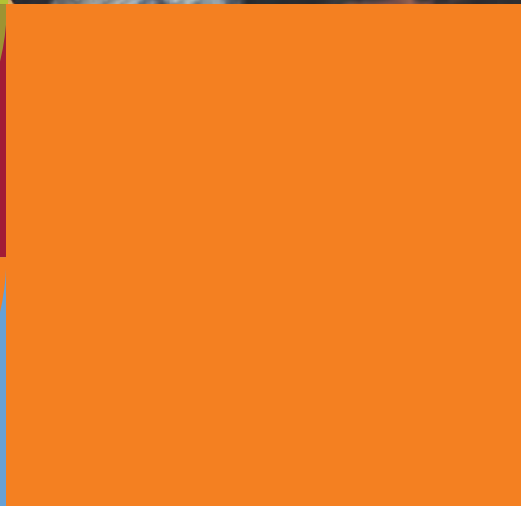
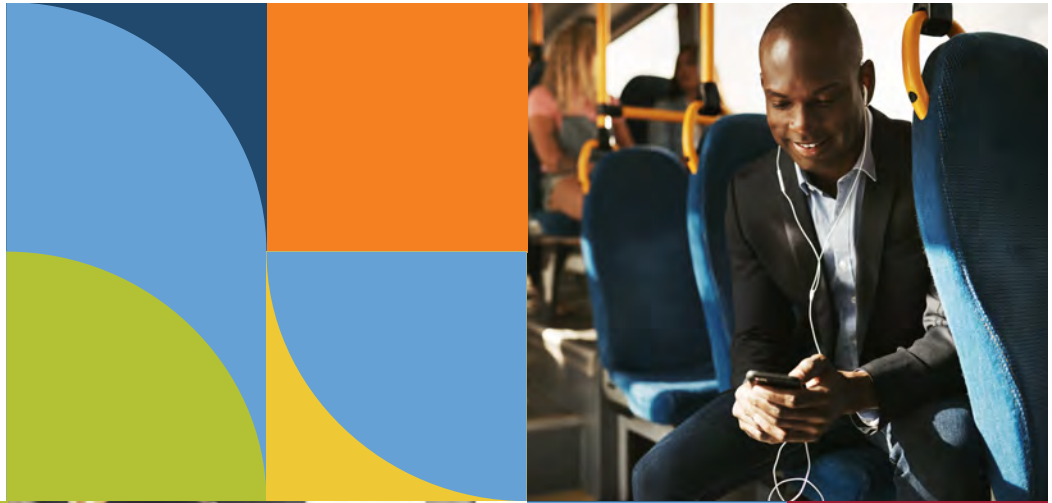


APPENDIX D

MOVES Model Input Files



Air Quality Conformity Demonstration

For

Amendments

to the

Fiscal Year (FY) 2017-2020 Transportation Improvement Program (TIP) and Livability 2040: Regional Transportation Plan (RTP)

Shelby County, Tennessee

TIP/RTP Amendments

TIP Project # STBG-M-2017-04 and RTP ID # 14: Union Avenue (US 79) – From Flicker to Cleveland

TIP Project # 5309-2017-01 and RTP ID # 314: Memphis Innovation Corridor

TIP Project # CMAQ-2019-01: Fixed-Route Bus Electrification and Aerotropolis Shuttle Service



October 30, 2018

This document was prepared and published by the Memphis Urban Area Metropolitan Planning Organization (MPO) and is prepared in cooperation with and financial assistance from the following public entities: the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), the Tennessee Department of Transportation (TDOT), the Mississippi Department of Transportation (MDOT), as well as the City of Memphis, Shelby County, Tennessee, and DeSoto County, Mississippi. This financial assistance notwithstanding, the contents of this document do not necessarily reflect the official view or policies of the funding agencies.

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List of Exhibits

- Exhibit 1 – Preconsensus Plan and Interagency Consultation Documentation
- Exhibit 2 – Amended 2040 Regional Transportation Plan (RTP) and Fiscal Year 2017-2020 Transportation Improvement Program (TIP)
- Exhibit 3 – Motor Vehicle Emissions Budget (MVEB) Regulations



1.0 Introduction

This conformity demonstration report documents the Air Quality Conformity analysis for Amendment of the Fiscal Year 2017-2020 Transportation Improvement Program (FY 2017-2020 TIP) and the Livability 2040 Regional Transportation Plan (RTP) for Shelby County. The FY 2017-2020 TIP is a subset of the 2040 RTP, which was prepared by the Memphis Urban Area Metropolitan Planning Organization (MPO) and adopted by the Transportation Policy Board (TPB) on January 28, 2016. The Federal finding of conformity for the 2040 RTP was on March 15, 2016.

The FY 2017-2020 TIP and the Shelby County Air Quality Conformity Demonstration was prepared by the Memphis MPO and was adopted by the TPB on August 25, 2016. The Federal finding of conformity for the FY 2017-2020 TIP was on January 6, 2017. The most recent FY 2017-2020 TIP and 2040 RTP amendment requiring conformity was adopted by the Policy Board of the MPO on August 23, 2018 and is currently under final federal review for the conformity determination. The 20-year maintenance period for the Shelby County CO National Ambient Air Quality Standard (NAAQS) ended on December 26, 2017. Therefore, the area no longer needs to demonstrate conformity for CO NAAQS. A letter from EPA documenting the end of the requirement to demonstrate conformity for the CO NAAQS is provided in Exhibit 3. A copy of the 2040 RTP, the FY 2017-2020 TIP, and the Air Quality Conformity Documents are available on the MPO’s website at www.memphismpo.org.

Periodically, as needs and conditions change, it becomes necessary to amend the Regional Transportation Plan and the Transportation Improvement Program. The Memphis MPO solicits amendments to the TIP on a quarterly basis. For the fourth quarter of 2018, there were three TIP amendments in Tennessee received by the MPO from its member agencies that were non-exempt from air quality conformity. The FY 2017-2020 TIP amendments are listed in **Table 1** below:

Table 1 – Amended Projects

FY 2017-2020 TIP Number	Project	Purpose of Amendment	Conformity Status
STBG-M-2017-04	Union Avenue (US-79)	Removing project from the FY 2017-2020 TIP.	Non-Exempt
5309-2017-01	Memphis Innovation Corridor	Updating the project description and applying funding to the PE phase.	Non-Exempt
CMAQ-2019-01	Fixed-Route Electrification and Aerotropolis Shuttle Service	Adding the project to the FY 2017-2020 TIP.	Non-Exempt

Each of these projects have impacts to travel mode and travel demand, and therefore have the potential to change the regional emissions, necessitating amendment to the Conformity Determination Report for the FY 2017-2020 TIP.

The Union Avenue (US-79) project is being removed from the FY 2017-2020 TIP and the RTP, with elements of that project being incorporated into the Memphis Innovation Corridor project. The Memphis Innovation Corridor project is a multimodal project incorporating Bus Rapid Transit between Downtown Memphis and the University of Memphis. The project is in the current RTP (RTP #314) as the Midtown Area Connector Alternative 11 – Union Avenue and Poplar Avenue Corridor. The project is being amended to reflect the incorporation of the Union Avenue project and a change in the project horizon year. The project is not exempt from the requirement to demonstrate conformity for air quality. The RTP and TIP amendment pages are included in **Exhibit 2** of this report.

The Fixed-Route Bus Electrification and Aerotropolis Shuttle Service is a new project in the FY 2017-2020 TIP. The project is a new transit service that will serve the Memphis Aerotropolis and Memphis International Airport area. The project is not exempt from the requirement to demonstrate conformity for air quality. The TIP amendment pages are included in the **Exhibit 2** of this report.

2.0 Fiscal Constraint

The FY 2017-2020 TIP and RTP will remain fiscally constrained with the amendment of the projects listed in **Table 1**. The amended TIP pages in **Exhibit 2** of this report also include the Funding and Expenditures Sum Sheets.

3.0 Interagency Consultation and Public Involvement

Interagency consultation is the central coordinating mechanism for public agency involvement and input to the conformity determination. The conformity determination must be made according to the United States Code of Federal Regulations 40 CFR §93.105-(a)-(2), (b), and (e); and the requirements of 23 CFR 450 (40 CFR §93.112, Criteria and Procedures).

The Memphis MPO coordinated its activities for this conformity determination with numerous stakeholders and review agencies, including Shelby County, DeSoto County, Shelby County Health Department, Tennessee Department of Environment and Conservation (TDEC) Division of Pollution Control, Mississippi Department of Environmental Quality (MDEQ), local municipalities, Mississippi Department of Transportation (MDOT), Tennessee Department of Transportation (TDOT), Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), and other agencies. Interagency Consultation Committee (IAC) team comments associated with this FY 2017-2020 TIP and 2040 RTP amendment were solicited by the Memphis MPO at the quarterly Interagency Consultation Conference call conducted on September 13, 2018, and by email on September 28, 2018. All comments were received prior to October 29, 2018 and were addressed in this document.

The Memphis MPO Public Participation Plan was adopted by the TPB on November 20, 2014. This plan specifies procedures to ensure public involvement in the planning process. All MPO meetings are open to the public for comments as appropriate. The public will be notified of the opportunities to comment on the TIP Amendments. All comments received from the public, committee members, and review agencies are appropriately addressed and documented.

4.0 Mobile Source Emissions and Air Quality Conformity

The purpose of this conformity analysis is to demonstrate that the Shelby County maintenance area supports the implementation of the amended FY 2017-2020 TIP by contributing to improved air quality and will therefore not jeopardize Shelby County's maintenance of the 8-hour ozone National Ambient Air Quality Standards (NAAQS). Conformity is a requirement of the Clean Air Act that ensures Federal funding and approval are given to transportation plans, programs, and projects that are consistent with the air quality goals established in the State Implementation Plan (SIP). Conformance to a SIP means that transportation activities will not cause new air quality violations, worsen existing conditions, or delay timely attainment of the NAAQS. The transportation conformity rule (40 CFR part 93) establishes policy, criteria, and procedures for demonstrating and assuring conformity of transportation activities.

The conformity determination has been performed according to procedures prescribed by the following federal and state regulations: Federal Register, Volume 69, Page 40004 (69 FR 40004); 40 CFR Parts 51 and 93 (i.e. Transportation Conformity Rule Requirements); the Tennessee Transportation Conformity Rules; and Metropolitan Planning Organization (MPO) Planning Regulations (23 CFR 450) implementing the Fixing America's Surface Transportation Act (FAST Act) Requirements.

The conformity tests specified in the federal transportation conformity rule are: (1) the emissions budget test, and (2) the interim emissions test. For the emissions budget test, predicted emissions for the TIP/RTP must be less than or equal to the motor vehicle emissions budget (MVEB) specified in the approved air quality implementation plan or the emissions budget found to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment/maintenance or no emission budget has been found to be adequate for transportation conformity purposes, the interim emissions test applies.

In Shelby County, MVEBs have been established for the precursors of ozone. Ozone MVEBs were established for Shelby County as part of the I/M SIP published as a final rule in the Federal Register, Vol. 81, No. 83, p. 25605-25608, April 29, 2016 and in the Maintenance SIP published as a final rule in the Federal Register, Vol. 81, No. 121, p. 40816-40819, June 23, 2016. The I/M SIP established MVEBs for 2006 and 2021 and the Maintenance SIP established MVEBs for 2027. These MVEBs are compared to the results of the analysis of the ground-level ozone component pollutants volatile organic compounds (VOCs) and oxides of nitrogen (NOx) to demonstrate conformance. For the 2015 8-Hour Ozone Standard, Shelby County was classified as Attainment/Unclassified.

This report documents the process used for the Conformity Determination for the Shelby County portion of the Memphis Urban Area MPO FY 2017-2020 TIP. EPA's Motor Vehicle Emissions Simulator (MOVES) version MOVES2014b model was used to derive emissions. The modeled emissions are based on a number of inputs including temperature, relative humidity, presence of inspection and maintenance programs, vehicle source type mix, vehicle age distribution, temporal distributions, average daily vehicle miles traveled (VMT), source type populations, hourly distribution, road type distribution, fuel formulation, and average speed distribution as documented in the Conformity Demonstration for the FY 2017-2020 TIP, dated June 27, 2016 and adopted by the TPB on August 25, 2016. On December 22, 2017 EPA published a final rule in the Federal Register, Vol. 82, No. 245, p. 60675-60679 for Approval of Tennessee's request to relax the Federal Reid Vapor Pressure (RVP) gasoline standard for Shelby County (Memphis) from a value of 7.8 psi to a value of 9.0 psi. The effective date of the final rule was January 22, 2018.

The planning assumptions developed for the FY 2017-2020 TIP - Shelby County Maintenance Area MOVES Air Quality Conformity Demonstration referenced above were approved for use by member agencies of the Interagency Consultation Group, and are applicable for this analysis. Planning assumptions and methodology documented in the Air Quality Conformity Demonstration for the Shelby County Maintenance Area adopted on August 25, 2016 and approved by FHWA and FTA on January 6, 2017 with the updated fuel formulation from the relaxed RVP were used for this analysis.

5.0 Travel Demand Modeling

The Memphis Urban Area travel demand model was developed in consultation with states, local transportation agencies and local jurisdictions. Its boundary includes all of Fayette, Shelby, and Tipton County in Tennessee; DeSoto, Marshall, Tate, and Tunica County in Mississippi; and Crittenden County, Arkansas. The Memphis Urban Area Travel Demand Model was approved for use in 2015 by the Tennessee Department of Transportation (TDOT) using the Minimum Travel Demand Model Calibration and Validation Guidelines for the State of Tennessee. The model was developed using information from the Memphis MPO’s Household Travel Survey conducted in 2014. The Travel Demand Model’s base year is 2010. The Travel Demand Model was recalibrated and revalidated in 2018 and approved for use in regional planning by TDOT. The 2030 and 2040 analysis years were impacted by the project amendments. Additional travel demand model development documentation is available from the Memphis MPO upon request.

5.1 Model Data Adjustments

The travel demand model results for the year 2010 were compared with the 2010 Highway Performance Monitoring System (HPMS) data obtained from the Tennessee Department of Transportation (TDOT) for Shelby County. The annual VMT shown in the HPMS data was compared to the total 2010 Shelby County VMT shown in the travel demand model. This comparison yielded a HPMS/TDM ratio that was used to scale the VMT output from the model to more closely match documented conditions. This scaled VMT was used in the development of the HPMS vehicle type VMT.

5.2 Pre-Processing

Information was gathered from the travel demand model to generate the average speed distribution, road type distribution, hourly VMT distribution, HPMS vehicle type VMT, and ramp fraction. To streamline this process, a pre-processor was developed. The pre-processor performed many of the calculations and disaggregations needed to produce MOVES-ready spreadsheets for each input. MOVES spreadsheet templates for each input type were developed for the identified model years. Following this, a script was developed to pull the needed data from the model and perform any needed calculations. MOVES files generated through this exercise were then applied directly in the County Data Manager. The analysis was performed using the inventory method. As a result, no post-processing was needed for the MOVES data output.

5.3 Travel Demand Model Results

The Memphis MPO Travel Demand Model was used to obtain estimates of vehicle miles traveled (VMT) for the analysis years. Annual VMT by source type by year are provided in **Table 2**.

Table 2 - Annual VMT by Source Type by Year for Shelby County

Source Type	Source Type ID	Annual VMT		
		2020	2030	2040
Motorcycle	10	24,106,432	25,864,993	27,605,321
Passenger Car and Light Truck	25	7,486,649,670	8,032,800,047	8,573,287,425
Intercity, Transit, and School Bus	40	77,783,258	86,348,687	94,609,562
Single Unit Truck	50	687,047,204	762,704,287	835,671,281
Combination Unit Truck	60	1,213,048,857	1,412,837,372	1,616,893,154
Total for Each Analysis Year		9,488,635,420	10,320,555,386	11,148,066,743

6.0 MOVES Model Analysis and Results

The MOVES run specifications are detailed in the Conformity Document dated June 27, 2016. The travel demand model results were formatted for input into the MOVES model. As described in Section 5 of this report, the 2030 and 2040 analysis years were the only analysis years impacted by the project amendments. All other MOVES input and output files are consistent with earlier analysis of the FY 2017-2020 TIP. The following MOVES output results were produced:

- 2030 Ozone Result
- 2040 Ozone Result

Since the inventory method was used for this analysis, results for each pollutant were obtained directly from the MOVES output database, summarized over each hour of the day and source type.

The current Tennessee State Implementation Plan (SIP) established emission budgets for transportation conformity purposes. The 2008 8-hour ozone Maintenance Plan has a baseline year of 2012. If the State of Tennessee establishes a MVEB for the 2012 baseline year, the results of all on-road emissions are under all of the applicable budgets for the ozone precursors, VOC and NOX, indicating that the area is in conformance with the Tennessee SIP. In accordance with EPA regulations, estimates of the emissions for each of the analysis years of the amended FY 2017-2020 TIP were developed. The process of estimating the projections, along with the data inputs used is described in the Conformity Report for the FY 2017-2020 TIP dated June 27, 2016. The following steps describe the test required to demonstrate conformity of the amended 2040 RTP and FY 2017-2020 TIP under 2008 8-hour ozone standards:

- Ozone Season:
 - Volatile Organic Compounds (VOC)
 - 2020 Analysis Year (tons/day) < 2006 I/M SIP Budget (tons/day)
 - 2021 Analysis Year (tons/day) < 2021 I/M SIP Budget (tons/day)
 - 2027 Analysis Year (tons/day) < 2027 Maintenance SIP Budget (tons/day)
 - 2030 Analysis Year (tons/day) < 2027 Maintenance SIP Budget (tons/day)
 - 2040 Analysis Year (tons/day) < 2027 Maintenance SIP Budget (tons/day)
 - Nitrogen Oxides (NOx)
 - 2020 Analysis Year (tons/day) < 2006 I/M SIP Budget (tons/day)
 - 2021 Analysis Year (tons/day) < 2021 I/M SIP Budget (tons/day)
 - 2027 Analysis Year (tons/day) < 2027 Maintenance SIP Budget (tons/day)
 - 2030 Analysis Year (tons/day) < 2027 Maintenance SIP Budget (tons/day)
 - 2040 Analysis Year (tons/day) < 2027 Maintenance SIP Budget (tons/day)

Results from this analysis were summarized in **Table 3** and compared with the established Motor Vehicle Emission Budgets (MVEBs). Modeled emissions in the table for the 2021 and 2027 analysis years were interpolated between values for 2020 and 2030.

Table 3 - Summary of Total Mobile Source Emissions

Analysis Year	Emissions (tons/day)					
	Volatile Organic Compounds (VOC)			Oxide of Nitrogen (NO _x)		
	I/M SIP Budget	Attainment SIP Baseline/ Budget	Modeled	I/M Budget	Attainment SIP Baseline/ Budget	Modeled
2020	23.986	-	10.397	58.013	-	27.129
2021	12.782	-	9.967	56.428	-	25.603
2027	-	19.01	7.385	-	61.56	16.397
2030	-	19.01	6.094	-	61.56	11.869
2040	-	19.01	4.719	-	61.56	10.128

The analysis indicates that the projected emissions levels based on projects contained in the Shelby County portion of the Memphis Urban Area MPO’s amended FY 2017-2020 TIP meet the conformity tests specified in the Transportation Conformity Rule Amendments for the 2008 8-hour Ozone and PM2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments; Response to Court Decision and Additional Rule Changes (69 FR 40004) and the Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas (EPA-420-B-12-046, July 2012). Further, this conformity determination meets the other requirements of 40 CFR Part 93. It is the determination of this analysis that the amended FY 2017-2020 Transportation Improvement Program (TIP) and the 2040 Livability Regional Transportation Plan (RTP) conform under the 2008 8-hour ozone National Ambient Air Quality Standards. Demonstration of conformity with the 2015 ozone National Ambient Air Quality Standards is not required as the Shelby County is classified as Attainment/Unclassified for this pollutant.

Additional details on the total emissions are provided in **Table 4** and **Table 5**. These tables show emissions for each analysis year by the 13 MOVES vehicle source types. Results from the movesoutput database file were summarized over each hour of the day to obtain these values.

Table 4 - Total NOx Emissions (grams/day) by Source Type and Analysis Year

Source Type	Source Type ID	2020	2030	2040
Motorcycle	11	38,203	40,645	43,602
Passenger Car	21	2,414,210	1,132,344	553,539
Passenger Truck	31	3,435,771	1,383,112	629,299
Light Commercial Truck	32	306,945	125,478	61,107
Intercity Bus	41	1,156,722	443,227	232,172
Transit Bus	42	63,658	38,687	42,560
School Bus	43	16,028	16,523	18,162
Refuse Truck	51	110,157	112,285	124,948
Single Unit Short-haul Truck	52	2,275,467	1,135,690	1,136,066
Single Unit Long-haul Truck	53	654,423	311,282	254,806
Motor Home	54	139,159	66,141	43,115
Combination Short-haul Truck	61	2,668,262	1,173,730	1,044,452
Combination Long-haul Truck	62	11,331,970	4,788,654	5,004,549
Total		24,610,975	10,767,798	9,188,377
Tons		27.129	11.869	10.128

Table 5 - Total VOC Emissions (grams/day) by Source Type and Analysis Year

Source Type	Source Type ID	2020	2030	2040
Motorcycle	11	205,172	203,622	216,090
Passenger Car	21	3,626,378	2,204,105	1,589,797
Passenger Truck	31	3,442,197	1,852,251	1,229,220
Light Commercial Truck	32	280,371	150,237	100,582
Intercity Bus	41	90,688	40,899	22,632
Transit Bus	42	5,777	4,672	5,135
School Bus	43	2,163	2,331	2,577
Refuse Truck	51	10,057	10,907	12,167
Single Unit Short-haul Truck	52	609,184	441,874	463,167
Single Unit Long-haul Truck	53	113,206	43,553	31,673
Motor Home	54	89,994	58,040	52,072
Combination Short-haul Truck	61	182,463	96,770	93,517
Combination Long-haul Truck	62	774,726	418,703	462,498
Total		9,432,376	5,527,964	4,281,127
Tons		10.397	6.094	4.719

Exhibit 1

Preconsensus Plan and Interagency Consultation Documentation

Contains:

- Fiscal Year 2017-2020 Transportation Improvement Program Pre-Analysis Consensus Plan, April 12, 2016
- Amended FY 2017-2020 TIP - Interagency Consultation Group's Review Comments and Responses on Draft Conformity Documentation





Pre-Analysis Consensus Memorandum

To: Pragati Srivastava, Memphis Urban Area Metropolitan Planning Organization
Interagency Consultation Group (IAC)

From: Kenneth Monroe, P.E., Kimley-Horn and Associates, Inc.
Allison Fluitt, Kimley-Horn and Associates, Inc.
Kelsey Ford, Kimley-Horn and Associates, Inc.

Date: April 12, 2016

Subject: Fiscal Year 2017-2020 Transportation Improvement Program
Pre-Analysis Consensus

The Memphis MPO is developing the Fiscal Year (FY) 2017-2020 Transportation Improvement Program (TIP). Air quality analysis will be conducted to update the TIP and demonstrate conformity with the applicable state implementation plans (SIP). The purpose of this memorandum is to detail the assumptions and procedures that will be used in preparation of the analysis for the TIP and RTP.

There are several documents to be included in the Tennessee and Mississippi State Implementation Plans (SIPs) that are in different stages of review and approval. The status of each document is shown below:

- *Redesignation Request and Maintenance Plan for DeSoto County, Mississippi*: Establishes budgets for precursors of Ozone (VOC and NO_x) for the 2008 8-hour ozone NAAQS. The Final Rule was published on April 8, 2016 in Federal Register, Vol. 81, No. 68, with an effective date of May 9, 2016.
- *Inspection and Maintenance (I/M), Shelby County, Tennessee*: Revised budgets for precursors of ozone for the 1997 8-hour ozone NAAQS based on removal of the Inspection and Maintenance Program (I/M) in the City of Memphis. The public comment period was complete on March 14, 2016 and there were no significant comments received. The redesignation request is now with EPA Region 4 for final approval and publication. It is anticipated that the final ruling will be published in the next 3-4 weeks.
- *Shelby County Redesignation Request and Maintenance Plan (SCRRAMP-2015), Tennessee*: Establishes budgets for precursors for ozone for the 2008 8-hour ozone NAAQS. The Plan was published on April 19th following the approval of the Tennessee Air Pollution Control Board and the EPA Region 4.
- *Shelby County Carbon Monoxide (CO) Maintenance Plan, Tennessee*: Second of two 10-year maintenance plans that establishes a 2017 budget for CO with an effective date of December 26, 2006.



Strengthening Regional Transportation

The MPO is required to demonstrate conformity with the currently approved SIPs with the FY 2017-2020 TIP and within 24 months of the effective date of each SIP with new motor vehicle emissions budgets. For the DeSoto County Redesignation SIP, this date is May 9, 2018. For the Shelby County I/M SIP, it is anticipated that the final rule will be effective prior to completion of the FY 2017-2020 TIP conformity demonstration. The schedule for the Shelby County Redesignation Request and Maintenance Plan is less certain and may not be issued as a final rule prior to completion of the 2017-2020 TIP conformity determination. The years that are selected for the TIP analysis are consistent with those used in the current SIPs with the intent to expedite the future conformity demonstrations that will be required with the publication of the final rule of each outstanding SIP.

