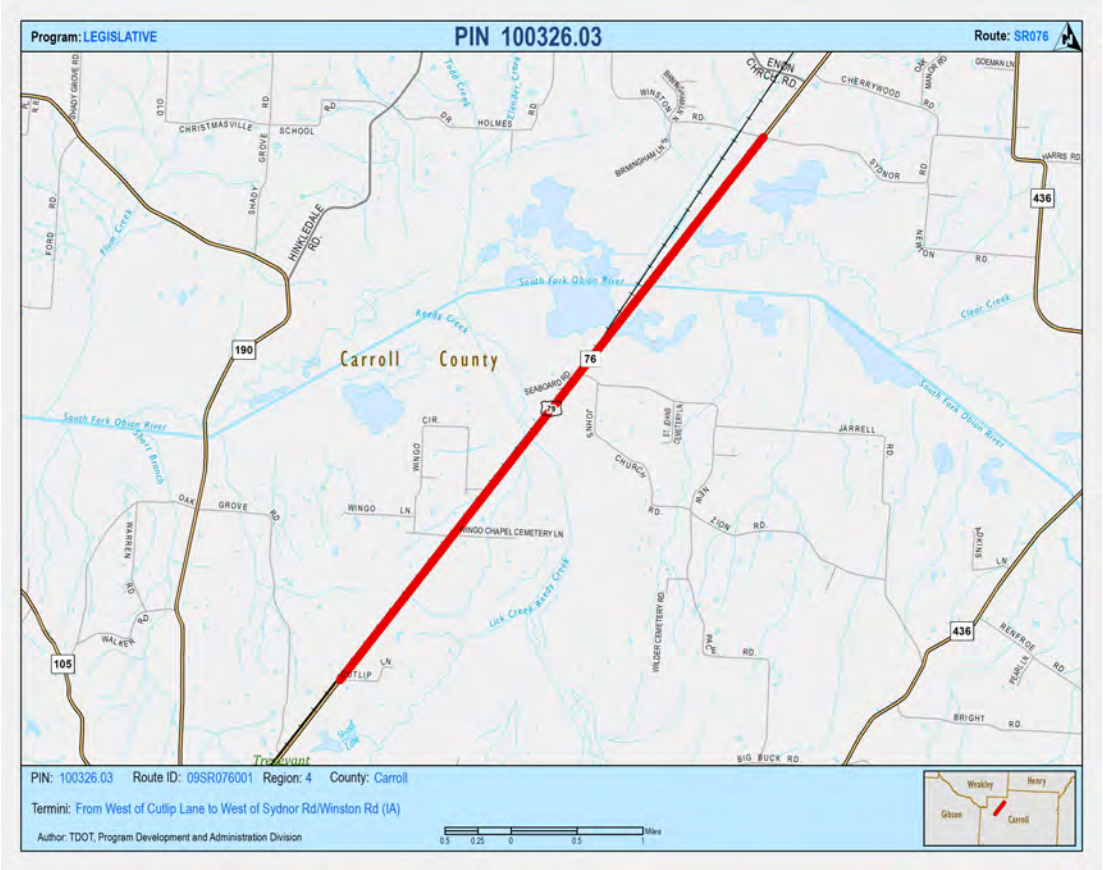
From West of Cutlip Lane to West of Sydnor Rd/Winston Rd (IA)~

Project Description

Widen 2-ln to 4-ln with portions on new alignment

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	ROW	NHPP	$1,100,000	$880,000	$220,000	$0
Total			**$1,100,000**	**$880,000**	**$220,000**	**$0**



23122365016

STIP ID	PIN #	Length in Miles	Lead Agency
23122365016	124160.00	0.3	TDOT

State	County
TN	Chester

State Route	Total Project Cost	TIP ID
SR-365	$7,800,000	

Project Name

Chester County SR-5 (US-45) West Main Street Widening (IA)~

Termini

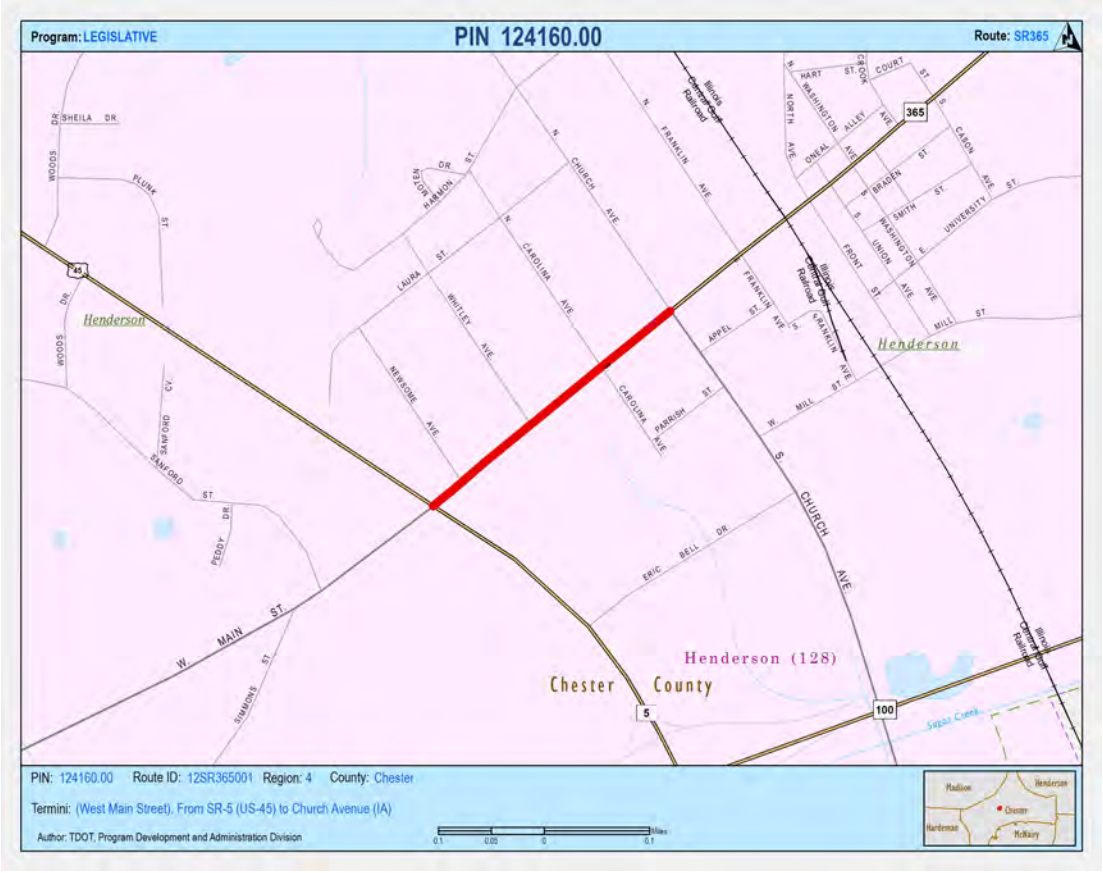
(West Main Street), From SR-5 (US-45) to Church Avenue (IA)~

Project Description

Widen

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-N	STBG	$210,000	$168,000	$42,000	$0
2026	PE-D	STBG	$90,000	$72,000	$18,000	$0
Total			**$300,000**	**$240,000**	**$60,000**	**$0**



23002032018

STIP ID	PIN #	Length in Miles	Lead Agency
23002032018	118734.00	0.125	TDOT

State	County
TN	Claiborne

State Route	Total Project Cost	TIP ID
SR-32	$6,800,000	

Project Name

Claiborne County SR-32 Interchange at SR-345 (IA)

Termini

(Dixie Hwy), Intersection at SR-345 (IA)

Project Description

INTERSECTION IMPROVEMENTS INCLUDING RADIUS IMPROVEMENTS, ADDED TURN LANES, AND SIGNAL UPGRADES

Long Range Plan #	Conformity Status
GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	ROW	NHPP	$500,000	$400,000	$100,000	$0
2024	Const	APD	$5,800,000	$5,800,000	$0	$0
Total			**$6,300,000**	**$6,200,000**	**$100,000**	**$0**

23142052019

STIP ID	PIN #	Length in Miles	Lead Agency
23142052019	127491.00	0.86	TDOT

State	County
TN	Clay

State Route	Total Project Cost	TIP ID
SR-52	$14,800,000	

Project Name

SR-52 Celina Truck Route

Termini

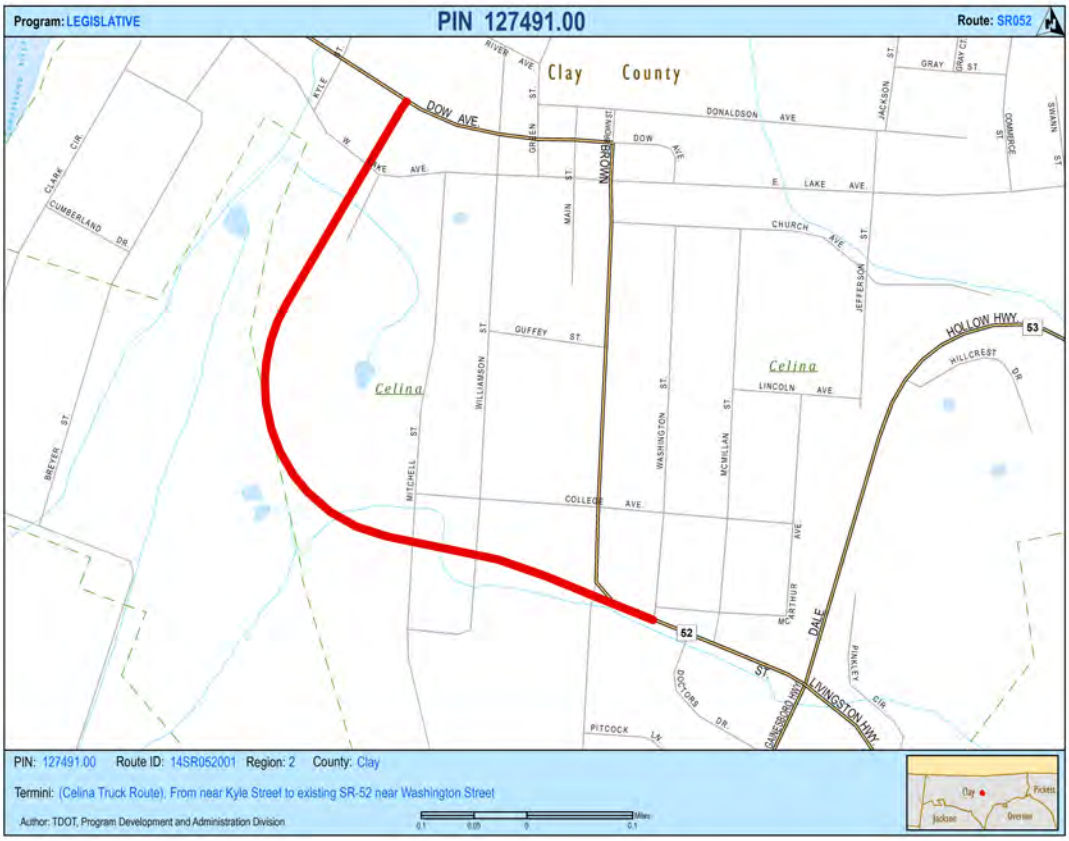
(Celina Truck Route), From near Kyle Street to existing SR-52 near Washington Street

Project Description

New Construction (New Start)

Long Range Plan #	Conformity Status
GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	ROW	STBG	$2,300,000	$1,840,000	$460,000	$0
Total			**$2,300,000**	**$1,840,000**	**$460,000**	**$0**



23151040021

STIP ID	PIN #	Length in Miles	Lead Agency
23151040021	124301.00	0.39	TDOT

State	County
TN	Cocke

State Route	Total Project Cost	TIP ID
I-40	$3,100,000	

Project Name

Hartford Welcome Center Renovation (IA)~

Termini

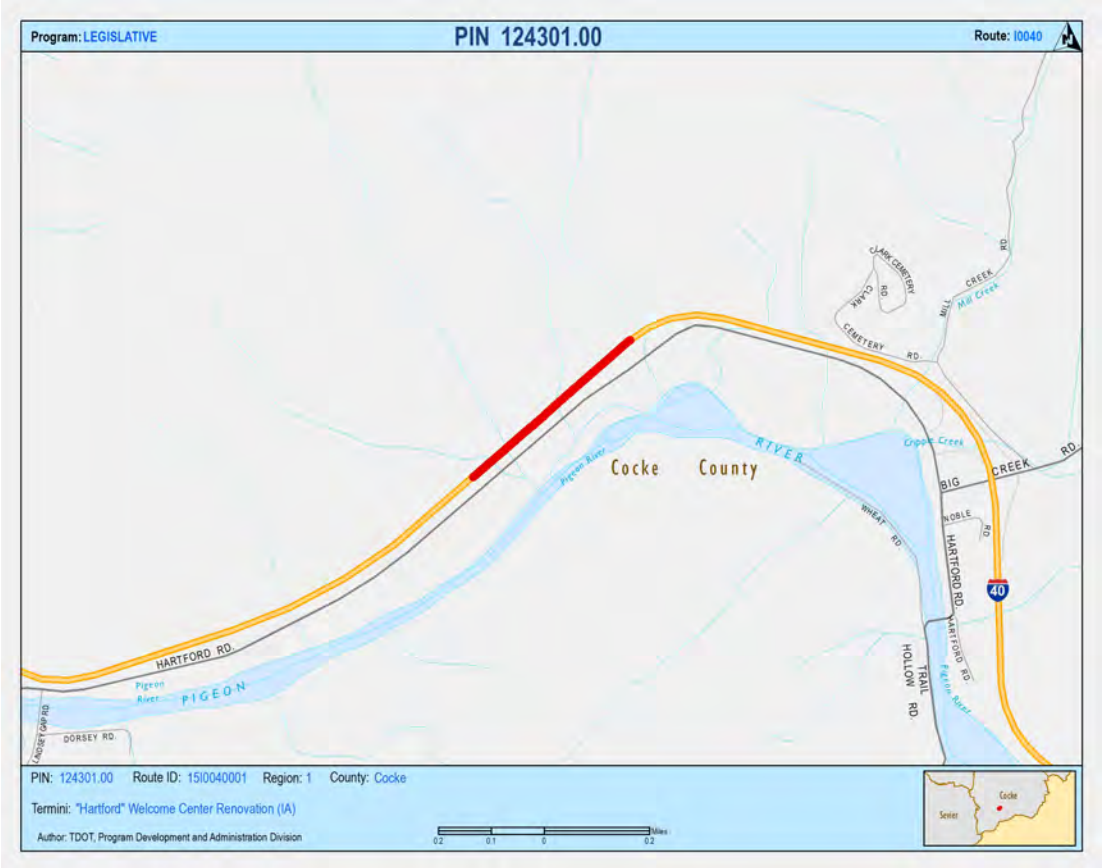
Hartford Welcome Center Renovation (IA)~

Project Description

Rest Area Improvements

Long Range Plan #	Conformity Status
GP-3	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-D	NHPP	$30,000	$24,000	$6,000	$0
Total			**$30,000**	**$24,000**	**$6,000**	**$0**



23002055022

STIP ID	PIN #	Length in Miles	Lead Agency
23002055022	101589.01	0.64	TDOT

State	County
TN	Coffee

State Route	Total Project Cost	TIP ID
SR-55	$25,720,000	

Project Name

Coffee County SR-55 Widening in Tullahoma (IA)

Termini

From First Avenue to SR-16 (US-41A, N Jackson Street) in Tullahoma (IA)

Project Description

Widen from 2-ln to 4-ln at 11' lanes with a 11' continuous center turn lane with 10' paved shoulder; bike lanes and 5' sidewalks on each side.

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	Const	ACNHPP	$15,000,000	$0	$15,000,000	$0
Total			**$15,000,000**	**$0**	**$15,000,000**	**$0**

23162002023

STIP ID	PIN #	Length in Miles	Lead Agency
23162002023	123817.00	2.55	TDOT

State	County
TN	Coffee

State Route	Total Project Cost	TIP ID
SR-2	$50,720,000	

Project Name

Coffee County SR-2 (US-41) Hillsboro Highway Widening (IA)

Termini

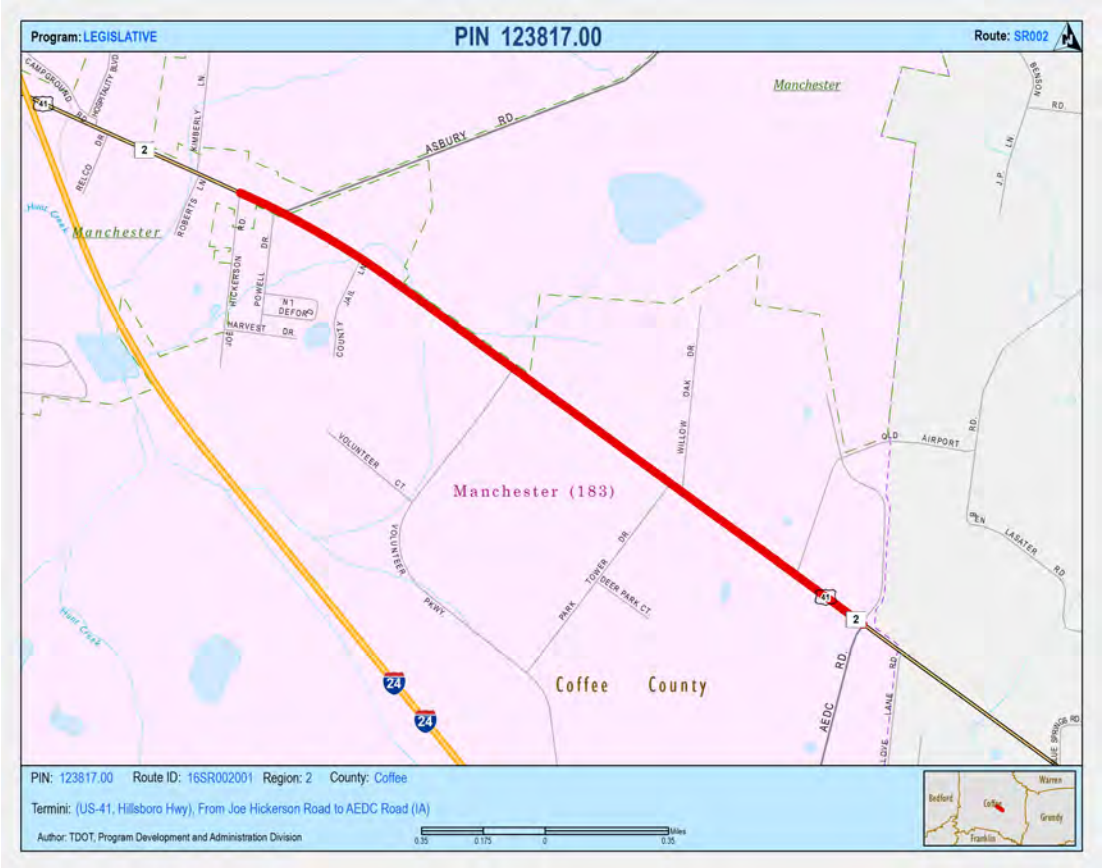
(US-41, Hillsboro Hwy), From near Joe Hickerson Road to near AEDC Road (IA)

Project Description

Widening from 2 to 5 lanes

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2025	ROW	STBG	$7,500,000	$6,000,000	$1,500,000	$0
Total			**$7,500,000**	**$6,000,000**	**$1,500,000**	**$0**



23221040029

STIP ID	PIN #	Length in Miles	Lead Agency
23221040029	124278.00	0.01	TDOT

State	County
TN	Dickson

State Route	Total Project Cost	TIP ID
I-40	$4,200,000	

Project Name

Dickson Rest Area Renovation (IA)

Termini

Dickson Rest Area Renovation (IA)

Project Description

Reconstruct the rest area facilities at both EB & WB I-40 MM 170.0

Long Range Plan #	Conformity Status
GP-3	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-D	NHPP	$80,000	$64,000	$16,000	$0
2024	ROW	NHPP	$700,000	$560,000	$140,000	$0
Total			**$780,000**	**$624,000**	**$156,000**	**$0**