The ozone analysis will be conducted for Shelby County, Tennessee and the DeSoto County, TN-MS-AR 2008 8-hour ozone standard non-attainment and maintenance areas, respectively. The CO analysis will be conducted for Shelby County, Tennessee. Data for this analysis will be obtained from the regional Travel Demand Model, as well as Tennessee and Mississippi sources. Air quality conformity demonstration for the Crittenden County portion of the TN-MS-AR Area is conducted by the West Memphis MPO based on the Memorandum of Understanding between the Memphis Urban Area MPO and the West Memphis MPO, dated October 5, 2004.

The air quality analysis parameters section of this memorandum describes the common analysis parameters that will be used in the base MOVES setup, with a description of the inputs and data sources for the County Data Manager portion provided separately for Shelby County and for DeSoto County.

Air Quality Analysis Parameters

Several parameters have been identified for use in the preparation of this analysis. The parameters listed below will be applied in the base MOVES setup:

- **Pollutants to be analyzed:** CO (Shelby County only) and the precursors for ozone - oxides of nitrogen (NO_x) and volatile organic compounds (VOC)
- **Analysis Tool:** EPA's Motor Vehicle Emission Simulator – MOVES2014a
- **Model years:** 2017 (Shelby County only), 2020, 2030, and 2040. Emissions for 2021 (Shelby County only) and 2027 will be estimated by interpolation, rather than a full travel demand and MOVES2014 model run.
- **MOVES modeling technique:** Inventory method
- **Scale:** County
- **Time Span:**
 - Time aggregation: Hour
 - January (for CO analysis) or July (for NO_x and VOC analysis)
 - All hours of day selected
 - Weekdays only
- **Geographic Bounds:** Two counties – one full county (Shelby County, TN) and one partial county (DeSoto County, MS). Each geographic area will be performed separately.
- **Vehicles/Equipment:** All source types, gasoline, diesel and E85 vehicles.
- **Road Type:** All road types including off-network



Strengthening Regional Transportation

- **Pollutants and Processes:** Oxides of Nitrogen (NO_x), Volatile Organic Compounds (VOC), Non-Methane Hydrocarbons (NMHC), and Total Gaseous Hydrocarbons (THC) – Shelby County and DeSoto County; and Carbon Monoxide (CO) – Shelby County only
- **Strategies:** none
- **General Output:** Units = grams, joules and miles
- **Output Emissions:** Time = hour, Location = county, on-road emissions by road type and source use type
- **Advanced Performance:** None

Conformity Tests

Conformity tests will be conducted for Shelby County and DeSoto County separately. The Motor Vehicle Emissions Budgets (MVEB) that each analysis year will be compared to depend on the timeline of the approval and effective date of the final rule of the applicable SIP's. **Table 1** shows the FY 2017-2020 TIP/RTP analysis years and the MVEB's years based on the applicable SIP documents.

Table 1. FY 2017 – 2020 TIP/RTP Analysis Years and the Associated MVEB's

Air Quality Emissions Analysis Years (TIP and RTP)	Compared To	Mobile Vehicle Emission Budget (MVEB) and Baseline Years			
		Shelby County			DeSoto County
		CO Maintenance SIP ¹	I/M Ozone SIP ³	Ozone Maintenance SIP ⁴	Ozone Maintenance SIP ⁵
2017		2017 MVEB	2006 Base	2012 Base	-
2020		-	2006 Base	2012 Base	2012 Base
2021		-	2021 MVEB	-	-
2027		-	-	2027 MVEB	2027 MVEB
2030		-	2021 MVEB	2027 MVEB	2027 MVEB
2040		-	2021 MVEB	2027 MVEB	2027 MVEB

1. "Approval and Promulgation of Implementation Plans; Tennessee: Memphis/Shelby County Area Second 10-Year Maintenance Plan for the Carbon Monoxide National Ambient Air Quality Standard", 71 Federal Register 206 (25 October 2006), pp. 62384-62388. <https://www.gpo.gov/fdsys/pkg/FR-2006-10-25/pdf/E6-17854.pdf>

2. "Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes; Tennessee; Redesignation of the Shelby County, Tennessee Portion of the Memphis, TN-Arkansas 1997 8-Hour Ozone Nonattainment Area to Attainment", 75 Federal Register 1 (4 January 2010), pp.56-60. <https://www.gpo.gov/fdsys/pkg/FR-2010-01-04/pdf/E9-31103.pdf>

3. "Air Plan Approval; Tennessee: Removal of I/M Program in Memphis and Revisions to the 1997 8-Hour Ozone Maintenance Plan for Shelby County, Tennessee", 81 Federal Register 29 (12 February 2016), pp. 7483-7489. <https://www.gpo.gov/fdsys/pkg/FR-2016-02-12/pdf/2016-02844.pdf>

4. "Air Plan Approval and Designation of Areas; MS; Redesignation of the DeSoto County, 2008 8-Hour Ozone Nonattainment Area to Attainment", 81 Federal Register 68 (8 April 2016), pp.20543-20545. <https://www.gpo.gov/fdsys/pkg/FR-2016-04-08/pdf/2016-08155.pdf>

When the Shelby County I/M SIP is approved and the final rule is made effective, the Shelby County Current Ozone SIP will no longer be active. If this is done prior to the completion of the conformity demonstration, then the Current SIP MVEB's will not be compared to the TIP analysis years. Likewise, if the Shelby County Ozone Maintenance SIP final rule is made effective prior to the



completion of the conformity demonstration, then the Current Ozone SIP and the I/M SIP will not be compared to the TIP analysis years.

Shelby County Data Manager

The following assumptions will be applied within the County Data Manager portion of the MOVES software package for the **Shelby County** portion of the non-attainment area. Each parameter is identified, along with the source data that will be applied (if applicable). Locally-generated data will be referenced first, where available.

- **Source Type Population:** Shelby County, TN-specific data for year 2011 was obtained from the UT paper “Methodology for Developing Input Datasets for the MOVES Model,” August 2014. To determine the source type population growth for the analysis years, default data will be obtained from the MOVES program for 2011 as well as the analysis years so a proportional value can be reached.
- **Vehicle Type VMT:** Based on local data with EPA converters used to get into MOVES format.
 - $HPMSVTypeYear\ VMT = \text{daily VMT from Memphis Travel Demand Model with EPA's daily to annual VMT converter applied}$
 - $monthVMTFraction = \text{Shelby County, TN-specific data will be obtained from the UT paper “Methodology for Developing Input Datasets for the MOVES Model,” August 2014 and used for all analysis years}$
 - $dayVMTFraction = \text{Shelby County, TN-specific data will be obtained from the UT paper “Methodology for Developing Input Datasets for the MOVES Model,” August 2014 and used for all analysis years}$
 - $hourVMTFraction = \text{local data from Memphis Travel Demand Model. Data pulled for AM, Midday, PM, and Off-Peak periods, and EPA converter applied to get 24-hour data}$
- **I/M Programs:** None
- **Fuel Formulation:** Default data for Shelby County obtained from the MOVES program was used. The fuel Wizard was used to adjust the data to ensure it was representative of regulatory maximum RVP values, with the applicable 1.0 PSI wavier for E10.
- **Fuel Supply:** Default data for Shelby County (obtained from the MOVES program) will be used. These files will either be pulled directly from MOVES or will be obtained from EPA.
- **Meteorology Data:** Meteorological data will be used that is consistent with the currently adopted State Implementation Plans (SIP) for Shelby County and DeSoto County.
- **Ramp Fraction:** Using local data obtained from the Memphis Travel Demand Model. Ramp fractions will be obtained for Shelby County.
- **Road Type Distribution:** Using local data obtained from the Memphis Travel Demand Model. Road type distributions will be obtained for Shelby County.
- **Age Distribution:** . Local data will be obtained from the UT paper “Methodology for Developing Input Datasets for the MOVES Model,” August 2014 and used for all analysis years. Default data will be used for source types 41, 53, 54, 61, 62.
- **Average Speed Distribution:** Using local data obtained from the Memphis Travel Demand Model. This information will be drawn specifically from Shelby County.



Strengthening Regional Transportation

- **Alternative Fuel Vehicle Types:** MATA has provided information regarding the composition of its bus fleet. Based on this information, there are no CNG buses operating in Shelby County. As a result, the default AVFT data will be modified to reflect only standard fuel types.

DeSoto County Data Manager

The following assumptions will be applied within the County Data Manager portion of the MOVES software package for the **DeSoto County** portion of the non-attainment area. Each parameter is identified, along with the source data that will be applied (if applicable). Locally-generated data will be referenced first, where available.

- **Source Type Population:** Local and state information was previously determined to be insufficient to generate source type population information for DeSoto County. Default data will be used as a starting point for all source types. The MOVES Technical Guidance provides guidance on how to adjust default data with local VMT data, a methodology that will be referenced for all analysis years.
- **Vehicle Type VMT:** Based on local data with EPA converters used to get into MOVES format.
 - $HPMSVTypeYear\ VMT = \text{daily VMT from Memphis Travel Demand Model with EPA's daily to annual VMT converter applied}$
 - $monthVMTFraction = \text{Shelby County, TN-specific data will be obtained from the UT paper "Methodology for Developing Input Datasets for the MOVES Model," August 2014 and used for all analysis years. Shelby County data is assumed to be a reasonable surrogate for DeSoto County-specific information.}$
 - $dayVMTFraction = \text{Shelby County, TN-specific data will be obtained from the UT paper "Methodology for Developing Input Datasets for the MOVES Model," August 2014 and used for all analysis years. Shelby County data is assumed to be a reasonable surrogate for DeSoto County-specific information.}$
 - $hourVMTFraction = \text{local data from Memphis Travel Demand Model. Data pulled for AM, Midday, PM, and Off-Peak periods, and EPA converter applied to get 24-hour data}$
- **I/M Programs:** None
- **Fuel Formulation:** Default data for DeSoto County (obtained from the MOVES program) will be used.
- **Fuel Supply:** Default data for DeSoto County (obtained from the MOVES program) will be used.
- **Meteorology Data:** Meteorological data will be used that is consistent with the currently adopted State Implementation Plans (SIP) for DeSoto County and Shelby County.
- **Ramp Fraction:** Using local data obtained from the Memphis Travel Demand Model. Ramp fractions will be obtained for the portion of DeSoto County being modeled.
- **Road Type Distribution:** Using local data obtained from the Memphis Travel Demand Model. Road type distributions will be obtained for the portion of DeSoto County being modeled.



Strengthening Regional Transportation

- **Age Distribution:** Local data will be obtained for the UT paper “Methodology for Developing Input Datasets for the MOVES Model,” August 2014 and used for all analysis years. Default data will be used for source types 41, 53, 54, 61, 62.
- **Average Speed Distribution:** Using local data obtained from the Memphis Travel Demand Model. This information will be drawn specifically from the portion of DeSoto County being studied here.
- **Alternative Fuel Vehicle Types:** There are no fixed-route transit buses operating in DeSoto County at this time. The default AVFT data will be modified to reflect only standard fuel types.

Travel Demand Modeling

Assumptions used for the Memphis Region Travel Demand Model are as follows:

1. **Base/Validation Year:** 2010
2. **Project Listing:** Provided as a part of the Livability 2040 Regional Transportation Plan; to consist of:
 - a. Regionally Significant and Federally Funded
 - b. Regionally Significant and Non-Federally Funded
 - c. Conforms with the Fixing America’s Surface Transportation (FAST) Act guidelines, including fiscal constraint
3. **Travel Demand Model:** State of the practice and described in separate model documentation.
4. **Demographic Data:** Provided in a separate document
5. **Transit Modeling**
 - a. Transit mode split is estimated using trip end mode choice
 - i. Estimates trips from the person trips developed in trip generation
 - ii. Determines transit-oriented person trips prior to conversion of region’s person trips to vehicle trips

Analysis and Documentation

Kimley-Horn will perform the emissions analysis and provide the results to the members of the Interagency Consultation Group. All files, including scripts, queries, computer language, look-up tables, etc. will be provided to the interagency consultation group for review and reference. A methodology memorandum will be prepared in conjunction with this analysis to explain the steps taken and assumptions used in conducting this analysis. If it determined that the results of this analysis are appropriate for inclusion within the conformity process, documentation will be produced for the FY 2017-2020 TIP.

Monroe, Kenny

Subject: FW: Memphis MPO - FY 2017-2020 TIP and 2040 RTP Amendments (November 2018)

From: Marc Corrigan <Marc.Corrigan@tn.gov>

Sent: Tuesday, October 30, 2018 7:53 AM

To: Monroe, Kenny <Kenny.Monroe@kimley-horn.com>

Cc: Pragati.Srivastava@memphistn.gov; Kate.Horton@memphistn.gov; Tworek, Robert <Robert.Tworek@kimley-horn.com>; Riley, Kelsey <kelsey.riley@kimley-horn.com>

Subject: RE: Memphis MPO - FY 2017-2020 TIP and 2040 RTP Amendments (November 2018)

Kenny,

Thank you for the explanation. I appreciate you digging into this.

Marc

From: Watkins, Elizabeth (FHWA) <elizabeth.watkins@dot.gov>

Sent: Monday, October 29, 2018 8:17 PM

To: Monroe, Kenny <Kenny.Monroe@kimley-horn.com>; Kate Horton <kate.horton@memphistn.gov>

Cc: Pragati Srivastava <Pragati.Srivastava@memphistn.gov>

Subject: RE: Memphis MPO - FY 2017-2020 TIP and 2040 RTP Amendments (November 2018)

Hi Kenny and Kate,

FHWA doesn't have any comments on the Shelby County CDR.

Thanks for the opportunity to review!

Elizabeth

From: Monroe, Kenny [<mailto:Kenny.Monroe@kimley-horn.com>]

Sent: Monday, October 29, 2018 5:29 PM

To: Marc Corrigan

Cc: Pragati.Srivastava@memphistn.gov; Kate.Horton@memphistn.gov; Tworek, Robert; Riley, Kelsey

Subject: RE: Memphis MPO - FY 2017-2020 TIP and 2040 RTP Amendments (November 2018)

Hey Marc,

The last remaining question you had was related to the ramp fractions and the relative difference between the percentage of VHT on urban ramps versus rural ramps. After looking back, the results did not surprise us. See the explanation below:

To be consistent with TDOT's HPMS designation, we coded SR 385 in the rural part of the county as a Rural Principal (Major) Arterial. We need to do this because we rely on that to validate the travel model results. There are other non-restricted access roads with the same functional classification, so we cannot include these Rural Principal (Major) Arterial in the calculation as a restricted access road. As a result, the rural ramp VHT percentage is high compared to the urban ramp VHT percentage. This is less concerning to us since the overall value of rural ramp VHT is about 4,000 compared to urban ramp VHT, which is about 244,000. When TDOT redesignates this roadway as Rural Interstate, we can update the functional classification and the percentages will more closely match the urban ramp fraction values.

Please let me know if you have any other questions or comments.

Thank you,
Kenny

From: Monroe, Kenny [<mailto:Kenny.Monroe@kimley-horn.com>]
Sent: Monday, October 22, 2018 4:51 PM
To: Marc Corrigan
Cc: 'Pragati.Srivastava@memphistn.gov'; Kate.Horton@memphistn.gov; Tworek, Robert; Riley, Kelsey
Subject: RE: Memphis MPO - FY 2017-2020 TIP and 2040 RTP Amendments (November 2018)

Marc,
Table 2 was not updated to account for the change in VMT. Below is the corrected Table 2 to be inserted in the document.

Source Type	Source Type ID	Source		
		2020	2030	2040
Motorcycle	10	24,106,432	25,864,993	27,605,321
Passenger Car and Light Truck	25	7,486,649,670	8,032,800,047	8,573,287,425
Intercity, Transit, and School Bus	40	77,783,258	86,348,687	94,609,562
Single Unit Truck	50	687,047,204	762,704,287	835,671,281
Combination Unit Truck	60	1,213,048,857	1,412,837,372	1,616,893,154
Total for Each Analysis Year		9,488,635,420	10,320,555,386	11,148,066,743

For NOx, we think the difference between the results reported in the Conformity Report and your results is due to different AVFT inputs. There is an AVFT tab in the Fuel Formulation spreadsheet input file that is from the current MOVES default. During the development of the preconensus memorandum there were no CNG buses in our area, so we set up a separate AVFT file to account for this. When setting up the MOVES model run, please use the separate AVFT.xls spreadsheet instead of the tab in the fuel formulation spreadsheet and you should get the same results. This is consistent with our previous analysis.

For the ramp fractions, we were surprised to see the difference in the rural ramp fractions with the new model runs as well. We are still looking in to that and will let you know something as soon as possible.

Please let me know if you have any questions or comments.
Thank you,
Kenny

Kenneth Monroe, P.E., PTOE
Kimley-Horn | Forum I, 6750 Poplar Avenue, Suite 600, Memphis, TN 38138
Direct: 901-334-5311 | Mobile: 901-409-2541 | www.kimley-horn.com

From: Marc Corrigan [<mailto:Marc.Corrigan@tn.gov>]
Sent: Friday, October 19, 2018 4:52 PM
To: Monroe, Kenny <Kenny.Monroe@kimley-horn.com>; pragati.srivastava@memphistn.gov; Marc Corrigan <Marc.Corrigan@tn.gov>
Cc: kate.horton@memphistn.gov
Subject: RE: Memphis MPO - FY 2017-2020 TIP and 2040 RTP Amendments (November 2018)

Hello Kenny, Pragati,

I was initially surprised looking at Table 2 that the VMT did not change on account of these projects. When I went to look at the MOVES input data, however, it appears that the VMT did change. So, maybe the data in Table 2 was not updated?

I was also not able to obtain the same results for NOx as you did. When I went digging, it appears that maybe the ramp fractions were left out of your most recent runs. Is that possible? Maybe this will account for the differences in NOx I noticed. Here were the emissions of NOx in Shelby County I came up with in 2030 and 2040, respectively (tons): 11.872 and 10.131.

In looking at the ramp fractions, I noticed: that the fractions in 2030 for road type 2 and 4 were 0.39 and 0.10, respectively. I'm not familiar with roads and traffic volumes in Shelby County, but I find it interesting that the rural restricted ramps have a significantly higher fraction than the urban ramp. I noticed the same for 2040. Did this surprise you? Why or why not?

Please let me know if any of my comments need further explanation.

Marc



Marc Corrigan | Environmental Consultant
Air Pollution Control Division
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312 Rosa L. Parks Ave., Nashville, TN 37243
p. 615-532-0616
Marc.Corrigan@tn.gov
tn.gov/environment

We value your opinion. Please take a few minutes to [complete our customer service survey](#).

From: Watkins, Elizabeth (FHWA) <elizabeth.watkins@dot.gov>
Sent: Thursday, October 11, 2018 8:21 AM
To: <Memphis IAC>
Subject: RE: Memphis MPO - FY 2017-2020 TIP and 2040 RTP Amendments (November 2018)

Kenny, Kate,

Thank you for the opportunity to review. FHWA concurs with the MPO's determination that the project, as proposed, is exempt from conformity.

Best,
Elizabeth

From: Marc Corrigan <Marc.Corrigan@tn.gov>
Sent: Monday, October 8, 2018 9:36 AM
To: <Memphis IAC>
Subject: RE: Memphis MPO - FY 2017-2020 TIP and 2040 RTP Amendments (November 2018)

Kenny, Kate,

The TAPCD agrees with the MPO's determination that the project described below, Greener Premier Taxis and Buses in Memphis, is exempt from the requirements of transportation conformity.

Marc



Marc Corrigan | Environmental Consultant
Air Pollution Control Division
Tennessee Tower, 15th Floor
312 Rosa L. Parks Ave., Nashville, TN 37243
p. 615-532-0616
Marc.Corrigan@tn.gov
tn.gov/environment
We value your opinion. Please take a few minutes to [complete our customer service survey](#).

From: Monroe, Kenny [<mailto:Kenny.Monroe@kimley-horn.com>]
Sent: Friday, September 28, 2018 10:19 PM
To: <Memphis IAC>
Subject: Memphis MPO - FY 2017-2020 TIP and 2040 RTP Amendments (November 2018)

Dear IAC Members,
The Memphis MPO received requests for amendments to six (6) projects from its member agencies to be heard at the next quarterly Memphis MPO Transportation Policy Board (TPB) meeting on November 15, 2018. Four (4) of the projects are in Shelby County and two (2) are in DeSoto County.

For Shelby County, one of the projects is exempt from air quality conformity and is described in the attached link to the **Air Quality Exempt Packet**. The other three projects in Shelby County and both of the DeSoto County projects to be amended are non-exempt and are subject to evaluation as part of an air quality conformity demonstration. The following table shows which projects are subject to amendment in the FY 2017-2020 Transportation Improvement Program (TIP) and the 2040 Regional Transportation Plan (RTP).

Ref #	County	Name	Amendment Required		Exempt Status
			RTP	TIP	
1	Shelby	Greener Taxi and Bus	No	No	Exempt
2	Shelby	Union Avenue	Yes	Yes	Non-Exempt
3	Shelby	Innovation Corridor	No	Yes	Non-Exempt
4	Shelby	Aerotropolis Shuttle	Yes	Yes	Non-Exempt
5	DeSoto	Commerce Street	Yes	Yes	Non-Exempt
6	DeSoto	McIngvale Road	Yes	Yes	Non-Exempt

The attached link to the **Air Quality Tracking Sheets** for the RTP and the TIP lists a description of the proposed amendments along with the conformity status. The reference numbers from the Air Quality Tracking Sheet can be found with the corresponding RTP and TIP pages in the packets.

Air quality analysis was conducted for Shelby County and DeSoto County based on the TIP and RTP amended projects. The **Shelby County Air Quality Conformity Determination Report (CDR)**, and the **DeSoto County CDR** are provided in the attached link.

We ask that you review and provide comments on the **[Air Quality Exempt Packet by Thursday, October 11, 2018](#)** and the attached **[Air Quality Short Conformity Determination Reports for Shelby County and DeSoto County by Monday, October 29, 2018](#)**. Please let us know if you have any questions.

Thank you,

Kenny

Kenneth Monroe, P.E., PTOE

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Direct: 901-334-5311 | Mobile: 901-409-2541 | www.kimley-horn.com

ShareFile Attachments

Expires March 27, 2019

2018-09-18_Shelby County CDR - Amend...MPO.PDF	7.5 MB
2018-09-24_DeSoto County CDR - Amend...MPO.PDF	4.1 MB
Air Quality Track Sheet_RTP.PDF	29.7 KB
Air Quality Track Sheet_TIP.PDF	13.7 KB
Full CDR TIP Pages_MS.PDF	1.1 MB
Full CDR TIP Pages_TN.PDF	1.5 MB
IAC Exempt Amendment Packet 09.28.18.pdf	646.9 KB
RTP Pages_MS and TN.PDF	2.6 MB

[Download Attachments](#)

Kenny Monroe uses ShareFile to share documents securely. [Learn More.](#)

Exhibit 2

Amended Fiscal Year 2017-2020 Transportation Improvement Program (TIP) and 2040 Livability Regional Transportation Plan Projects

Contains:

- Amended Livability 2040 Regional Transportation Plan Pages
 - November 2018 Proposed RTP Amendments Tracking Sheet
 - RTP Table 7.3 and 7.7 – Revenue Forecast – Tennessee and Balanced Revenue and Costs for Livability 2040
 - RTP Table 8.2 – Fiscally Constrained Project List
- Amended Fiscal Year 2017-2020 TIP Pages
 - November 2018 Proposed TIP Amendments Tracking Sheet
 - Section C – Tennessee Local Projects
 - TIP# STBG-M-2017-04 – Union Avenue (US-79)
 - Section E – Congestion Mitigation and Air Quality Projects
 - TIP# - CMAQ-2019-01 – Fixed-Route Bus Electrification and Aerotropolis Shuttle Service
 - Section F – Transit Projects
 - TIP# 5309-2017-01 – Memphis Innovation Corridor



November 2018 Proposed RTP Amendments - Memphis MPO



REF #	RTP #	Lead Agency	County	Project Name	Proposed Changes	Amendment #	Conformity Status
1	14	Memphis	Shelby	Union Avenue (US-79)	Amend the RTP by removing the project.	Conformity Determination Report Shelby County - RTP Amendment 4	Non-Exempt
2	314	MATA	Shelby	Memphis Innovation Corridor	Amend the RTP by updating the project description and moving the completion date for the project from 2020 to 2025.	Conformity Determination Report Shelby County - RTP Amendment 4	Non-Exempt
3	112	DeSoto County	DeSoto	Commerce Street Extension (SR 304)	Amend the RTP by updating the project description and moving the completion date for the project from 2020 to 2025.	Conformity Determination Report DeSoto County - RTP Amendment 4	Non-Exempt
4	37	Hernando	DeSoto	McIngvale Road	Amend the RTP by updating the project termini and length and moving the completion date for the project from 2035 to 2021.	Conformity Determination Report DeSoto County - RTP Amendment 4	Non-Exempt

Table 7.3 Revenue Forecast – Tennessee

Millions

Funding Programs	2018-2020	2021-2030	2031-2040	Total
NHPP	\$210.20	\$762.90	\$946.30	\$1,919.39
STP - State	\$21.00	\$116.30	\$94.60	\$231.90
STP - Urban	\$54.10	\$196.30	\$243.50	\$493.96
HSIP	\$6.20	\$22.40	\$27.80	\$56.45
CMAQ	\$22.30	\$80.80	\$100.20	\$203.23
TAP	\$4.60	\$16.80	\$20.90	\$42.34
Discretionary Funding	\$31.80	\$115.60	\$143.30	\$290.73
State Sources	\$380.90	\$1,279.60	\$1,269.60	\$2,930.10
Local Sources	\$189.10	\$726.90	\$911.30	\$1,827.27
FTA-Fed	\$81.60	\$339.12	\$378.50	\$799.27
FTA-State	\$10.76	\$44.51	\$49.90	\$105.19
FTA-Local	\$21.06	\$74.52	\$87.10	\$182.65
Total	\$1,033.62	\$3,775.75	\$4,273.00	\$9,082.48

^a Includes the state match for Federal funding and state revenues (e.g., motor fuel taxes) allocated to the region for O&M and capital expenditures.