23222046103

STIP ID	PIN #	Length in Miles	Lead Agency
23222046103	124395.02	3.11	

State	County
TN	Dickson

State Route	Total Project Cost	TIP ID
SR-46	$42,200,000	

Project Name

Termini

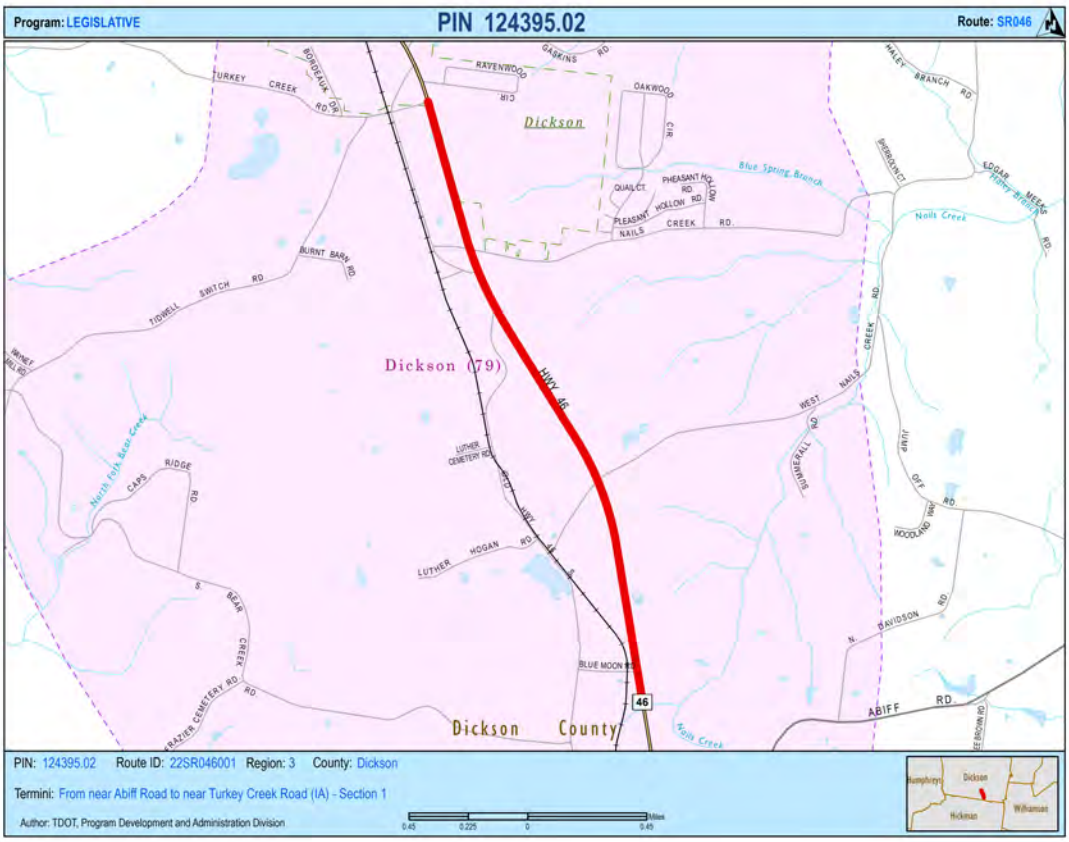
From near Abiff Road to near Turkey Creek Road (IA) - Section 1

Project Description

Widen from 3 to 5 lanes

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	ROW	STBG	$4,000,000	$3,200,000	$800,000	$0
Total			**$4,000,000**	**$3,200,000**	**$800,000**	**$0**



23231155032

STIP ID	PIN #	Length in Miles	Lead Agency
23231155032	124207.00	0.6	TDOT

State	County
TN	Dyer

State Route	Total Project Cost	TIP ID
I-155	$3,400,000	

Project Name

Dyersburg Welcome Center Renovation (IA)

Termini

"Dyersburg" Welcome Center Renovation (IA)

Project Description

Rest Area Improvements

Long Range Plan #	Conformity Status
GP-3	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-D	NHPP	$100,000	$80,000	$20,000	$0
2024	ROW	NHPP	$1,000,000	$800,000	$200,000	$0
Total			**$1,100,000**	**$880,000**	**$220,000**	**$0**

23232211031

STIP ID	PIN #	Length in Miles	Lead Agency
23232211031	124213.00	2.78	TDOT

State	County
TN	Dyer

State Route	Total Project Cost	TIP ID
SR-211	$21,500,000	

Project Name

Dyer County SR-211 Widening (IA)~

Termini

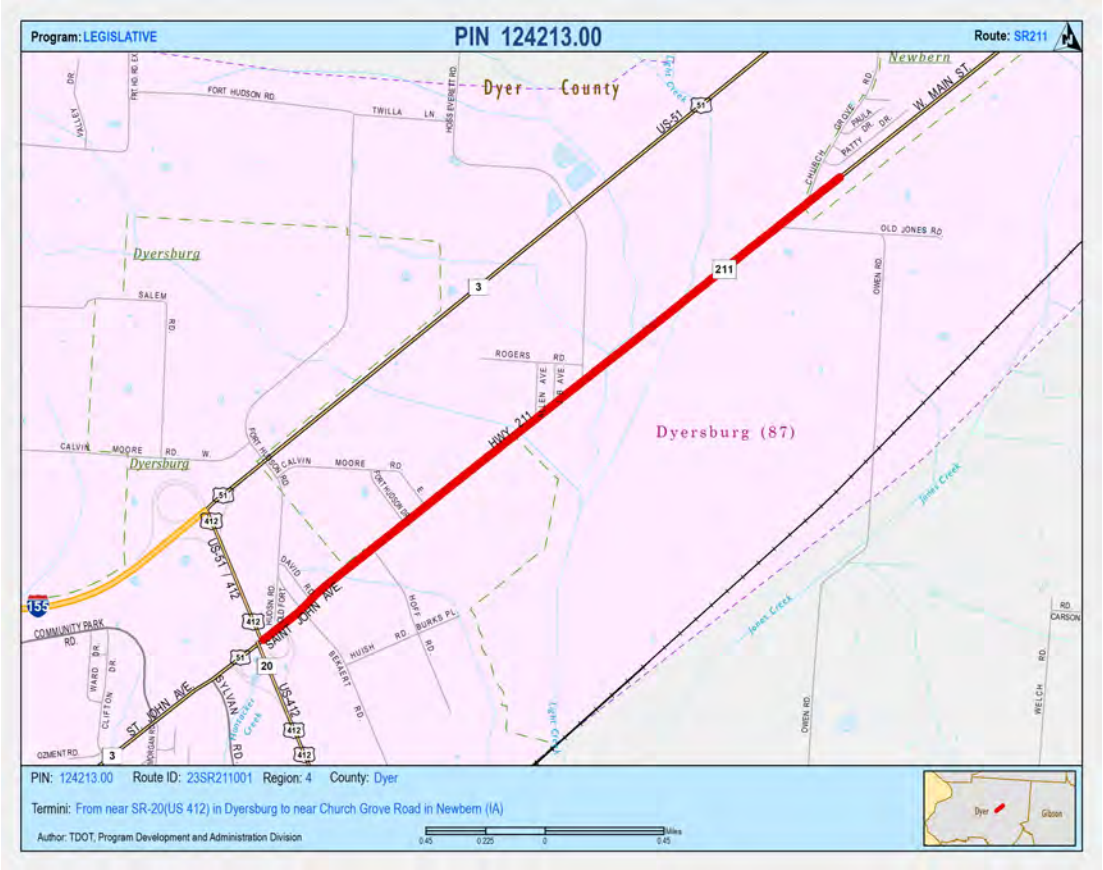
From near SR-20(US 412) in Dyersburg to near Church Grove Road in Newbern (IA)~

Project Description

Widen to 3-ln, with intersection improvements at Old Jones Rd. (L.M. 6.48) and Church Grove Rd. (L.M. 6.62)

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-D	STBG	$100,000	$80,000	$20,000	$0
Total			**$100,000**	**$80,000**	**$20,000**	**$0**



23242194100

STIP ID	PIN #	Length in Miles	Lead Agency
23242194100	132132.01	11.4	TDOT

State	County
TN	Fayette, Haywood, Tipton

State Route	Total Project Cost	TIP ID
SR-194 EXT	$235,100,000	

Project Name

Project Blue Oval

Termini

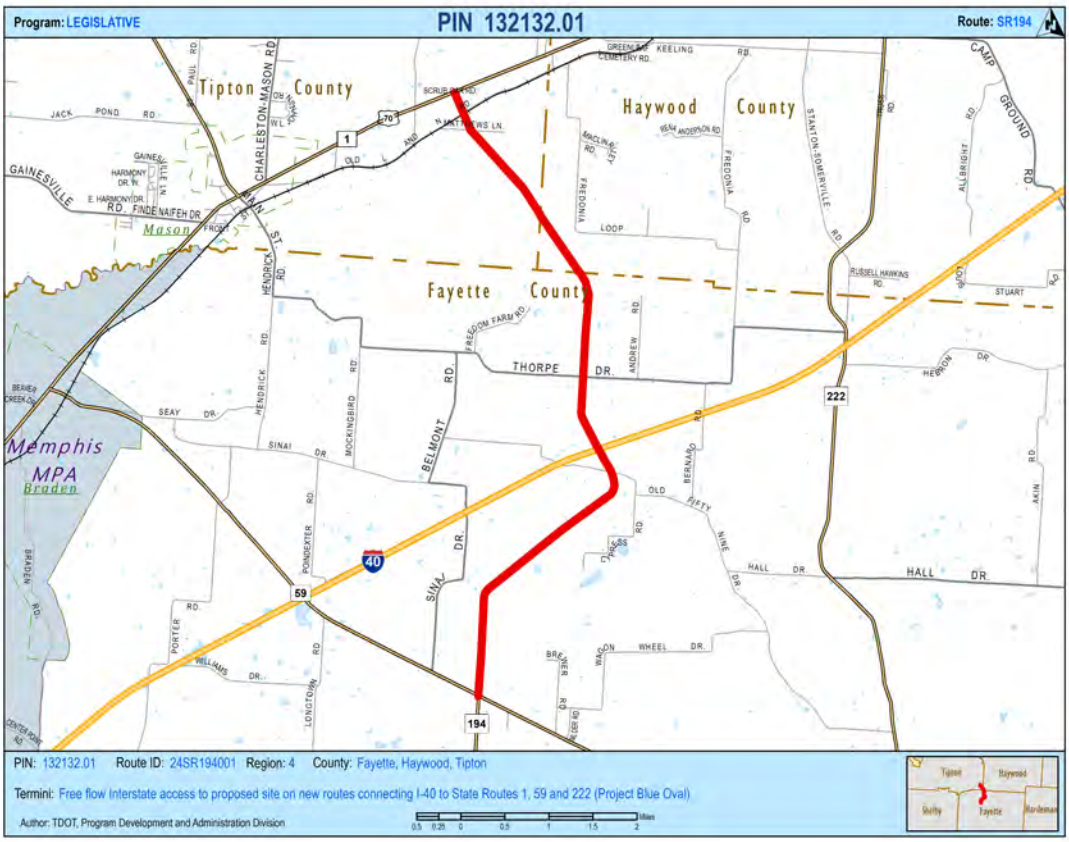
Free flow Interstate access to proposed site on new routes connecting I-40 to State Routes 1, 59 and 222 (Project Blue Oval)

Project Description

4-Lane from SR-194 to SR-222, 2-Lane from SR-468 to SR-1, 4-Lane from I-40 to SR-468 new I-40 interchange (Exit 39), 2-Lane from I-40 to SR-59 (CMGC)

Long Range Plan #	Conformity Status
GP-2, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	Const	STA	$200,000,000	$0	$200,000,000	$0
Total			**$200,000,000**	**$0**	**$200,000,000**	**$0**



23002001037

STIP ID	PIN #	Length in Miles	Lead Agency
23002001037	101410.02	5.7	TDOT

State	County
TN	Grainger

State Route	Total Project Cost	TIP ID
SR-1	$40,716,719	

Project Name

Grainger County SR-1 (US-11W) Widening (IA) Section 2

Termini

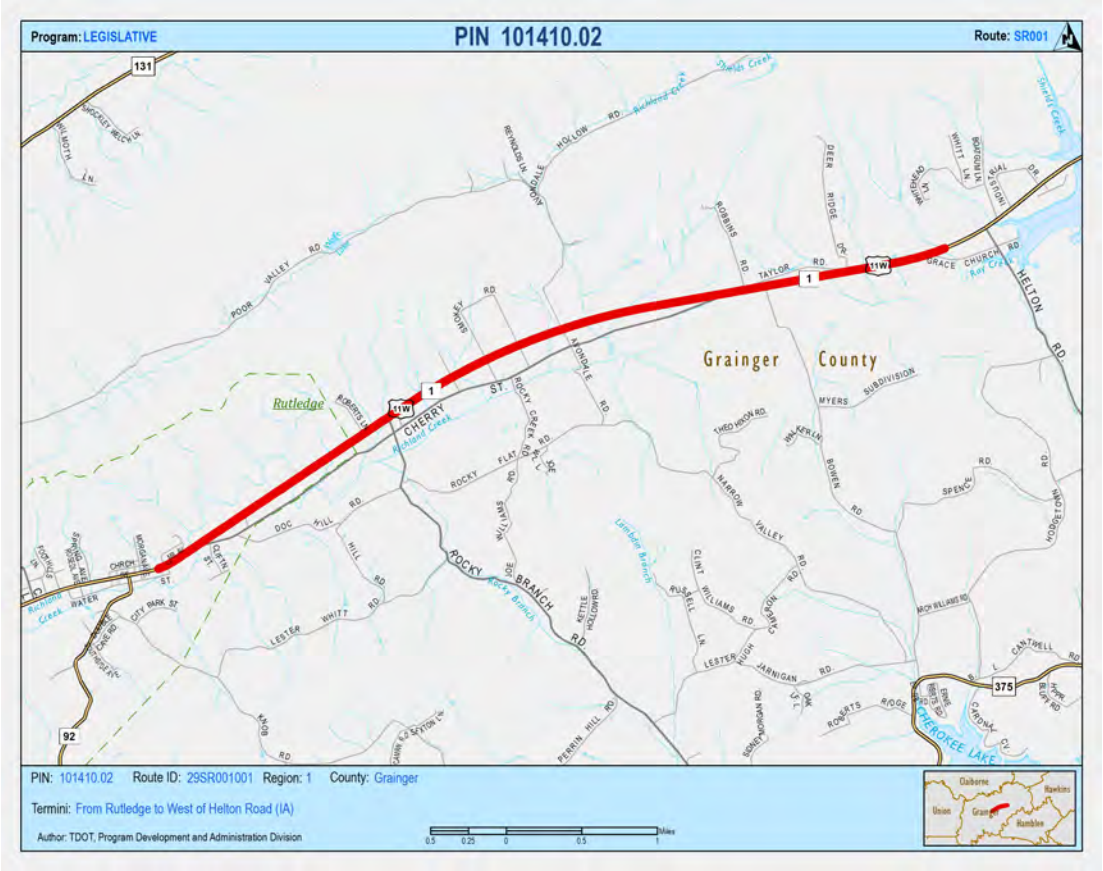
From Rutledge to West of Helton Road (IA)~

Project Description

Widen 2-ln to 5-ln

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	ROW	HPP	$4,559,219	$3,647,375	$911,844	$0
2026	ROW	STBG	$8,647,500	$6,918,000	$1,729,500	$0
Total			**$13,206,719**	**$10,565,375**	**$2,641,344**	**$0**



23301081154

STIP ID	PIN #	Length in Miles	Lead Agency
23301081154	124345.00	0.45	TDOT

State	County
TN	Greene

State Route	Total Project Cost	TIP ID
I-81	$3,900,000	

Project Name

Greene County Rest Area Renovation~

Termini

Greene County Rest Area Renovation (IA)~

Project Description

Rest Area Improvements

Long Range Plan #	Conformity Status
GP-3	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2025	PE-N	NHPP	$50,000	$40,000	$10,000	$0
2025	PE-D	NHPP	$50,000	$40,000	$10,000	$0
Total			**$100,000**	**$80,000**	**$20,000**	**$0**

23002458040

STIP ID	PIN #	Length in Miles	Lead Agency
23002458040	101593.01	2.9	TDOT

State	County
TN	Hardeman

State Route	Total Project Cost	TIP ID
SR-458	$24,890,000	

Project Name

Hardeman County SR-458 (US-64) Bolivar Bypass (IA)~ Section 1

Termini

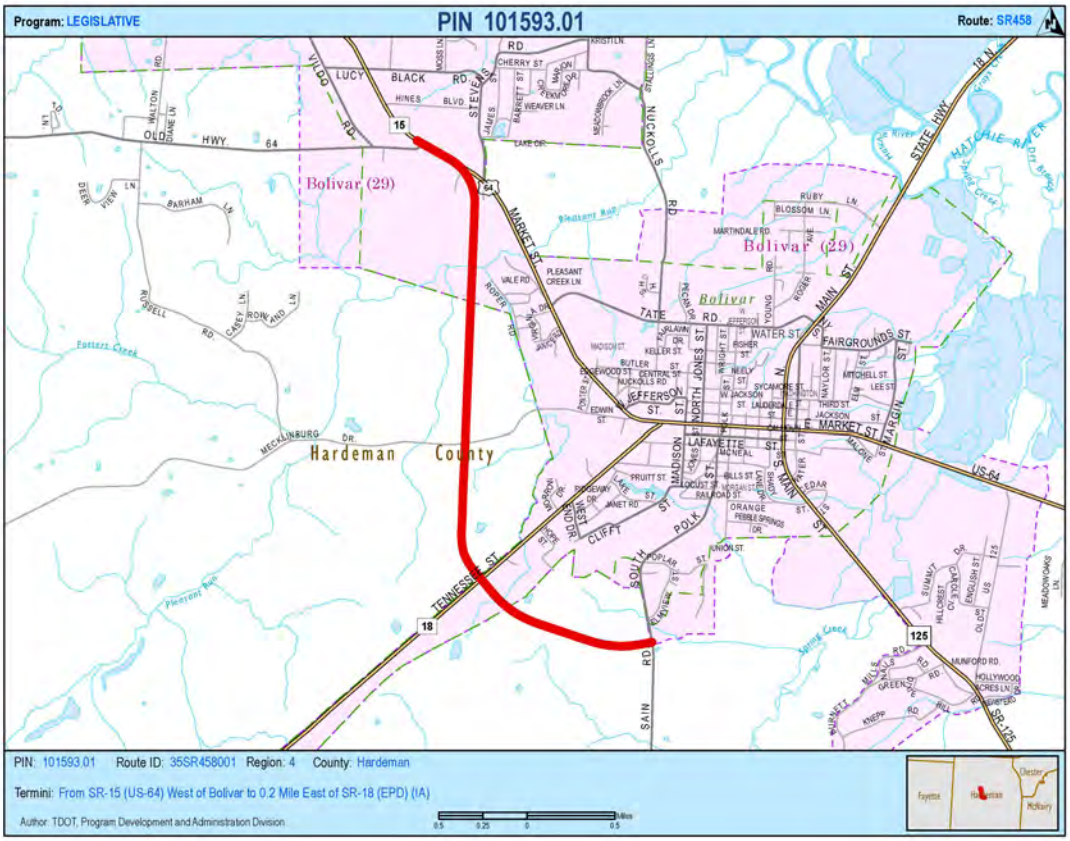
From SR-15 (US-64) West of Bolivar to 0.2 Mile East of SR-18 (EPD) (IA)~

Project Description

Construct 2-lanes on a 4-lane right-of-way on new location

Long Range Plan #	Conformity Status
GP-1, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	ROW	NHPP	$1,700,000	$1,360,000	$340,000	$0
Total			**$1,700,000**	**$1,360,000**	**$340,000**	**$0**



23002458041

STIP ID	PIN #	Length in Miles	Lead Agency
23002458041	101593.02	2.797	TDOT

State	County
TN	Hardeman

State Route	Total Project Cost	TIP ID
SR-458	$29,676,000	

Project Name

Hardeman County SR-458 (US-64) Bolivar Bypass (IA)~ Section 2

Termini

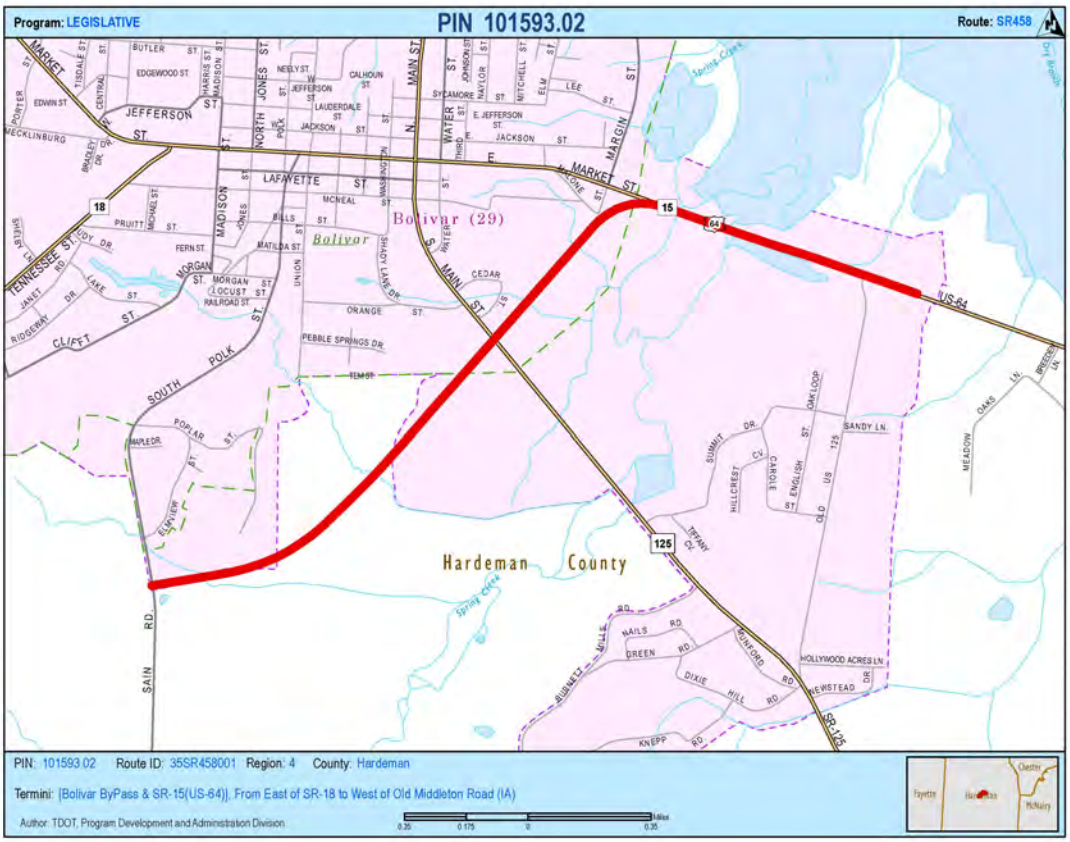
[Bolivar ByPass & SR-15(US-64)], From East of SR-18 to West of Old Middleton Road (IA)~

Project Description

Construct 2 lanes on a 4-lane right-of-way on new location from near SR 18 to near SR 15 (US-64), then widen SR 15 (US-64) from 2 lanes to 5 lanes to near Middleton Road east of Bolivar.

Long Range Plan #	Conformity Status
GP-1, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	ROW	NHPP	$6,276,000	$5,020,800	$1,255,200	$0
Total			**$6,276,000**	**$5,020,800**	**$1,255,200**	**$0**



23372066043

STIP ID	PIN #	Length in Miles	Lead Agency
23372066043	107579.00	5.62	TDOT

State	County
TN	Hawkins

State Route	Total Project Cost	TIP ID
SR-66	$33,700,000	

Project Name

Hawkins County SR-66 Widening (IA)

Termini

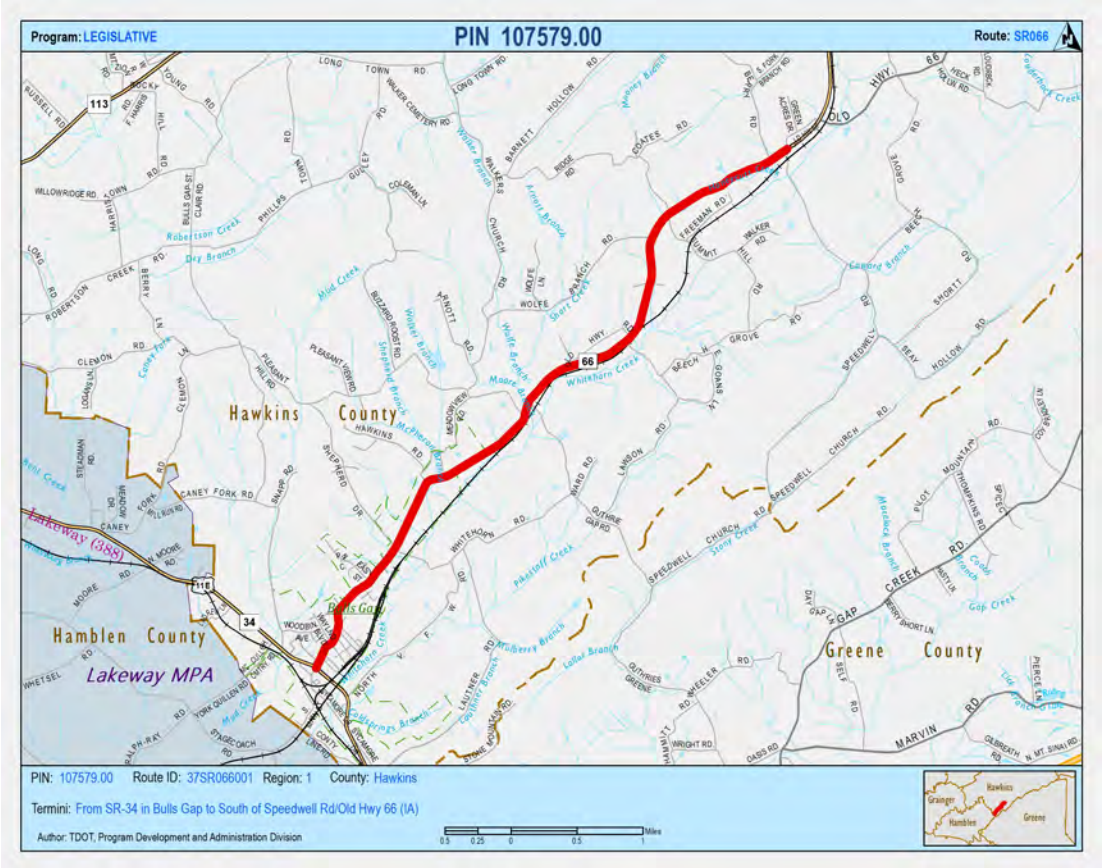
From SR-34 in Bulls Gap to South of Speedwell Rd/Old Hwy 66 (IA)

Project Description

Widen existing 2 (10 ft) lanes to 2 (12 ft) lanes

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2025	ROW	STBG	$6,800,000	$5,440,000	$1,360,000	$0
Total			**$6,800,000**	**$5,440,000**	**$1,360,000**	**$0**



23002019045

STIP ID	PIN #	Length in Miles	Lead Agency
23002019045	102251.02	4.04	TDOT

State	County
TN	Haywood

State Route	Total Project Cost	TIP ID
SR-19	$8,700,000	

Project Name

Haywood SR-19 Widening (IA)~ Section 2

Termini

From Near Lauderdale County Line To East of Binford Lane (IA)~

Project Description

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

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	ROW	STBG	$2,500,000	$2,000,000	$500,000	$0
Total			**$2,500,000**	**$2,000,000**	**$500,000**	**$0**

23002019046

STIP ID	PIN #	Length in Miles	Lead Agency
23002019046	102251.03	3.88	TDOT

State	County
TN	Haywood

State Route	Total Project Cost	TIP ID
SR-19	$8,900,000	

Project Name

Haywood County SR-19 Widening (IA)~ Section 3

Termini

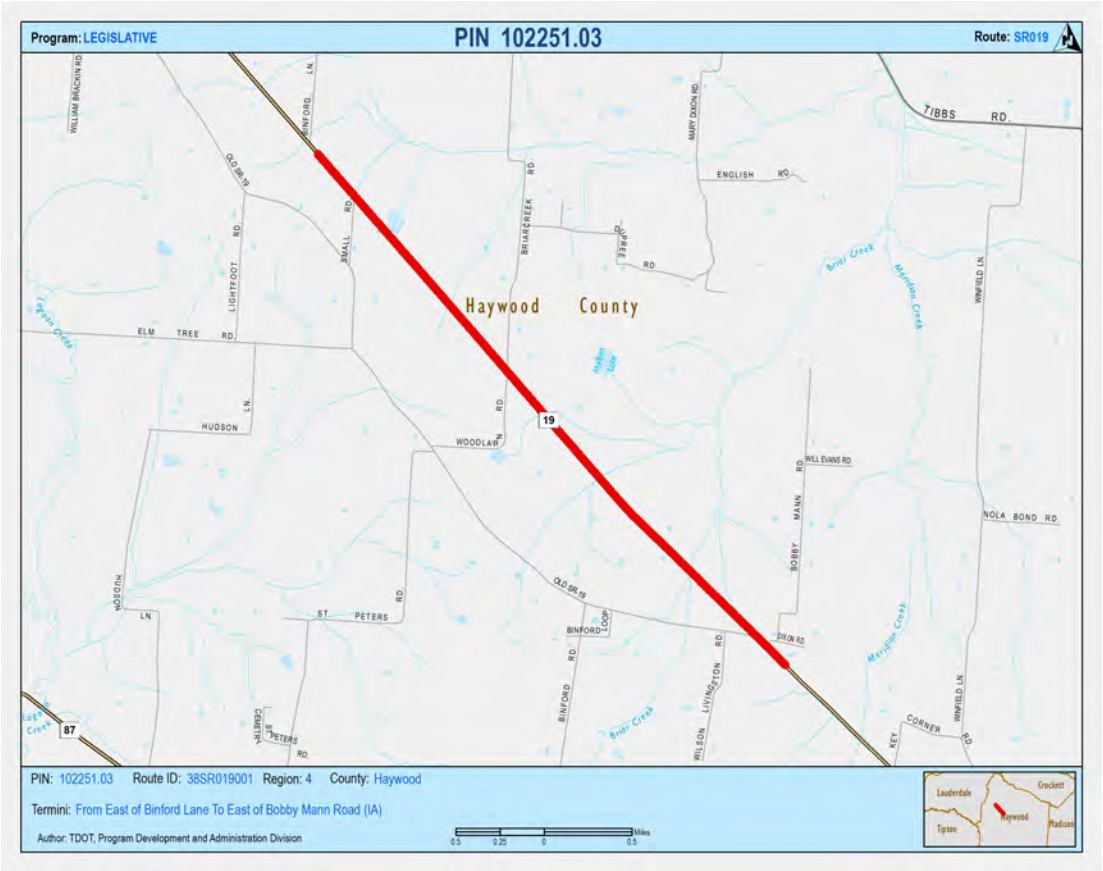
From East of Binford Lane To East of Bobby Mann Road (IA)~

Project Description

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

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-D	STBG	$500,000	$400,000	$100,000	$0
Total			**$500,000**	**$400,000**	**$100,000**	**$0**



23002019044

STIP ID	PIN #	Length in Miles	Lead Agency
23002019044	102251.04	3.33	TDOT

State	County
TN	Haywood

State Route	Total Project Cost	TIP ID
SR-19	$8,900,000	

Project Name

Haywood County SR-19 (IA)~ Section 4

Termini

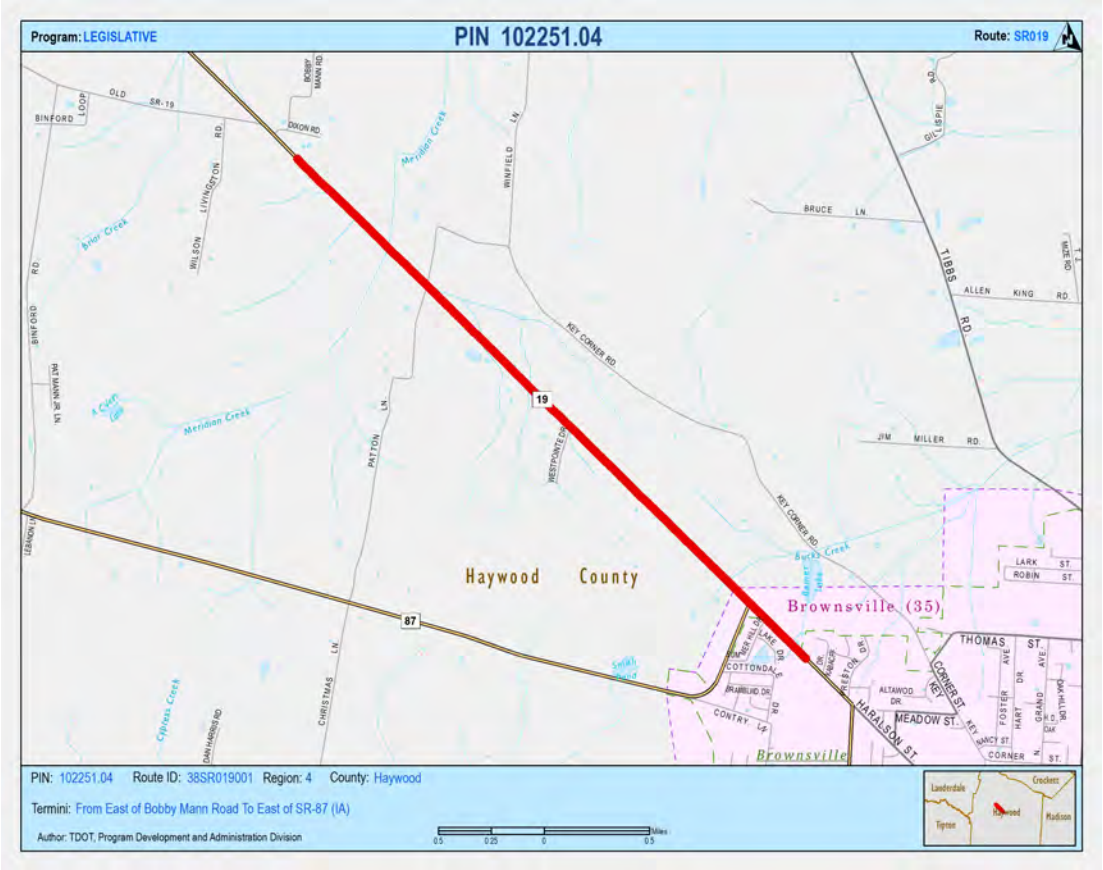
From East of Bobby Mann Road To East of SR-87 (IA)~

Project Description

widen existing to a super 2-lane

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-D	STBG	$500,000	$400,000	$100,000	$0
Total			**$500,000**	**$400,000**	**$100,000**	**$0**



23402054048

STIP ID	PIN #	Length in Miles	Lead Agency
23402054048	101886.02	8.22	TDOT

State	County
TN	Henry

State Route	Total Project Cost	TIP ID
SR-54	$103,300,000	

Project Name

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

Termini

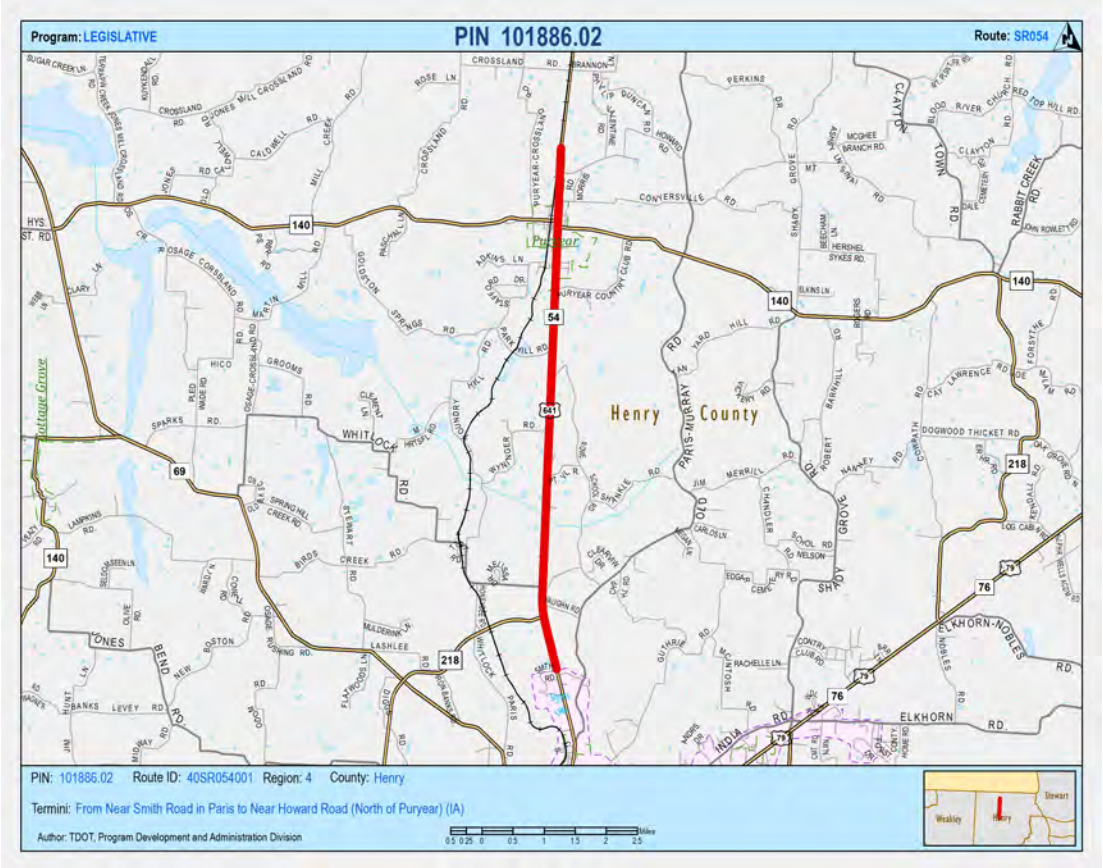
From Near Smith Road to Near Howard Road (North of Puryear) (IA)~

Project Description

Construct 3-lanes including one segment of passing lanes on 5-lane ROW.

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-D	NHPP	$2,400,000	$1,920,000	$480,000	$0
Total			**$2,400,000**	**$1,920,000**	**$480,000**	**$0**



23402054047

STIP ID	PIN #	Length in Miles	Lead Agency
23402054047	101886.05	3.08	TDOT

State	County
TN	Henry

State Route	Total Project Cost	TIP ID
SR-54	$31,700,000	

Project Name

Henry County SR-54 Widening (IA) Section 5

Termini

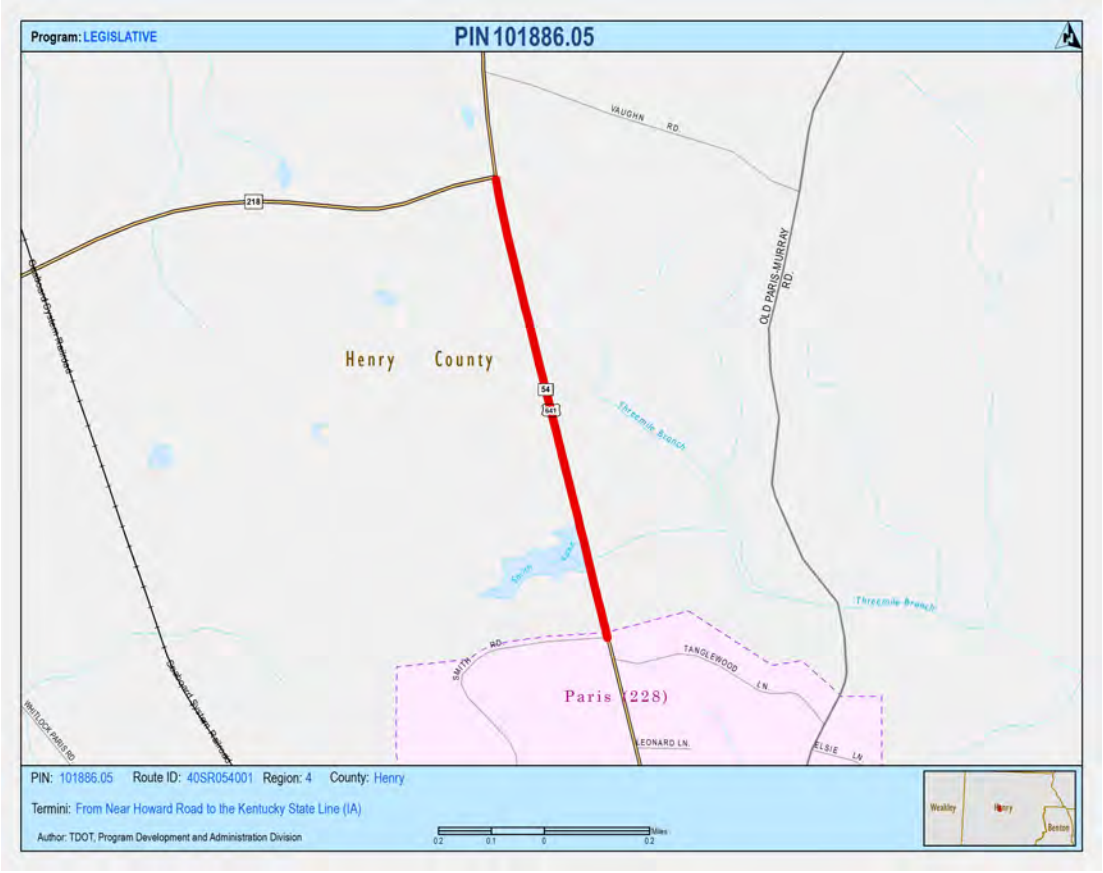
From Near Howard Road to the Kentucky State Line (IA)

Project Description

Construct a 3-lane on 5-lane ROW on new alignment

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-D	NHPP	$1,000,000	$800,000	$200,000	$0
2024	ROW	NHPP	$2,500,000	$2,000,000	$500,000	$0
Total			**$3,500,000**	**$2,800,000**	**$700,000**	**$0**



23432013049

STIP ID	PIN #	Length in Miles	Lead Agency
23432013049	111109.02	4	TDOT

State	County
TN	Humphreys

State Route	Total Project Cost	TIP ID
SR-13	$51,300,000	

Project Name

Humphreys County SR-13 Widening (IA) Section 2

Termini

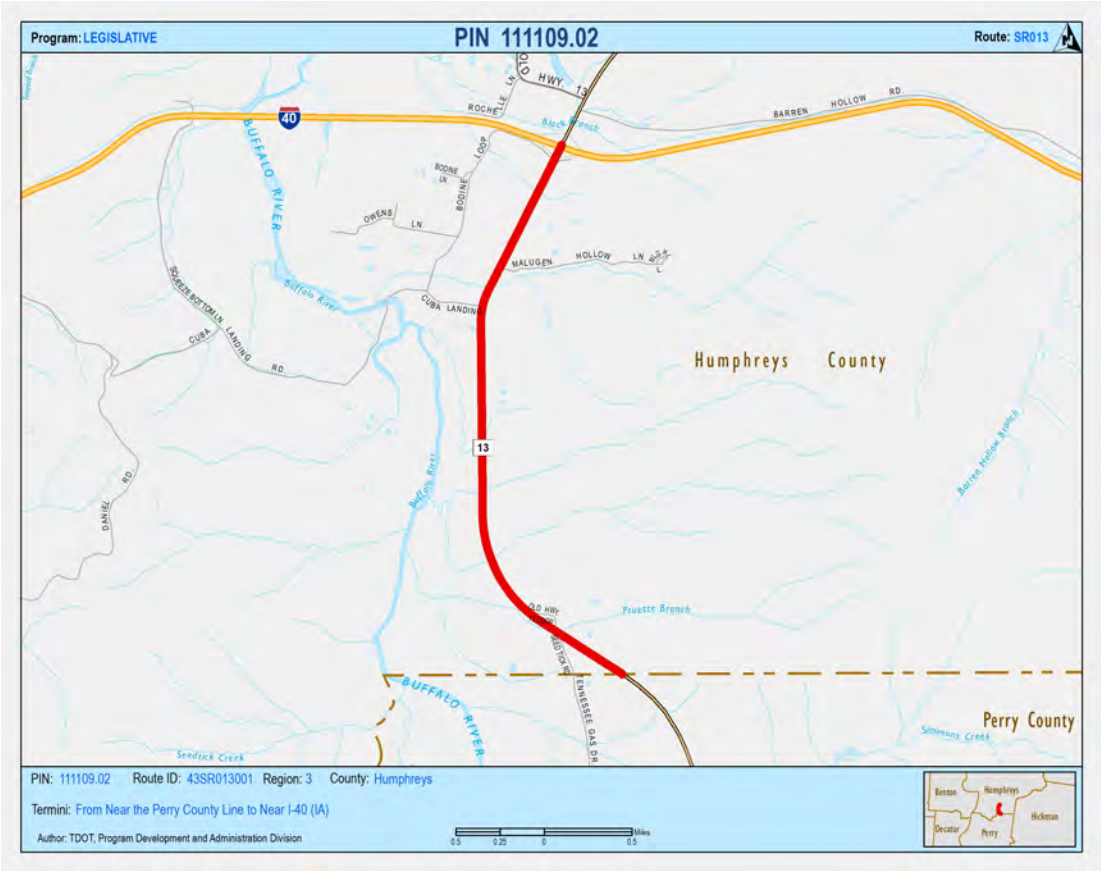
South of Old State Highway 13 (Tennessee Gas Drive) to North of the I-40 Interchange (IA)

Project Description

Widen the route to a combination of a five (5) lane rural section, a five (5) lane curb and gutter section, and a three (3) lane typical section.