Table 7.4 Revenue Forecast – Mississippi

Millions

Funding Programs	2018-2020	2021-2030	2031-2040	Total
National Highway Performance Program	\$3.9	\$22.0	\$109.2	\$135.12
Surface Transportation Program - State	\$2.5	\$13.8	\$68.3	\$84.47
Surface Transportation Program - Urban	\$1.3	\$7.3	\$36.5	\$45.12
HSIP	\$0.2	\$1.1	\$5.6	\$6.87
CMAQ	\$0.2	\$1.3	\$6.6	\$8.22
TAP	\$0.1	\$0.3	\$1.7	\$2.12
Discretionary Funds	\$0.5	\$2.8	\$13.7	\$16.92
State Sources	\$134.2	\$499.8	\$184.4	\$818.38
Local Sources	\$24.4	\$93.8	\$117.5	\$235.72
Total	\$167.3	\$642.2	\$543.4	\$1,352.90

Note: Debt payments are already subtracted from revenues to provide these net transportation revenues available for projects.

Table 7.3 Revenue Forecast – Tennessee

Millions

Funding Programs	2018-2020	2021-2030	2031-2040	Total
NHPP	\$210.20	\$762.90	\$946.30	\$1,919.39
STP - State	\$21.00	\$116.30	\$94.60	\$231.90
STP - Urban	\$54.10	\$196.30	\$243.50	\$493.96
HSIP	\$6.20	\$22.40	\$27.80	\$56.45
CMAQ	\$22.30	\$80.80	\$100.20	\$203.23
TAP	\$4.60	\$16.80	\$20.90	\$42.34
Discretionary Funding	\$31.80	\$115.60	\$143.30	\$290.73
State Sources	\$380.90	\$1,279.60	\$1,269.60	\$2,930.10
Local Sources	\$189.10	\$726.90	\$911.30	\$1,827.27
FTA-Fed	\$115.90	\$304.90	\$378.50	\$799.27
FTA-State	\$15.10	\$40.20	\$49.90	\$105.19
FTA-Local	\$25.50	\$70.00	\$87.10	\$182.65
Total	\$1,076.60	\$3,732.70	\$4,273.50	\$9,082.87

o Includes the state match for Federal funding and state revenues (e.g., motor fuel taxes) allocated to the region for O&M and capital expenditures.

Table 7.4 Revenue Forecast – Mississippi

Millions

Funding Programs	2018-2020	2021-2030	2031-2040	Total
National Highway Performance Program	\$3.9	\$22.0	\$109.2	\$135.12
Surface Transportation Program - State	\$2.5	\$13.8	\$68.3	\$84.47
Surface Transportation Program - Urban	\$1.3	\$7.3	\$36.5	\$45.12
HSIP	\$0.2	\$1.1	\$5.6	\$6.87
CMAQ	\$0.2	\$1.3	\$6.6	\$8.22
TAP	\$0.1	\$0.3	\$1.7	\$2.12
Discretionary Funds	\$0.5	\$2.8	\$13.7	\$16.92
State Sources	\$134.2	\$499.8	\$184.4	\$818.38
Local Sources	\$24.4	\$93.8	\$117.5	\$235.72
Total	\$167.3	\$642.2	\$543.4	\$1,352.90

Note: Debt payments are already subtracted from revenues to provide these net transportation revenues available for projects.

Table 7.7 Balanced Revenue and Costs for Livability 2040 (Year of Expenditure Dollars)

Tiers	2014-2017			2018-2020			2021-2030			2031-2040			Total		
	Revenues	Expenditures	Balance	Revenues	Expenditures	Balance	Revenues	Expenditures	Balance	Revenues	Expenditures	Balance	Revenues	Expenditures	Balance
Tennessee															
National Highway Performance Program	\$301,600,000.00	\$301,600,000.00	\$0.00	\$210,193,543.36	\$210,117,026.42	\$76,516.00	\$762,892,383.62	\$762,892,383.62	\$0.00	\$946,307,137.73	\$946,234,663.35	\$72,474.00	\$1,919,393,064.71	\$1,919,244,073.39	\$148,991.00
Surface Transportation Program - State	\$16,560,000.00	\$16,560,000.00	\$0.00	\$21,019,354.34	\$20,997,002.20	\$22,352.00	\$116,289,238.36	\$116,289,238.36	\$0.00	\$94,630,713.77	\$92,118,706.55	\$2,512,007.00	\$231,939,306.47	\$229,404,947.12	\$2,534,359.00
Surface Transportation Program - Urban	\$128,416,829.00	\$127,023,116.00	\$1,393,713.00	\$54,093,926.60	\$25,009,865.21	\$29,084,061.00	\$196,332,598.73	\$195,111,952.65	\$1,220,646.00	\$243,534,925.15	\$221,127,191.01	\$22,407,734.00	\$493,961,450.48	\$441,249,008.88	\$52,712,441.00
HSIP	\$13,950,000.00	\$13,950,000.00	\$0.00	\$6,182,163.04	\$6,182,163.00	\$0.00	\$22,438,011.28	\$22,438,011.00	\$0.00	\$27,832,562.87	\$27,832,563.00	\$0.00	\$56,452,737.19	\$56,452,737.00	\$0.00
CMAQ	\$43,574,126.00	\$43,574,126.00	\$0.00	\$22,255,786.94	\$22,255,787.00	\$0.00	\$80,776,840.62	\$80,776,841.00	\$0.00	\$100,197,226.35	\$100,197,226.00	\$0.00	\$203,229,853.91	\$203,229,854.00	\$0.00
TAP	\$3,090,100.00	\$3,090,100.00	\$0.00	\$4,636,622.28	\$4,636,622.00	\$0.00	\$16,828,508.46	\$16,828,508.00	\$0.00	\$20,874,422.16	\$20,874,422.00	\$0.00	\$42,339,552.90	\$42,339,552.00	\$0.00
Discretionary Funds	\$55,286,392.00	\$55,286,392.00	\$0.00	\$31,838,139.66	\$0.00	\$31,838,139.00	\$115,555,758.11	\$98,343,879.67	\$17,211,878.00	\$143,337,698.80	\$0.00	\$143,337,698.00	\$290,731,596.57	\$98,343,879.67	\$192,387,716.00
State Sources	\$57,513,778.00	\$57,513,778.00	\$0.00	\$380,872,156.00	\$371,205,748.50	\$9,666,407.00	\$1,279,573,852.33	\$1,279,573,852.66	\$0.00	\$1,269,573,853.33	\$1,105,584,582.41	\$163,989,270.00	\$2,930,019,861.66	\$2,756,364,183.57	\$173,655,678.00
Local Sources	\$61,762,203.00	\$61,762,203.00	\$0.00	\$189,099,933.67	\$185,884,474.97	\$3,215,458.00	\$726,881,396.74	\$719,899,888.81	\$6,981,507.00	\$911,292,091.71	\$911,292,091.44	\$0.00	\$1,827,273,422.12	\$1,817,076,455.23	\$10,196,966.00
FTA-Fed	\$73,404,551.00	\$73,404,551.00	\$0.00	\$81,631,245.64	\$81,631,245.64	\$0.00	\$339,124,255.04	\$339,124,255.04	\$0.00	\$378,510,875.76	\$378,510,875.76	\$0.00	\$799,266,376.44	\$799,266,376.44	\$0.00
FTA-State	\$9,129,944.00	\$9,129,944.00	\$0.00	\$10,760,086.76	\$10,760,086.76	\$0.00	\$44,513,340.78	\$44,513,340.78	\$0.00	\$49,919,125.09	\$49,919,125.09	\$0.00	\$105,192,552.63	\$105,192,552.63	\$0.00
FTA-Local	\$9,784,944.00	\$9,784,944.00	\$0.00	\$21,064,410.67	\$21,064,410.67	\$0.00	\$74,519,304.44	\$74,519,304.44	\$0.00	\$87,066,682.39	\$87,066,682.39	\$0.00	\$182,650,397.50	\$182,650,397.50	\$0.00
Total	\$774,072,867.00	\$772,679,154.00	\$1,393,713.00	\$1,033,647,368.96	\$959,744,432.39	\$73,902,936.00	\$3,775,725,488.51	\$3,750,311,456.03	\$25,414,032.00	\$4,273,077,315.11	\$3,940,758,129.00	\$332,319,186.00	\$9,082,450,172.58	\$8,650,814,017.41	\$431,636,155.00
Mississippi															
National Highway Performance Program	\$33,900,000.00	\$33,900,000.00	\$0.00	\$3,933,606.10	\$3,117,610.00	\$815,996.00	\$22,006,695.61	\$11,866,066.00	\$10,140,629.00	\$109,180,586.76	\$109,180,587.00	\$0.00	\$135,120,888.47	\$124,164,263.00	\$10,956,625.00
Surface Transportation Program - State	\$56,013,977.00	\$56,013,977.00	\$0.00	\$2,459,159.70	\$2,456,044.00	\$3,115.00	\$13,757,854.17	\$11,507,542.00	\$2,250,312.00	\$68,256,071.58	\$68,256,072.00	\$0.00	\$84,473,085.45	\$82,219,658.00	\$2,253,427.00
Surface Transportation Program - Urban	\$25,285,444.00	\$21,975,989.00	\$3,309,455.00	\$1,313,534.09	\$1,283,190.40	\$30,343.00	\$7,348,612.01	\$7,348,612.00	\$0.00	\$36,458,257.29	\$16,933,337.00	\$19,524,920.00	\$45,120,403.39	\$25,565,139.40	\$19,555,263.00
HSIP	\$3,150,000.00	\$3,150,000.00	\$0.00	\$200,090.95	\$200,091.00	\$0.00	\$1,119,415.73	\$1,119,416.00	\$0.00	\$5,553,694.59	\$5,553,695.00	\$0.00	\$6,873,201.27	\$6,873,202.00	\$0.00
CMAQ	\$8,664,000.00	\$8,664,000.00	\$0.00	\$239,269.59	\$239,270.00	\$0.00	\$1,338,602.03	\$1,338,602.00	\$0.00	\$6,641,131.29	\$6,641,131.00	\$0.00	\$8,219,002.91	\$8,219,003.00	\$0.00
TAP	\$346,668.00	\$346,668.00	\$0.00	\$61,741.35	\$61,741.00	\$0.00	\$345,414.12	\$345,414.00	\$0.00	\$1,713,683.73	\$1,713,684.00	\$0.00	\$2,120,839.20	\$2,120,839.00	\$0.00
Discretionary Funds	\$7,609,600.00	\$7,609,600.00	\$0.00	\$492,444.11	\$0.00	\$492,444.00	\$2,754,995.62	\$1,696,968.00	\$1,058,027.00	\$13,668,205.51	\$1,887,378.00	\$11,780,827.00	\$16,915,645.24	\$3,584,346.00	\$13,331,299.00
State Sources	\$138,894,496.00	\$138,894,496.00	\$0.00	\$134,219,531.67	\$131,697,987.83	\$2,521,543.00	\$499,801,390.26	\$443,027,986.00	\$56,773,404.00	\$184,361,160.06	\$184,361,161.00	\$0.00	\$818,382,081.99	\$759,087,134.83	\$59,294,947.00
Local Sources	\$6,308,065.00	\$6,308,065.00	\$0.00	\$24,407,456.31	\$24,044,864.00	\$362,592.00	\$93,766,198.36	\$93,766,198.00	\$0.00	\$117,542,737.79	\$109,174,915.00	\$8,367,822.00	\$235,716,392.46	\$226,985,977.00	\$8,730,415.00
Total	\$280,172,250.00	\$276,862,795.00	\$3,309,455.00	\$167,326,833.87	\$163,100,798.23	\$4,226,035.00	\$642,239,177.91	\$572,016,804.00	\$70,222,373.00	\$543,375,528.60	\$503,701,960.00	\$39,673,568.00	\$1,352,941,540.38	\$1,238,819,562.23	\$114,121,978.00

Tiers	2014-2017			2018-2020			2021-2030			2031-2040			Total		
	Revenues	Expenditures	Balance	Revenues	Expenditures	Balance	Revenues	Expenditures	Balance	Revenues	Expenditures	Balance	Revenues	Expenditures	Balance
Total Tennessee and Mississippi															
National Highway Performance Program	\$335,500,000.00	\$335,500,000.00	\$0.00	\$214,127,149.46	\$213,234,636.42	\$892,513.00	\$784,899,079.23	\$774,758,449.62	\$10,140,629.00	\$1,055,487,724.49	\$1,055,415,250.35	\$72,474.00	\$2,054,513,953.18	\$2,043,408,336.39	\$11,105,616.00
Surface Transportation Program - State	\$72,573,977.00	\$72,573,977.00	\$0.00	\$23,478,514.04	\$23,453,046.20	\$25,467.00	\$130,047,092.53	\$127,796,780.36	\$2,250,312.00	\$162,886,785.35	\$160,374,778.55	\$2,512,006.00	\$316,412,391.92	\$311,624,605.12	\$4,787,786.00
Surface Transportation Program - Urban	\$153,702,273.00	\$148,999,105.00	\$4,703,168.00	\$55,407,460.69	\$26,293,055.62	\$29,114,405.00	\$203,681,210.74	\$202,460,564.65	\$1,220,646.00	\$279,993,182.44	\$238,060,528.01	\$41,932,654.00	\$539,081,853.87	\$466,814,148.28	\$72,267,705.00
HSIP	\$17,100,000.00	\$17,100,000.00	\$0.00	\$6,382,253.99	\$6,382,254.00	\$0.00	\$23,557,427.01	\$23,557,427.00	\$0.00	\$33,386,257.46	\$33,386,258.00	\$0.00	\$63,325,938.46	\$63,325,939.00	\$0.00
CMAQ	\$52,238,126.00	\$52,238,126.00	\$0.00	\$22,495,056.53	\$22,495,057.00	\$0.00	\$82,115,442.65	\$82,115,443.00	\$0.00	\$106,838,357.64	\$106,838,357.00	\$0.00	\$211,448,856.82	\$211,448,857.00	\$0.00
TAP	\$3,436,768.00	\$3,436,768.00	\$0.00	\$4,698,363.63	\$4,698,363.00	\$0.00	\$17,173,922.58	\$17,173,922.00	\$0.00	\$22,588,105.89	\$22,588,106.00	\$0.00	\$44,460,392.10	\$44,460,391.00	\$1.00
Discretionary Funds	\$62,895,992.00	\$62,895,992.00	\$0.00	\$32,330,583.77	\$0.00	\$32,330,583.00	\$118,310,753.73	\$100,040,847.67	\$18,269,906.00	\$157,005,904.31	\$1,887,378.00	\$155,118,526.00	\$307,647,241.81	\$101,928,225.67	\$205,719,016.00
State Sources	\$196,408,274.00	\$196,408,274.00	\$0.00	\$515,091,687.67	\$502,903,736.33	\$12,187,951.00	\$1,779,375,242.59	\$1,722,601,838.66	\$56,773,403.00	\$1,453,935,013.39	\$1,289,945,743.41	\$163,989,269.00	\$3,748,401,943.65	\$3,515,451,318.39	\$232,950,625.00
Local Sources	\$68,070,268.00	\$68,070,268.00	\$0.00	\$213,507,389.98	\$209,929,338.97	\$3,578,051.00	\$820,647,595.10	\$813,666,086.81	\$6,981,508.00	\$1,028,834,829.50	\$1,020,467,006.44	\$8,367,823.00	\$2,062,989,814.58	\$2,044,062,432.23	\$18,927,382.00
Federal-Transit	\$73,404,551.00	\$73,404,551.00	\$0.00	\$81,631,245.64	\$81,631,245.64	\$0.00	\$339,124,255.04	\$339,124,255.04	\$0.00	\$378,510,875.76	\$378,510,875.76	\$0.00	\$799,266,376.44	\$799,266,376.44	\$0.00
State-Transit	\$9,129,944.00	\$9,129,944.00	\$0.00	\$10,760,086.76	\$10,760,086.76	\$0.00	\$44,513,340.78	\$44,513,340.78	\$0.00	\$49,919,125.09	\$49,919,125.09	\$0.00	\$105,192,552.63	\$105,192,552.63	\$0.00
Local-Transit	\$9,784,944.00	\$9,784,944.00	\$0.00	\$21,064,410.67	\$21,064,410.67	\$0.00	\$74,519,304.44	\$74,519,304.44	\$0.00	\$87,066,682.39	\$87,066,682.39	\$0.00	\$182,650,397.50	\$182,650,397.50	\$0.00
Total	\$1,054,245,117.00	\$1,049,541,949.00	\$4,703,168.00	\$1,200,974,202.83	\$1,122,845,230.62	\$78,128,972.00	\$4,417,964,666.42	\$4,322,328,260.03	\$95,636,406.00	\$4,816,452,843.71	\$4,444,460,089.00	\$371,992,754.00	\$10,435,391,712.96	\$9,889,633,579.64	\$545,758,133.00

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Table 7.7 Balanced Revenue and Costs for Livability 2040 (Year of Expenditure Dollars)

Tiers	2014-2017			2018-2020			2021-2030			2031-2040			Total		
	Revenues	Expenditures	Balance	Revenues	Expenditures	Balance	Revenues	Expenditures	Balance	Revenues	Expenditures	Balance	Revenues	Expenditures	Balance
Tennessee															
National Highway Performance Program	\$301,600,000.00	\$301,600,000.00	-	\$210,193,543.36	\$210,117,026.62	\$76,516.74	\$762,892,383.62	\$762,892,383.62	-	\$946,307,137.73	\$946,234,663.12	\$72,474.62	\$1,919,393,064.72	\$1,919,244,073.36	\$148,991.36
Surface Transportation Program - State	\$16,560,000	\$16,560,000	-	\$21,019,354	\$20,997,002	\$22,352	\$116,289,238.36	\$116,289,238.36	-	\$94,630,714	\$92,118,707	\$2,512,007	\$231,939,306.47	\$229,404,947.12	\$2,534,359.00
Surface Transportation Program - Urban	\$128,416,829.00	\$127,023,116.00	\$1,393,713.00	\$54,093,926.60	\$54,091,398.97	\$2,527.63	\$196,332,598.73	\$196,332,598.73	-	\$243,534,925.15	\$221,127,191.01	\$22,407,734.14	\$493,961,450.48	\$471,551,188.71	\$22,410,261.77
HSIP	\$13,950,000.00	\$13,950,000.00	-	\$6,182,163.04	\$6,182,163.04	-	\$22,438,011.28	\$22,438,011.28	-	\$27,832,562.87	\$27,832,562.87	-	\$56,452,737.20	\$56,452,737.20	-
CMAQ	\$43,574,126.00	\$43,574,126.00	-	\$22,255,786.94	\$22,255,786.94	-	\$80,776,840.62	\$80,776,840.62	-	\$100,197,226.35	\$100,197,226.35	-	\$203,229,853.91	\$203,229,853.91	-
TAP	\$3,090,100.00	\$3,090,100.00	-	\$4,636,622.28	\$4,636,622.28	-	\$16,828,508.46	\$16,828,508.46	-	\$20,874,422.16	\$20,874,422.16	-	\$42,339,552.90	\$42,339,552.90	-
Discretionary Funds	\$55,286,392	\$55,286,392	-	\$31,838,140	-	\$31,838,139	\$115,555,758	\$98,343,880.67	\$17,211,878.00	\$143,337,699	-	\$143,337,698	\$290,731,597	\$98,343,879.67	\$192,387,716.00
State Sources	\$57,513,778	\$57,513,778	-	\$380,872,156	\$371,205,749	\$9,666,407	\$1,279,573,852.33	\$1,279,573,853.66	-	\$1,269,573,853	\$1,105,584,582	\$163,989,270	\$2,930,019,861.66	\$2,756,364,183.57	\$173,655,678.00
Local Sources	\$61,762,203.00	\$61,762,203.00	-	\$189,099,933.67	\$184,452,662.75	\$4,647,270.92	\$726,881,396.74	\$726,881,396.74	-	\$911,292,091.71	\$911,292,091.71	-	\$1,827,273,422.12	\$1,822,626,151.20	\$4,647,270.92
FTA-Fed	\$73,404,551.00	\$73,404,551.00	-	\$115,851,245.64	\$115,851,245.64	-	\$304,904,255.04	\$304,904,255.04	-	\$378,510,875.76	\$378,510,875.76	-	\$799,266,376.44	\$799,266,376.44	-
FTA-State	\$9,129,944.00	\$9,129,944.00	-	\$15,060,086.76	\$15,060,086.76	-	\$40,213,340.78	\$40,213,340.78	-	\$49,919,125.09	\$49,919,125.09	-	\$105,192,552.63	\$105,192,552.63	-
FTA-Local	\$9,784,944.00	\$9,784,944.00	-	\$25,544,410.67	\$25,544,410.67	-	\$70,039,304.44	\$70,039,304.44	-	\$87,066,682.39	\$87,066,682.39	-	\$182,650,397.50	\$182,650,397.50	-
Total	\$774,072,867.00	\$772,679,154.00	\$1,393,713.00	\$1,076,647,368.97	\$1,030,394,154.20	\$46,253,214.76	\$3,732,725,488.51	\$3,715,513,609.60	\$17,211,878.00	\$4,273,077,315.13	\$4,049,917,734.28	\$223,159,580.85	\$9,082,450,172.58	\$8,659,016,170.99	\$423,434,001.00
Mississippi															
National Highway Performance Program	\$33,900,000.00	\$33,900,000.00	-	\$3,933,606.10	\$3,117,609.53	\$815,996.57	\$22,006,695.61	\$11,866,066.44	\$10,140,629.17	\$109,180,586.76	\$109,180,586.76	-	\$135,120,888.46	\$124,164,262.72	\$10,956,625.74
Surface Transportation Program - State	\$56,013,977.00	\$56,013,977.00	-	\$2,459,159.70	\$2,456,044.16	\$3,115.55	\$13,757,854.17	\$11,507,542.30	\$2,250,311.87	\$68,256,071.58	\$68,256,071.58	-	\$84,473,085.45	\$82,219,658.03	\$2,253,427.42
Surface Transportation Program - Urban	\$25,285,444.00	\$21,975,989.00	\$3,309,455.00	\$1,313,534.09	\$1,283,190.84	\$30,343.25	\$7,348,612.01	\$7,340,121.33	\$8,490.68	\$36,458,257.29	\$36,458,257.29	-	\$45,120,403.40	\$45,081,569.46	\$38,833.93
HSIP	\$3,150,000.00	\$3,150,000.00	-	\$200,090.95	\$200,090.95	-	\$1,119,415.73	\$1,119,415.73	-	\$5,553,694.59	\$5,553,694.59	-	\$6,873,201.26	\$6,873,201.26	-
CMAQ	\$8,664,000.00	\$8,664,000.00	-	\$239,269.59	\$239,269.59	-	\$1,338,602.03	\$1,338,602.03	-	\$6,641,131.29	\$6,641,131.29	-	\$8,219,002.91	\$8,219,002.91	-
TAP	\$346,668.00	\$346,668.00	-	\$61,741.35	\$61,741.35	-	\$345,414.12	\$345,414.12	-	\$1,713,683.73	\$1,713,683.73	-	\$2,120,839.20	\$2,120,839.20	-
Discretionary Funds	\$7,609,600.00	\$7,609,600.00	-	\$492,444.11	-	\$492,444.11	\$2,754,995.62	-	\$2,754,995.62	\$13,668,205.51	\$1,887,377.54	\$11,780,827.97	\$16,915,645.24	\$1,887,377.54	\$15,028,267.70
State Sources	\$138,894,496.00	\$138,894,496.00	-	\$134,219,531.67	\$133,507,281.06	\$712,250.61	\$499,801,390.26	\$442,027,985.53	\$57,773,404.73	\$184,361,160.06	\$184,361,160.06	-	\$818,382,081.99	\$759,896,426.66	\$58,485,655.34
Local Sources	\$6,308,065.00	\$6,308,065.00	-	\$24,407,456.31	\$24,044,864.98	\$362,591.33	\$93,766,198.36	\$83,097,038.42	\$10,669,159.94	\$117,542,737.79	\$117,542,737.79	-	\$235,716,392.46	\$224,684,641.19	\$11,031,751.27
Total	\$280,172,250.00	\$276,862,795.00	\$3,309,455.00	\$167,326,833.87	\$164,910,092.46	\$2,416,741.41	\$642,239,177.90	\$558,642,185.88	\$83,596,992.02	\$543,375,528.60	\$531,594,700.63	\$11,780,827.97	\$1,352,941,540.37	\$1,255,146,978.97	\$97,794,561.40