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	ROW	HIP	$11,300,000	$9,040,000	$2,260,000	$0
Total			**$11,300,000**	**$9,040,000**	**$2,260,000**	**$0**



23442096050

STIP ID	PIN #	Length in Miles	Lead Agency
23442096050	124083.00	8.76	TDOT

State	County
TN	Jackson, Putnam

State Route	Total Project Cost	TIP ID
SR-96	$16,700,000	

Project Name

Jackson - Putnam County SR-96 Spot Safety Improvements (IA)~

Termini

From SR-53 to SR-24 (US-70N), (Spot Improvements) (IA)~

Project Description

Spot Safety Improvements

Long Range Plan #	Conformity Status
GP-3	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-D	STBG	$700,000	$560,000	$140,000	$0
Total			**$700,000**	**$560,000**	**$140,000**	**$0**

23002021051

STIP ID	PIN #	Length in Miles	Lead Agency
23002021051	124583.00	5.6	TDOT

State	County
TN	Lake, Obion

State Route	Total Project Cost	TIP ID
SR-21	$14,500,000	

Project Name

Lake - Obion County SR-21 Widening (IA)~

Termini

From SR-78 to SR-22 (IA)~

Project Description

Widen Existing 2-Lane to 2 12-Foot Travel Lanes, 8-Foot Shoulders Compatible with Pedestrian and Bicycle use, and Spot Improvement at Intersections

Long Range Plan #	Conformity Status
GP-1, GP-3, GP-5	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-D	STBG	$500,000	$400,000	$100,000	$0
Total			**$500,000**	**$400,000**	**$100,000**	**$0**

23002019052

STIP ID	PIN #	Length in Miles	Lead Agency
23002019052	102251.01	3.93	TDOT

State	County
TN	Lauderdale

State Route	Total Project Cost	TIP ID
SR-19	$12,600,000	

Project Name

Lauderdale County SR-19 Reconstruction (IA) Section 1

Termini

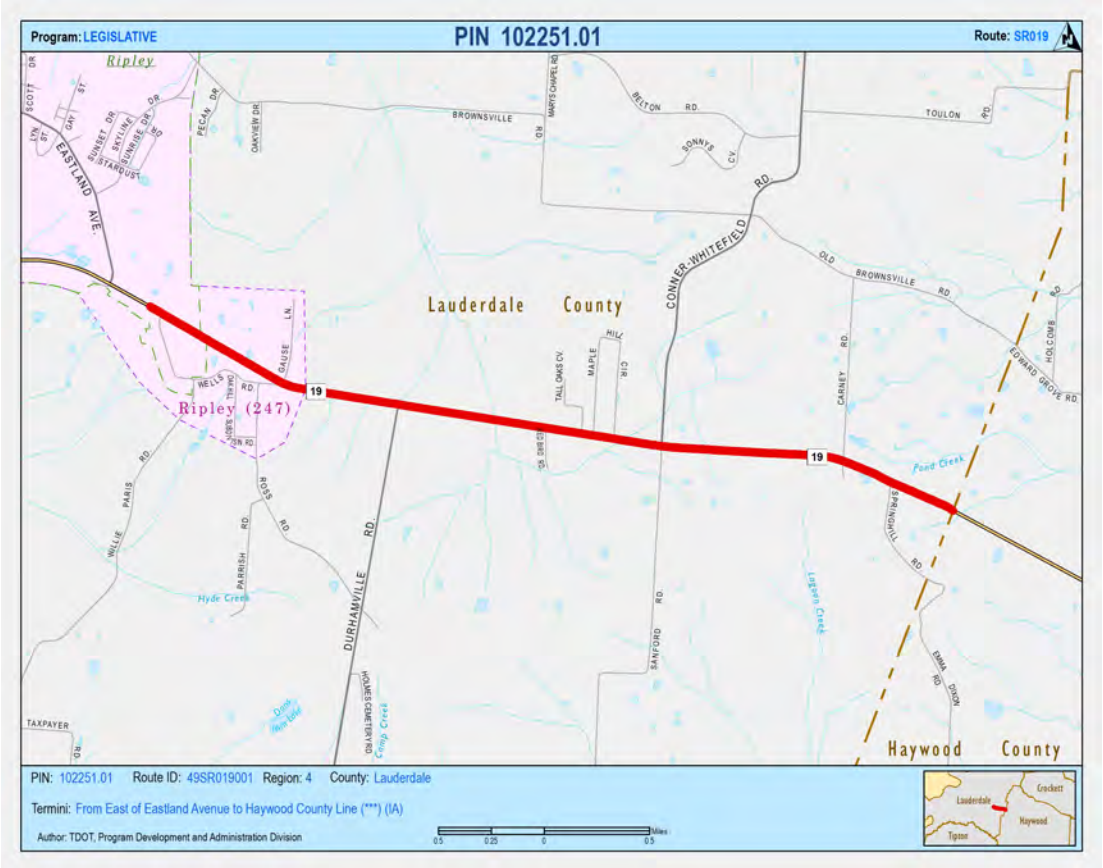
From East of Eastland Avenue to Haywood County Line (***) (IA)

Project Description

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

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2024	ROW	STBG	$300,000	$240,000	$60,000	$0
Total			**$300,000**	**$240,000**	**$60,000**	**$0**



23002002058

STIP ID	PIN #	Length in Miles	Lead Agency
23002002058	124086.00	3.54	TDOT

State	County
TN	Marion

State Route	Total Project Cost	TIP ID
SR-2	$66,000,000	

Project Name

Marion County SR-2 (US-64) Widening (IA)~

Termini

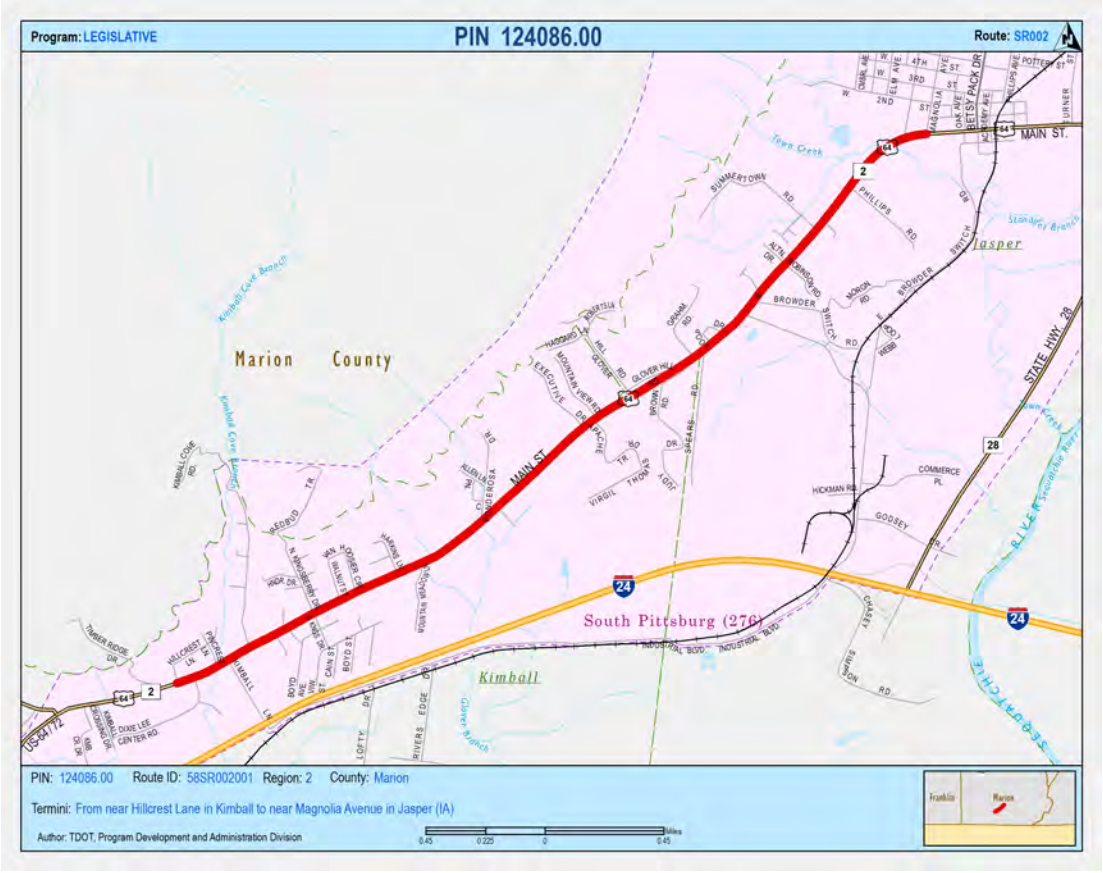
From near Hillcrest Lane in Kimball to near Magnolia Avenue in Jasper (IA)~

Project Description

Reconstruct and Widen Existing 2 Lane to a 5 Lane Facility Including Paved shoulders, curb and gutter and sidewalks.

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-D	STBG	$1,800,000	$1,440,000	$360,000	$0
Total			**$1,800,000**	**$1,440,000**	**$360,000**	**$0**



23002322062

STIP ID	PIN #	Length in Miles	Lead Agency
23002322062	102380.02	2.22	TDOT

State	County
TN	Monroe

State Route	Total Project Cost	TIP ID
SR-322	$26,620,000	

Project Name

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

Termini

From Sheppard Road to SR-72 (EPD) (IA)

Project Description

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

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2025	Const	STBG	$11,900,000	$9,520,000	$2,380,000	$0
Total			**$11,900,000**	**$9,520,000**	**$2,380,000**	**$0**

23002029065

STIP ID	PIN #	Length in Miles	Lead Agency
23002029065	101411.03	4.93	TDOT

State	County
TN	Morgan

State Route	Total Project Cost	TIP ID
SR-29	$64,312,087	

Project Name

Morgan County SR-29 (US-27) Widening (IA) Section 3

Termini

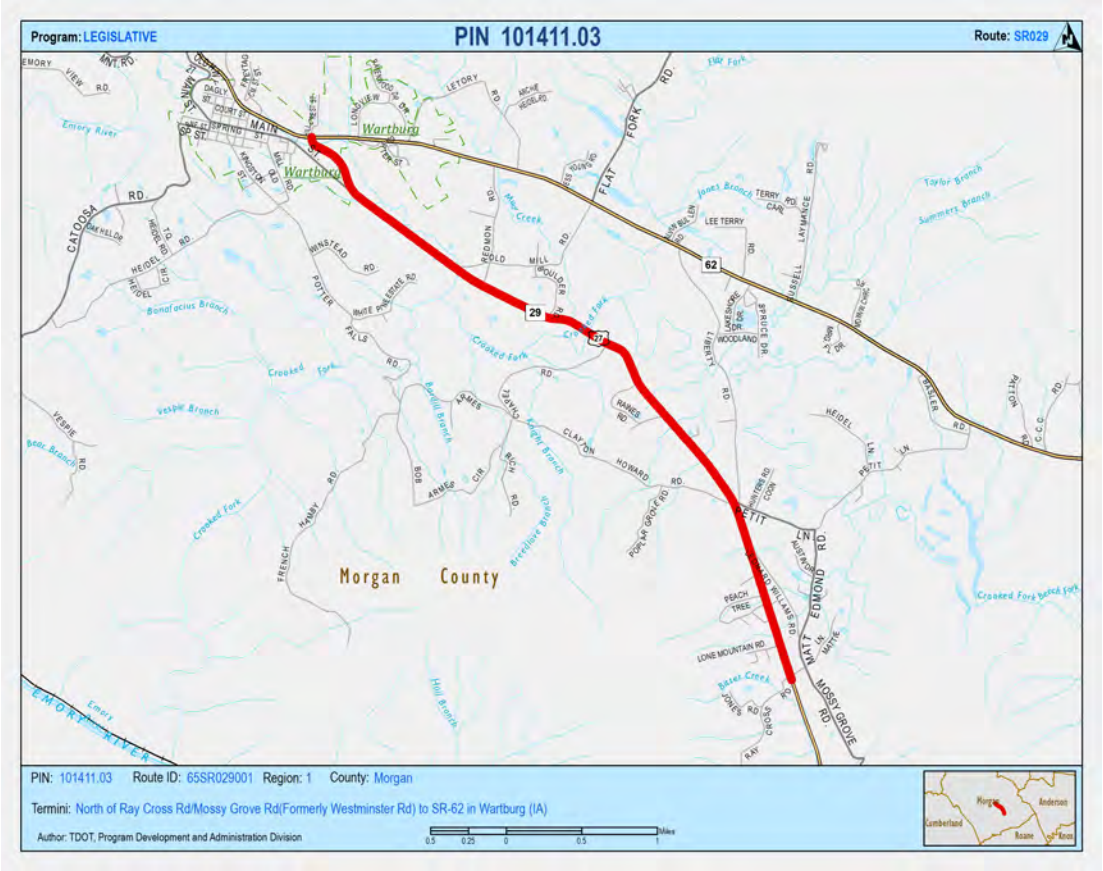
North of Ray Cross Rd/Mossy Grove Rd(Formerly Westminster Rd) to SR-62 in Wartburg (IA)~

Project Description

Widen 2-ln to 4-ln (plus center turn lane)

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2025	ROW	NHPP	$21,542,913	$17,234,330	$4,308,583	$0
2025	ROW	R-NHPP	$457,087	$365,670	$91,417	$0
Total			**$22,000,000**	**$17,600,000**	**$4,400,000**	**$0**



23661069066

STIP ID	PIN #	Length in Miles	Lead Agency
23661069066	124745.00	5	TDOT

State	County
TN	Obion

State Route	Total Project Cost	TIP ID
I-69	$60,300,000	

Project Name

Obion County I-69 Construction (IA)

Termini

From Rogers Road in Kentucky to SR-3 (US-45W & US-51) in Obion County (IA)

Project Description

Construct New Interstate.

Long Range Plan #	Conformity Status
GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2024	PE-D	NHPP	$900,000	$720,000	$180,000	$0
2025	ROW	NHPP	$7,100,000	$5,680,000	$1,420,000	$0
Total			**$8,000,000**	**$6,400,000**	**$1,600,000**	**$0**

23661069104

STIP ID	PIN #	Length in Miles	Lead Agency
23661069104	101342.00	4.639	

State	County
TN	Obion

State Route	Total Project Cost	TIP ID
I-69 PROP	$90,300,000	

Project Name

Termini

From South of SR-21(Troy-Rives Road) to South of SR-3(US-51) (IA)

Project Description

Proposed Interstate 69

Long Range Plan #	Conformity Status
GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2025	Const	NHPP	$86,600,000	$69,280,000	$17,320,000	$0
Total			**$86,600,000**	**$69,280,000**	**$17,320,000**	**$0**

23672052067

STIP ID	PIN #	Length in Miles	Lead Agency
23672052067	103678.01	7.11	TDOT

State	County
TN	Overton

State Route	Total Project Cost	TIP ID
SR-52	$2,524,000	

Project Name

Overton County SR-52 Spot Improvements (IA)~

Termini

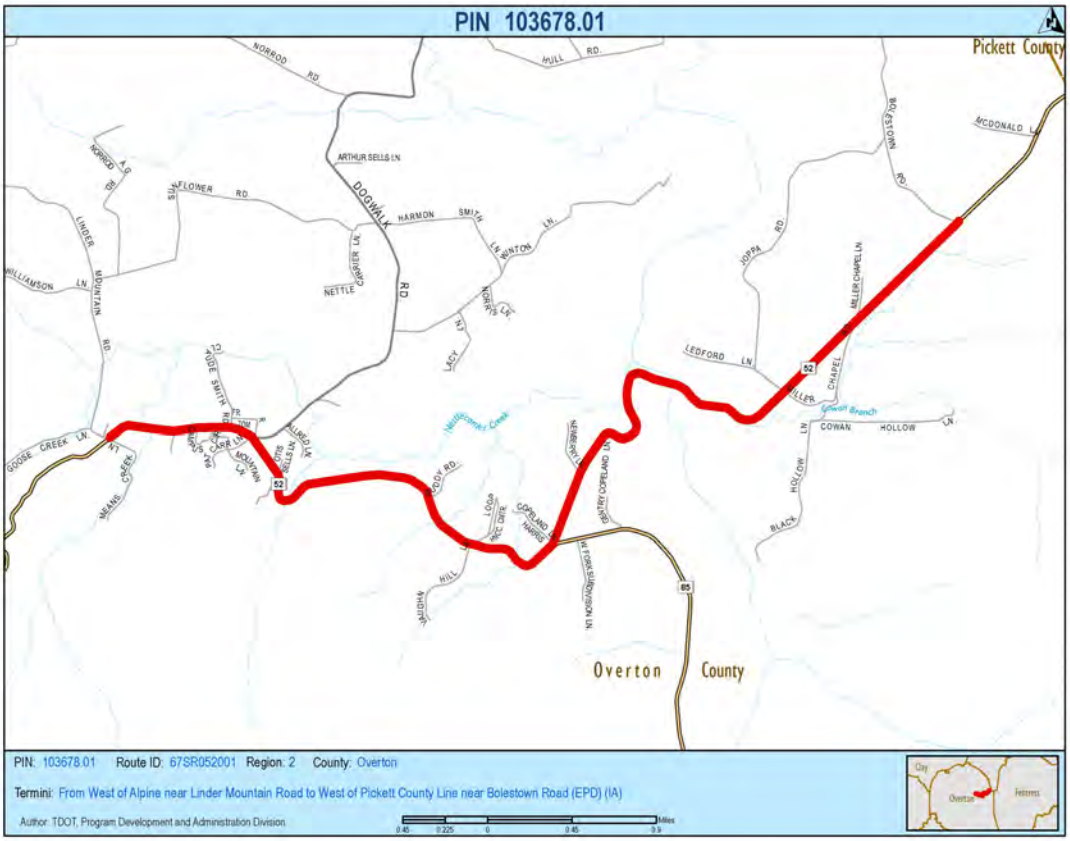
From West of Alpine near Linder Mountain Road to West of Pickett County Line near Bolestown Road (EPD) (IA)~

Project Description

Spot improvements (re-aligning 3 intersections).