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Tiers	2014-2017			2018-2020			2021-2030			2031-2040			Total		
	Revenues	Expenditures	Balance	Revenues	Expenditures	Balance	Revenues	Expenditures	Balance	Revenues	Expenditures	Balance	Revenues	Expenditures	Balance
Total Tennessee and Mississippi															
National Highway Performance Program	\$335,500,000.00	\$335,500,000.00	-	\$214,127,149.46	\$213,234,636.15	\$892,513.31	\$784,899,079.23	\$774,758,450.06	\$10,140,629.17	\$1,055,487,724.49	\$1,055,415,249.87	\$72,474.62	\$2,054,513,953.18	\$2,043,408,336.08	\$11,105,617.10
Surface Transportation Program - State	\$72,573,977	\$72,573,977	-	\$23,478,514	\$23,453,046	\$25,467	\$130,047,092.53	\$127,796,780.36	\$2,250,312.00	\$162,886,785	\$160,374,779	\$2,512,006	\$316,412,391.92	\$311,624,605.12	\$4,787,786.00
Surface Transportation Program - Urban	\$153,702,273.00	\$148,999,105.00	\$4,703,168.00	\$55,407,460.70	\$55,374,589.82	\$32,870.88	\$203,681,210.73	\$203,672,720.05	\$8,490.68	\$279,993,182.45	\$257,585,448.30	\$22,407,734.14	\$539,081,853.87	\$516,632,758.17	\$22,449,095.70
HSIP	\$17,100,000.00	\$17,100,000.00	-	\$6,382,253.99	\$6,382,253.99	-	\$23,557,427.01	\$23,557,427.01	-	\$33,386,257.46	\$33,386,257.46	-	\$63,325,938.46	\$63,325,938.46	-
CMAQ	\$52,238,126.00	\$52,238,126.00	-	\$22,495,056.54	\$22,495,056.54	-	\$82,115,442.65	\$82,115,442.65	-	\$106,838,357.64	\$106,838,357.64	-	\$211,448,856.82	\$211,448,856.82	-
TAP	\$3,436,768.00	\$3,436,768.00	-	\$4,698,363.63	\$4,698,363.63	-	\$17,173,922.58	\$17,173,922.58	-	\$22,588,105.89	\$22,588,105.89	-	\$44,460,392.10	\$44,460,392.10	-
Discretionary Funds	\$62,895,992	\$62,895,992	-	\$32,330,584	-	\$32,330,583	\$118,310,754	\$98,343,879.67	\$19,966,874.00	\$157,005,904	\$1,887,378	\$155,118,526	\$307,647,242	\$100,231,257.67	\$207,415,984.00
State Sources	\$196,408,274	\$196,408,274	-	\$515,091,688	\$504,713,029	\$10,378,658	\$1,779,375,242.59	\$1,721,601,838.66	\$57,773,403.00	\$1,453,935,013	\$1,289,945,743	\$163,989,269	\$3,748,401,943.65	\$3,516,260,611.39	\$232,141,332.00
Local Sources	\$68,070,268.00	\$68,070,268.00	-	\$213,507,389.98	\$208,497,527.73	\$5,009,862.25	\$820,647,595.10	\$809,978,435.16	\$10,669,159.94	\$1,028,834,829.50	\$1,028,834,829.50	-	\$2,062,989,814.58	\$2,047,310,792.39	\$15,679,022.19
Federal-Transit	\$73,404,551.00	\$73,404,551.00	-	\$115,851,245.64	\$115,851,245.64	-	\$304,904,255.04	\$304,904,255.04	-	\$378,510,875.76	\$378,510,875.76	-	\$799,266,376.44	\$799,266,376.44	-
State-Transit	\$9,129,944.00	\$9,129,944.00	-	\$15,060,086.76	\$15,060,086.76	-	\$40,213,340.78	\$40,213,340.78	-	\$49,919,125.09	\$49,919,125.09	-	\$105,192,552.63	\$105,192,552.63	-
Local-Transit	\$9,784,944.00	\$9,784,944.00	-	\$25,544,410.67	\$25,544,410.67	-	\$70,039,304.44	\$70,039,304.44	-	\$87,066,682.39	\$87,066,682.39	-	\$182,650,397.50	\$182,650,397.50	-
Total	\$1,054,245,117	\$1,049,541,949	\$4,703,168	\$1,243,974,203	\$1,167,654,524	\$76,319,679	\$4,374,964,666.42	\$4,274,155,796.60	\$100,808,869.00	\$4,816,452,844	\$4,472,352,833	\$344,100,010	\$10,435,391,712.96	\$9,914,163,153.22	\$521,228,559.00

Table 8.2 Fiscally Constrained Project List

Livability 2040 ID	TIP No.	Facility	Termini	Length (Miles)	Description	Type of Improvement	Project Location	State	Completion Date	Tier	Total Costs (YOE)	Federal Funding Category	Federal Funds	Percent Federal Funding	State Funds	Percent State Funding	Local Funds	Percent Local Funding
2018-2020 TN Projects																		
1000	-	NHS Pavement O&M		N/A	Operations and Maintenance (O&M) set aside for pavement on the National Highway System (NHS)	O&M	Regionwide	TN	2019	2018-2020	\$272,307,306.59	NHPP: 61%	\$166,064,705	61%	\$79,011,871	29%	\$27,230,731	10%
1003	-	NHS Bridge O&M		N/A	Operations and Maintenance (O&M) set aside for bridges on the National Highway System (NHS)	O&M	Regionwide	TN	2019	2018-2020	\$53,789,097.60	NHPP: 61%	\$32,802,905	61%	\$15,607,283	29%	\$5,378,910	10%
1006		non-NHS Pavement and bridges		N/A	Operations and Maintenance (O&M) set aside for pavement and bridges that are not on the National Highway System (NHS)	O&M	Regionwide	TN	2019	2018-2020	\$83,036,919.42	None	\$0	0%	\$8,303,692	10%	\$74,733,227	90%
1009	-	Bike/ped/Complete Streets/Transit Operations		N/A	The costs equal the total funds available from these sources: (HSIP, CMAQ, TAP) and costs of Livability Corridors Projects	Bike/Ped/Transit	Regionwide	TN	2019	2018-2020	\$38,246,212.20	HSIP: 16%	\$6,182,163	86%	\$439,195	6%	\$527,466	7%
												CMAQ: 58%	\$22,255,787	86%	\$1,581,104	6%	\$1,898,878	7%
												TAP: 12%	\$4,636,622	86%	\$329,397	6%	\$395,600	7%
												Total Federal: 86%	\$33,074,572	86%	\$2,349,696	6%	\$2,821,944	7%
1013	-	Transit O&M		N/A	The transit O&M costs equal the available Transit funds minus transit capital projects	O&M	Regionwide	TN	2019	2018-2020	\$108,331,968.51	FTA: 72%	\$77,532,226	72%	\$10,247,709	9%	\$20,552,033	19%
40	STP-M-2006-03	Old Brownsville Rd	SR-14 (Austin Peay) to Kirby Whitten	2.3	Widen to four lane divided roadway with a raised median and median openings and turn lanes for access to existing driveways. Project scope will include designated bicycle facilities and ADA accessible pedestrian improvements.	Road Widening	Bartlett	TN	2020	2018-2020	\$27,708,788.43	STP-Urban: 6%	\$1,648,673	6%	\$0	0%	\$26,060,116	94%
66	STP-M-2014-02	Germantown Road Realignment	Poplar Pike/McVay to 1000 feet south of Poplar Pike	0.5	Realignment and construction of a 5 lane road to make Germantown Road continuous through the City of Germantown. The project includes the realignment of West Street and Old Germantown Roads to form an intersection with the Realigned Germantown Road north of the NSRR tracks. As part of the project, the railroad at-grade crossing will be improved to current NSRR standards and Old Germantown Road will be improved from Poplar Pike to the intersection of Old Germantown Road with Germantown Road Realigned.	Road Widening	Germantown	TN	2020	2018-2020	\$4,327,395.38	STP-Urban: 75%	\$3,245,547	75%	\$0	0%	\$1,081,849	25%
67	STP-M-2014-07	Germantown Road at Wolf River Boulevard Intersection Improvements	Germantown Road at Wolf River Boulevard Intersection	0.34	Reconstruct intersection of Wolf River Blvd and Germantown Road, with widening and reconstruction of traffic signals on Germantown Road from Brierbrook Rd to Wolf Trail Cove.	Roadway Reconfiguration	Germantown	TN	2020	2018-2020	\$1,904,053.97	STP-Urban: 75%	\$1,428,040	75%	\$0	0%	\$476,013	25%

Livability 2040 ID	TIP No.	Facility	Termini	Length (Miles)	Description	Type of Improvement	Project Location	State	Completion Date	Tier	Total Costs (YOE)	Federal Funding		Percent Federal Funding		Percent State Funding		Percent Local Funding
												Federal Funding Category	Federal Funds	Funding	State Funds	Funding	Local Funds	Funding
8	TN-IM-2011-01	I-55	Interchange at Crump Blvd	N/A	Interchange Modification	Interchange Modification/ Reconstruction	Memphis	TN	2020	2018-2020	\$72,644,910*							
42		US-70/US-79/SR-1 (Summer Ave)	Summer Avenue, From I-40 to 0.1 Mile North of Sycamore View Road	1.66	Widen from four or five lanes to seven lanes	Road Widening	Memphis	TN	2020	2018-2020	\$33,519,370.22	None	\$0	0%	\$33,519,370	100%	\$0	0%
43	TN-NHPP-2014-02	SR-4 (US-78/Lamar Ave)	Mississippi state line to South of Shelby Drive	1.1	Reconstruct and widen from four lanes to six lanes (divided)	Road Widening	Memphis	TN	2020	2018-2020	\$43,101,215.33	NHPP: 26%	\$11,249,417	42%	\$15,490,343	58%	\$0	0%
												STP-State: 16%	\$6,883,264	42%	\$9,478,191	58%	\$0	0%
												Total Federal: 42%	\$18,132,681	42%	\$24,968,534	58%	\$0	0%
59	STP-M-2006-04	Plough Blvd	Plough Blvd. Interchange with Winchester Rd.	1.5	Improve 3,000 feet along Plough-Airways Blvd. south from Brooks Road and improve 3,000 feet along Winchester east of original at-grade section. The improvements will provide a grade-separated interchange to replace the existing at-grade condition at the Plough-Airways/Winchester Rd. intersection. The final design will maintain the present direct connectors between Plough Blvd. and the airport. the preliminary planning will include coordination with MATA to address future light rail service to the airport	Interchange Modification/ Reconstruction	Memphis	TN	2020	2018-2020	\$29,690,132.33	STP-Urban: 4%	\$1,187,605	4%	\$0	0%	\$28,502,527	96%
143		US-78/SR-4 (Lamar Ave)	Interchange at SR-175 (Shelby Dr)	N/A	Construct new interchange	New Interchange	Memphis	TN	2020	2018-2020	\$145,730,350.11	None	\$0	0%	\$145,730,350	100%	\$0	0%
309		East Memphis North-South Express Bus	IRS Park and Ride Lot; American Way Transit Center; Stage Rd (SR-15)/Summer Ave (US64/US79)	18	New express bus service with 30 min headways during AM and PM peak; 60 minute headways during off-peak times	Transit Service	Memphis	TN	2020	2018-2020	\$3,886,063.11	FTA: 80%	\$3,108,850	80%	\$388,606	10%	\$388,606	10%
329	STP-M-2004-01	Winchester/Perkins Interchange	Winchester at Perkins	0.3	Reconstruct interchange to allow for the removal of the center pier in Winchester and construct more travel lanes on Winchester. Project scope will include ADA accessible pedestrian improvements.	Interchange Modification/ Reconstruction	Memphis	TN	2020	2018-2020	\$1,564,044.33	STP-State: 80%	\$1,251,235	80%	\$312,809	20%	\$0	0%

Livability 2040 ID		TIP No.	Facility	Termini	Length (Miles)	Description	Type of Improvement	Project Location	State	Completion Date	Tier	Total Costs (YOE)	Federal Funding Category	Federal Funds	Percent Federal Funding	State Funds	Percent State Funding	Local Funds	Percent Local Funding
330	STP-M-2006-10	Kirby/Whitten Parkway (Shelby Farms Parkway)	Walnut Grove (SR-23) to Macon Road (SR-193)	2.5	Widen Walnut Grove Road from four lanes to six lanes from just east of the Wolf River to the proposed Walnut Grove/Kirby-Whitten interchange with a heavily landscaped median. Construct a four-lane heavily landscaped roadway with a variable width median from the proposed interchange to Mullins Station Road. Construct and/or widen Kirby-Whitten from two lanes to four lanes with a two-way left-turn lane from Mullins Station Road to Macon Road. The proposed interchange at Walnut Grove Road and Kirby-Whitten and the associated ramps are included in the project. Adjacent pedestrian and bicycle paths will be designed in conjunction with this project. Two grade separated trail crossings will be provided along Kirby-Whitten and one grade separated trail crossing will be provided along Walnut Grove.	New Roadway	Memphis	TN	2020	2018-2020		\$25,000,000.00	STP-Urban: 70%	\$17,500,000	70%	\$0	0%	\$7,500,000	30%
331	STP-M-2000-11	Walnut Grove Road Middle	Kirby/Whitten Pkwy to Germantown Pkwy	3	Walnut Grove Road will remain four lanes. Access management measures will be provided to limit left turn movements across Walnut Grove traffic. These include construction of a "green bridge" type grade separated intersection approximately one mile west of Germantown Parkway. The new "green bridge" will connect to the internal road network of Shelby Farms Park and the Agricenter allowing wildlife, pedestrians, bicyclist, and vehicles to cross Walnut Grove. The "green bridge" design will include landscaping, vehicular travel lanes, bicycle and pedestrian facilities, and connections to Walnut Grove. All intersecting streets and drives between the Kirby Whitten Project (Shelby Farms Parkway) and the "green bridge" will be converted to right in, right out operation. The project will include installation of a shared use trail on the north side of Walnut Grove from Patriot Lake to Germantown Parkway and pavement reconstruction of Walnut Grove.	Road Widening	Memphis	TN	2020	2018-2020		\$16,078,128.42	STP-State: 80%	\$12,862,503	80%	\$3,215,626	20%	\$0	0%
336		Short Range Transit Plan(SRTP) Route 39 South Third	Holmes Rd. to TN/MS state line	1.5	Extend SRTP Route 39 into Desoto County to connect with the new Goodman Rd. route.	Transit Service	Memphis	TN	2020	2018-2020		\$493,008.01	FTA: 80%	\$394,406	80%	\$49,301	10%	\$49,301	10%

Livability 2040 ID	TIP No.	Facility	Termini	Length (Miles)	Description	Type of Improvement	Project Location	State	Completion Date	Tier	Total Costs (YOE)	Federal Funding Category	Federal Funds	Percent Federal Funding	State Funds	Percent State Funding	Local Funds	Percent Local Funding
337		SRTP Route 32 Whitehaven	FedEx Blvd. to TN/MS state line	3	Extend SRTP Route 32 into Desoto County to connect with the new Goodman Rd. route	Transit Service	Memphis	TN	2020	2018-2020	\$744,703.45	FTA: 80%	\$595,763	80%	\$74,470	10%	\$74,470	10%
347	ENH-2010-01	US 51/SR-3 (Elvis Presley)	Shelby Drive (SR-175) to Brooks Road	2.85	Construct a six lane heavily landscaped roadway adjacent to Graceland, which includes median, wide outside lanes for bikes and a bus stop turn-out lane. From Craft to Winchester widen from four to six lanes with a median. The other two segments will have the same existing laneage but the entire project will have improved ped/bike/bus stop and landscaping.	Road Widening	Memphis	TN	2020	2018-2020	\$32,976,485*							
151	I-69		From South of SR-388(North Watkins Street) to South of Fite Road	2.3	New four-lane Interstate	New Roadway	Shelby Co	TN	2020	2018-2020	\$58,186,517.33	None	\$0	0%	\$58,186,517	100%	\$0	0%
2018-2020 TN Projects Subtotal:											\$947,645,274.73		\$422,036,965		\$409,284,065		\$197,671,671	
2021-2030 TN Projects																		
1001	-	NHS Pavement O&M		N/A	Operations and Maintenance (O&M) set aside for pavement on the National Highway System (NHS)	O&M	Regionwide	TN	2021	2021-2030	\$1,054,340,142.50	NHPP: 58%	\$612,008,605	58%	\$286,838,808	27%	\$155,492,729	15%
1004	-	NHS Bridge O&M		N/A	Operations and Maintenance (O&M) set aside for bridges on the National Highway System (NHS)	O&M	Regionwide	TN	2021	2021-2030	\$208,264,719.51	NHPP: 58%	\$120,891,005	58%	\$56,758,801	27%	\$30,614,914	15%
1007		non-NHS Pavement & bridges		N/A	Operations and Maintenance (O&M) set aside for pavement and bridges that are not on the National Highway System (NHS)	O&M	Regionwide	TN	2021	2021-2030	\$321,508,660.74	None	\$0	0%	\$32,150,866	10%	\$289,357,795	90%
1010	-	Bike/ped/Complete Streets/Transit Operations		N/A	The costs equal the total funds available from these sources: (HSIP, CMAQ, TAP) and costs of Livability Corridors Projects	Bike/Ped/Transit	Regionwide	TN	2021	2021-2030	\$138,813,702.47	HSIP: 16% CMAQ: 58% TAP: 12% Total Federal: 86%	\$22,438,011 \$80,776,841 \$16,828,508 \$120,043,360	86% 86% 86% 86%	\$1,594,049 \$5,738,577 \$1,195,537 \$8,528,164	6% 6% 6% 6%	\$1,914,426 \$6,891,933 \$1,435,819 \$10,242,178	7% 7% 7% 7%
1012		Livability Corridors		N/A	The costs equal the total funds available from these sources: (HSIP, CMAQ, TAP) and costs of Livability Corridors Projects	Livability Corridors	Regionwide	TN	2021	2021-2030	\$22,063,295.96	None	\$0	0%	\$11,031,648	50%	\$11,031,648	50%
1014	-	Transit O&M		N/A	The transit O&M costs equal the available Transit funds minus transit capital projects	O&M	Regionwide	TN	2021	2021-2030	\$390,156,900.25	FTA: 73%	\$284,904,255	73%	\$37,713,341	10%	\$67,539,304	17%
64		SR-14 (Austin Peay)	SR-385 (Paul Barrett Pkwy) to East of Kerrville-Rosemark Road	4.7	Widen from 2 to 4 (divided)	Road Widening	Shelby Co	TN	2021	2021-2030	\$50,000,000	STBG-State: 80%	\$40,000,000	80%	\$10,000,000	20%	\$0	0%

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32	STP-M-2014-10	SR-205 (Airline Road) North Widening	From the Hall Creek bridge at I-40 north to 1,100' north of the Airline - Milton Wilson intersection	0.75	The project includes the widening of SR-205 (Airline Road) from two lanes to five lanes, with the addition of curb & gutter, drainage improvements, sidewalks, bike lanes and other amenities. The project extends from I-40 on the south end to 1,100' north of the Airline - Milton Wilson Intersection.	Road Widening	Arlington	TN	2025	2021-2030	\$8,444,793.13	STP-State: 80%	\$6,755,835	80%	\$1,688,959	20%	\$0	0%
33	STP-M-2014-09	Highway 70 at Jetway Rd Improvements	US 70 at Jetway Rd	0.3	Widen Highway 70 from 4 lanes to 5 lanes from just east of SR-385 to just west of Airline Road. The widening is to provide for a left turn lane associated with the installation of a traffic control signal, which will not increase capacity. Project includes the installation of a traffic signal at the Highway 70 - Jetway Road intersection. Project scope will include designated bicycle facilities and ADA accessible pedestrian improvements.	Road Widening	Arlington	TN	2025	2021-2030	\$2,992,273.59	STP-State: 80%	\$2,393,819	80%	\$598,455	20%	\$0	0%
69		US-70/US-79/SR-1	Airline Rd to Collierville Rd/Chester Rd	0.6	Widen from 4 to 5 lanes	Road Widening	Arlington	TN	2030	2021-2030	\$9,323,999.99	STP-Urban: 74%	\$6,906,896	74%	\$0	0%	\$2,417,104	26%
83	TCSP-2012-01	Donelson Farms Pkwy	From SR-385 (Future I-269) to Airline Rd	0.5	This project consists of the design and construction of approximately 2,400 linear feet of 2-lanes of Donelson Farms Parkway. The ultimate roadway is intended to be a 4-lane urban collector with a median, bike and pedestrian facilities.	New Roadway	Arlington	TN	2025	2021-2030	\$6,319,238.91	STP-Urban: 60%	\$3,791,543	60%	\$0	0%	\$2,527,696	40%
100		SR-205 (Airline Rd)	Donelson Farm Pkwy to I-40	0.95	Widen from 2 to 4 lanes (divided)	Road Widening	Arlington	TN	2030	2021-2030	\$16,576,000.00	Discretionary Funds: 80%	\$13,260,800	80%	\$0	0%	\$3,315,200	20%
325	STP-M-2000-22	Forest Hill Irene	Walnut Grove to Macon Road	3.03	Construct new six lane roadway with a median, adjacent bike path, sidewalks, and curb ramps. The project also includes an 1,100 foot extension of Trinity Road from Sanga Creek Road to Forest Hill Irene. Trinity Road will maintain a seven lane cross section.	New Roadway	Memphis	TN	2030	2021-2030	\$18,149,416	Discretionary Funds: 70%	\$12,695,517	70%	\$0	0%	\$5,453,900	30%
182	STP-M-2014-11	Wilksville Rd	US-51 to Veterans Parkway	0.74	Extension of a 5 lane road through a newly developing area of the City. This project will create a pedestrian friendly roadway through a mixed use center that will function as the town center and connect to Veterans Parkway.	New Roadway	Millington	TN	2025	2021-2030	\$14,551,304	Discretionary Funds: 75%	\$10,913,478	75%	\$0	0%	\$3,637,826	25%

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													Federal Funds	State Funds	Federal Funds	State Funds	Local Funds	Local Funds
71	STP-M-2000-16	Walnut Grove Road East	Walnut Bend Road to Rocky Point Road	2.5	Widen existing four and two lane roadway to six lanes with a median, eliminate sharp curves and realign Rocky Point Road intersection to improve safety. This project will provide wide outside lanes for bikes	Road Widening	Memphis	TN	2025	2021-2030	\$12,029,731	Discretionary Funds: 75%	\$9,022,298	75%	\$0	0%	\$3,007,433	25%
136		I-40	From 1.0 mile East of Canada Road to SR-205 (Collierville-Arlington Road)	3.9	Widen from 4 lanes to 6 lanes (includes high occupancy vehicle lanes)	Road Widening	Arlington	TN	2025	2021-2030	\$63,432,435.50	None	\$0	0%	\$63,432,435	100%	\$0	0%
41	STP-M-2014-01	SR-57 Widening	Collierville Arlington Rd/Eastley St to SR-385	0.91	Project involves the widening of SR 57 from an existing two lane rural cross section to a five lane urban cross section. Project scope will include designated bicycle facilities and ADA accessible pedestrian improvements.	Road Widening	Collierville	TN	2025	2021-2030	\$30,759,970.47	STP-State: 80%	\$24,607,976	80%	\$6,151,994	20%	\$0	0%
96		SR-175 (Shelby Dr)	Jasper Park to Shelby Post	0.96	Widen from 2 to 6 lanes (divided)	Road Widening	Collierville	TN	2030	2021-2030	\$20,720,000.00	STP-Urban: 70%	\$14,504,000	70%	\$0	0%	\$6,216,000	30%
145		Winchester Rd	Byhalia Rd to US-72/SR-86	1.04	New 4 lane Rd (divided)	New Roadway	Collierville	TN	2030	2021-2030	\$24,958,077.56	Discretionary Funds: 80%	\$19,966,462	80%	\$0	0%	\$4,991,616	20%
11		SR-196 (Hickory Withe Rd)	US-64/SR-15 to I-40 (Intersections)	5.14	Add Shoulder	Road Widening	Fayette Co	TN	2025	2021-2030	\$1,041,698.95	STP-State: 80%	\$833,359	80%	\$208,340	20%	\$0	0%
52		I-40	Interchange at SR-196 (Hickory Withe Rd)	N/A	Construct new interchange	New Interchange	Fayette Co	TN	2025	2021-2030	\$37,743,609.30	STP-Urban: 30%	\$11,323,083	30%	\$0	0%	\$26,420,527	70%
56	STP-M-2006-01	New Canada Rd	I-40 to US-70/SR-1	2.3	Design and Construction of a new four lane divided highway between Interstate 40 (Exit 20) and U.S. Highway 70 (State Route #1).	New Roadway	Lakeland	TN	2025	2021-2030	\$19,631,174.69	STP-Urban: 60%	\$11,778,705	60%	\$0	0%	\$7,852,470	40%
6		Holmes Rd	Weaver to Horn Lake Rd	1.6	Widen from 2 to 5 lanes	Road Widening	Memphis	TN	2025	2021-2030	\$30,660,629.34	STP-Urban: 50%	\$15,330,315	50%	\$0	0%	\$15,330,315	50%
7		I-240	NB I-55 to I-240 N	1.4	Widen from 2 to 3 lanes	Road Widening	Memphis	TN	2025	2021-2030	\$26,497,649.02	STP-Urban: 30%	\$7,949,295	30%	\$0	0%	\$18,548,354	70%
12		SR-3 (North Second St)	Interchange at I-40	N/A	Interchange Modification	Interchange Modification/Reconstruction	Memphis	TN	2025	2021-2030	\$18,059,960.98	STP-Urban: 30%	\$5,417,988	30%	\$0	0%	\$12,641,973	70%
15		US-78/SR-4 (Lamar Ave)	Interchange at Holmes Rd	0.5	Construct new interchange and widen Holmes 1000 feet east to 7 lanes with service roads	New Interchange	Memphis	TN	2025	2021-2030	\$52,271,338.17	None	\$0	0%	\$52,271,338	100%	\$0	0%
16		Winchester Rd	Ridgeway to Hacks Cross	2.7	Add median	Road Widening	Memphis	TN	2025	2021-2030	\$10,496,996.25	STP-Urban: 30%	\$3,149,099	30%	\$0	0%	\$7,347,897	70%