Long Range Plan #	Conformity Status
GP-1, GP-3	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	ROW	STBG	$324,000	$259,200	$64,800	$0
Total			**$324,000**	**$259,200**	**$64,800**	**$0**



23712135105

STIP ID	PIN #	Length in Miles	Lead Agency
23712135105	125028.00	1	

State	County
TN	Putnam

State Route	Total Project Cost	TIP ID
SR-135	$28,350,000	

Project Name

Termini

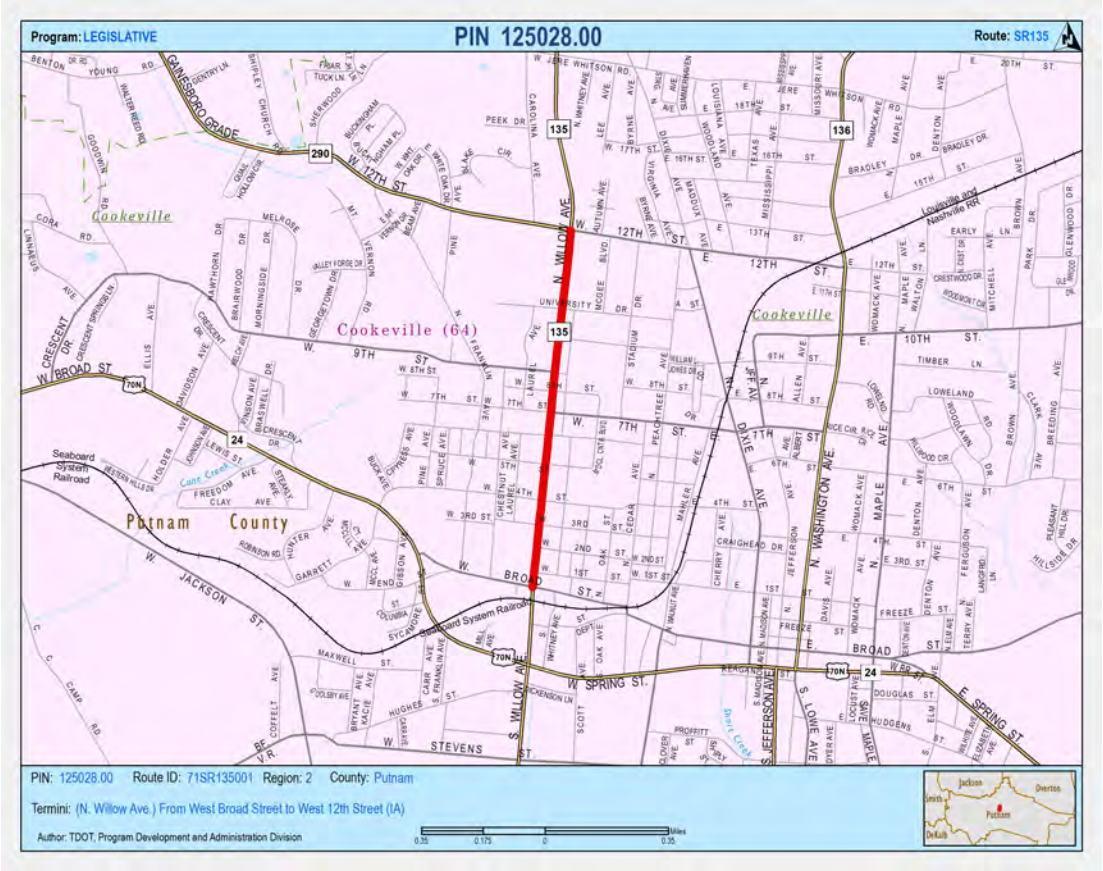
(N. Willow Ave.) From West Broad Street to West 12th Street (IA)

Project Description

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

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-5	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-D	STBG	$300,000	$240,000	$60,000	$0
2025	ROW	STBG	$9,300,000	$7,440,000	$1,860,000	$0
Total			**$9,600,000**	**$7,680,000**	**$1,920,000**	**$0**



23722030069

STIP ID	PIN #	Length in Miles	Lead Agency
23722030069	109410.03	3.28	TDOT

State	County
TN	Rhea

State Route	Total Project Cost	TIP ID
SR-30	$22,300,000	

Project Name

Rhea County SR-30 Widening (IA)

Termini

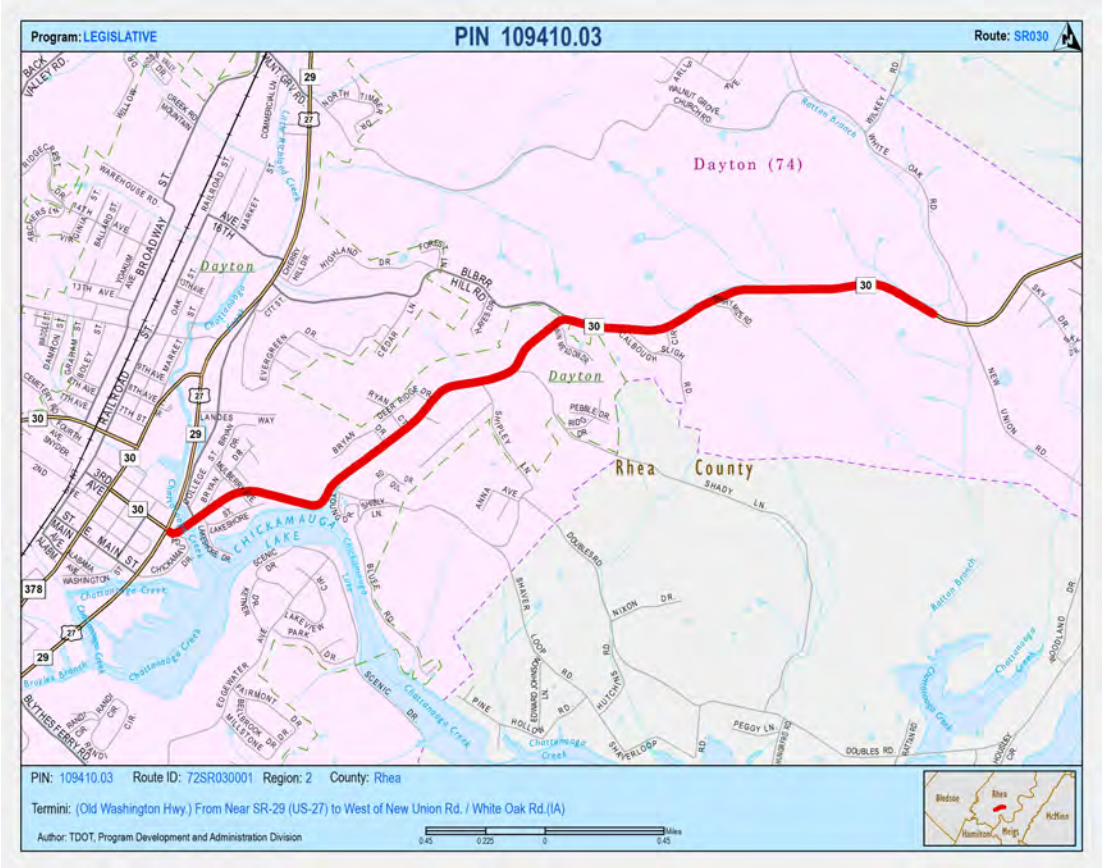
(Old Washington Hwy.) From Near SR-29 (US-27) to West of New Union Rd. / White Oak Rd(IA)

Project Description

Widen from 2 Lanes to 3 Lanes.

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2025	ROW	STBG	$3,300,000	$2,640,000	$660,000	$0
Total			**$3,300,000**	**$2,640,000**	**$660,000**	**$0**



23002073075

STIP ID	PIN #	Length in Miles	Lead Agency
23002073075	100989.00	1.4	TDOT

State	County
TN	Sevier

State Route	Total Project Cost	TIP ID
SR-73	$37,070,100	

Project Name

Sevier County SR-73 (US-321) Widening (IA)

Termini

Buckhorn Road to East of SR-416 Near Pittman Center Elementary School (Phase 2)(EPD) (IA)~

Project Description

Widen 2-ln to 4-ln divided.

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2025	ROW	STBG	$3,800,000	$3,040,000	$760,000	$0
Total			**$3,800,000**	**$3,040,000**	**$760,000**	**$0**

23002449074

STIP ID	PIN #	Length in Miles	Lead Agency
23002449074	124788.00	0.4	TDOT

State	County
TN	Sevier

State Route	Total Project Cost	TIP ID
SR-449 EXT	$28,200,000	

Project Name

Sevier County SR-449 Extension Construction (IA)

Termini

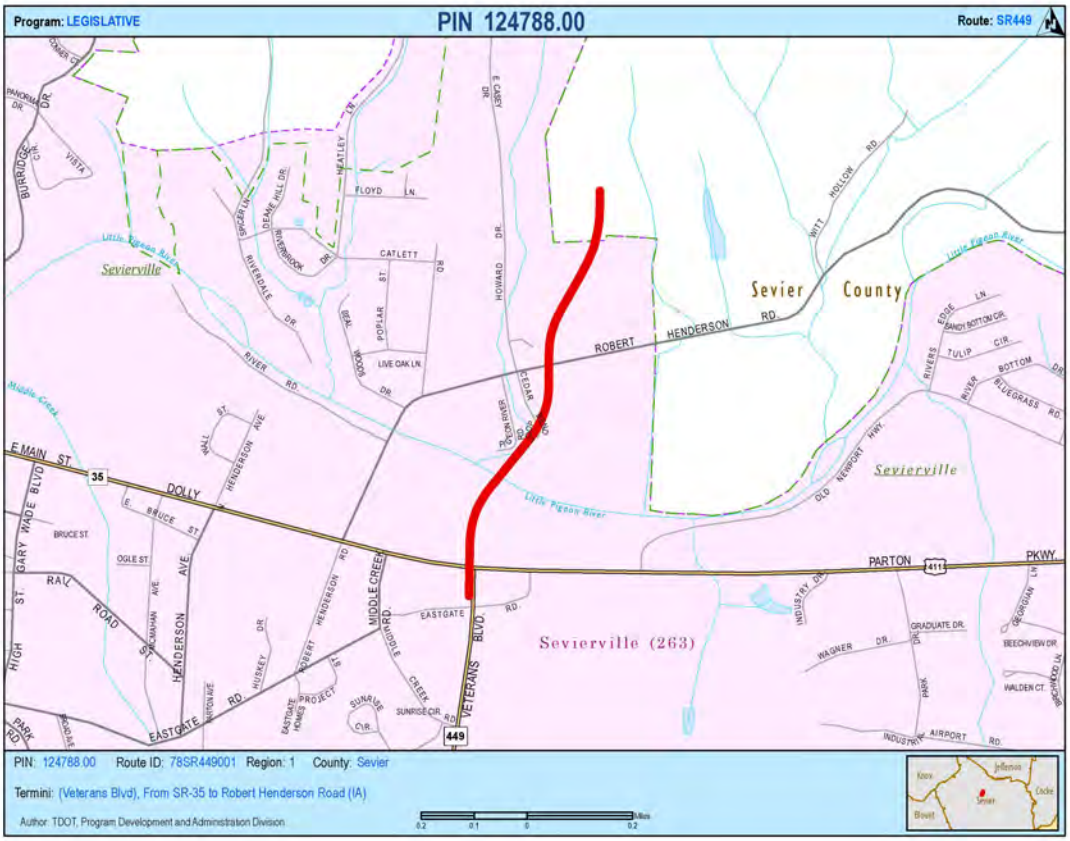
(Veterans Blvd), From SR-35 to Robert Henderson Road (IA)

Project Description

Construct new 5 lane facility.

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-D	STBG	$1,000,000	$800,000	$200,000	$0
2023	ROW	ACSTBG	$10,000,000	$0	$10,000,000	$0
2025	Const	ACSTBG	$14,300,000	$0	$14,300,000	$0
Total			**$25,300,000**	**$800,000**	**$24,500,000**	**$0**



23782035147

STIP ID	PIN #	Length in Miles	Lead Agency
23782035147	121620.00	1.24	TDOT

State	County
TN	Sevier

State Route	Total Project Cost	TIP ID
SR-35	$1,136,485	

Project Name

SR-35 Capacity and Operational Improvements in Sevierville

Termini

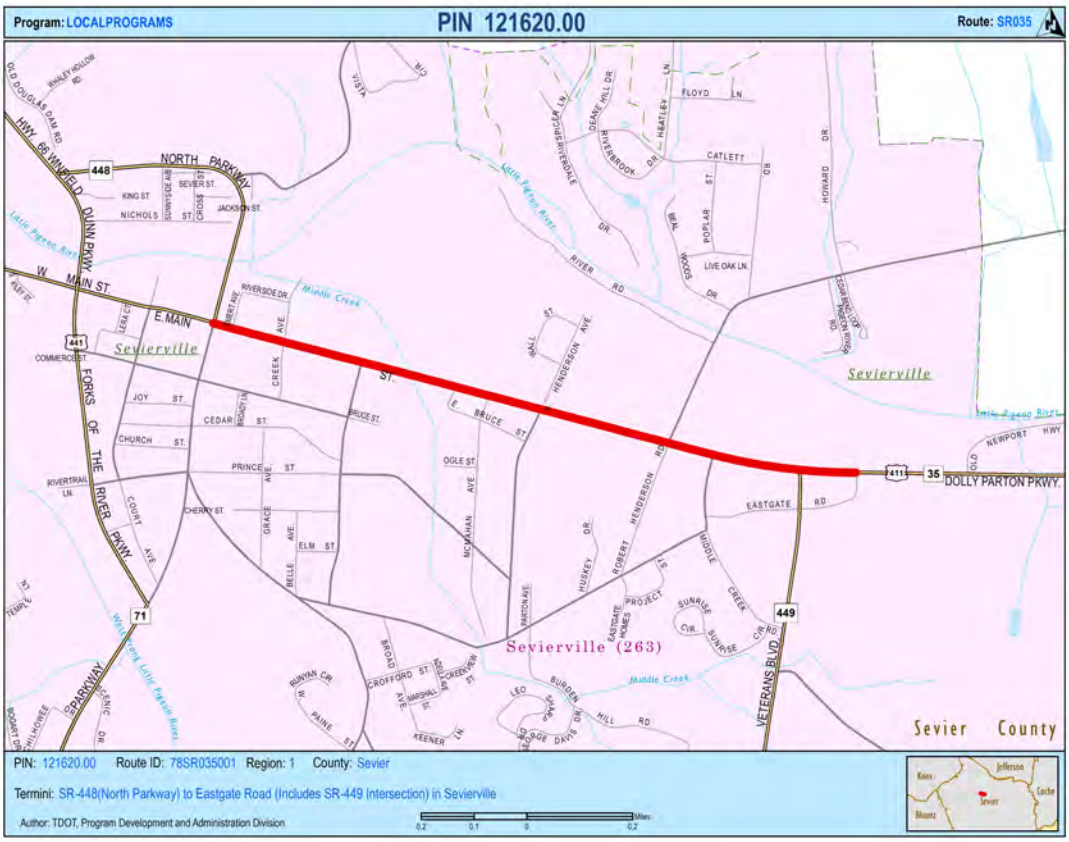
SR-448(North Parkway) to Eastgate Road (Includes SR-449 Intersection) in Sevierville

Project Description

Capacity and operational improvements at the intersection of SR-35 and SR-449 with left turn lane restrictions between project limits

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	Const	STBG	$899,901	$719,921	$179,980	$0
2023	Const	STBG-L	$236,584	$189,267	$47,317	$0
Total			**$1,136,485**	**$909,188**	**$227,297**	**$0**



23782035107

STIP ID	PIN #	Length in Miles	Lead Agency
23782035107	101401.01	3.78	

State	County
TN	Jefferson, Sevier

State Route	Total Project Cost	TIP ID
SR-35	$69,500,000	

Project Name

Termini

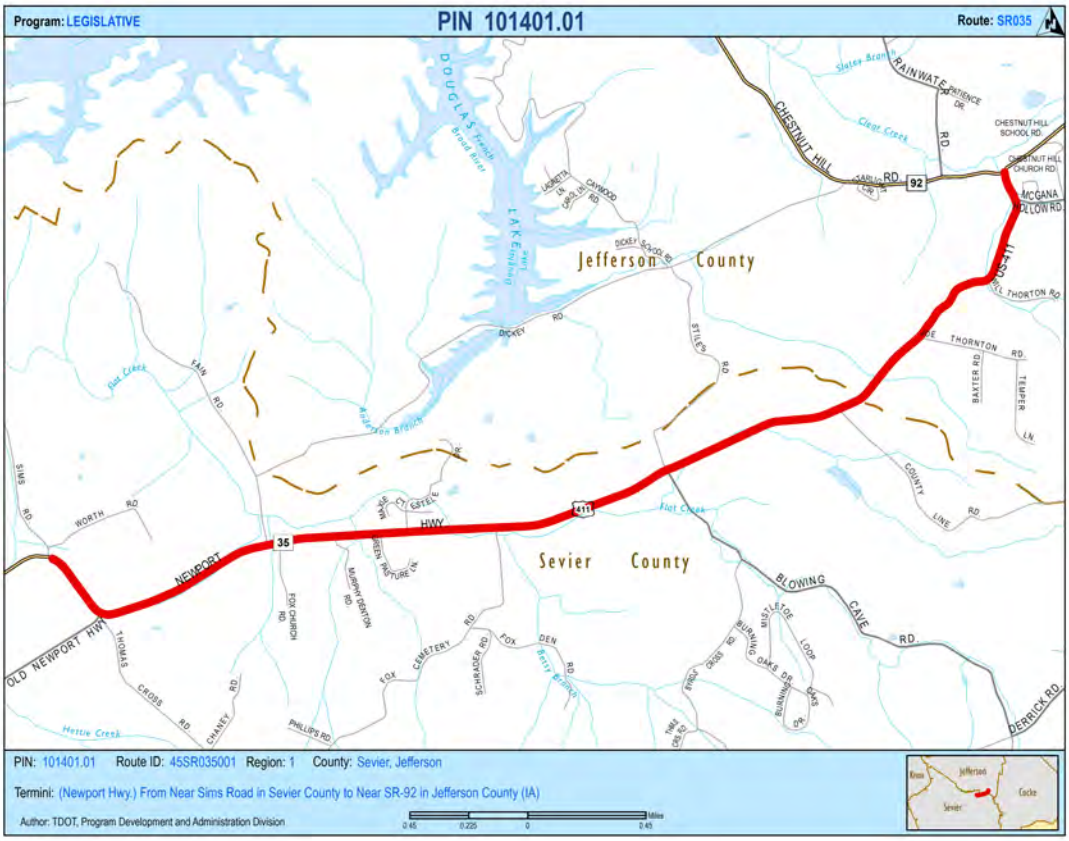
(Newport Hwy.) From Near Sims Road in Sevier County to Near SR-92 in Jefferson County (IA)

Project Description

Construct rural 5-lane Highway on new alignment

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	Const	ACSTBG	$69,500,000	$0	$69,500,000	$0
Total			**$69,500,000**	**$0**	**$69,500,000**	**$0**



23852141108

STIP ID	PIN #	Length in Miles	Lead Agency
23852141108	101293.02	4.05	

State	County
TN	Trousdale

State Route	Total Project Cost	TIP ID
SR-141	$101,000,000	

Project Name

Termini

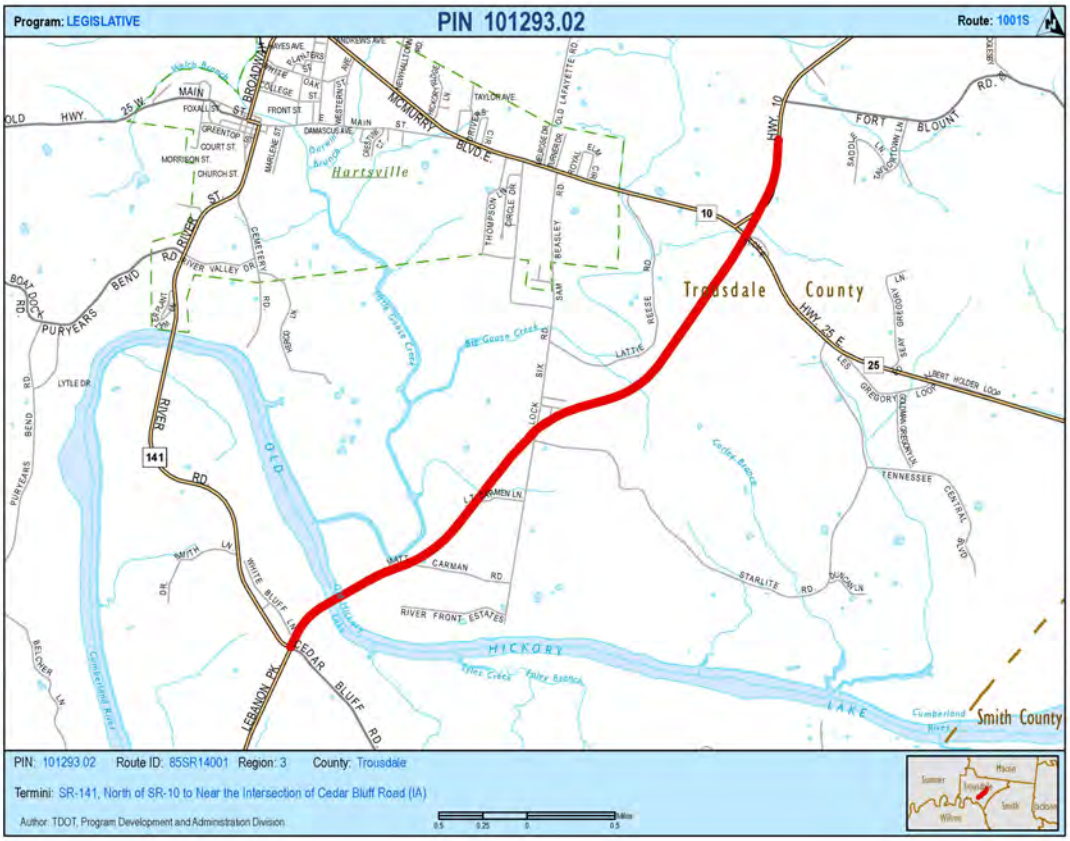
North of SR-10 to Near the Intersection of Cedar Bluff Road (IA)