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38		I-40	From SR-177(Germantown Road) to 1.0 mile East of Canada Road	4.5	Widen from 6 lanes to 8 lanes (includes high occupancy vehicle lanes)	Road Widening	Memphis	TN	2025	2021-2030	\$86,748,294.12	None	\$0	0%	\$86,748,294	100%	\$0	0%
39	STP-M-2000-09	North Second Street (Phase II)	Cedar to South of the Wolf River Bridge	1.02	Improve North Second Street corridor to a parkway design including right-of way acquisition, reconstruction of sidewalks, provisions for bicycles, landscaping, and utility relocation. From Cedar Avenue to the Wolf River Bridge, widen Second Street from two to four lanes with a raised median. Bicycle lanes will be provided along the improved North Second Street corridor.	Road Widening	Memphis	TN	2025	2021-2030	\$18,474,029.74	STP-Urban: 60%	\$11,084,418	60%	\$0	0%	\$7,389,612	40%
48	TN-IM-2012-01	I-240	Airways Blvd	0.48	Reconstruct interchange	Interchange Modification/ Reconstruction	Memphis	TN	2025	2021-2030	\$64,186,924.41	STP-State: 42%	\$26,958,508	42%	\$37,228,416	58%	\$0	0%
49	TN-NHPP-2014-01	I-240	Replacement of 3 Overhead Bridges; Norfolk Southern RR (LM 15.45), Poplar Av (SR-57 EB LM 15.57), and Poplar Av. (SR-57 WB LM 15.73)	0.28	Replacement of 3 Overhead Bridges; Norfolk Southern RR (LM 15.45), Poplar Ave (SR-57 EB LM 15.57), and Poplar Ave (SR-57 WB LM 15.73)	Bridge Maintenance	Memphis	TN	2025	2021-2030	\$33,937,914.06	STP-State: 43%	\$14,739,741	43%	\$19,198,173	57%	\$0	0%
58		Poplar Avenue	Bellevue to Front	1.8	Reduce Poplar from 6/7 lanes to 5 lanes, and include; bicycle lanes, traffic signal modernization, transit and pedestrian improvements, and access management.	Roadway Reconfiguration	Memphis	TN	2025	2021-2030	\$8,545,722.86	STP-Urban: 30%	\$2,563,717	30%	\$0	0%	\$5,982,006	70%
60		Shelby Dr	Sewanee Rd to Weaver Rd	1.69	Widen from 2 to 4 lanes with grade separation at rail road track	Road Widening	Memphis	TN	2025	2021-2030	\$38,805,440.26	STP-Urban: 35%	\$13,581,904	35%	\$0	0%	\$25,223,536	65%
61		Shelby Dr Extension	Paul Lowry Rd to Sewanee Rd	1.9	New 4 lane road (divided) with grade separation at rail crossing	New Roadway	Memphis	TN	2025	2021-2030	\$31,425,368.37	STP-Urban: 35%	\$10,998,879	35%	\$0	0%	\$20,426,489	65%
104		US-78/SR-4 (Lamar Ave)	Interchange at Winchester Rd	1	Construct new interchange	New Interchange	Memphis	TN	2025	2021-2030	\$149,194,078.28	None	\$0	0%	\$149,194,078	100%	\$0	0%
116	NHS-2002-01	I-240 Midtown	I-40 to I-55	6	Widen from 6 to 8 lanes	Road Widening	Memphis	TN	2025	2021-2030	\$58,560,922.48	NHPP: 51%	\$29,992,773	51%	\$28,568,149	49%	\$0	0%
150		I-69	From 0.8 Mile East of US-51 to 0.5 Mile South of SR-388	5.6	New 4 lane Interstate	New Roadway	Memphis	TN	2025	2021-2030	\$169,073,772.02	None	\$0	0%	\$169,073,772	100%	\$0	0%
161		US-78/SR-4 (Lamar Ave)	Raines Road/Perkins Road Interchange to Getwell Road (SR-176)	1.8	Widen from 4 to 6 lanes (divided)	Road Widening	Memphis	TN	2025	2021-2030	\$116,430,780.97	None	\$0	0%	\$116,430,781	100%	\$0	0%

Livability 2040 ID	TIP No.	Facility	Termini	Length (Miles)	Description	Type of Improvement	Project Location	State	Completion Date	Tier	Total Costs (YOE)	Federal Funding Category	Percent Federal Funding		Percent State Funding		Percent Local Funding	
													Federal Funds	State Funds	State Funds	Local Funds	Local Funds	Funding
227	STP-M-2000-09	North Second Street (Phase III)	South of Wolf River Bridge to US-51	2.7	Improve North Second Street corridor to a parkway design including right-of-way acquisition, reconstruction of sidewalks, provisions for bicycles, landscaping, and utility relocation. From the Wolf River bridge to Harvester Lane, North Second Street will be constructed on new alignment as a 4 lane divided roadway. From Harvester Lane to US 51, North Second Street / Whitney Avenue will be widened from 2 to 4 lanes. Bicycle lanes will be provided along the improved North Second Street corridor.	Road Widening	Memphis	TN	2025	2021-2030	\$19,214,740.97	STP-Urban: 60%	\$11,528,845	60%	\$0	0%	\$7,685,896	40%
291		Midtown Area	Downtown to Airport	N/A	Streetcar Service - Study	Study	Memphis	TN	2025	2021-2030	\$25,000,000.00	FTA: 80%	\$20,000,000	80%	\$2,500,000	10%	\$2,500,000	10%
3		Dexter Rd	Whitten Rd to Appling Rd	0.25	Widen from 2 to 4 lanes	Road Widening	Shelby Co	TN	2025	2021-2030	\$2,354,373.03	STP-Urban: 60%	\$1,412,624	60%	\$0	0%	\$941,749	40%
5		Hacks Cross Rd	Stateline Rd to SR-175 (Shelby Dr)	1.78	Widen from 2 to 7 lanes	Road Widening	Shelby Co	TN	2025	2021-2030	\$37,210,540.82	STP-Urban: 50%	\$18,605,270	50%	\$0	0%	\$18,605,270	50%
46	STP-M-2014-03	Houston Levee Road Widening	Walnut Grove Road (SR-23) to Wolf River Bridge	1.67	This project improves Houston Levee Road by widening the segment from Walnut Grove Road to the Wolf River Bridge from two to four lanes. The roadway segment will include a median and landscaping.	Road Widening	Shelby Co	TN	2025	2021-2030	\$24,362,239.60	STP-Urban: 60%	\$14,617,344	60%	\$0	0%	\$9,744,896	40%
54	STP-M-2014-06	Macon Rd Widening	Berryhill Rd to Houston Levee Rd	1.73	This project provides improvements for widening of Macon Road from two to four through lanes and includes the addition of a continuous left turn lane from Berryhill Road to Houston Levee Road with a bridge over Gray's Creek.	Road Widening	Shelby Co	TN	2025	2021-2030	\$28,731,606.22	STP-Urban: 60%	\$17,238,964	60%	\$0	0%	\$11,492,642	40%
62		Southern Gateway	West Memphis to Shelby Co/DeSoto Co	N/A	Construct new multimodal bridge over Miss. River -Environmental Impact Statement	Study	Shelby Co	TN	2025	2021-2030	\$25,000,000.00	Discretionary Funds: 80%	\$20,000,000	80%	\$5,000,000	20%	\$0	0%
152		I-69	From 0.5 Mile North of Woodstock-Cuba Road to 0.2 Mile East of US-51	5	New 4 lane Interstate	New Roadway	Shelby Co	TN	2025	2021-2030	\$150,957,707.67	Discretionary Funds: 8%	\$12,485,325	8%	\$138,472,382	92%	\$0	0%
181	STP-M-2014-04	Walnut Grove Road (SR-23) Widening	Rocky Point Rd to Houston Levee Rd	1	This project widens Walnut Grove Road from two to six lanes from Rocky Point Road to Houston Levee Road with a bridge over Gray's Creek.	Road Widening	Shelby Co	TN	2025	2021-2030	\$18,908,441.92	STP-Urban: 60%	\$11,345,065	60%	\$0	0%	\$7,563,377	40%
314	5309-2017-01	Memphis Innovation Corridor	From CBD along Union Avenue and	8	Development of a mulitmodal corridor linking the CBD to the University of		Memphis	TN	2025	2021-2030	\$45,480,000.00	FTA	\$2,220,000	74%	\$300,000	10%	\$480,000	16%
												FTA	\$32,000,000	80%	\$4,000,000	10%	\$4,000,000	10%

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			Poplar Avenue to intersection of Poplar Avenue and Goodlet		Memphis providing enhanced safety, smart city technology, and green infrastructure. A main component is the implementation of BRT service, which will include new buses, traffic signal priority, enhanced station locations, and super stops.	Transit Service/Roadway Reconfiguration						STP-Urban	\$1,984,000	80%	\$0	0%	\$496,000	20%
2021-2030 TN Projects Subtotal:											\$3,762,410,615.68		\$1,751,848,429		\$1,332,615,357		\$816,760,529	
2031-2040 TN Projects																		
1002	-	NHS Pavement O&M		N/A	Operations and Maintenance (O&M) set aside for pavement on the National Highway System (NHS)	O&M	Regionwide	TN	2031	2031-2040	\$1,323,540,024.45	NHPP: 58%	\$761,504,047	58%	\$272,572,979	21%	\$289,462,998	22%
1005	-	NHS Bridge O&M		N/A	Operations and Maintenance (O&M) set aside for bridges on the National Highway System (NHS)	O&M	Regionwide	TN	2031	2031-2040	\$261,440,004.83	NHPP: 58%	\$150,420,553	58%	\$63,077,107	24%	\$47,942,345	18%
1008		non-NHS Pavement & bridges		N/A	Operations and Maintenance (O&M) set aside for pavement and bridges that are not on the National Highway System (NHS)	O&M	Regionwide	TN	2031	2031-2040	\$403,598,007.46	None	\$0	0%	\$201,799,004	50%	\$201,799,004	50%
1011	-	Bike/ped/Complete Streets/Transit Operations		N/A	The costs equal the total funds available from these sources: (HSIP, CMAQ, TAP) and costs of Livability Corridors Projects	Bike/Ped/Transit	Regionwide	TN	2031	2031-2040	\$172,187,323.24	HSIP: 16%	\$27,832,563	86%	\$1,977,291	6%	\$2,374,693	7%
												CMAQ: 58%	\$100,197,226	86%	\$7,118,247	6%	\$8,548,893	7%
												TAP: 12%	\$20,874,422	86%	\$1,482,968	6%	\$1,781,019	7%
												Total Federal: 86%	\$148,904,211	86%	\$10,578,507	6%	\$12,704,605	7%
1015	-	Transit O&M		N/A	The transit O&M costs equal the available Transit funds minus transit capital projects	O&M	Regionwide	TN	2031	2031-2040	\$515,496,683.24	FTA: 73%	\$378,510,876	73%	\$49,919,125	10%	\$87,066,682	17%
160		SR-205 (Airline Rd)	US-64/SR-15 to Donelson Farm Pkwy	3.1	Widen from 2 to 5 lanes	Road Widening	Arlington	TN	2035	2031-2040	\$61,819,933.96	NHPP: 56%	\$34,310,063	56%	\$27,509,871	45%	\$0	0%
176		US-70/US-79/SR-1	Collierville Arlington Rd/Chester Rd to Milton Wilson Rd	0.95	Widen from 2 to 5 lanes	Road Widening	Arlington	TN	2035	2031-2040	\$24,727,973.59	STP-State: 80%	\$19,782,379	80%	\$4,945,595	20%	\$0	0%
213		Germantown Rd Extension	US-70/US-79/SR-1 to Old Brownsville Rd	1.68	Widen from 2 to 4 lanes (divided)	Road Widening	Bartlett	TN	2035	2031-2040	\$41,084,083.30	STP-Urban: 35%	\$14,379,429	35%	\$0	0%	\$26,704,654	65%
306		Shelby Dr.	Sycamore Rd. to US-72	1.3	Widen from 2 lanes to 4 lanes divided	Road Widening	Collierville	TN	2035	2031-2040	\$30,909,966.97	STP-Urban: 61%	\$18,855,080	61%	\$0	0%	\$12,054,887	39%
159		SR-196 (Hickory Withe Rd)	I-40 to Main Street	0.62	add shoulder	Road Widening	Fayette Co	TN	2035	2031-2040	\$3,090,996.69	STP-Urban: 35%	\$1,081,849	35%	\$0	0%	\$2,009,148	65%
201		Canada Rd	North of Kingsridge Dr to I-40	0.59	Widen from 4 to 6 lanes (divided)	Road Widening	Lakeland	TN	2035	2031-2040	\$10,850,708.23	STP-Urban: 35%	\$3,797,748	35%	\$0	0%	\$7,052,960	65%
202		Chambers Chapel Rd	I-40 to US-70/US-79/SR-1	2.14	Widen from 2 to 4 lanes (divided)	Road Widening	Lakeland	TN	2040	2031-2040	\$56,736,016.87	STP-Urban: 35%	\$19,857,606	35%	\$0	0%	\$36,878,411	65%

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												Category	Federal Funds	Funding	State Funds	Funding	Local Funds	Funding
203		Chambers Chapel Rd	US-64/SR-15 to I-40	2.65	Widen from 2 to 4 lanes (divided)	Road Widening	Lakeland	TN	2040	2031-2040	\$70,254,852.73	STP-Urban: 35%	\$24,589,198	35%	\$0	0%	\$45,665,654	65%
226		New E-W Rd	Canada Rd to Chambers Chapel Rd	2.15	New 4 lane road (divided)	New Roadway	Lakeland	TN	2035	2031-2040	\$59,106,487.86	STP-Urban: 50%	\$29,553,244	50%	\$0	0%	\$29,553,244	50%
265		Beverle Rivera Dr	Canada Rd to Seed Tick Rd	0.7	Widen 2-4 lanes	Road Widening	Lakeland	TN	2035	2031-2040	\$17,118,537.10	STP-Urban: 50%	\$8,559,269	50%	\$0	0%	\$8,559,269	50%
270		Beverle Rivera Dr	Seed Tick Rd to Chambers Chapel Rd	1.36	New 2 lane road	New Roadway	Lakeland	TN	2035	2031-2040	\$34,048,053.03	STP-Urban: 50%	\$17,024,027	50%	\$0	0%	\$17,024,027	50%
31		Holmes Rd	US-61/SR-14 (South Third St) to SR-175 (Weaver Rd)	0.49	Widen from 2 to 5 lanes with intersection improvements at US 61	Road Widening	Memphis	TN	2040	2031-2040	\$16,138,352.40	STP-Urban: 30%	\$4,841,506	30%	\$0	0%	\$11,296,847	70%
47		I-240	SB I-240 to I-55 S	1	Widen from 3 to 4 lanes	Road Widening	Memphis	TN	2040	2031-2040	\$32,296,072.76	STP-State: 80%	\$25,836,858	80%	\$6,459,215	20%	\$0	0%
51		I-40	US-64/SR-15	0.5	Reconstruct interchange	Interchange Modification/ Reconstruction	Memphis	TN	2040	2031-2040	\$9,223,990.80	STP-State: 80%	\$7,379,193	80%	\$1,844,798	20%	\$0	0%
70		US-72/SR-57 (Poplar Ave)	I-240 off ramp to Yates	0.31	Add WB lane	Road Widening	Memphis	TN	2040	2031-2040	\$5,626,392.29	STP-State: 80%	\$4,501,114	80%	\$1,125,278	20%	\$0	0%
77		US-70/US-79/SR-1 (Summer Ave)	Summer Avenue, From 0.1 Mile North of Sycamore View Road to 0.1 Mile North of Elmore Road	1.77	Widen from 4 to 7 lanes	Road Widening	Memphis	TN	2035	2031-2040	\$72,778,780.48	None	\$0	0%	\$72,778,780	100%	\$0	0%
84		Forest Hill-Irene Rd	Grove Rd to US-64/SR-15	2.82	Widen Berryhill Rd from 3 lanes to 5 lanes and include bicycle lanes.	Road Widening	Memphis	TN	2040	2031-2040	\$55,828,143.76	STP-Urban: 25%	\$13,957,036	25%	\$0	0%	\$41,871,108	75%
101		SR-385	I-240 to Ridgeway Rd	2.51	auxiliary lane WB	Road Widening	Memphis	TN	2040	2031-2040	\$62,970,078.89	STP-Urban: 30%	\$18,891,024	30%	\$0	0%	\$44,079,055	70%
137		US-78/SR-4 (Lamar Ave)	South of Shelby Drive to Raines/Perkins Road Interchange	1.9	Widen from 4 to 6 lanes (divided)	Road Widening	Memphis	TN	2040	2031-2040	\$116,304,597.85	None	\$0	0%	\$116,304,598	100%	\$0	0%
167		Summer Avenue	Perkins to Stratford	0.1	access management	Access Management	Memphis	TN	2035	2031-2040	\$811,437.55	STP-Urban: 35%	\$284,003	35%	\$0	0%	\$527,434	65%
169		Pleasant Hill Rd	Holmes Rd to SR-175 (Shelby Dr)	1.06	Widen from 5 to 7 lanes	Road Widening	Memphis	TN	2040	2031-2040	\$29,468,350.65	STP-Urban: 30%	\$8,840,505	30%	\$0	0%	\$20,627,845	70%
205		Covington Pike	Macon Rd to I-40	0.56	Widen from 4 to 6 lanes	Road Widening	Memphis	TN	2040	2031-2040	\$10,792,795.53	STP-Urban: 35%	\$3,777,478	35%	\$0	0%	\$7,015,317	65%
208		Florida St	McLemore Ave to US-61/SR-1 (Crump Blvd)	0.58	Widen from 2 to 5 lanes	Road Widening	Memphis	TN	2040	2031-2040	\$21,372,543.50	STP-Urban: 35%	\$7,480,390	35%	\$0	0%	\$13,892,153	65%

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231		Pleasant Hill Rd	Stateline Rd to Holmes Rd	1	Widen from 2 to 5 lanes	Road Widening	Memphis	TN	2040	2031-2040	\$30,131,703.27	STP-Urban: 35%	\$10,546,096	35%	\$0	0%	\$19,585,607	65%
153	I-69		From South of Fite Road to 0.5 Miles North of Woodstock-Cuba Road	2.5	New 4 lane Interstate	New Roadway	Millington	TN	2040	2031-2040	\$121,638,049.75	None	\$0	0%	\$121,638,050	100%	\$0	0%
171	SR-205 (Navy Rd)		Armor to SR-14	1.66	New 4 lane road	New Roadway	Millington	TN	2035	2031-2040	\$43,273,953.76	STP-State: 80%	\$34,619,163	80%	\$8,654,791	20%	\$0	0%
63	SR-14 (Austin Peay)		East of Old Covington Pike to SR-385;	3.99	Widen from 2 to 4 (divided)	Road Widening	Shelby Co	TN	2035	2031-2040	\$64,825,839.18	None	\$0	0%	\$64,825,839	100%	\$0	0%
90		Appling Rd	Cordova Club to Dusty Lane	0.2	New 4 lane road	New Roadway	Shelby Co	TN	2035	2031-2040	\$9,739,279.16	STP-Urban: 80%	\$7,791,423	80%	\$0	0%	\$1,947,856	20%
95	SR-14 (Austin Peay)		East of Kerville-Rosemark Road to Tipton County Line	4.2	Widen from 2 to 4 (divided)	Road Widening	Shelby Co	TN	2035	2031-2040	\$121,470,172.17	None	\$0	0%	\$121,470,172	100%	\$0	0%
123		Dexter Rd	Forest Hill-Irene Rd Ext. to Houston Levee Rd	0.86	New 2 lane road	New Roadway	Shelby Co	TN	2040	2031-2040	\$20,057,943.24	STP-Urban: 35%	\$7,020,280	35%	\$0	0%	\$13,037,663	65%
2031-2040 TN Projects Subtotal:											\$3,930,758,131		\$1,786,895,648		\$1,145,503,708		\$998,358,774	
2018-2040 TN Projects Subtotal:											\$8,640,814,021		\$3,960,781,042		\$2,887,403,131		\$2,012,790,975	
2018-2020 MS Projects																		
1000	-	NHS Pavement O&M		N/A	Operations and Maintenance (O&M) set aside for pavement on the National Highway System (NHS)	O&M	Regionwide	MS	2019	2018-2020	\$35,971,459.02	None	\$0	0%	\$35,971,459	100%	\$0	0%
1003	-	NHS Bridge O&M		N/A	Operations and Maintenance (O&M) set aside for bridges on the National Highway System (NHS)	O&M	Regionwide	MS	2019	2018-2020	\$7,059,819.06	None	\$0	0%	\$7,059,819	100%	\$0	0%
1006		non-NHS Pavement & bridges		N/A	Operations and Maintenance (O&M) set aside for pavement and bridges that are not on the National Highway System (NHS)	O&M	Regionwide	MS	2019	2018-2020	\$18,826,184.16	None	\$0	0%	\$0	0%	\$18,826,184	100%
1009	-	Bike/ped/Complete Streets/Transit Operations		N/A	The costs equal the total funds available from these sources: (HSIP, CMAQ, TAP) and costs of Livability Corridors Projects	Bike/Ped/Transit	Regionwide	MS	2019	2018-2020	\$1,266,520.11	HSIP: 16%	\$200,091	40%	\$251,171	50%	\$54,462	11%
											CMAQ: 19%	\$239,270	40%	\$300,351	50%	\$65,126	11%	
											TAP: 5%	\$61,741	40%	\$77,503	50%	\$16,805	11%	
											Total Federal: 40%	\$501,102	40%	\$629,024	50%	\$136,394	11%	
80	MS-NHS-2006-01	I-55/I-69	Church Rd to MS-302 (Goodman Rd)	1.75	Widen from 4 to 8 lanes and construct frontage roads.	Road Widening	DeSoto Co	MS	2020	2018-2020	\$16,053,151.15	None	\$0	0%	\$16,053,151	100%	\$0	0%
292		Goodman Road (MS 302)	US-61 to MS-305 in downtown Olive Branch	17.8	Part of new transit service to DeSoto County	Transit Service	DeSoto Co	MS	2020	2018-2020	\$3,944,064.05	STP-Urban: 10%	\$394,406	10%	\$2,800,285	71%	\$749,372	19%