Project Description

Super 2-Lane on 4-Lane ROW, Including Turn Lanes (On New Alignment)

Long Range Plan #	Conformity Status
GP-1, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	Const	ACSTBG	$101,000,000	$0	$101,000,000	$0
Total			**$101,000,000**	**$0**	**$101,000,000**	**$0**



23872061146

STIP ID	PIN #	Length in Miles	Lead Agency
23872061146	104563.04	4.52	

State	County
TN	Union

State Route	Total Project Cost	TIP ID
SR-61	$7,500,000	

Project Name

SR-61 Spot Safety Improvements in Union County

Termini

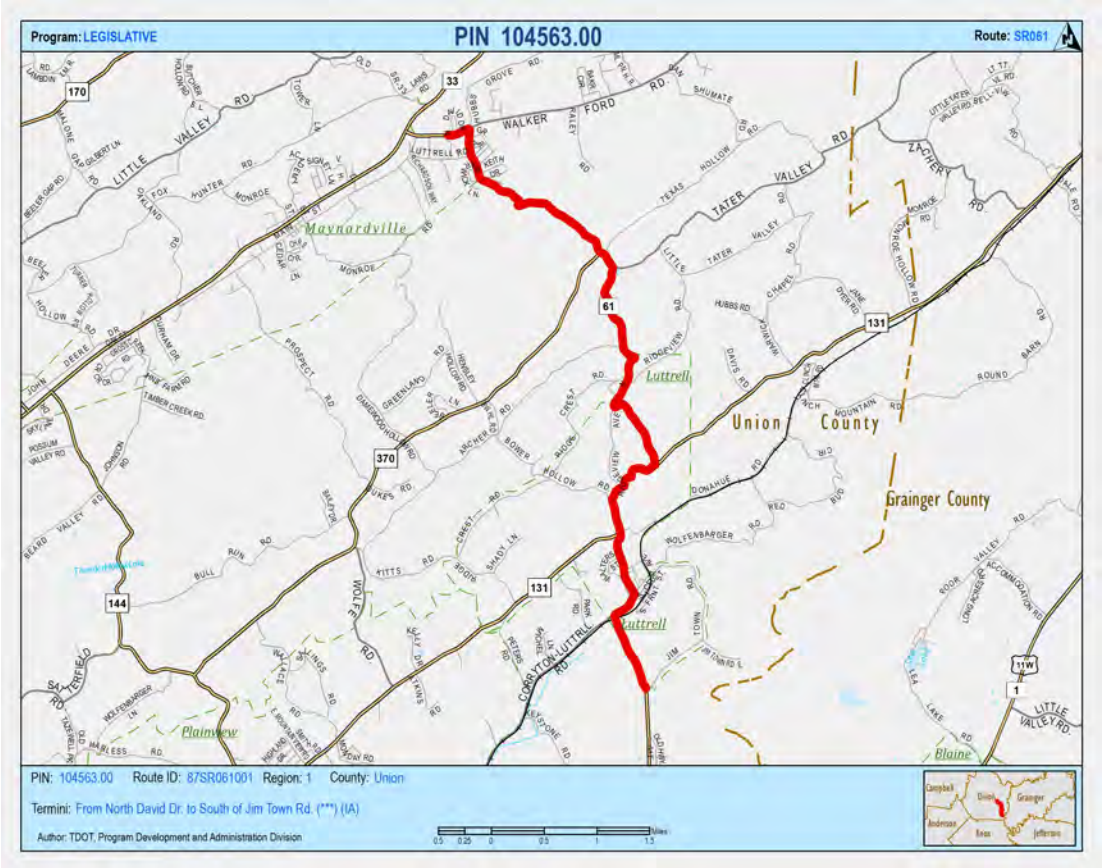
From North of Archer Road to South of Jim Town Road (PHASE 2) (IA)~

Project Description

Spot Safety Improvements between LM 14.04 and 18.56

Long Range Plan #	Conformity Status
GP-3	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2025	ROW	HSIP	$500,000	$400,000	$100,000	$0
Total			**$500,000**	**$400,000**	**$100,000**	**$0**



23241040033

STIP ID	PIN #	Length in Miles	Lead Agency
23241040033	131218.00	143	TDOT

State	County
TN	Benton, Carroll, Decatur, Dickson, Fayette, Haywood, Henderson, Hickman, Humphreys, Madison

State Route	Total Project Cost	TIP ID
I-40	$32,000,000	

Project Name

West Tennessee SMARTWAY Expansion

Termini

From the Shelby/Fayette County Line to near I-840 in Dickson County

Project Description

Expand the SMARTWAY system by installing fiber optic communications and deploying its devices, including CCTV cameras, DMS, road weather sensors, and connected vehicle roadside units.The ITS devices include CCTV Cameras, DMSs, road weather sensors, and connected vehicle roadside units.

Long Range Plan #	Conformity Status
GP-1, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2024	PE-D	ACINFRA	$800,000	$0	$800,000	$0
2025	Const	ACNHPP	$20,800,000	$0	$20,800,000	$0
2025	Const	ACINFRA	$8,400,000	$0	$8,400,000	$0
Total			**$30,000,000**	**$0**	**$30,000,000**	**$0**

23000000076

STIP ID	PIN #	Length in Miles	Lead Agency
23000000076	126825.00		TDOT

State	County
TN	Statewide

State Route	Total Project Cost	TIP ID
	$564,750,000	

Project Name

NATIONAL HIGHWAY SYSTEM PRESERVATION AND OPERATION

Termini

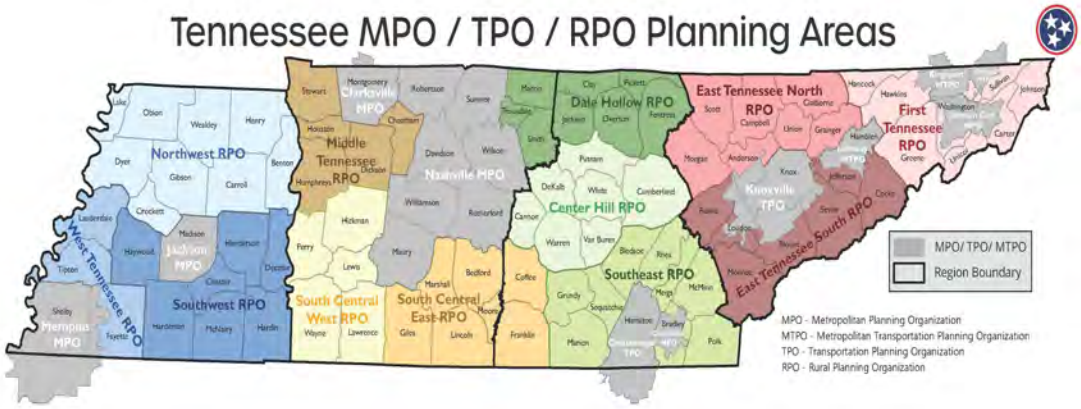
NATIONAL HIGHWAY SYSTEM PRESERVATION AND OPERATION - RURAL GROUPING

Project Description

Funding from this grouping is used to support the good condition and performance of the National Highway System (NHS), construct new facilities that make progress achieving performance targets of the asset management plan, and increase facility resilience to mitigate the cost of natural disasters. Such projects include preservation and maintenance, operational improvements, bridge and tunnel projects, bicycle transportation and pedestrian infrastructure, highway and transit safety infrastructure improvements, infrastructure-based intelligent transportation systems capital and cybersecurity improvements, environmental mitigation efforts, and other activities necessary to the preservation and operation of the NHS. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area. Except as exempted in Title 23 U.S.C. Section 119, all projects will be located on the NHS.

Long Range Plan #	Conformity Status
GP-1, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	Const	NHPP	$60,000,000	$48,000,000	$12,000,000	$0
2024	Const	NHPP	$100,000,000	$80,000,000	$20,000,000	$0
2025	Const	NHPP	$100,000,000	$80,000,000	$20,000,000	$0
2026	Const	NHPP	$100,000,000	$80,000,000	$20,000,000	$0
Total			**$360,000,000**	**$288,000,000**	**$72,000,000**	**$0**



23000000088

STIP ID	PIN #	Length in Miles	Lead Agency
23000000088	126831.00		TDOT

State	County
TN	Statewide

State Route	Total Project Cost	TIP ID
	$238,695,072	

Project Name

SAFETY GROUPING

Termini

SAFETY - RURAL GROUPING

Project Description

Funding from this grouping is used to achieve the State's strategic or performance- based safety goals by reducing fatalities and serious injuries on all public roads. Such projects include installing cable barriers and guardrail, intersection improvements, pavement markings, roundabouts, rumble strips, safety equipment upgrades, signals, signing, turning lanes, railway-highway grade crossings upgrades, and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area. Except as exempted in Title 23 U.S.C. Section 148, all projects will be consistent with the State strategic highway safety plan.

Long Range Plan #	Conformity Status
GP-1, GP-3,	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	Const	HSIP	$20,000,000	$18,000,000	$2,000,000	$0
2023	Const	HSIP-R	$3,500,000	$3,150,000	$350,000	$0
2023	Const	ACPHSIP	$3,000,000	$0	$3,000,000	$0
2023	Const	PHSIP	$7,000,000	$7,000,000	$0	$0
2024	Const	HSIP	$20,000,000	$18,000,000	$2,000,000	$0
2024	Const	HSIP-R	$3,500,000	$3,150,000	$350,000	$0
2024	Const	PHSIP	$7,000,000	$7,000,000	$0	$0
2025	Const	HSIP	$20,000,000	$18,000,000	$2,000,000	$0
2025	Const	HSIP-R	$3,500,000	$3,150,000	$350,000	$0
2025	Const	PHSIP	$7,000,000	$7,000,000	$0	$0
2026	Const	HSIP	$20,000,000	$18,000,000	$2,000,000	$0
2026	Const	HSIP-R	$3,500,000	$3,150,000	$350,000	$0
2026	Const	PHSIP	$7,000,000	$7,000,000	$0	$0
Total			**$125,000,000**	**$112,600,000**	**$12,400,000**	**$0**

23000000090

STIP ID	PIN #	Length in Miles	Lead Agency
23000000090	126824.00		TDOT

State	County
TN	Statewide

State Route	Total Project Cost	TIP ID
	$351,400,000	

Project Name

SURFACE TRANSPORTATION SYSTEM PRESERVATION AND OPERATION

Termini

SURFACE TRANSPORTATION SYSTEM PRESERVATION AND OPERATION - RURAL GROUPING

Project Description

Funding from this grouping is used for projects to preserve and improve roadway conditions and performance. Such projects include highway preservation and maintenance, operational improvements, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, highway and transit safety infrastructure improvements, and other activities necessary to the preservation and operation of Tennessee's Federal-aid network. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area. Except as exempted in Title 23 U.S.C. Section 133, all projects will be located on roadways functionally classified as rural minor collectors or higher.

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-3, GP-4,	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	Const	STBG	$40,000,000	$32,000,000	$8,000,000	$0
2023	Const	ACRTP	$301,000	$0	$301,000	$0
2023	Const	RTP	$1,500,000	$1,200,000	$300,000	$0
2023	Const	HIP	$45,000,000	$36,000,000	$9,000,000	$0
2024	Const	STBG	$40,000,000	$32,000,000	$8,000,000	$0
2024	Const	RTP	$1,500,000	$1,200,000	$300,000	$0
2025	Const	STBG	$60,000,000	$48,000,000	$12,000,000	$0
2025	Const	RTP	$1,500,000	$1,200,000	$300,000	$0
2026	Const	STBG	$60,000,000	$48,000,000	$12,000,000	$0
2026	Const	RTP	$1,500,000	$1,200,000	$300,000	$0
Total			**$251,301,000**	**$200,800,000**	**$50,501,000**	**$0**

23000000093

STIP ID	PIN #	Length in Miles	Lead Agency
23000000093	126826.00		TDOT

State	County
TN	Statewide

State Route	Total Project Cost	TIP ID
	$34,806,000	

Project Name

TRANSPORTATION ALTERNATIVES

Termini

TRANSPORTATION ALTERNATIVES - RURAL GROUPING

Project Description

Funding from this grouping is used for smaller-scale multimodal transportation projects to achieve safe, connected, and equitable on-and off-road networks. Such projects include pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; vulnerable road user safety assessments; and other activities that accomplish these objectives (Title 23 U.S.C. Section 133(h)(3); Title 23 U.S.C. 206). Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area.

Long Range Plan #	Conformity Status
GP-1, GP-2	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	Const	TAP	$7,500,000	$6,000,000	$1,500,000	$0
2024	Const	TAP	$7,620,000	$6,120,000	$1,500,000	$0
2025	Const	TAP	$7,742,400	$6,242,400	$1,500,000	$0
2026	Const	TAP	$7,868,000	$6,368,000	$1,500,000	$0
Total			**$30,730,400**	**$24,730,400**	**$6,000,000**	**$0**

23990000094

STIP ID	PIN #	Length in Miles	Lead Agency
23990000094	129858.00		TDOT

State	County
TN	Statewide

State Route	Total Project Cost	TIP ID
	$0	

Project Name

Travel Congestion and Clean Air Improvement

Termini

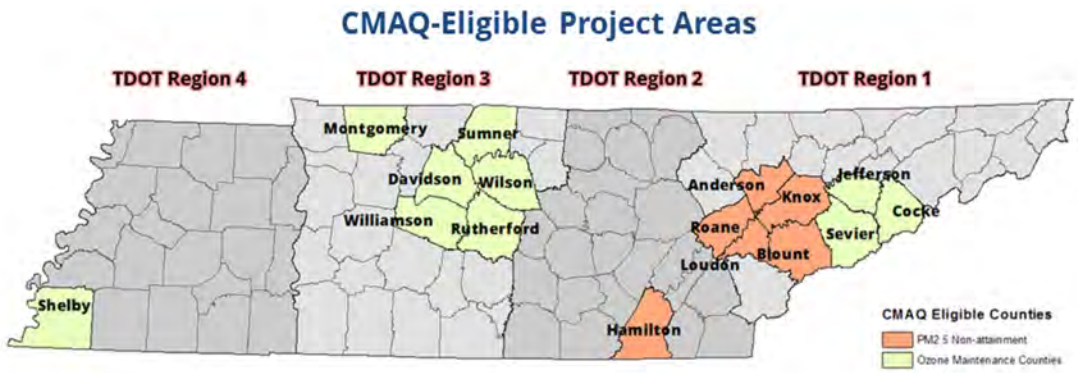
Travel Congestion and Clean Air Improvement - Rural Grouping

Project Description

Funding from this group is used to reduce traffic congestion and improve air quality for areas not meeting standards for ozone, carbon monoxide, or particulate matter (non-attainment) and for former non-attainment areas that are now in compliance (maintenance areas). Such projects include diesel engine retrofits, traffic flow improvements, transportation control measures, transit improvements, bicycle and pedestrian facilities and programs, travel demand management, alternative fuels and vehicles, and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in rural, non- metropolitan planning area. Except as exempted in Title 23 U.S.C. Section 149, all projects will be in non-attainment or maintenance areas.

Long Range Plan #	Conformity Status
GP-1, GP-2, GP-4, GP-6	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	Const	CMAQ	$0	$0	$0	$0
2024	Const	CMAQ	$0	$0	$0	$0
2025	Const	CMAQ	$0	$0	$0	$0
2026	Const	CMAQ	$0	$0	$0	$0
Total			**$0**	**$0**	**$0**	**$0**



23000000095

STIP ID	PIN #	Length in Miles	Lead Agency
23000000095	126828.00		TDOT

State	County
TN	Statewide

State Route	Total Project Cost	TIP ID
	$17,800,000	

Project Name

ADVANCE ENGINEERING, FUNCTIONAL DESIGN, AERIAL SURVEY, MAPPING, ETC. - RURAL GROUPING

Termini

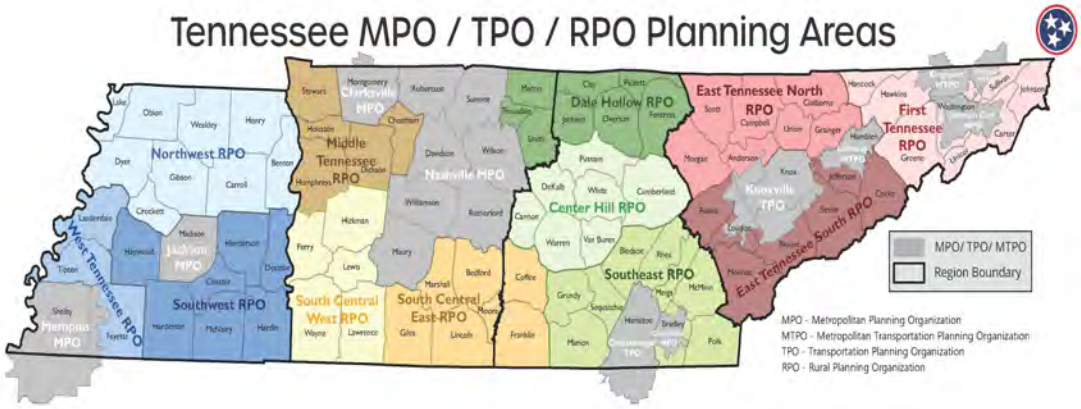
ADVANCE ENGINEERING, FUNCTIONAL DESIGN, AERIAL SURVEY, MAPPING, ETC. - RURAL GROUPING

Project Description

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

Long Range Plan #	Conformity Status
GP-1, GP-3, GP-4	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	Const	STA	$5,200,000	$0	$5,200,000	$0
2024	Const	STA	$5,200,000	$0	$5,200,000	$0
2025	Const	STA	$5,200,000	$0	$5,200,000	$0
2026	Const	STA	$5,200,000	$0	$5,200,000	$0
Total			**$20,800,000**	**$0**	**$20,800,000**	**$0**



Appendices

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-planning/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://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 except local roads and rural minor collectors – unless otherwise noted in Title 23 of the USC. TDOT's functional classification maps are available at:

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

Public Involvement

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

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

The public review and comment period was advertised to be held from September 26, 2022, through October 28, 2022. 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:

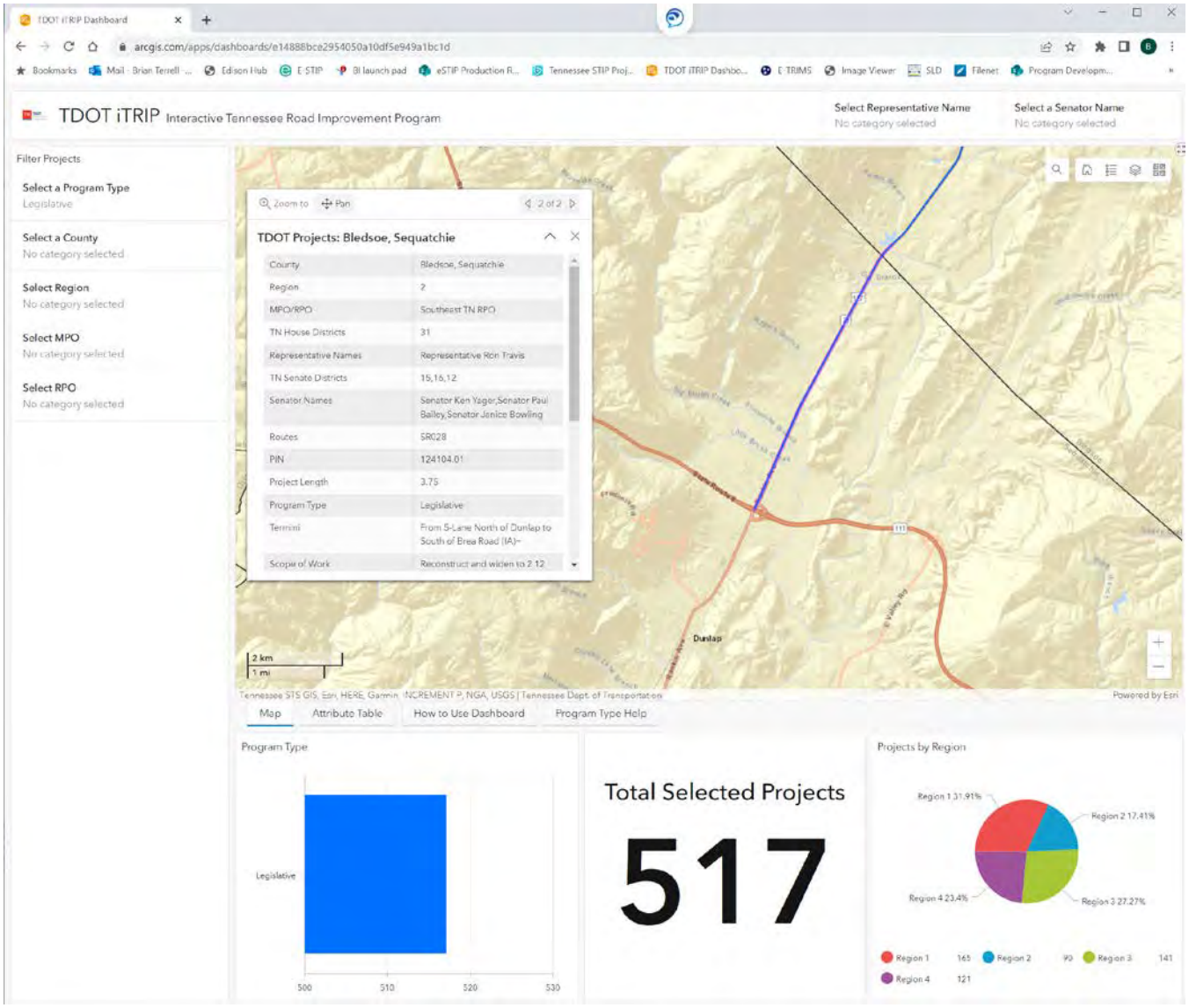
- TDOT Region 1: 7345 Region Lane, Knoxville, TN 37914 on October 19, 2022.
- TDOT Region 2: 7512 Volkswagen Drive, Chattanooga TN 37421 on October 20, 2022.
- TDOT Region 3: 6601 Centennial Blvd, Nashville, TN 37243 on October 24, 2022.
- TDOT Region 4: 300 Benchmark Place, Jackson, TN 38301 on October 17, 2022.