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													Federal Funds	Funding	State Funds	Funding	Local Funds	Funding
328	MS-LSTP-2015-01	Getwell Road (MS 747)	Star Landing Road to Pleasant Hill Road	1.4	Widen existing two lane road to a four-lane divided typical section with curb and gutter and sidewalks.	Road Widening	DeSoto Co	MS	2020	2018-2020	\$5,267,415.75	None	\$0	0%	\$5,267,416	100%	\$0	0%
333	MS-NHPP-2016-02	SR 304 and McIngvale Rd Interchange	SR-304 at McIngvale Road	N/A	Interchange Construction	Interchange Construction	DeSoto Co	MS	2020	2018-2020	\$19,967,838.67	STP-State: 12%	\$2,456,044	12%	\$17,511,795	88%	\$0	0%
345		SRTP Route 39 South Third	TN/MS state line to Goodman Road (MS 302)	2.5	Extend SRTP Route 39 into Desoto County to connect with the new Goodman Rd. route.	Transit Service	DeSoto Co	MS	2020	2018-2020	\$821,680.01	STP-Urban: 10%	\$82,168	10%	\$0	0%	\$739,512	90%
348	MS-SSTP-2006-04	SR-304/I-269	East of I-55 to SR-305	10	New 4-lane freeway	New Roadway	DeSoto Co	MS	2020	2018-2020	\$67,000,000*							
349	MS-SSTP-2008-02	SR-304/I-269	SR-305 to the Marshall County Line	7	New 4-lane freeway	New Roadway	DeSoto Co	MS	2020	2018-2020	\$49,200,000*							
332	MS-NHPP-2016-01	I-55	I-55 at Commerce Street	N/A	Interchange Reconstruction	Interchange Modification/Reconstruction	Hernando	MS	2020	2018-2020	\$24,418,873.91	NHPP: 10%	\$2,473,632	10%	\$21,945,242	90%	\$0	0%
350	MS-SSTP-2016-01	SR-304/I-269	Marshall County Line to East of Mason Road	0.5	New 4-lane freeway	New Roadway	Marshall County	MS	2020	2018-2020	\$12,600,000*							
351	MS-SSTP-2016-02	SR-304/I-269	East of Mason Road to SR-302	7.5	New 4-lane freeway	New Roadway	Marshall County	MS	2020	2018-2020	\$35,100,000*							
23		Church Rd	Pepper Chase Rd to Airways Blvd	0.74	Widen from 5 to 7 lanes	Road Widening	Southaven	MS	2020	2018-2020	\$8,041,478.95	STP-Urban: 5%	\$402,074	5%	\$7,639,405	95%	\$0	0%
28	MS-LSTP-2014-01	Getwell Road (MS 747)	Star Landing Road to Church Road	4	Widen existing variable width road to a four-lane divided typical section with curbs and storm drains. A 10' wide multi-use Bike-Ped lane will be provided.	Road Widening	Southaven	MS	2020	2018-2020	\$7,514,514.01	None	\$0	0%	\$7,514,514	100%	\$0	0%
29		Nail Rd Extension	Elmore Road to Swinnea Road	0.51	Widen two lane to five lanes;	Road Widening	Southaven	MS	2020	2018-2020	\$3,079,986.92	None	\$0	0%	\$0	0%	\$3,079,987	100%
35		Swinnea	Stateline to Goodman Road (MS 302)	2.02	widen 2 to 3 lanes	Road Widening	Southaven	MS	2020	2018-2020	\$8,687,407.37	STP-Urban: 4%	\$347,496	4%	\$8,339,911	96%	\$0	0%
338		I-55	Relocate frontage roads	N/A	Roadway Reconfiguration	Roadway Reconfiguration	Southaven	MS	2020	2018-2020	\$1,609,944.00	NHPP: 40%	\$643,978	40%	\$965,966	60%	\$0	0%
346		SRTP Route 32 Whitehaven	TN/MS state line to Goodman Road (MS 302)	2.3	Extend SRTP Route 32 into Desoto County to connect with the new Goodman Rd. route	Transit Service	Southaven	MS	2020	2018-2020	\$570,461.94	STP-Urban: 10%	\$57,046	10%	\$0	0%	\$513,416	90%
2018-2020 MS Projects Subtotal:											\$163,100,799.08		\$7,357,946		\$131,697,987		\$24,044,865	
2021-2030 MS Projects																		
1001	-	NHS Pavement O&M		N/A	Operations and Maintenance (O&M) set aside for pavement on the National Highway System (NHS)	O&M	Regionwide	MS	2021	2021-2030	\$139,277,031.17	None	\$0	0%	\$139,277,031	100%	\$0	0%

Livability 2040 ID	TIP No.	Facility	Termini	Length (Miles)	Description	Type of Improvement	Project Location	State	Completion Date	Tier	Total Costs (YOE)	Federal Funding Category	Federal Funds	Percent Federal Funding	State Funds	Percent State Funding	Local Funds	Percent Local Funding
1004	-	NHS Bridge O&M		N/A	Operations and Maintenance (O&M) set aside for bridges on the National Highway System (NHS)	O&M	Regionwide	MS	2021	2021-2030	\$27,334,744.44	None	\$0	0%	\$27,334,744	100%	\$0	0%
1007		non-NHS Pavement & bridges		N/A	Operations and Maintenance (O&M) set aside for pavement and bridges that are not on the National Highway System (NHS)	O&M	Regionwide	MS	2021	2021-2030	\$72,892,651.83	None	\$0	0%	\$36,446,326	50%	\$36,446,326	50%
1010	-	Bike/ped/Complete Streets/Transit Operations		N/A	The costs equal the total funds available from these sources: (HSIP, CMAQ, TAP) and costs of Livability Corridors Projects	Bike/Ped/Transit	Regionwide	MS	2021	2021-2030	\$5,622,560.26	HSIP: 20%	\$1,119,416	50%	\$928,014	41%	\$197,669	9%
												CMAQ: 24%	\$1,338,602	50%	\$1,109,723	41%	\$236,374	9%
												TAP: 6%	\$345,414	50%	\$286,354	41%	\$60,994	9%
												Total Federal: 50%	\$2,803,432	50%	\$2,324,091	41%	\$495,037	9%
37	MS-LSTBG-2017-01	McIngvale Road	Green T Rd to Byhalia Rd	1.1	2 to 5 Lanes	Road Widening	Hernando	MS	2021	2021-2030	\$8,874,617.00	STP-Urban	\$8,490	80%	\$0	0%	\$2,123	20%
												Discretionary Funds	\$696,968	38%	\$1,000,000	54%	\$139,377	8%
												None	\$0	0%	\$0	0%	\$7,027,659	100%
112	MS-LSTP-2015-02	Commerce Street Extension (SR 304)	Della Street to Jaybird Road	0.5	New 3-lane road, with roadbed for future expansion to a 5-lane	New Roadway	DeSoto Co	MS	2025	2021-2030	\$4,500,000.00	Discretionary Funds	\$1,000,000	80%	\$0	0%	\$250,000	20%
												None	\$0	0%	\$0	0%	\$3,250,000	100%
81	MS-NHS-2006-02	I-55/I-69	Commerce St to Church Rd	7.7	Widen to 6 lanes from Commerce Street to Relocated MS 304 and widen to 8 lanes from Relocated 304 to Church Road	Road Widening	DeSoto Co	MS	2025	2021-2030	\$79,154,886.24	STP-State: 9%	\$7,225,645	9%	\$71,929,241	91%	\$0	0%
82	MS-NHS-2008-02	Star Landing Corridor	Star Landing Road from approx. Tulane Road to Getwell Road	6	Widen from 2 to 4 lanes (divided)	Road Widening	DeSoto Co	MS	2025	2021-2030	\$47,251,276.31	STP-Urban: 5%	\$2,362,564	5%	\$42,526,149	90%	\$2,362,564	5%
194		Craft Rd	I-269 to Church Rd	4.35	Widen from 2 to 5 lanes	Road Widening	DeSoto Co	MS	2025	2021-2030	\$65,137,312.26	None	\$0	0%	\$61,880,447	95%	\$3,256,866	5%
344		Airways Road	From Existing Sidewinder Road (north of Pleasant Hill) to Old Airways Blvd (south of Star Landing)	1.2	(New 2 lane Road)	New Roadway	DeSoto Co	MS	2030	2021-2030	\$9,008,909.01	STP-Urban: 50%	\$4,504,455	50%	\$0	0%	\$4,504,455	50%
26	MS-747 (Getwell Road)	Byhalia Road (SR-309) to Pleasant Hill Road		1.14	Widen from 2 to 4 lanes	Road Widening	Hernando	MS	2030	2021-2030	\$17,127,588.10	STP-State: 25%	\$4,281,897	25%	\$12,845,691	75%	\$0	0%
113		Hacks Cross Road	College Road to US-78	0.66	Widen from 2 to 5 lanes (undivided)	Road Widening	Olive Branch	MS	2025	2021-2030	\$8,601,872.82	STP-Urban: 6%	\$473,103	6%	\$0	0%	\$8,128,770	95%
195		Pleasant Hill Road	Church Road to Nail Road	1	Widen from 2 to 4 lanes (divided)	Road Widening	Olive Branch	MS	2025	2021-2030	\$27,903,021.27	None	\$0	0%	\$0	0%	\$27,903,021	100%

Livability 2040 ID	TIP No.	Facility	Termini	Length (Miles)	Description	Type of Improvement	Project Location	State	Completion Date	Tier	Total Costs (YOE)	Federal Funding Category	Federal Funds	Percent Federal Funding	State Funds	Percent State Funding	Local Funds	Percent Local Funding
147	MS-LSTP-2014-06	I-55/I-69	Interchange at Nail Road	N/A	Construct new overpass	New Bridge	Southaven	MS	2025	2021-2030	\$59,330,332.18	NHPP: 20%	\$11,866,066	20%	\$47,464,266	80%	\$0	0%
2021-2030 MS Projects Subtotal:											\$572,016,802.88		\$35,222,620		\$443,027,986		\$93,766,198	
2031-2040 MS Projects																		
1002	-	NHS Pavement O&M		N/A	Operations and Maintenance (O&M) set aside for pavement on the National Highway System (NHS)	O&M	Regionwide	MS	2031	2031-2040	\$174,838,003.23	NHPP: 34%	\$58,592,317	73%	\$17,139,639	21%	\$5,027,160	6%
												STP-State: 39%	\$68,256,072	73%	\$19,966,516	21%	\$5,856,300	6%
												Total Federal: 73%	\$126,848,389	73%	\$37,106,154	21%	\$10,883,460	6%
1005	-	NHS Bridge O&M		N/A	Operations and Maintenance (O&M) set aside for bridges on the National Highway System (NHS)	O&M	Regionwide	MS	2031	2031-2040	\$34,314,000.63	None	\$0	0%	\$32,613,866	95%	\$1,700,134	5%
1008		non-NHS Pavement & bridges		N/A	Operations and Maintenance (O&M) set aside for pavement and bridges that are not on the National Highway System (NHS)	O&M	Regionwide	MS	2031	2031-2040	\$91,504,001.69	None	\$0	0%	\$45,752,001	50%	\$45,752,001	50%
1011	-	Bike/ped/Complete Streets/Transit Operations		N/A	The costs equal the total funds available from these sources: (HSIP, CMAQ, TAP) and costs of Livability Corridors Projects	Bike/Ped/Transit	Regionwide	MS	2031	2031-2040	\$17,840,386.03	HSIP: 31%	\$5,553,695	78%	\$1,376,564	19%	\$193,442	3%
												CMAQ: 37%	\$6,641,131	78%	\$1,646,100	19%	\$231,319	3%
												TAP: 10%	\$1,713,684	78%	\$424,761	19%	\$59,690	3%
												Total Federal: 78%	\$13,908,510	78%	\$3,447,425	19%	\$484,451	3%
1012		Livability Corridors		N/A	The costs equal the total funds available from these sources: (HSIP, CMAQ, TAP) and costs of Livability Corridors Projects	Livability Corridors	Regionwide	MS	2031	2031-2040	\$14,388,321.70	None	\$0	0%	\$7,194,161	50%	\$7,194,161	50%
162	US-51	I-69 to Star Landing Road		2.86	Widen from 2 to 4 lanes (divided)	Road Widening	Hernando	MS	2035	2031-2040	\$51,380,828.17	NHPP: 9%	\$4,624,275	9%	\$46,756,554	91%	\$0	0%
154	US-51	Church Rd to Stateline Road		4.16	Widen from 5 to 7 lanes	Road Widening	Horn Lake	MS	2035	2031-2040	\$57,454,993.43	NHPP: 80%	\$45,963,995	80%	\$11,490,999	20%	\$0	0%
129	Nail Road	Swinnea to Getwell Road (MS 747)		2.52	New 4 lane road (divided)	New Roadway	Southaven	MS	2040	2031-2040	\$61,981,422.03	STP-Urban: 27%	\$16,933,337	30%	\$0	0%	\$38,832,469	70%
												Discretionary Funds: 3%	\$1,887,378	30%	\$0	0%	\$4,328,239	70%
												Total Federal: 30%	\$18,820,714	30%	\$0	0%	\$43,160,708	70%

Livability 2040 ID	TIP No.	Facility	Termini	Length (Miles)	Description	Type of Improvement	Project Location	State	Completion Date	Tier	Total Costs (YOE)	Federal Funding Category	Federal Funds	Percent Federal Funding	State Funds	Percent State Funding	Local Funds	Percent Local Funding
2031-2040 MS Projects Subtotal:											\$503,701,956.90		\$210,165,883		\$184,361,160		\$117,542,738	
2018-2040 MS Projects Subtotal:											\$1,238,819,558.87		\$252,746,449		\$759,087,133		\$224,684,641	
TN and MS Projects Total																		
2018-2020 TN and MS Projects Total:											\$1,110,746,073.81		\$429,394,911		\$540,982,052		\$221,716,536	
2021-2030 TN and MS Projects Total:											\$4,334,427,418.56		\$1,787,071,049		\$1,775,643,343		\$910,526,727	
2031-2040 TN and MS Projects Total:											\$4,434,460,087.43		\$1,997,061,531		\$1,329,864,868		\$1,107,533,689	
2018-2040 TN and MS Projects Total:											\$9,879,633,579.80		\$4,213,527,491		\$3,646,490,264		\$2,239,776,953	

*Funds for this project are programmed in the FY 2014-17 TIP.

Pending Final Federal Approval

Table 8.2 Fiscally Constrained Project List

Livability 2040 ID	TIP No.	Facility	Termini	Length (Miles)	Description	Type of Improvement	Project Location	State	Completion Date	Tier	Total Costs (YOE)	Federal Funding Category	Federal Funds	Percent Federal Funding	State Funds	Percent State Funding	Local Funds	Percent Local Funding
2018-2020 TN Projects																		
1000	-	NHS Pavement O&M		N/A	Operations and Maintenance (O&M) set aside for pavement on the National Highway System (NHS)	O&M	Regionwide	TN	2019	2018-2020	\$272,307,306.59	NHPP: 61%	\$166,064,705	61%	\$79,011,871	29%	\$27,230,731	10%
1003	-	NHS Bridge O&M		N/A	Operations and Maintenance (O&M) set aside for bridges on the National Highway System (NHS)	O&M	Regionwide	TN	2019	2018-2020	\$53,789,097.60	NHPP: 61%	\$32,802,905	61%	\$15,607,283	29%	\$5,378,910	10%
1006		non-NHS Pavement and bridges		N/A	Operations and Maintenance (O&M) set aside for pavement and bridges that are not on the National Highway System (NHS)	O&M	Regionwide	TN	2019	2018-2020	\$83,036,919.42	None	\$0	0%	\$8,303,692	10%	\$74,733,227	90%
1009	-	Bike/ped/Complete Streets/Transit Operations		N/A	The costs equal the total funds available from these sources: (HSIP, CMAQ, TAP) and costs of Livability Corridors Projects	Bike/Ped/Transit	Regionwide	TN	2019	2018-2020	\$38,246,212.20	HSIP: 16%	\$6,182,163	86%	\$439,195	6%	\$527,466	7%
												CMAQ: 58%	\$22,255,787	86%	\$1,581,104	6%	\$1,898,878	7%
												TAP: 12%	\$4,636,622	86%	\$329,397	6%	\$395,600	7%
												Total Federal: 86%	\$33,074,572	86%	\$2,349,696	6%	\$2,821,944	7%
1013	-	Transit O&M		N/A	The transit O&M costs equal the available Transit funds minus transit capital projects	O&M	Regionwide	TN	2019	2018-2020	\$108,331,968.51	FTA: 72%	\$77,532,226	72%	\$10,247,709	9%	\$20,552,033	19%
40	STP-M-2006-03	Old Brownsville Rd	SR-14 (Austin Peay) to Kirby Whitten	2.3	Widen to four lane divided roadway with a raised median and median openings and turn lanes for access to existing driveways. Project scope will include designated bicycle facilities and ADA accessible pedestrian improvements.	Road Widening	Bartlett	TN	2020	2018-2020	\$27,708,788.43	STP-Urban: 6%	\$1,648,673	6%	\$0	0%	\$26,060,116	94%
66	STP-M-2014-02	Germantown Road Realignment	Poplar Pike/McVay to 1000 feet south of Poplar Pike	0.5	Realignment and construction of a 5 lane road to make Germantown Road continuous through the City of Germantown. The project includes the realignment of West Street and Old Germantown Roads to form an intersection with the Realigned Germantown Road north of the NSRR tracks. As part of the project, the railroad at-grade crossing will be improved to current NSRR standards and Old Germantown Road will be improved from Poplar Pike to the intersection of Old Germantown Road with Germantown Road Realigned.	Road Widening	Germantown	TN	2020	2018-2020	\$4,327,395.38	STP-Urban: 75%	\$3,245,547	75%	\$0	0%	\$1,081,849	25%
67	STP-M-2014-07	Germantown Road at Wolf River Boulevard Intersection Improvements	Germantown Road at Wolf River Boulevard Intersection	0.34	Reconstruct intersection of Wolf River Blvd and Germantown Road, with widening and reconstruction of traffic signals on Germantown Road from Brierbrook Rd to Wolf Trail Cove.	Roadway Reconfiguration	Germantown	TN	2020	2018-2020	\$1,904,053.97	STP-Urban: 75%	\$1,428,040	75%	\$0	0%	\$476,013	25%

Livability 2040 ID	TIP No.	Facility	Termini	Length (Miles)	Description	Type of Improvement	Project Location	State	Completion Date	Tier	Total Costs (YOE)	Federal Funding		Percent Federal Funding		Percent State Funding		Percent Local Funding
												Federal Funding Category	Federal Funds	Funding	State Funds	Funding	Local Funds	Funding
8	TN-IM-2011-01	I-55	Interchange at Crump Blvd	N/A	Interchange Modification	Interchange Modification/ Reconstruction	Memphis	TN	2020	2018-2020	\$72,644,910*							
42		US-70/US-79/SR-1 (Summer Ave)	Summer Avenue, From I-40 to 0.1 Mile North of Sycamore View Road	1.66	Widen from four or five lanes to seven lanes	Road Widening	Memphis	TN	2020	2018-2020	\$33,519,370.22	None	\$0	0%	\$33,519,370	100%	\$0	0%
43	TN-NHPP-2014-02	SR-4 (US-78/Lamar Ave)	Mississippi state line to South of Shelby Drive	1.1	Reconstruct and widen from four lanes to six lanes (divided)	Road Widening	Memphis	TN	2020	2018-2020	\$43,101,215.33	NHPP: 26%	\$11,249,417	42%	\$15,490,343	58%	\$0	0%
												STP-State: 16%	\$6,883,264	42%	\$9,478,191	58%	\$0	0%
												Total Federal: 42%	\$18,132,681	42%	\$24,968,534	58%	\$0	0%
59	STP-M-2006-04	Plough Blvd	Plough Blvd. Interchange with Winchester Rd.	1.5	Improve 3,000 feet along Plough-Airways Blvd. south from Brooks Road and improve 3,000 feet along Winchester east of original at-grade section. The improvements will provide a grade-separated interchange to replace the existing at-grade condition at the Plough-Airways/Winchester Rd. intersection. The final design will maintain the present direct connectors between Plough Blvd. and the airport. the preliminary planning will include coordination with MATA to address future light rail service to the airport	Interchange Modification/ Reconstruction	Memphis	TN	2020	2018-2020	\$29,690,132.33	STP-Urban: 4%	\$1,187,605	4%	\$0	0%	\$28,502,527	96%
143		US-78/SR-4 (Lamar Ave)	Interchange at SR-175 (Shelby Dr)	N/A	Construct new interchange	New Interchange	Memphis	TN	2020	2018-2020	\$145,730,350.11	None	\$0	0%	\$145,730,350	100%	\$0	0%
309		East Memphis North-South Express Bus	IRS Park and Ride Lot; American Way Transit Center; Stage Rd (SR-15)/Summer Ave (US64/US79)	18	New express bus service with 30 min headways during AM and PM peak; 60 minute headways during off-peak times	Transit Service	Memphis	TN	2020	2018-2020	\$3,886,063.11	FTA: 80%	\$3,108,850	80%	\$388,606	10%	\$388,606	10%
314	5309-2017-01	Midtown Area Connection Alternative 11-Union Avenue and Poplar Avenue Corridor	Downtown - Midtown - University of Memphis	N/A	Implementation of a high capacity transit route along Union and Poplar Avenue, which will include new buses, traffic signal priority, enhance station locations, and super stops. This route is being advanced as the Locally Preferred Alternative (Alternative 11) resulting from the Midtown Alternative Analysis study.	Transit Service	Memphis	TN	2020	2018-2020	\$43,000,000.00	FTA: 74%	\$2,220,000	74%	\$300,000	10%	\$480,000	16%
												FTA: 80%	\$32,000,000	80%	\$4,000,000	10%	\$4,000,000	10%

Livability 2040 ID		TIP No.	Facility	Termini	Length (Miles)	Description	Type of Improvement	Project Location	State	Completion Date	Tier	Total Costs (YOE)	Federal Funding Category	Federal Funds	Percent Federal Funding	State Funds	Percent State Funding	Local Funds	Percent Local Funding
329	STP-M-2004-01	Winchester/Perkins Interchange	Winchester at Perkins	0.3	Reconstruct interchange to allow for the removal of the center pier in Winchester and construct more travel lanes on Winchester. Project scope will include ADA accessible pedestrian improvements.	Interchange Modification/ Reconstruction	Memphis	TN	2020	2018-2020		\$1,564,044.33	STP-State: 80%	\$1,251,235	80%	\$312,809	20%	\$0	0%
330	STP-M-2006-10	Kirby/Whitten Parkway (Shelby Farms Parkway)	Walnut Grove (SR-23) to Macon Road (SR-193)	2.5	Widen Walnut Grove Road from four lanes to six lanes from just east of the Wolf River to the proposed Walnut Grove/Kirby-Whitten interchange with a heavily landscaped median. Construct a four-lane heavily landscaped roadway with a variable width median from the proposed interchange to Mullins Station Road. Construct and/or widen Kirby-Whitten from two lanes to four lanes with a two-way left-turn lane from Mullins Station Road to Macon Road. The proposed interchange at Walnut Grove Road and Kirby-Whitten and the associated ramps are included in the project. Adjacent pedestrian and bicycle paths will be designed in conjunction with this project. Two grade separated trail crossings will be provided along Kirby-Whitten and one grade separated trail crossing will be provided along Walnut Grove.	New Roadway	Memphis	TN	2020	2018-2020		\$25,000,000.00	STP-Urban: 70%	\$17,500,000	70%	\$0	0%	\$7,500,000	30%

Livability 2040 ID	TIP No.	Facility	Termini	Length (Miles)	Description	Type of Improvement	Project Location	State	Completion Date	Tier	Total Costs (YOE)	Federal Funding Category	Federal Funds	Percent Federal Funding	State Funds	Percent State Funding	Local Funds	Percent Local Funding
2021-2030 TN Projects																		
1001	-	NHS Pavement O&M		N/A	Operations and Maintenance (O&M) set aside for pavement on the National Highway System (NHS)	O&M	Regionwide	TN	2021	2021-2030	\$1,054,340,142.50	NHPP: 58%	\$612,008,605	58%	\$286,838,808	27%	\$155,492,729	15%
1004	-	NHS Bridge O&M		N/A	Operations and Maintenance (O&M) set aside for bridges on the National Highway System (NHS)	O&M	Regionwide	TN	2021	2021-2030	\$208,264,719.51	NHPP: 58%	\$120,891,005	58%	\$56,758,801	27%	\$30,614,914	15%
1007		non-NHS Pavement & bridges		N/A	Operations and Maintenance (O&M) set aside for pavement and bridges that are not on the National Highway System (NHS)	O&M	Regionwide	TN	2021	2021-2030	\$321,508,660.74	None	\$0	0%	\$32,150,866	10%	\$289,357,795	90%
1010	-	Bike/ped/Complete Streets/Transit Operations		N/A	The costs equal the total funds available from these sources: (HSIP, CMAQ, TAP) and costs of Livability Corridors Projects	Bike/Ped/Transit	Regionwide	TN	2021	2021-2030	\$138,813,702.47	HSIP: 16%	\$22,438,011	86%	\$1,594,049	6%	\$1,914,426	7%
												CMAQ: 58%	\$80,776,841	86%	\$5,738,577	6%	\$6,891,933	7%
												TAP: 12%	\$16,828,508	86%	\$1,195,537	6%	\$1,435,819	7%
												Total Federal: 86%	\$120,043,360	86%	\$8,528,164	6%	\$10,242,178	7%
1012		Livability Corridors		N/A	The costs equal the total funds available from these sources: (HSIP, CMAQ, TAP) and costs of Livability Corridors Projects	Livability Corridors	Regionwide	TN	2021	2021-2030	\$22,063,295.96	None	\$0	0%	\$11,031,648	50%	\$11,031,648	50%
1014	-	Transit O&M		N/A	The transit O&M costs equal the available Transit funds minus transit capital projects	O&M	Regionwide	TN	2021	2021-2030	\$390,156,900.25	FTA: 73%	\$284,904,255	73%	\$37,713,341	10%	\$67,539,304	17%
64		SR-14 (Austin Peay)	SR-385 (Paul Barrett Pkwy) to East of Kerrville-Rosemark Road	4.7	Widen from 2 to 4 (divided)	Road Widening	Shelby Co	TN	2021	2021-2030	\$50,000,000	STBG-State: 80%	\$40,000,000	80%	\$10,000,000	20%	\$0	0%
32	STP-M-2014-10	SR-205 (Airline Road) North Widening	From the Hall Creek bridge at I-40 north to 1,100' north of the Airline - Milton Wilson intersection	0.75	The project includes the widening of SR-205 (Airline Road) from two lanes to five lanes, with the addition of curb & gutter, drainage improvements, sidewalks, bike lanes and other amenities. The project extends from I-40 on the south end to 1,100' north of the Airline - Milton Wilson Intersection.	Road Widening	Arlington	TN	2025	2021-2030	\$8,444,793.13	STP-State: 80%	\$6,755,835	80%	\$1,688,959	20%	\$0	0%
33	STP-M-2014-09	Highway 70 at Jetway Rd Improvements	US 70 at Jetway Rd	0.3	Widen Highway 70 from 4 lanes to 5 lanes from just east of SR-385 to just west of Airline Road. The widening is to provide for a left turn lane associated with the installation of a traffic control signal, which will not increase capacity. Project includes the installation of a traffic signal at the Highway 70 - Jetway Road intersection. Project scope will include designated bicycle facilities and ADA accessible pedestrian improvements.	Road Widening	Arlington	TN	2025	2021-2030	\$2,992,273.59	STP-State: 80%	\$2,393,819	80%	\$598,455	20%	\$0	0%