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

Public Involvement & Communication Office

TDOT - Public Involvement Plan

TDOT iTRIP


TDOT iTRIP Dashboard
arcgis.com/apps/dashboards/e14888bce2954050a10df5e949a1bc1d
TDOT iTRIP Interactive Tennessee Road Improvement Program
Select Representative Name
No category selected
Select a Senator Name
No category selected
Filter Projects
Select a Program Type
Legislative
Select a County
No category selected
Select Region
No category selected
Select MPO
No category selected
Select RPO
No category selected
TDOT Projects: Bledsoe, Sequatchie
County
Bledsoe, Sequatchie
Region
2
MPO/RPO
Southeast TN RPO
TN House Districts
31
Representative Names
Representative Ron Travis
TN Senate Districts
15,16,12
Senator Names
Senator Ken Yager,Senator Paul Bailey,Senator Janice Bowling
Routes
SR028
PIN
124104.01
Project Length
3.75
Program Type
Legislative
Termini
From 5-Lane North of Dunlap to South of Brea Road (IA)–
Scope of Work
Reconstruct and widen to 2 12
Dunlap
Map
Attribute Table
How to Use Dashboard
Program Type Help
Program Type
Legislative
Total Selected Projects
517
Projects by Region
Region 1 31.91%
Region 2 17.41%
Region 3 27.27%
Region 4 23.4%
Region 1 165
Region 2 90
Region 3 141
Region 4 121

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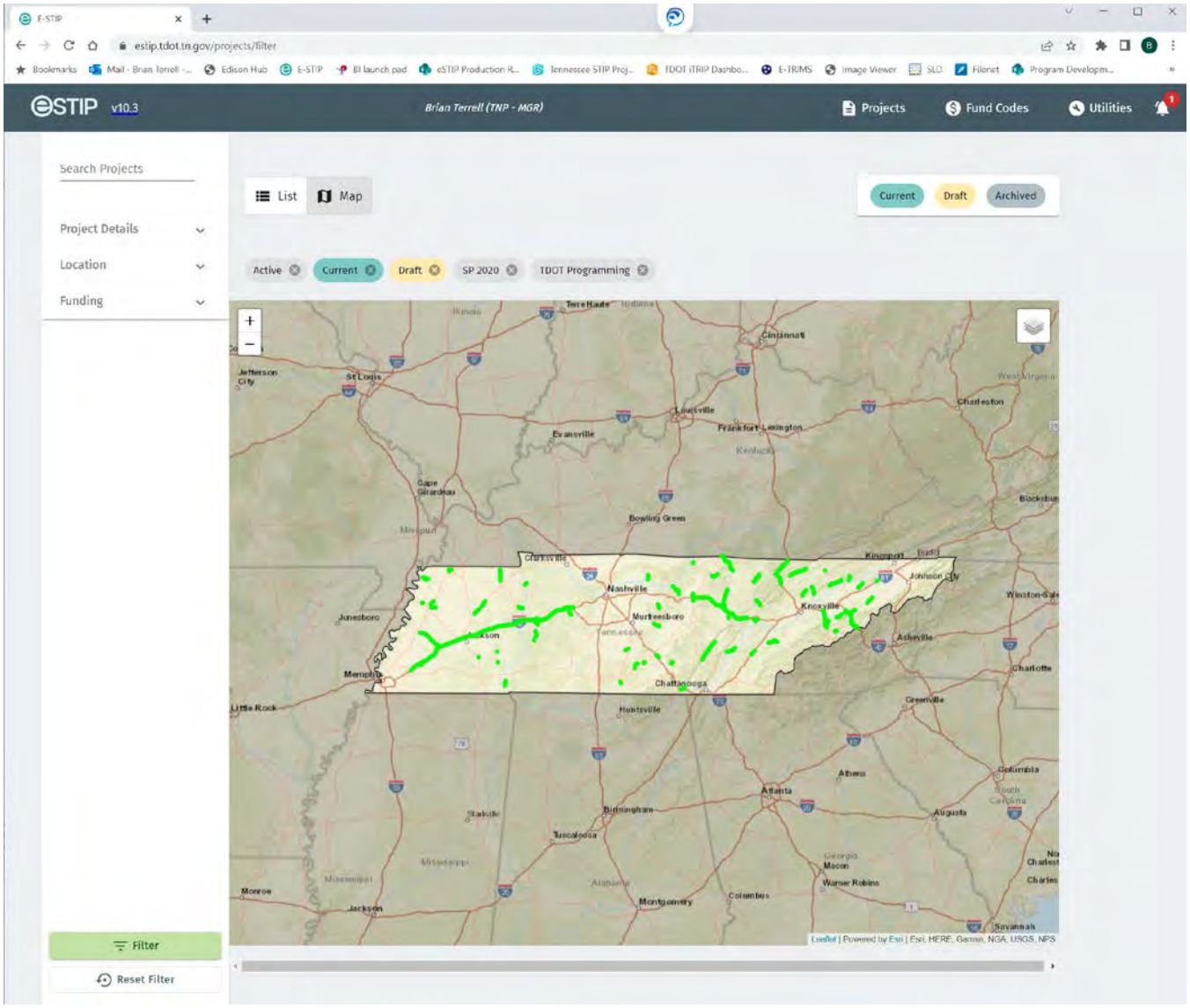
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Tennessee RPO Contacts

East Tennessee RPO North	Don Brown, RPO Coordinator East Tennessee Development District P.O. Box 249 (Mailing) Alcoa TN 37701-0249 216 Corporate Place (Physical) Alcoa, TN 37701	Phone: (865) 273-6003 Fax: (865) 273-6010 Email: dbrown@etdd.org
East Tennessee RPO South	Don Brown, RPO Coordinator East Tennessee Development District P.O. Box 249 (Mailing) Alcoa TN 37701-0249 216 Corporate Place (Physical) Alcoa, TN 37701	Phone: (865) 273-6003 Fax: (865) 273-6010 Email: dbrown@etdd.org
First Tennessee RPO	Chase Milner, RPO Coordinator First TN Development District 3211 North Roan Street Johnson City, TN 37601	Phone: (423) 722-5217 Fax: (423) 928-5209 Email: cmilner@ftdd.org
Middle Tennessee RPO	Brian Collins, RPO Coordinator Mid-Cumberland Human Resource Agency 1101 Kermit Drive, Suite 300 Nashville, TN 37217	Phone: (615) 560-0211 Fax: (615) 833-2585 Email: khelton@mchra.com
West Tennessee RPO	Kamillah Kelly, RPO Coordinator Memphis Area Association of Governments 8289 Cordova Road Ste. 103 Cordova, TN 38016	Phone: (901) 729-2871 Fax: (901) 729-4107 Email: kkelly@maagov.org
Northwest Tennessee RPO	Bethany Brock, RPO Coordinator PO Box 963 124 Weldon Dr. Martin, TN 38237-0963	Phone: (731) 587-4213 ext.230 Fax: (731) 587-4587 Email: bethany.brock@nwtdd.org
South Central East RPO	Lisa Cross, RPO Coordinator South Central TN Development District 101 Sam Watkins Blvd. Mt. Pleasant, TN 38474	Phone: (931) 379-2914 Fax: (931) 379-2640 E-mail: lcross@sctdd.org

South Central West RPO	Lisa Cross, RPO Coordinator South Central TN Development District 101 Sam Watkins Blvd. Mt. Pleasant, TN 38474	Phone: (931) 379-2914 Fax: (931) 379-2640 Email: lcross@sctdd.org
Southeast Tennessee RPO	Mark Halcomb, RPO Coordinator, Southeast TN Development District, 1000 Riverfront Parkway, 37402 PO Box 4757 Chattanooga, TN 37405-0757	Phone: (423) 424-4263 Fax: (423) 267-7705 Email: mhalcomb@sedev.org
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Center Hill RPO	Silas Stoddart, RPO Coordinator Upper Cumberland Development District 1225 South Willow Avenue Cookeville, TN 38506	Phone: (931) 476-4111 Fax: (931) 432-6010 Email: sstoddart@ucdd.org
Dale Hollow RPO	Mark Dudney, RPO Coordinator Upper Cumberland Development District 1225 South Willow Avenue Cookeville, TN 38506	Phone: (931) 476-4152 Fax: (931) 432-6010 Email: mdudney@ucdd.org

Tennessee MPO Contacts

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Chattanooga TPO	Karen Rennich Transportation Planning Coordinator Chattanooga-Hamilton County RPA 1250 Market Street, Suite 2000 Development Resource Center Chattanooga, TN 37402	Phone: (423) 643-5903 Fax: (423) 757-5532 Email: tpo@chattanooga.gov Website: https://chcrpa.org
Clarksville MPO	Stan Williams Transportation Planning Coordinator, Clarksville-Montgomery County Regional Planning Commission 329 Main Street Clarksville, TN 37040	Phone: (931) 645-7448 Ext. 16 Fax: (931) 645-7481 Email: stanwilliams@cityofclarksville.com Website: http://www.cuampo.com/
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Johnson City MTPO	Glenn Berry Transportation Planning Coordinator Johnson City MTPO 137 West Market Street Johnson City, TN 37601	Phone: (423) 434-6272 Fax: (423) 434-2702 Email: glennberry@jcmpo.org Website: https://www.jcmpo.org/

Kingsport MTPO	Lesley Phillips Transportation Planning Coordinator Kingsport Transportation Department 415 Broad St. Kingsport, TN 37660	Phone: (423) 224-2670 Fax - (423) 224-2756 Email: LesleyPhillips@KingsportTN.gov Website: https://www.kingsporttn.gov
Knoxville TPO	Jeff Welch Transportation Planning Coordinator, Knoxville Regional TPO 400 Main Avenue, Suite 403 Knoxville, TN 37902-2476	Phone: (865) 215-3790 Fax: (865) 215-2068 E-mail: jeff.welch@knoxplanning.org Website: https://knoxtpo.org/
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Memphis MPO	Ms. Pragati Srivastava Transportation Planning Coordinator, Memphis-Shelby County Department of Regional Services 125 North Main St., Suite 450 Memphis, TN 38103	Phone: (901) 636-7190 Fax: (901) 576-7272 Email: Pragati.Srivastava@memphistn.gov Website: https://memphismpo.org/
Nashville MPO	Sean Pfalzer Transportation Planning Manager Nashville Metropolitan Planning Organization Ste. 300, 138 Second Ave N Nashville, TN 37228	Phone: (615) 862-7186 Fax: (615) 862-7209 Email: spfalzer@gnrc.org Website: gnrc.org/mop

TDOT Region Contacts

Region 1	**Steve Borden, Director** **7345 Region Lane** **Knoxville, TN 37914**	**Phone: (865) 594-2400** **Fax: (865) 594-2642** **Email: Steve.Borden@tn.gov**
Region 2	**Joe Deering, Director** **7512 Volkswagen Drive** **Chattanooga, TN 37416**	**Phone: (423) 892-3430** **Fax: (423) 899-1636** **Email: Joe.Deering@tn.gov**
Region 3	**David Layhew, Director** **6601 Centennial Boulevard** **Nashville, TN 37243**	**Phone: (615) 350-4300** **Fax: (615) 350-4396** **Email: david.layhew@tn.gov**
Region 4	**Jason Baker, Director** **300 Benchmark Place** **Jackson, TN 38301**	**Phone: (731) 935-0193** **Fax: (731) 935-0195** **Email: Jason.Baker@tn.gov**

https://www.tn.gov/tdot/about/tdot-organizational-charts/tdot-key-staff-directory.html

Important Links

ITS Statewide Architecture Plan

ITS Statewide Architecture Plan

TDOT Strategic Direction

https://www.tn.gov/tdot/strategic-planning-home/tdot-strategic-direction.html

ADA Transition Plan and Certification Status

https://www.tn.gov/tdot/government/g/ada-office0/transition-plan.html

https://www.tn.gov/content/tn/tdot/government/g/ada-office0/local-agency-ada-self-evaluation--transition-plan--and-self-certification-status.html

Multimodal Transportation Project Scoping Manual

https://www.tn.gov/content/dam/tn/tdot/multimodaltransportation/TDOT%20Multimodal%20Project%20Scoping%20Manual.pdf

Eastern Federal Lands Highway Division TIP

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

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

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EFL Final Approved TIP FY 2022-2025

Project Name	Award Year	State	County	FLMA Unit	Project Description	Type of Work	Primary Fund Source	Program Amount	Phase	Congressional District
Bald River Falls bridge replacement	2022	TN	Monroe	Cherokee	Replacing bridge to better accommodate visitor/pedestrian safety. Construction, contracting, NEPA	Bridge Replacement	FLTP - FS	$4,200,000	Construction	TN-03
Cordell Hull Dam and Reservoir Defeated Creek Park	2022	TN	Smith	CORDELL HULL DAM AND RESERVOIR	Resurface 1.7 miles of public roadway and a parking area	Rehabilitation	FLTP - USACE	$250,000	Construction	TN-06
FW-TENN 12(1) Big Sandy Road Rehabilitation	2022	TN	Henry and Benton	Tennessee NWR	Reshape for crown/potholes and resurface 6.9 miles of gravel road and adjacent parking/pulloffs, replace failing culverts and double 48" culvert with potential grade raise, reestablish/regrade ditches.	Rehabilitation	FLTP - FWS	$5,504,125	Construction	TN 08
GRSM 253191 Environmental Assessment for Safety and Improvements to Gatlinburg Spur (US 441)	2022	TN	Sevier	GRSM	Environmental Assessment for Safety and Improvements to Gatlinburg Spur (US 441)	Studies, audits, tech assist.	FLTP - NPS	$45,000	In design	TN-01
TN ERFO FS 2019-1(1) Slide Repairs on Halls Top Road (MP3.70 to 3.76)	2022	TN	Cocke	Cherokee National Forest	MP 3.70- Roadway reconditioning (L= 630' by W= 12') MP 3.76- Repair the slide sideslopes (L= 200' by W= 40' by D=8')	Spot	ERFO	$4,030,000	In Design	TN-01
TN ERFO FS 2019-1(2)Slide repair & pavement reconstruction on Sink Mountain Boat Ramp	2022	TN	Johnson	Cherokee National Forest	It is recommend to install ground anchors on the cut and fill slope for stabilization. It is also recommended to remove and place pavement	Spot	ERFO	$5,331,814	In Design	TN-01

Road					structure were the settlement is occurring.					
TN ERFO FS 2019-1(3)Slide repair and pavement reconstruction on Paint Mountain Road, Big Cliffty Road, & Brush Creek Rd	2022	TN	Cocke	Cherokee National Forest	Replace both slides with Mechanically Stabilized Earth (MSE) Wall. To construct an embankment would be too steep to just add backfill it with soil. To minimize environment impact to Brush Creek, it is recommended to construct a MSE Wall. Additional work is recommended at MP 1.9 Aggregate Road. Work include gravel resurfacing in wash out area, ditch reconditioning, and miscellaneous work.	Spot	ERFO	$3,139,396	In Design	TN-01
TN ERFO FS 2019-1(4)Slide repair & pavement rehab on Round Knob Rd & Greene Mountain Rd, and rehab of Greystone Mtn Spur	2022	TN	Greene	Cherokee National Forest	Aggregate Resurfacing 19' Wide by (2.42-1.4MP), (2.50-3MP)by 6-inch Ditch Reconditioning (2.42-1.4MP), (2.50-3MP) MP 1.8 clean culvert 18" by 24' MP 2.42-2.5 Slide. Due to the steepness of the slide, it is recommended to install a Mechanically Stabilized Earth (MSE) Wall. MP 2.7 Clean culvert 18" by 30' Install	Spot	ERFO	$6,784,497	In Design	TN-01

					riprap 5' by 10' MP 2.9 Clean culvert 18" by 35' riprap 5' by 5'					
TN NP GRSM TBD (Spur) Implement Safety Improvements on Gatlinburg Spur Road	2022	TN	Sevier	GRSM	Implement Safety Improvements on Gatlinburg Spur Road	Reconstruction	FLTP - NPS	$76,000	In design	TN-01
TN2019-1-FS	2022	TN	Greene	Cherokee National Forest	Replace slide with Rockery Wall. To construct an embankment would be too steep to just add backfill it with soil. To minimize environment impact it is recommended to construct a Rockery Wall.	Spot	ERFO	$344,500	In Design	TN-01
BISO 172164A Overlay Heavily Traveled Bandy Creek Area Roads to Mitigate Deferred Maintenance	2023	TN	Scott	BISO	Overlay Heavily Traveled Bandy Creek Area Roads to Mitigate Deferred Maintenance	Surface Preservation	FLTP - NPS	$914,787	In design	TN-03
BISO 190429A Improve Infrastructure- Overlay Decaying High Use Parking Area at Leatherwood Ford	2023	TN	Scott	BISO	Improve Infrastructure- Overlay Decaying High Use Parking Area at Leatherwood Ford	Surface Preservation	FLTP - NPS	$196,684	In design	TN-03
BISO 190430A Overlay Critical Access Route Servicing Park Visitor	2023	TN	Scott	BISO	Overlay Critical Access Route Servicing Park Visitor Center, Horse Stables and Popular Trailheads	Surface Preservation	FLTP - NPS	$222,933	In design	TN-03

Center, Horse Stables and Popular Trailheads										
BISO 190432A Overlay Heavily Traversed East Rim Overlook Road and Parking Areas - PM	2023	TN	Scott	BISO	Overlay Heavily Traversed East Rim Overlook Road and Parking Areas - PM	Surface Preservation	FLTP - NPS	$96,970	Planned	TN-03
GRSM 11(5) Replace Wiley Oakley Crossover Bridge ST 5460-087	2023	TN	Sevier	GRSM	Replace Wiley Oakley Crossover Bridge ST 5460-087	Surface Preservation	FLTP - NPS	$2,783,702	In design	TN-01
GRSM 21(1) Rehabilitate Cosby Campground Entrance Road and Picnic Area Roads	2023	TN	Cocke	GRSM	Rehabilitate Cosby Campground Entrance Road and Picnic Area Roads	Rehabilitation	FLTP - NPS	$3,736,958	In design	TN-01
NP GRSM 102(2) Rehabilitation of Greenbrier Entrance Road, RT 102	2023	TN	Sevier	GRSM	Rehabilitation of Greenbrier Entrance Road, RT 102	Rehabilitation	FLTP - NPS	$2,631,864	In design	TN-01
NP GRSM 102(3) Replace Injun Creek Bridge	2023	TN	Sevier	GRSM	Replace Injun Creek Bridge	Bridge Replacement	FLTP - NPS	$259,006	In design	TN-01
SHIL 148620A Resurface Road and Parking Areas at Picnic Area	2023	TN	Hardin	SHIL	Resurface Road and Parking Areas at Picnic Area	Surface Preservation	FLTP - NPS	$539,052	In design	TN-07
SHIL 200285A Resurface Remaining Tour Route Roads and Parking Area	2023	TN	Hardin	SHIL	Resurface Remaining Tour Route Roads and Parking Area	Surface Preservation	FLTP - NPS	$582,011	In design	TN-07
SHIL 258435 Remove Loop Road and Excess Asphalt	2023	TN	Hardin	SHIL	Remove Loop Road and Excess Asphalt Parking at Picnic Area	Surface Preservation	FLTP - NPS	$59,293	Planned	TN-07

Parking at Picnic Area										
TN FS CHRKE804 31(1) NFSR 31 Hurricane Gap Rd Reconstruction	2023	TN	Greene	CHEROKEE NATIONAL FOREST	Reconstruct and overlay 0.5 miles asphalt road and 5.7 miles of aggregate surface road.	Rehabilitation	FLTP - FS	$550,000	Planned	TN-01
TN ERFO FS CHRKE804 2020-1(1)	2024	TN	Cocke, Washington	Cherokee National Forest	Rocky Top South Roadside Mowing, Roadbed and Shoulder Recondtioning	Spot	ERFO	$1,908,538	In Design	TN-01
TN ERFO FS CHRKE804 2020-2(1)	2024	TN	Polk, Sullivan	Cherokee National Forest	Begin Road and ditch reconditioning	Spot	ERFO	$13,662,490	In Design	TN-01
TN NP GRSM 8D1 First Mile of roadway form	2024	TN	Sevier	GRSM	The work would consist of constructing a new two-lane road with bridges over roads and streams, retaining walls as needed, a possible tunnel, drainage culverts and roadside safety barriers.	Reconstruction	FLTP - NPS	$10,000,000	In design	TN-01

FY2024-FY2027 Transportation Improvement Program

Federal Highway Administration
Eastern Federal Lands Highway Division

Last Printed: 1/26/2024

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
Tennessee													
GRSM BMS FY22(1)	2024	TN	Various	GRSM	Bridge PM (FY23 funding to fund emergency work on Greenbrier Road)	BR	FLTP - NPS	$35,500.00	Title 23	EFL	In design	Various	NPS-SER
NP GRSM 102(3)	2028	TN	Sevier	GRSM	Replace Injun Creek Bridge	BR	FLTP - NPS	$275,000.00	Title 23	EFL	Planned	TN-01	NPS-SER
NP GRSM 21(1)	2024	TN	Cocke	GRSM	Rehabilitate Cosby Campground Entrance Road and Picnic Area Roads	3R	FLTP - NPS	$5,730,000.00	Title 23	EFL	Construction	TN-01	NPS-SER
SER Bridge Deck Studies	2025	TN	Various	Various	Bridge Deck Studies (BLRI, GRSM, NATR, RUCA, BISO)	Study	FLTP - NPS	$500,000.00	Title 23	EFL	In design	Various	NPS-SER
TN ERFO FS 2019-1(2)	2024	TN	Johnson	Cherokee National Forest	Slide repair and pavement reconstruction on Sink Mountain Boat Ramp Road	LSR_3RH	ERFO	$5,332,000.00	Title 23	EFL	In Design	TN-01	NPS-SER
TN ERFO FS CHRKE804 2020-1(1)	2025	TN	Cocke	Cherokee National Forest	Repair flood damage on Rocky Top Rd in Cherokee NF	3RH	ERFO	$3,032,000.00	Title 23	EFL	In Design	TN-01	NPS-SER
TN ERFO FS CHRKE804 2020-2(1)	2026	TN	Greene, Washington, & Sullivan	Cherokee National Forest	Repair storm damage on Paint Mountain, Briar Creek, & Flatwoods in Cherokee NF	3RH	ERFO	$6,435,000.00	Title 23	EFL	In Design	TN-01	NPS-SER
TN ERFO FS CHRKE804 2020-2(2)	2026	TN	Polk	Cherokee National Forest	Repair storm damage on McFarland Road in Cherokee NF	3RH	ERFO	$8,851,000.00	Title 23	EFL	In Design	TN-01	NPS-SER
TN ERFO FS CHRKE804 2020-2(3)	2026	TN	Polk	Cherokee National Forest	Repair storm damage on Peavine Sheeds Creek Road in Cherokee NF	3RH	ERFO	$9,747,000.00	Title 23	EFL	In Design	TN-01	NPS-SER
TN ERFO FS CHRKE804 2020-2(4)	2026	TN	Polk	Cherokee National Forest	Repair storm damage on Sina Branch and Little Gassaway in Cherokee NF	3RH	ERFO	$6,734,000.00	Title 23	EFL	In Design	TN-01	NPS-SER
TN ERFO FS CHRKE804 2020-2(5)	2026	TN	Monroe & Polk	Cherokee National Forest	Repair storm damage on Citico Creek Road & Spring Creek Road in Cherokee NF	3RH	ERFO	$7,802,000.00	Title 23	EFL	In Design	TN-01	NPS-SER
TN ERFO FS CHRKE804 2020-2(6)	2026	TN	Polk	Cherokee National Forest	Repair storm damage on Baker Creek Road in Cherokee NF	3RH	ERFO	$4,853,000.00	Title 23	EFL	In Design	TN-01	NPS-SER
TN ERFO FS CHRKE804 2021-1(1)	2026	TN	Carter, Cocke, Polk	Cherokee National Forest	Permanent Repair of Damage from Tropical Storm Fred at the Cherokee National Forest.	LSR_3RH	ERFO	$1,364,000.00	Title 23	EFL	In Design	TN-01	NPS-SER
TN FLAP 40	2025	TN	Morgan	Obed Wild and Scenic River	Ridge Road Rehabilitation	3R	FLAP - EFL	$908,766.00	Title 23	STATE	In design	TN-03	NPS-SER
TN FLAP 41	2025	TN	Morgan	Obed Wild and Scenic River	Lily Bridge Rehabilitation	3R	FLAP - EFL	$917,000.50	Title 23	STATE	In design	TN-03	NPS-SER
TN FLAP 46	2024	TN	Hardin	Shiloh Military Park	TN FLAP HARDIN FED(1)	4R	FLAP - EFL	$933,600.00	Title 23	LOCAL	Construction	TN-07	NPS-SER
TN FLAP 53	2024	TN	Blount	Great Smoky Mountains National Park	GSMNP Boundary Greenway	Trail	FLAP - EFL	$2,210,000.00	Title 23	LOCAL	Construction	TN-02	NPS-SER
TN FLAP 55	2025	TN	Morgan	Obed Wild and Scenic River	Morgan Co. - Barnett Bridge Rehabilitation	BR3R	FLAP - EFL	$980,000.00	Title 23	STATE	In design	TN-03	NPS-SER

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FY2024-FY2027 Transportation Improvement Program

Federal Highway Administration
Eastern Federal Lands Highway Division

Last Printed: 1/26/2024

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
TN FLAP 58	2025	TN	Sullivan	TVA - Observation Knob Park & Campground	Observation Knob Park and Campground	Other	FLAP - EFL	$385,000.00	Title 23	LOCAL	In design	TN-01	TVA-Tennessee Valley Authority
TN FLAP 61	2025	TN	Sullivan	Cherokee National Forest	Sullivan County Flap	BR	FLAP - EFL	$1,172,417.00	Title 23	LOCAL	In design	TN-01	FS-R8
TN FLAP 70	2025	TN	Fentress	Big South Fork National River & Recreation Area	Improve Directional Signs on Access Roads	Other	FLAP - EFL	$340,000.00	Title 23	STATE	In design	TN-05	NPS-SER
TN FLAP 75	2024	TN	Scott	Big South Fork National River & Recreation Area	Shotoff Cliff Road	3R	FLAP - EFL	$580,000.00	Title 23	STATE	Construction	TN-03	NPS-SER
TN FLAP 82	2026	TN	Anderson	Gibbs Ferry Park	Gibs Ferry Park	Trail	FLAP - EFL	$1,820,000.00	Title 23	LOCAL	In design	TN-03	NPS-SER
TN FLAP 83	2024	TN	Stewart	Fort Donelson National Battlefield	Fort Donelson National Battlefield Access Road Improvement Project	3R	FLAP - EFL	$426,216.00	Title 23	LOCAL	Construction	TN-07	NPS-SER;USACE-GL-OR
TN FLAP HKMN SHEB(2)	2024	TN	Hickman	Natchez Trace Parkway	Hoover & Sheboss Road Rehabilitation	3R	FLAP - EFL	$831,236.80	Title 23	LOCAL	Construction	TN-07	NPS-SER
TN FLAP TDEC NEMOBR(1)	2024	TN	Morgan	Obed Wild and Scenic River	Historic Bridge Restoration	Admin	FLAP - EFL	$259,000.00	Title 23	STATE	Construction	TN-03	NPS-SER
TN FLAP WAYNE BGCYP(1)	2024	TN	Wayne	Natchez Trace Parkway	Big Cypress Road Resurfacing and Widening	3R	FLAP - EFL	$489,280.00	Title 23	LOCAL	Construction	TN-07	NPS-SER
TN FLTP FW REL(1)	2027	TN	Obion	Reelfoot National Wildlife Refuge	Repair RT#T300, Unpaved Trail, Grassy Island W/BW, Repair Rt# 011, Grassy Island Auto Tour Road	Trail	FLTP - FWS	$345,619.28	Title 23	FWS	Planned	TN-03	FS-R8
TN FLTP FW TNS(1)	2028	TN	Humphres, Benton	Tennessee National Wildlife Refuge	Repair Rt# 111, LAWRENCE CRK RD, Repair Route #014 Duck River Unit Marina Ridge Access Road	3R	FLTP - FWS	$106,972.56	Title 23	FWS	Planned	TN-07	FS-R8
TN FS CHRKE804 31(1)	2027	TN	Greene	Cherokee National Forest	Reconstruct and overlay 0.5 miles asphalt road and 5.7 miles of aggregate surface road.	3R	FLTP - FS	$550,000.00	Title 23	FS	Planned	TN-01	FS-R8
TN NP GRSM 102(2)	2028	TN	Sevier	GRSM	Rehabilitation of Greenbrier Entrance Road, RT 102	3R	FLTP - NPS	$5,690,000.00	Title 23	EFL	Planned	TN-01	NPS-SER
TN NP GRSM 10N(4)	2027	TN	Sevier	GRSM	Pavement Rehabilitation of Newfound Gap Road, TN Side (MP 1.8 to MP 6.5)	1R	FLTP - NPS	$3,701,000.00	Title 23	EFL	Planned	TN-01	NPS-SER
TN NP GRSM 11(6)	2025	TN	Sevier	GRSM	Implement Safety Improvements on Gatlinburg Spur Road	4R	FLTP - NPS	$12,500,000.00	Title 23	EFL	In design	TN-01	NPS-SER
TN NP GRSM 12(4)	2027	TN	Sevier	GRSM	Pavement Preservation on Gatlinburg Bypass Road, ND RT 0012	1R	FLTP - NPS	$2,474,000.00	Title 23	EFL	Planned	TN-01	NPS-SER
TN NP GRSM 321788	2026	TN	Various	GRSM	Modify and Reroute Oconaluftee River Trail	Trail	FLTP - NPS	$5,000,000.00	Title 23	NPS	In design	NC-11	NPS-SER

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FY2024-FY2027 Transportation Improvement Program

Federal Highway Administration
Eastern Federal Lands Highway Division

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PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
TN NP GRSM BR 5460-086P	2027	TN	Sevier	GRSM	Replace Huskey Grove Road Crossover Bridge, ND ST 5460-086P	BR	FLTP - NPS	$9,750,000.00	Title 23	EFL	Planned	TN-01	NPS-SER
TN NP NATR - 159694	2025	TN	Various	NATR	Pavement Maintenance Project to extend the life of the pavement and to lower the actual life cycle cost	1R	FLTP - NPS	$2,400,000.00	Title 23	EFL	In design	TN-07	NPS-SER
TN NP NATR - 159697	2027	TN	Various	NATR	Overlay Park Road - PM Project from MP 363.73 to MP 371.02	1R	FLTP - NPS	$2,862,000.00	Title 23	EFL	Planned	TN-07	NPS-SER
TN NP NATR 1E11 1F2	2028	TN	Hickman, Lewis & Lawrence	NATR	Overlay Park Road - PM Project from MP 387.44 to MP 394.54	3R	FLTP - NPS	$2,667,000.00	Title 23	EFL	Planned	TN-04	NPS-SER
TN NP NATR 1F1 1G11	2028	TN	Lewis & Lawrence	NATR	Overlay Park Road - PM Project from MP 378 to MP 387.44	3R	FLTP - NPS	$6,393,000.00	Title 23	EFL	Planned	TN-04	NPS-SER
TN NP STRI 905(1)	2025	TN	Rutherford	STRI	The work would consist of constructing a Parking Lot at Tour Stop 5	4R	FLTP - NPS	$798,000.00	Title 23	EFL	In design	TN-04	NPS-SER

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Tennessee													
NP GRSM 21(1)	2024	TN	Cocke	Great Smoky Mountains National Park	Rehabilitate Cosby Campground Entrance Road and Picnic Area Roads	3R	FLTP - NPS	$5,730,000.00	Title 23	EFL	Construction	TN-01	NPS-SER
TN ERFO FS 2019-1(2)	2024	TN	Johnson	Cherokee National Forest	2019 TN FS February Flooding	LSR_3RH	ERFO	$4,101,395.00	Title 23	EFL	In Design	TN-01	FS-08-South
TN ERFO FS CHRKE804 2020-1(1)	2025	TN	Cocke	Cherokee National Forest	2020 TN FS February Flooding	3RH	ERFO	$2,077,000.00	Title 23	EFL	In Design	TN-01	FS-08-South
TN ERFO FS CHRKE804 2020-2(1)	2026	TN	Greene, Washington, & Sullivan	Cherokee National Forest	2020 TN FS February & April Southeast Storms, Paint/Briar/Flatwoods	3RH	ERFO	$4,375,500.00	Title 23	EFL	In Design	TN-01	FS-08-South
TN ERFO FS CHRKE804 2020-2(2)	2026	TN	Polk	Cherokee National Forest	2020 TN FS April Southeast Storm, McFarland	3RH	ERFO	$7,215,000.00	Title 23	EFL	In Design	TN-01	FS-08-South
TN ERFO FS CHRKE804 2020-2(3)	2026	TN	Polk	Cherokee National Forest	2020 TN FS April Southeast Storm, Peavine	3RH	ERFO	$8,475,758.46	Title 23	EFL	In Design	TN-01	FS-08-South
TN ERFO FS CHRKE804 2020-2(4)	2026	TN	Polk	Cherokee National Forest	2020 TN FS April Southeast Storm, Sina/Gassaway	3RH	ERFO	$5,230,945.00	Title 23	EFL	In Design	TN-01	FS-08-South
TN ERFO FS CHRKE804 2020-2(5)	2026	TN	Monroe & Polk	Cherokee National Forest	2020 TN FS April Southeast Storm, Citico & Spring Creek	3RH	ERFO	$6,393,100.00	Title 23	EFL	In Design	TN-01	FS-08-South
TN ERFO FS CHRKE804 2020-2(6)	2026	TN	Polk	Cherokee National Forest	2020 TN FS April Southeast Storm, Baker Creek	3RH	ERFO	$3,890,000.00	Title 23	EFL	In Design	TN-01	FS-08-South
TN ERFO FS CHRKE804 2021-1(1)	2026	TN	Carter, Cocke, Polk	Cherokee National Forest	2021 TN FS-1 August Tropical Storm Fred	LSR_3RH	ERFO	$1,252,000.00	Title 23	EFL	In Design	TN-01	FS-08-South
TN ERFO FS CHRKE804 2021-1(2)	2026	TN	Polk	Cherokee National Forest	2021 TN FS-1 August Tropical Storm Fred	LSR_3RH	ERFO	$2,404,000.00	Title 23	EFL	In Design	TN-01	FS-08-South
TN FLAP 40	2026	TN	Morgan	Obed Wild and Scenic River	Ridge Road Rehabilitation	3R	FLAP - EFL	$908,766.00	Title 23	State	In Design	TN-03	NPS-SER
TN FLAP 41	2026	TN	Morgan	Obed Wild and Scenic River	Lily Bridge Rehabilitation	3R	FLAP - EFL	$917,000.50	Title 23	State	In Design	TN-03	NPS-SER
TN FLAP 46	2025	TN	Hardin	Shiloh Military Park	TN FLAP HARDIN FED(1)	4R	FLAP - EFL	$933,600.00	Title 23	Local	In Design	TN-07	NPS-SER
TN FLAP 53	2027	TN	Blount	Great Smoky Mountains National Park	GSMNP Boundary Greenway	Trail	FLAP - EFL	$2,210,000.00	Title 23	Local	In Design	TN-02	NPS-SER
TN FLAP 55	2026	TN	Morgan	Obed Wild and Scenic River	Morgan County - Barnett Bridge Rehabilitation	BR3R	FLAP - EFL	$980,000.00	Title 23	State	In Design	TN-03	NPS-SER
TN FLAP 58	2026	TN	Sullivan	Observation Knob Park & Campground	Observation Knob Park and Campground	Other	FLAP - EFL	$385,000.00	Title 23	Local	In Design	TN-01	TVA-Tennessee Valley Authority
TN FLAP 61	2026	TN	Sullivan	Cherokee National Forest	Sullivan County FLAP	BR	FLAP - EFL	$1,172,417.00	Title 23	Local	In Design	TN-01	FS-08-South

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TN FLAP 70	2025	TN	Fentress	Big South Fork National River & Recreation Area	Improve Directional Signs on Access Roads	Other	FLAP - EFL	$340,000.00	Title 23	State	In Design	TN-05	NPS-SER
TN FLAP 75	2027	TN	Scott	Big South Fork National River & Recreation Area	Shotoff Cliff Road	3R	FLAP - EFL	$580,000.00	Title 23	State	In Design	TN-03	NPS-SER
TN FLAP 82	2026	TN	Anderson	Gibbs Ferry Park	Gibbs Ferry Park	Trail	FLAP - EFL	$1,820,000.00	Title 23	Local	In Design	TN-03	NPS-SER
TN FLAP 83	2025	TN	Stewart	Fort Donelson National Battlefield	Fort Donelson National Battlefield Access Road Improvement Project	3R	FLAP - EFL	$426,216.00	Title 23	Local	In Design	TN-07	NPS-SER;USACE-GL-OR
TN FLAP HKMN SHEB(2)	2024	TN	Hickman	Natchez Trace Parkway	Hoover and Sheboss Road Rehabilitation	3R	FLAP - EFL	$831,236.80	Title 23	Local	Construction	TN-07	NPS-SER
TN FLAP TDEC NEMOBR(1)	2024	TN	Morgan	Obed Wild and Scenic River	Historic Bridge Restoration	Admin	FLAP - EFL	$259,000.00	Title 23	State	Construction	TN-03	NPS-SER
TN FLAP WAYNE BGCYP(1)	2024	TN	Wayne	Natchez Trace Parkway	Big Cypress Road Resurfacing and Widening	3R	FLAP - EFL	$489,280.00	Title 23	Local	Construction	TN-07	NPS-SER
TN FLTP FW DLH(1)	2028	TN	Clay	Dale Hollow National Fish Hatchery	Rehab Route #901 Handicapped Parking	3R	FLTP - FWS	$187,099.50	Title 23	FWS	Planned	TN-06	FWS-4-SE
TN FLTP FW REL(1)	2027	TN	Obion	Reelfoot National Wildlife Refuge	Grassy Island Auto Tour and Grassy Island Trail	Trail	FLTP - FWS	$345,619.28	Title 23	FWS	Planned	TN-03	FWS-4-SE
TN FLTP FW TNS(1)	2028	TN	Humphres, Benton	Tennessee National Wildlife Refuge	Lawrence Creek Road and Marina Ridge Access Road	3R	FLTP - FWS	$106,972.56	Title 23	FWS	Planned	TN-07	FWS-4-SE
TN FLTP FW TNS(2)	2028	TN	Henry	Tennessee National Wildlife Refuge	Replace Bennetts Creek Bridge	BR_New	FLTP - FWS	$1.00	Title 23	FWS	Planned	TN-08	FWS-4-SE
TN FS CHRKE804 31(1)	2027	TN	Greene	Cherokee National Forest	NFSR 31 Hurricane Gap Road Reconstruction	3R	FLTP - FS	$550,000.00	Title 23	FS	Planned	TN-01	FS-08-South
TN NP GRSM 10N(4)	2028	TN	Sevier	Great Smoky Mountains National Park	Pavement Rehabilitation of Newfound Gap Road, TN Side (MP 1.8 TO MP 6.5)	1R	FLTP - NPS	$3,800,000.00	Title 23	EFL	Planned	TN-01	NPS-SER
TN NP GRSM 11(6)	2025	TN	Sevier	Great Smoky Mountains National Park	Implement Safety Improvements on Gatlinburg Spur Road	4R	FLTP - NPS	$13,400,000.00	Title 23	EFL	In Design	TN-01	NPS-SER
TN NP GRSM 12(4)	2027	TN	Sevier	Great Smoky Mountains National Park	Pavement Preservation on Gatlinburg Bypass Road, ND RT 0012	1R	FLTP - NPS	$2,474,000.00	Title 23	EFL	Planned	TN-01	NPS-SER
TN NP GRSM 321788	2026	TN	Various	Great Smoky Mountains National Park	Modify and Reroute Oconaluftee River Trail	Trail	FLTP - NPS	$5,000,000.00	Title 23	NPS	In Design	NC-11	NPS-SER
TN NP GRSM BR 5460-086P	2027	TN	Sevier	Great Smoky Mountains National Park	Huskey Grove Road Crossover Bridge	BR	FLTP - NPS	$20,000,000.00	Title 23	EFL	Planned	TN-01	NPS-SER
TN NP NATR - 159697	2027	TN	Various	Natchez Trace Parkway	TN NP NATR - 159697	1R	FLTP - NPS	$2,862,000.00	Title 23	EFL	Planned	TN-07	NPS-SER

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TN NP NATR 1E11 1F2	2028	TN	Hickman, Lewis & Lawrence	Natchez Trace Parkway	Overlay Park Road - PM Project from MP 387 to MP 394	3R	FLTP - NPS	$2,840,000.00	Title 23	EFL	Planned	TN-04	NPS-SER
TN NP NATR 1H11 1J16	2025	TN	Wayne	Natchez Trace Parkway	Overlay Park Road - PM Project from MP 35455 to MP 36373	3R	FLTP - NPS	$4,000,000.00	Title 23	EFL	In Design	TN-07	NPS-SER
TN NP NATR 1H12	2027	TN	Wayne/Lawrence	Natchez Trace Parkway	Overlay Park Road - PM Project from MP 36373 to MP 37102	3R	FLTP - NPS	$5,000,000.00	Title 23	EFL	Planned	TN-07	NPS-SER
TN NP STRI 905(1)	2026	TN	Rutherford	Stones River National Battlefield	Construct Parking Lot at Tour Stop 5 (Hazen Brigade Monument)	4R	FLTP - NPS	$800,000.00	Title 23	EFL	In Design	TN-04	NPS-SER

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