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69		US-70/US-79/SR-1	Airline Rd to Collierville Arlington Rd/Chester Rd	0.6	Widen from 4 to 5 lanes	Road Widening	Arlington	TN	2030	2021-2030	\$9,323,999.99	STP-Urban: 74%	\$6,906,896	74%	\$0	0%	\$2,417,104	26%
83	TCSP-2012-01	Donelson Farms Pkwy	From SR-385 (Future I-269) to Airline Rd	0.5	This project consists of the design and construction of approximately 2,400 linear feet of 2-lanes of Donelson Farms Parkway. The ultimate roadway is intended to be a 4-lane urban collector with a median, bike and pedestrian facilities.	New Roadway	Arlington	TN	2025	2021-2030	\$6,319,238.91	STP-Urban: 60%	\$3,791,543	60%	\$0	0%	\$2,527,696	40%
100		SR-205 (Airline Rd)	Donelson Farm Pkwy to I-40	0.95	Widen from 2 to 4 lanes (divided)	Road Widening	Arlington	TN	2030	2021-2030	\$16,576,000.00	Discretionary Funds: 80%	\$13,260,800	80%	\$0	0%	\$3,315,200	20%
325	STP-M-2000-22	Forest Hill Irene	Walnut Grove to Macon Road	3.03	Construct new six lane roadway with a median, adjacent bike path, sidewalks, and curb ramps. The project also includes an 1,100 foot extension of Trinity Road from Sanga Creek Road to Forest Hill Irene. Trinity Road will maintain a seven lane cross section.	New Roadway	Memphis	TN	2030	2021-2030	\$18,149,416	Discretionary Funds: 70%	\$12,695,517	70%	\$0	0%	\$5,453,900	30%
182	STP-M-2014-11	Wilksville Rd	US-51 to Veterans Parkway	0.74	Extension of a 5 lane road through a newly developing area of the City. This project will create a pedestrian friendly roadway through a mixed use center that will function as the town center and connect to Veterans Parkway.	New Roadway	Millington	TN	2025	2021-2030	\$14,551,304	Discretionary Funds: 75%	\$10,913,478	75%	\$0	0%	\$3,637,826	25%
71	STP-M-2000-16	Walnut Grove Road East	Walnut Bend Road to Rocky Point Road	2.5	Widen existing four and two lane roadway to six lanes with a median, eliminate sharp curves and realign Rocky Point Road intersection to improve safety. This project will provide wide outside lanes for bikes	Road Widening	Memphis	TN	2025	2021-2030	\$12,029,731	Discretionary Funds: 75%	\$9,022,298	75%	\$0	0%	\$3,007,433	25%
136		I-40	From 1.0 mile East of Canada Road to SR-205 (Collierville-Arlington Road)	3.9	Widen from 4 lanes to 6 lanes (includes high occupancy vehicle lanes)	Road Widening	Arlington	TN	2025	2021-2030	\$63,432,435.50	None	\$0	0%	\$63,432,435	100%	\$0	0%
41	STP-M-2014-01	SR-57 Widening	Collierville Arlington Rd/Eastley St to SR-385	0.91	Project involves the widening of SR 57 from an existing two lane rural cross section to a five lane urban cross section. Project scope will include designated bicycle facilities and ADA accessible pedestrian improvements.	Road Widening	Collierville	TN	2025	2021-2030	\$30,759,970.47	STP-State: 80%	\$24,607,976	80%	\$6,151,994	20%	\$0	0%
96		SR-175 (Shelby Dr)	Jasper Park to Shelby Post	0.96	Widen from 2 to 6 lanes (divided)	Road Widening	Collierville	TN	2030	2021-2030	\$20,720,000.00	STP-Urban: 70%	\$14,504,000	70%	\$0	0%	\$6,216,000	30%
145		Winchester Rd	Byhalia Rd to US-72/SR-86	1.04	New 4 lane Rd (divided)	New Roadway	Collierville	TN	2030	2021-2030	\$24,958,077.56	Discretionary Funds: 80%	\$19,966,462	80%	\$0	0%	\$4,991,616	20%

Livability 2040 ID	TIP No.	Facility	Termini	Length (Miles)	Description	Type of Improvement	Project Location	State	Completion Date	Tier	Total Costs (YOE)	Federal Funding Category	Percent Federal		Percent State		Percent Local	
													Federal Funds	Funding	State Funds	Funding	Local Funds	Funding
11		SR-196 (Hickory Withe Rd)	US-64/SR-15 to I-40 (Intersections)	5.14	Add Shoulder	Road Widening	Fayette Co	TN	2025	2021-2030	\$1,041,698.95	STP-State: 80%	\$833,359	80%	\$208,340	20%	\$0	0%
52		I-40	Interchange at SR-196 (Hickory Withe Rd)	N/A	Construct new interchange	New Interchange	Fayette Co	TN	2025	2021-2030	\$37,743,609.30	STP-Urban: 30%	\$11,323,083	30%	\$0	0%	\$26,420,527	70%
56	STP-M-2006-01	New Canada Rd	I-40 to US-70/SR-1	2.3	Design and Construction of a new four lane divided highway between Interstate 40 (Exit 20) and U.S. Highway 70 (State Route #1).	New Roadway	Lakeland	TN	2025	2021-2030	\$19,631,174.69	STP-Urban: 60%	\$11,778,705	60%	\$0	0%	\$7,852,470	40%
6		Holmes Rd	Weaver to Horn Lake Rd	1.6	Widen from 2 to 5 lanes	Road Widening	Memphis	TN	2025	2021-2030	\$30,660,629.34	STP-Urban: 50%	\$15,330,315	50%	\$0	0%	\$15,330,315	50%
7		I-240	NB I-55 to I-240 N	1.4	Widen from 2 to 3 lanes	Road Widening	Memphis	TN	2025	2021-2030	\$26,497,649.02	STP-Urban: 30%	\$7,949,295	30%	\$0	0%	\$18,548,354	70%
12		SR-3 (North Second St)	Interchange at I-40	N/A	Interchange Modification	Interchange Modification/ Reconstruction	Memphis	TN	2025	2021-2030	\$18,059,960.98	STP-Urban: 30%	\$5,417,988	30%	\$0	0%	\$12,641,973	70%
14		Union Avenue (US 79)	Flicker to Cleveland	2.5	Reduce Union from 6 lanes to 5 lanes, and include; bicycle lanes, permitted/protected left turns at signalized intersections, transit and pedestrian improvements, and access management	Roadway Reconfiguration	Memphis	TN	2025	2021-2030	\$10,682,153.58	STP-Urban: 30%	\$3,204,646	30%	\$0	0%	\$7,477,508	70%
15		US-78/SR-4 (Lamar Ave)	Interchange at Holmes Rd	0.5	Construct new interchange and widen Holmes 1000 feet east to 7 lanes with service roads	New Interchange	Memphis	TN	2025	2021-2030	\$52,271,338.17	None	\$0	0%	\$52,271,338	100%	\$0	0%
16		Winchester Rd	Ridgeway to Hacks Cross	2.7	Add median	Road Widening	Memphis	TN	2025	2021-2030	\$10,496,996.25	STP-Urban: 30%	\$3,149,099	30%	\$0	0%	\$7,347,897	70%
38		I-40	From SR-177(Germantown Road) to 1.0 mile East of Canada Road	4.5	Widen from 6 lanes to 8 lanes (includes high occupancy vehicle lanes)	Road Widening	Memphis	TN	2025	2021-2030	\$86,748,294.12	None	\$0	0%	\$86,748,294	100%	\$0	0%
39	STP-M-2000-09	North Second Street (Phase II)	Cedar to South of the Wolf River Bridge	1.02	Improve North Second Street corridor to a parkway design including right-of way acquisition, reconstruction of sidewalks, provisions for bicycles, landscaping, and utility relocation. From Cedar Avenue to the Wolf River Bridge, widen Second Street from two to four lanes with a raised median. Bicycle lanes will be provided along the improved North Second Street corridor.	Road Widening	Memphis	TN	2025	2021-2030	\$18,474,029.74	STP-Urban: 60%	\$11,084,418	60%	\$0	0%	\$7,389,612	40%
48	TN-IM-2012-01	I-240	Airways Blvd	0.48	Reconstruct interchange	Interchange Modification/ Reconstruction	Memphis	TN	2025	2021-2030	\$64,186,924.41	STP-State: 42%	\$26,958,508	42%	\$37,228,416	58%	\$0	0%

Livability 2040 ID	TIP No.	Facility	Termini	Length (Miles)	Description	Type of Improvement	Project Location	State	Completion Date	Tier	Total Costs (YOE)	Federal Funding	Percent Federal	Percent State	Percent Local			
												Category	Federal Funds	Funding	State Funds	Funding	Local Funds	Funding
49	TN-NHPP- 2014-01	I-240	Replacement of 3 Overhead Bridges; Norfolk Southern RR (LM 15.45), Poplar Ave (SR-57 EB LM 15.57), and Poplar Av. (SR-57 WB LM 15.73)	0.28	Replacement of 3 Overhead Bridges; Norfolk Southern RR (LM 15.45), Poplar Ave (SR-57 EB LM 15.57), and Poplar Av. (SR-57 WB LM 15.73)	Bridge Maintenance	Memphis	TN	2025	2021-2030	\$33,937,914.06	STP-State: 43%	\$14,739,741	43%	\$19,198,173	57%	\$0	0%
58		Poplar Avenue	Bellevue to Front	1.8	Reduce Poplar from 6/7 lanes to 5 lanes, and include; bicycle lanes, traffic signal modernization, transit and pedestrian improvements, and access management.	Roadway Reconfiguration	Memphis	TN	2025	2021-2030	\$8,545,722.86	STP-Urban: 30%	\$2,563,717	30%	\$0	0%	\$5,982,006	70%
60		Shelby Dr	Sewanee Rd to Weaver Rd	1.69	Widen from 2 to 4 lanes with grade separation at rail road track	Road Widening	Memphis	TN	2025	2021-2030	\$38,805,440.26	STP-Urban: 35%	\$13,581,904	35%	\$0	0%	\$25,223,536	65%
61		Shelby Dr Extension	Paul Lowry Rd to Sewanee Rd	1.9	New 4 lane road (divided) with grade separation at rail crossing	New Roadway	Memphis	TN	2025	2021-2030	\$31,425,368.37	STP-Urban: 35%	\$10,998,879	35%	\$0	0%	\$20,426,489	65%
104		US-78/SR-4 (Lamar Ave)	Interchange at Winchester Rd	1	Construct new interchange	New Interchange	Memphis	TN	2025	2021-2030	\$149,194,078.28	None	\$0	0%	\$149,194,078	100%	\$0	0%
116	NHS-2002-01	I-240 Midtown	I-40 to I-55	6	Widen from 6 to 8 lanes	Road Widening	Memphis	TN	2025	2021-2030	\$58,560,922.48	NHPP: 51%	\$29,992,773	51%	\$28,568,149	49%	\$0	0%
150		I-69	From 0.8 Mile East of US-51 to 0.5 Mile South of SR-388	5.6	New 4 lane Interstate	New Roadway	Memphis	TN	2025	2021-2030	\$169,073,772.02	None	\$0	0%	\$169,073,772	100%	\$0	0%
161		US-78/SR-4 (Lamar Ave)	Raines Road/Perkins Road Interchange to Getwell Road (SR-176)	1.8	Widen from 4 to 6 lanes (divided)	Road Widening	Memphis	TN	2025	2021-2030	\$116,430,780.97	None	\$0	0%	\$116,430,781	100%	\$0	0%
227	STP-M-2000-09	North Second Street (Phase III)	South of Wolf River Bridge to US-51	2.7	Improve North Second Street corridor to a parkway design including right-of-way acquisition, reconstruction of sidewalks, provisions for bicycles, landscaping, and utility relocation. From the Wolf River bridge to Harvester Lane, North Second Street will be constructed on new alignment as a 4 lane divided roadway. From Harvester Lane to US 51, North Second Street / Whitney Avenue will be widened from 2 to 4 lanes. Bicycle lanes will be provided along the improved North Second Street corridor.	Road Widening	Memphis	TN	2025	2021-2030	\$19,214,740.97	STP-Urban: 60%	\$11,528,845	60%	\$0	0%	\$7,685,896	40%
291		Midtown Area	Downtown to Airport	N/A	Streetcar Service - Study	Study	Memphis	TN	2025	2021-2030	\$25,000,000.00	FTA: 80%	\$20,000,000	80%	\$2,500,000	10%	\$2,500,000	10%
3		Dexter Rd	Whitten Rd to Appling Rd	0.25	Widen from 2 to 4 lanes	Road Widening	Shelby Co	TN	2025	2021-2030	\$2,354,373.03	STP-Urban: 60%	\$1,412,624	60%	\$0	0%	\$941,749	40%

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5		Hacks Cross Rd	Stateline Rd to SR-175 (Shelby Dr)	1.78	Widen from 2 to 7 lanes	Road Widening	Shelby Co	TN	2025	2021-2030	\$37,210,540.82	STP-Urban: 50%	\$18,605,270	50%	\$0	0%	\$18,605,270	50%
46	STP-M-2014-03	Houston Levee Road Widening	Walnut Grove Road (SR-23) to Wolf River Bridge	1.67	This project improves Houston Levee Road by widening the segment from Walnut Grove Road to the Wolf River Bridge from two to four lanes. The roadway segment will include a median and landscaping.	Road Widening	Shelby Co	TN	2025	2021-2030	\$24,362,239.60	STP-Urban: 60%	\$14,617,344	60%	\$0	0%	\$9,744,896	40%
54	STP-M-2014-06	Macon Rd Widening	Berryhill Rd to Houston Levee Rd	1.73	This project provides improvements for widening of Macon Road from two to four through lanes and includes the addition of a continuous left turn lane from Berryhill Road to Houston Levee Road with a bridge over Gray's Creek.	Road Widening	Shelby Co	TN	2025	2021-2030	\$28,731,606.22	STP-Urban: 60%	\$17,238,964	60%	\$0	0%	\$11,492,642	40%
62		Southern Gateway	West Memphis to Shelby Co/DeSoto Co	N/A	Construct new multimodal bridge over Miss. River -Environmental Impact Statement	Study	Shelby Co	TN	2025	2021-2030	\$25,000,000.00	Discretionary Funds: 80%	\$20,000,000	80%	\$5,000,000	20%	\$0	0%
152		I-69	From 0.5 Mile North of Woodstock-Cuba Road to 0.2 Mile East of US-51	5	New 4 lane Interstate	New Roadway	Shelby Co	TN	2025	2021-2030	\$150,957,707.67	Discretionary Funds: 8%	\$12,485,325	8%	\$138,472,382	92%	\$0	0%
181	STP-M-2014-04	Walnut Grove Road (SR-23) Widening	Rocky Point Rd to Houston Levee Rd	1	This project widens Walnut Grove Road from two to six lanes from Rocky Point Road to Houston Levee Road with a bridge over Gray's Creek.	Road Widening	Shelby Co	TN	2025	2021-2030	\$18,908,441.92	STP-Urban: 60%	\$11,345,065	60%	\$0	0%	\$7,563,377	40%
2021-2030 TN Projects Subtotal:												\$3,727,612,769		\$1,718,849,075		\$1,328,315,357		\$819,262,037
2031-2040 TN Projects																		
1002	-	NHS Pavement O&M		N/A	Operations and Maintenance (O&M) set aside for pavement on the National Highway System (NHS)	O&M	Regionwide	TN	2031	2031-2040	\$1,323,540,024.45	NHPP: 58%	\$761,504,047	58%	\$272,572,979	21%	\$289,462,998	22%
1005	-	NHS Bridge O&M		N/A	Operations and Maintenance (O&M) set aside for bridges on the National Highway System (NHS)	O&M	Regionwide	TN	2031	2031-2040	\$261,440,004.83	NHPP: 58%	\$150,420,553	58%	\$63,077,107	24%	\$47,942,345	18%
1008		non-NHS Pavement & bridges		N/A	Operations and Maintenance (O&M) set aside for pavement and bridges that are not on the National Highway System (NHS)	O&M	Regionwide	TN	2031	2031-2040	\$403,598,007.46	None	\$0	0%	\$201,799,004	50%	\$201,799,004	50%
1011	-	Bike/ped/Complete Streets/Transit Operations		N/A	The costs equal the total funds available from these sources: (HSIP, CMAQ, TAP) and costs of Livability Corridors Projects	Bike/Ped/Transit	Regionwide	TN	2031	2031-2040	\$172,187,323.24	HSIP: 16%	\$27,832,563	86%	\$1,977,291	6%	\$2,374,693	7%
												CMAQ: 58%	\$100,197,226	86%	\$7,118,247	6%	\$8,548,893	7%
												TAP: 12%	\$20,874,422	86%	\$1,482,968	6%	\$1,781,019	7%
												Total Federal: 86%	\$148,904,211	86%	\$10,578,507	6%	\$12,704,605	7%

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												Federal Funds	State Funds	Local Funds	
1015	-	Transit O&M		N/A	The transit O&M costs equal the available Transit funds minus transit capital projects	O&M	Regionwide	TN	2031	2031-2040	\$515,496,683.24	FTA: 73%	73%	10%	17%
160		SR-205 (Airline Rd)	US-64/SR-15 to Donelson Farm Pkwy	3.1	Widen from 2 to 5 lanes	Road Widening	Arlington	TN	2035	2031-2040	\$61,819,933.96	NHPP: 56%	56%	45%	0%
176		US-70/US-79/SR-1	Collierville Arlington Rd/Chester Rd to Milton Wilson Rd	0.95	Widen from 2 to 5 lanes	Road Widening	Arlington	TN	2035	2031-2040	\$24,727,973.59	STP-State: 80%	80%	20%	0%
213		Germantown Rd Extension	US-70/US-79/SR-1 to Old Brownsville Rd	1.68	Widen from 2 to 4 lanes (divided)	Road Widening	Bartlett	TN	2035	2031-2040	\$41,084,083.30	STP-Urban: 35%	35%	0%	65%
306		Shelby Dr.	Sycamore Rd. to US-72	1.3	Widen from 2 lanes to 4 lanes divided	Road Widening	Collierville	TN	2035	2031-2040	\$30,909,966.97	STP-Urban: 61%	61%	0%	39%
159		SR-196 (Hickory Withe Rd)	I-40 to Main Street	0.62	add shoulder	Road Widening	Fayette Co	TN	2035	2031-2040	\$3,090,996.69	STP-Urban: 35%	35%	0%	65%
201		Canada Rd	North of Kingsridge Dr to I-40	0.59	Widen from 4 to 6 lanes (divided)	Road Widening	Lakeland	TN	2035	2031-2040	\$10,850,708.23	STP-Urban: 35%	35%	0%	65%
202		Chambers Chapel Rd	I-40 to US-70/US-79/SR-1	2.14	Widen from 2 to 4 lanes (divided)	Road Widening	Lakeland	TN	2040	2031-2040	\$56,736,016.87	STP-Urban: 35%	35%	0%	65%
203		Chambers Chapel Rd	US-64/SR-15 to I-40	2.65	Widen from 2 to 4 lanes (divided)	Road Widening	Lakeland	TN	2040	2031-2040	\$70,254,852.73	STP-Urban: 35%	35%	0%	65%
226		New E-W Rd	Canada Rd to Chambers Chapel Rd	2.15	New 4 lane road (divided)	New Roadway	Lakeland	TN	2035	2031-2040	\$59,106,487.86	STP-Urban: 50%	50%	0%	50%
265		Beverle Rivera Dr	Canada Rd to Seed Tick Rd	0.7	Widen 2-4 lanes	Road Widening	Lakeland	TN	2035	2031-2040	\$17,118,537.10	STP-Urban: 50%	50%	0%	50%
270		Beverle Rivera Dr	Seed Tick Rd to Chambers Chapel Rd	1.36	New 2 lane road	New Roadway	Lakeland	TN	2035	2031-2040	\$34,048,053.03	STP-Urban: 50%	50%	0%	50%
31		Holmes Rd	US-61/SR-14 (South Third St) to SR-175 (Weaver Rd)	0.49	Widen from 2 to 5 lanes with intersection improvements at US 61	Road Widening	Memphis	TN	2040	2031-2040	\$16,138,352.40	STP-Urban: 30%	30%	0%	70%
47		I-240	SB I-240 to I-55 S	1	Widen from 3 to 4 lanes	Road Widening	Memphis	TN	2040	2031-2040	\$32,296,072.76	STP-State: 80%	80%	20%	0%
51		I-40	US-64/SR-15	0.5	Reconstruct interchange	Interchange Modification/ Reconstruction	Memphis	TN	2040	2031-2040	\$9,223,990.80	STP-State: 80%	80%	20%	0%
70		US-72/SR-57 (Poplar Ave)	I-240 off ramp to Yates	0.31	Add WB lane	Road Widening	Memphis	TN	2040	2031-2040	\$5,626,392.29	STP-State: 80%	80%	20%	0%

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												Category	Federal Funds	Funding	State Funds	Funding	Local Funds	Funding
77		US-70/US-79/SR-1 (Summer Ave)	Summer Avenue, From 0.1 Mile North of Sycamore View Road to 0.1 Mile North of Elmore Road	1.77	Widen from 4 to 7 lanes	Road Widening	Memphis	TN	2035	2031-2040	\$72,778,780.48	None	\$0	0%	\$72,778,780	100%	\$0	0%
84		Forest Hill-Irene Rd	Grove Rd to US-64/SR-15	2.82	Widen Berryhill Rd from 3 lanes to 5 lanes and include bicycle lanes.	Road Widening	Memphis	TN	2040	2031-2040	\$55,828,143.76	STP-Urban: 25%	\$13,957,036	25%	\$0	0%	\$41,871,108	75%
101		SR-385	I-240 to Ridgeway Rd	2.51	auxiliary lane WB	Road Widening	Memphis	TN	2040	2031-2040	\$62,970,078.89	STP-Urban: 30%	\$18,891,024	30%	\$0	0%	\$44,079,055	70%
137		US-78/SR-4 (Lamar Ave)	South of Shelby Drive to Raines/Perkins Road Interchange	1.9	Widen from 4 to 6 lanes (divided)	Road Widening	Memphis	TN	2040	2031-2040	\$116,304,597.85	None	\$0	0%	\$116,304,598	100%	\$0	0%
167		Summer Avenue	Perkins to Stratford	0.1	access management	Access Management	Memphis	TN	2035	2031-2040	\$811,437.55	STP-Urban: 35%	\$284,003	35%	\$0	0%	\$527,434	65%
169		Pleasant Hill Rd	Holmes Rd to SR-175 (Shelby Dr)	1.06	Widen from 5 to 7 lanes	Road Widening	Memphis	TN	2040	2031-2040	\$29,468,350.65	STP-Urban: 30%	\$8,840,505	30%	\$0	0%	\$20,627,845	70%
205		Covington Pike	Macon Rd to I-40	0.56	Widen from 4 to 6 lanes	Road Widening	Memphis	TN	2040	2031-2040	\$10,792,795.53	STP-Urban: 35%	\$3,777,478	35%	\$0	0%	\$7,015,317	65%
208		Florida St	McLemore Ave to US-61/SR-1 (Crump Blvd)	0.58	Widen from 2 to 5 lanes	Road Widening	Memphis	TN	2040	2031-2040	\$21,372,543.50	STP-Urban: 35%	\$7,480,390	35%	\$0	0%	\$13,892,153	65%
231		Pleasant Hill Rd	Stateline Rd to Holmes Rd	1	Widen from 2 to 5 lanes	Road Widening	Memphis	TN	2040	2031-2040	\$30,131,703.27	STP-Urban: 35%	\$10,546,096	35%	\$0	0%	\$19,585,607	65%
153		I-69	From South of Fite Road to 0.5 Miles North of Woodstock-Cuba Road	2.5	New 4 lane Interstate	New Roadway	Millington	TN	2040	2031-2040	\$121,638,049.75	None	\$0	0%	\$121,638,050	100%	\$0	0%
171		SR-205 (Navy Rd)	Armor to SR-14	1.66	New 4 lane road	New Roadway	Millington	TN	2035	2031-2040	\$43,273,953.76	STP-State: 80%	\$34,619,163	80%	\$8,654,791	20%	\$0	0%
63		SR-14 (Austin Peay)	East of Old Covington Pike to SR-385;	3.99	Widen from 2 to 4 (divided)	Road Widening	Shelby Co	TN	2035	2031-2040	\$64,825,839.18	None	\$0	0%	\$64,825,839	100%	\$0	0%
90		Appling Rd	Cordova Club to Dusty Lane	0.2	New 4 lane road	New Roadway	Shelby Co	TN	2035	2031-2040	\$9,739,279.16	STP-Urban: 80%	\$7,791,423	80%	\$0	0%	\$1,947,856	20%
95		SR-14 (Austin Peay)	East of Kerville-Rosemark Road to Tipton County Line	4.2	Widen from 2 to 4 (divided)	Road Widening	Shelby Co	TN	2035	2031-2040	\$121,470,172.17	None	\$0	0%	\$121,470,172	100%	\$0	0%
123		Dexter Rd	Forest Hill-Irene Rd Ext. to Houston Levee Rd	0.86	New 2 lane road	New Roadway	Shelby Co	TN	2040	2031-2040	\$20,057,943.24	STP-Urban: 35%	\$7,020,280	35%	\$0	0%	\$13,037,663	65%

Livability 2040 ID	TIP No.	Facility	Termini	Length (Miles)	Description	Type of Improvement	Project Location	State	Completion Date	Tier	Total Costs (YOE)	Federal Funding Category	Federal Funds	Percent Federal Funding	State Funds	Percent State Funding	Local Funds	Percent Local Funding
2031-2040 TN Projects Subtotal:											\$3,930,758,131		\$1,786,895,648		\$1,145,503,708		\$998,358,774	
2018-2040 TN Projects Subtotal:											\$8,649,016,175		\$3,962,001,688		\$2,887,403,131		\$2,019,772,482	
2018-2020 MS Projects																		
1000	-	NHS Pavement O&M		N/A	Operations and Maintenance (O&M) set aside for pavement on the National Highway System (NHS)	O&M	Regionwide	MS	2019	2018-2020	\$35,971,459.02	None	\$0	0%	\$35,971,459	100%	\$0	0%
1003	-	NHS Bridge O&M		N/A	Operations and Maintenance (O&M) set aside for bridges on the National Highway System (NHS)	O&M	Regionwide	MS	2019	2018-2020	\$7,059,819.06	None	\$0	0%	\$7,059,819	100%	\$0	0%
1006		non-NHS Pavement & bridges		N/A	Operations and Maintenance (O&M) set aside for pavement and bridges that are not on the National Highway System (NHS)	O&M	Regionwide	MS	2019	2018-2020	\$18,826,184.16	None	\$0	0%	\$0	0%	\$18,826,184	100%
1009	-	Bike/ped/Complete Streets/Transit Operations		N/A	The costs equal the total funds available from these sources: (HSIP, CMAQ, TAP) and costs of Livability Corridors Projects	Bike/Ped/Transit	Regionwide	MS	2019	2018-2020	\$1,266,520.11	HSIP: 16%	\$200,091	40%	\$251,171	50%	\$54,462	11%
											CMAQ: 19%	\$239,270	40%	\$300,351	50%	\$65,126	11%	
											TAP: 5%	\$61,741	40%	\$77,503	50%	\$16,805	11%	
											Total Federal: 40%	\$501,102	40%	\$629,024	50%	\$136,394	11%	
80	MS-NHS-2006-01	I-55/I-69	Church Rd to MS-302 (Goodman Rd)	1.75	Widen from 4 to 8 lanes and construct frontage roads.	Road Widening	DeSoto Co	MS	2020	2018-2020	\$16,053,151.15	None	\$0	0%	\$16,053,151	100%	\$0	0%
112	MS-LSTP-2015-02	Commerce Street Extension (SR-304)	Commerce Street to Jaybird Road	0.5	New 2-lane road, with roadbed for future expansion to four-lane divided.	New Roadway	DeSoto Co	MS	2020	2018-2020	\$1,809,293.37	None	\$0	0%	\$1,809,293	100%	\$0	0%
292		Goodman Road (MS 302)	US-61 to MS-305 in downtown Olive Branch	17.8	Part of new transit service to DeSoto County	Transit Service	DeSoto Co	MS	2020	2018-2020	\$3,944,064.05	STP-Urban: 10%	\$394,406	10%	\$2,800,285	71%	\$749,372	19%
328	MS-LSTP-2015-01	Getwell Road (MS 747)	Star Landing Road to Pleasant Hill Road	1.4	Widen existing two lane road to a four-lane divided typical section with curb and gutter and sidewalks.	Road Widening	DeSoto Co	MS	2020	2018-2020	\$5,267,415.75	None	\$0	0%	\$5,267,416	100%	\$0	0%
333	MS-NHPP-2016-02	SR 304 and McIngvale Rd Interchange	SR-304 at McIngvale Road	N/A	Interchange Construction	Interchange Construction	DeSoto Co	MS	2020	2018-2020	\$19,967,838.67	STP-State: 12%	\$2,456,044	12%	\$17,511,795	88%	\$0	0%
345		SRTP Route 39 South Third	TN/MS state line to Goodman Road (MS 302)	2.5	Extend SRTP Route 39 into Desoto County to connect with the new Goodman Rd. route.	Transit Service	DeSoto Co	MS	2020	2018-2020	\$821,680.01	STP-Urban: 10%	\$82,168	10%	\$0	0%	\$739,512	90%
348	MS-SSTP-2006-04	SR-304/I-269	East of I-55 to SR-305	10	New 4-lane freeway	New Roadway	DeSoto Co	MS	2020	2018-2020	\$67,000,000*							
349	MS-SSTP-2008-02	SR-304/I-269	SR-305 to the Marshall County Line	7	New 4-lane freeway	New Roadway	DeSoto Co	MS	2020	2018-2020	\$49,200,000*							
332	MS-NHPP-2016-01	I-55	I-55 at Commerce Street	N/A	Interchange Reconstruction	Interchange Modification/ Reconstruction	Hernando	MS	2020	2018-2020	\$24,418,873.91	NHPP: 10%	\$2,473,632	10%	\$21,945,242	90%	\$0	0%

Livability 2040 ID		TIP No.	Facility	Termini	Length (Miles)	Description	Type of Improvement	Project Location	State	Completion Date	Tier	Total Costs (YOE)	Federal Funding Category	Federal Funds	Percent Federal Funding	State Funds	Percent State Funding	Local Funds	Percent Local Funding	
350	MS-SSTP-2016-01	SR-304/I-269	Marshall County Line to East of Mason Road	0.5	New 4-lane freeway	New Roadway	Marshall County	MS	2020	2018-2020		\$12,600,000*								
351	MS-SSTP-2016-02	SR-304/I-269	East of Mason Road to SR-302	7.5	New 4-lane freeway	New Roadway	Marshall County	MS	2020	2018-2020		\$35,100,000*								
23		Church Rd	Pepper Chase Rd to Airways Blvd	0.74	Widen from 5 to 7 lanes	Road Widening	Southaven	MS	2020	2018-2020		\$8,041,478.95	STP-Urban: 5%	\$402,074	5%	\$7,639,405	95%	\$0	0%	
28	MS-LSTP-2014-01	Getwell Road (MS 747)	Star Landing Road to Church Road	4	Widen existing variable width road to a four-lane divided typical section with curbs and storm drains. A 10' wide multi-use Bike-Ped lane will be provided.	Road Widening	Southaven	MS	2020	2018-2020		\$7,514,514.01	None	\$0	0%	\$7,514,514	100%	\$0	0%	
29		Nail Rd Extension	Elmore Road to Swinnea Road	0.51	Widen two lane to five lanes;	Road Widening	Southaven	MS	2020	2018-2020		\$3,079,986.92	None	\$0	0%	\$0	0%	\$3,079,987	100%	
35		Swinnea	Stateline to Goodman Road (MS 302)	2.02	widen 2 to 3 lanes	Road Widening	Southaven	MS	2020	2018-2020		\$8,687,407.37	STP-Urban: 4%	\$347,496	4%	\$8,339,911	96%	\$0	0%	
338		I-55	Relocate frontage roads	N/A	Roadway Reconfiguration	Roadway Reconfiguration	Southaven	MS	2020	2018-2020		\$1,609,944.00	NHPP: 40%	\$643,978	40%	\$965,966	60%	\$0	0%	
346		SRTP Route 32 Whitehaven	TN/MS state line to Goodman Road (MS 302)	2.3	Extend SRTP Route 32 into Desoto County to connect with the new Goodman Rd. route	Transit Service	Southaven	MS	2020	2018-2020		\$570,461.94	STP-Urban: 10%	\$57,046	10%	\$0	0%	\$513,416	90%	
2018-2020 MS Projects Subtotal:													\$164,910,092.46		\$7,357,946		\$133,507,281		\$24,044,865	
2021-2030 MS Projects																				
1001	-	NHS Pavement O&M		N/A	Operations and Maintenance (O&M) set aside for pavement on the National Highway System (NHS)	O&M	Regionwide	MS	2021	2021-2030		\$139,277,031.17	None	\$0	0%	\$139,277,031	100%	\$0	0%	
1004	-	NHS Bridge O&M		N/A	Operations and Maintenance (O&M) set aside for bridges on the National Highway System (NHS)	O&M	Regionwide	MS	2021	2021-2030		\$27,334,744.44	None	\$0	0%	\$27,334,744	100%	\$0	0%	
1007		non-NHS Pavement & bridges		N/A	Operations and Maintenance (O&M) set aside for pavement and bridges that are not on the National Highway System (NHS)	O&M	Regionwide	MS	2021	2021-2030		\$72,892,651.83	None	\$0	0%	\$36,446,326	50%	\$36,446,326	50%	
1010	-	Bike/ped/Complete Streets/Transit Operations		N/A	The costs equal the total funds available from these sources: (HSIP, CMAQ, TAP) and costs of Livability Corridors Projects	Bike/Ped/Transit	Regionwide	MS	2021	2021-2030		\$5,622,560.26	HSIP: 20%	\$1,119,416	50%	\$928,014	41%	\$197,669	9%	
													CMAQ: 24%	\$1,338,602	50%	\$1,109,723	41%	\$236,374	9%	
													TAP: 6%	\$345,414	50%	\$286,354	41%	\$60,994	9%	
													Total Federal: 50%	\$2,803,432	50%	\$2,324,091	41%	\$495,037	9%	
81	MS-NHS-2006-02	I-55/I-69	Commerce St to Church Rd	7.7	Widen to 6 lanes from Commerce Street to Relocated MS 304 and widen to 8 lanes from Relocated 304 to Church Road	Road Widening	DeSoto Co	MS	2025	2021-2030		\$79,154,886.24	STP-State: 9%	\$7,225,645	9%	\$71,929,241	91%	\$0	0%	

Livability 2040 ID	TIP No.	Facility	Termini	Length (Miles)	Description	Type of Improvement	Project Location	State	Completion Date	Tier	Total Costs (YOE)	Federal Funding	Percent Federal	Percent State	Percent Local			
												Category	Federal Funds	Funding	State Funds	Funding	Local Funds	Funding
82	MS-NHS-2008-02	Star Landing Corridor	Star Landing Road from approx. Tulane Road to Getwell Road	6	Widen from 2 to 4 lanes (divided)	Road Widening	DeSoto Co	MS	2025	2021-2030	\$47,251,276.31	STP-Urban: 5%	\$2,362,564	5%	\$42,526,149	90%	\$2,362,564	5%
194		Craft Rd	I-269 to Church Rd	4.35	Widen from 2 to 5 lanes	Road Widening	DeSoto Co	MS	2025	2021-2030	\$65,137,312.26	None	\$0	0%	\$61,880,447	95%	\$3,256,866	5%
344		Airways Road	From Existing Sidewinder Road (north of Pleasant Hill) to Old Airways Blvd (south of Star Landing)	1.2	(New 2 lane Road)	New Roadway	DeSoto Co	MS	2030	2021-2030	\$9,008,909.01	STP-Urban: 50%	\$4,504,455	50%	\$0	0%	\$4,504,455	50%
26		MS-747 (Getwell Road)	Byhalia Road (SR-309) to Pleasant Hill Road	1.14	Widen from 2 to 4 lanes	Road Widening	Hernando	MS	2030	2021-2030	\$17,127,588.10	STP-State: 25%	\$4,281,897	25%	\$12,845,691	75%	\$0	0%
113		Hacks Cross Road	College Road to US-78	0.66	Widen from 2 to 5 lanes (undivided)	Road Widening	Olive Branch	MS	2025	2021-2030	\$8,601,872.82	STP-Urban: 6%	\$473,103	6%	\$0	0%	\$8,128,770	95%
195		Pleasant Hill Road	Church Road to Nail Road	1	Widen from 2 to 4 lanes (divided)	Road Widening	Olive Branch	MS	2025	2021-2030	\$27,903,021.27	None	\$0	0%	\$0	0%	\$27,903,021	100%
147	MS-LSTP-2014-06	I-55/I-69	Interchange at Nail Road	N/A	Construct new overpass	New Bridge	Southaven	MS	2025	2021-2030	\$59,330,332.18	NHPP: 20%	\$11,866,066	20%	\$47,464,266	80%	\$0	0%
2021-2030 MS Projects Subtotal:											\$558,642,185.88		\$33,517,162		\$442,027,986		\$83,097,038	
2031-2040 MS Projects																		
1002	-	NHS Pavement O&M		N/A	Operations and Maintenance (O&M) set aside for pavement on the National Highway System (NHS)	O&M	Regionwide	MS	2031	2031-2040	\$174,838,003.23	NHPP: 34%	\$58,592,317	73%	\$17,139,639	21%	\$5,027,160	6%
												STP-State: 39%	\$68,256,072	73%	\$19,966,516	21%	\$5,856,300	6%
												Total Federal: 73%	\$126,848,389	73%	\$37,106,154	21%	\$10,883,460	6%
1005	-	NHS Bridge O&M		N/A	Operations and Maintenance (O&M) set aside for bridges on the National Highway System (NHS)	O&M	Regionwide	MS	2031	2031-2040	\$34,314,000.63	None	\$0	0%	\$32,613,866	95%	\$1,700,134	5%
1008		non-NHS Pavement & bridges		N/A	Operations and Maintenance (O&M) set aside for pavement and bridges that are not on the National Highway System (NHS)	O&M	Regionwide	MS	2031	2031-2040	\$91,504,001.69	None	\$0	0%	\$45,752,001	50%	\$45,752,001	50%
1011	-	Bike/ped/Complete Streets/Transit Operations		N/A	The costs equal the total funds available from these sources: (HSIP, CMAQ, TAP) and costs of Livability Corridors Projects	Bike/Ped/Transit	Regionwide	MS	2031	2031-2040	\$17,840,386.03	HSIP: 31%	\$5,553,695	78%	\$1,376,564	19%	\$193,442	3%
												CMAQ: 37%	\$6,641,131	78%	\$1,646,100	19%	\$231,319	3%
												TAP: 10%	\$1,713,684	78%	\$424,761	19%	\$59,690	3%
												Total Federal: 78%	\$13,908,510	78%	\$3,447,425	19%	\$484,451	3%
1012		Livability Corridors		N/A	The costs equal the total funds available from these sources: (HSIP, CMAQ, TAP) and costs of Livability Corridors Projects	Livability Corridors	Regionwide	MS	2031	2031-2040	\$14,388,321.70	None	\$0	0%	\$7,194,161	50%	\$7,194,161	50%

Livability 2040 ID	TIP No.	Facility	Termini	Length (Miles)	Description	Type of Improvement	Project Location	State	Comple- tion Date	Tier	Total Costs (YOE)	Federal Funding Category	Percent Federal Funding	Percent State Funding	Percent Local Funding			
												Federal Funds	State Funds	Local Funds				
37		McIngvale	Greentea to Commerce	2.53	2 to 5 Lanes	Road Widening	Hernando	MS	2035	2031-2040	\$27,892,743.73	STP-Urban: 70%	\$19,524,921	70%	\$0	0%	\$8,367,823	30%
162		US-51	I-69 to Star Landing Road	2.86	Widen from 2 to 4 lanes (divided)	Road Widening	Hernando	MS	2035	2031-2040	\$51,380,828.17	NHPP: 9%	\$4,624,275	9%	\$46,756,554	91%	\$0	0%
154		US-51	Church Rd to Stateline Road	4.16	Widen from 5 to 7 lanes	Road Widening	Horn Lake	MS	2035	2031-2040	\$57,454,993.43	NHPP: 80%	\$45,963,995	80%	\$11,490,999	20%	\$0	0%
129		Nail Road	Swinnea to Getwell Road (MS 747)	2.52	New 4 lane road (divided)	New Roadway	Southaven	MS	2040	2031-2040	\$61,981,422.03	STP-Urban: 27%	\$16,933,337	30%	\$0	0%	\$38,832,469	70%
												Discretionary Funds: 3%	\$1,887,378	30%	\$0	0%	\$4,328,239	70%
												Total Federal: 30%	\$18,820,714	30%	\$0	0%	\$43,160,708	70%
2031-2040 MS Projects Subtotal:											\$531,594,700.63		\$229,690,803		\$184,361,160		\$117,542,738	
2018-2040 MS Projects Subtotal:											\$1,255,146,978.97		\$270,565,911		\$759,896,427		\$224,684,641	
TN and MS Projects Total																		
2018-2020 TN and MS Projects Total:											\$1,155,555,367.19		\$463,614,911		\$547,091,345		\$226,196,536	
2021-2030 TN and MS Projects Total:											\$4,286,254,955.14		\$1,752,366,237		\$1,770,343,343		\$902,359,076	
2031-2040 TN and MS Projects Total:											\$4,462,352,831.15		\$2,016,586,452		\$1,329,864,868		\$1,115,901,512	
2018-2040 TN and MS Projects Total:											\$9,904,163,153.48		\$4,232,567,600		\$3,647,299,557		\$2,244,457,124	

*Funds for this project are programmed in the FY 2014-17 TIP.

November 2018 Proposed TIP Amendments - Memphis MPO



REF #	TIP #	Lead Agency	County	Funding Source	Project Name	Proposed Changes	New Federal Funds				Old Federal Funds				Conformity Status
							2017	2018	2019	2020	2017	2018	2019	2020	
1	CMAQ-2017-04	UTK	Shelby	CMAQ-S	Greener Premier Taxis and Buses in Memphis	Amend project into the TIP. The project was awarded a December 2016 CMAQ Grant through TDOT.			\$102,622		New Project				Exempt
2	STP-M-2017-04	Memphis	Shelby	STBG	Union Avenue (US-79)	Amend the TIP by removing the project.	Removing Project				\$2,400,000	\$2,400,000			Non-Exempt
3	5309-2017-01	MATA	Shelby	5309/STBG	Memphis Innovation Corridor	Amend the TIP by updating the project description and applying STBG funding to cover the PE-N/PE-D phases for the project.			\$3,600,000 (5309) \$4,800,000 (STBG)	\$27,984,000		\$1,600,000 (5309)	\$2,000,000 (5309)	\$27,984,000 (5309)	Non-Exempt
4	CMAQ-2019-01	MATA	Shelby	CMAQ-S	Fixed-Route Bus Electrification and Aerotropolis Shuttle Service	Amend project into the TIP. The project was awarded a 2017 CMAQ Grant through TDOT.			\$4,800,000		New Project				Non-Exempt
5	MS-LSTP-2015-02	DeSoto County	DeSoto	STBG	Commerce Street Extension (SR-304)	Amend the TIP by updating the project description.	\$368,920				\$368,920				Non-Exempt
6	MS-LSTBG-2017-01	Hernando	DeSoto	STBG/HIP	McIngvale Road	Amend the TIP to add construction funding.			\$5,014,468 (STBG) \$557,506 (HIP)		\$512,000 (STBG)	\$324,800 (STBG)			Non-Exempt

SECTION C

TENNESSEE LOCAL PROJECTS

Funding & Expenditures Fiscal Years 2017 - 2020

Funding Sources	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Total
Carry Over Funds (Federal STBG)	\$79,705,035	\$65,251,344	\$42,130,127	\$3,107,544	\$79,705,035
Annual STBG Federal Funds	\$16,490,191	\$17,200,301	\$17,544,307	\$17,895,193	\$69,129,992
STBG Federal Funding	\$96,195,226	\$82,451,645	\$59,674,434	\$21,002,737	\$148,835,027
STBG Local Funds	\$7,460,999	\$8,370,075	\$12,523,488	\$2,917,026	\$31,271,588
STBG State Funds	\$199,680	\$430,320	\$820,000	\$0	\$1,450,000
STBG Expenditure	\$41,504,737	\$50,021,913	\$69,910,378	\$15,230,067	\$176,667,095
STBG-L Federal Funds	\$1,282,335	\$0	\$0	\$0	\$1,282,335
STBG-L Local Funds	\$320,584	\$0	\$0	\$0	\$320,584
STBG-L Expenditure	\$1,602,919	\$0	\$0	\$0	\$1,602,919
STBG-S Federal Funds	\$0	\$6,082,160	\$0	\$8,812,278	\$14,894,438
STBG-S State Funds	\$0	\$98,393	\$0	\$0	\$98,393
STBG-S Local Funds	\$0	\$1,422,147	\$0	\$2,203,070	\$3,625,217
STBG-S Expenditure	\$0	\$7,602,700	\$0	\$11,015,348	\$18,618,048
DEMO Federal Funds	\$1,606,702	\$0	\$0	\$0	\$1,606,702
DEMO Expenditure	\$1,606,702	\$0	\$0	\$0	\$1,606,702
ENH Federal Funds	\$1,725,618	\$0	\$0	\$0	\$1,725,618
ENH State Funds	\$1,000	\$0	\$0	\$0	\$1,000
ENH Local Funds	\$430,405	\$0	\$0	\$0	\$430,405
ENH Expenditure	\$2,157,023	\$0	\$0	\$0	\$2,157,023
FLAP Federal Funds	\$2,389,359	\$0	\$0	\$0	\$2,389,359
FLAP Local Funds	\$585,592	\$0	\$0	\$0	\$585,592
FLAP Expenditure	\$2,974,951	\$0	\$0	\$0	\$2,974,951
FBD Federal Funds	\$80,000	\$720,000	\$0	\$0	\$800,000
FBD Local Funds	\$20,000	\$180,000	\$0	\$0	\$200,000
FBD Expenditure	\$100,000	\$900,000	\$0	\$0	\$1,000,000
HIP Federal Funds	\$0	\$3,165,727	\$0	\$0	\$3,165,727
HIP Local Funds	\$0	\$791,432	\$0	\$0	\$791,432
HIP Expenditure	\$0	\$3,957,159	\$0	\$0	\$3,957,159
HPP Federal Funds	\$3,611,636	\$0	\$0	\$0	\$3,611,636
HPP Local Funds	\$902,909	\$0	\$0	\$0	\$902,909
HPP Expenditure	\$4,514,545	\$0	\$0	\$0	\$4,514,545
NHPP Federal Funds	\$0	\$0	\$9,200,000	\$0	\$9,200,000
NHPP State Funds	\$0	\$0	\$2,300,000	\$0	\$2,300,000
NHPP Expenditure	\$0	\$0	\$11,500,000	\$0	\$11,500,000
SRTS Federal Funds	\$0	\$893,375	\$0	\$0	\$893,375
SRTS Expenditure	\$0	\$893,375	\$0	\$0	\$893,375
TA Federal Funds	\$2,320,141	\$3,466,824	\$1,551,146	\$0	\$7,338,111
TA Local Funds	\$580,035	\$866,706	\$387,787	\$0	\$1,834,528
TA Expenditure	\$2,900,176	\$4,333,530	\$1,938,933	\$0	\$9,172,639
TA-S Federal Funds	\$588,501	\$2,922,596	\$0	\$0	\$3,511,097
TA-S Local Funds	\$147,125	\$730,649	\$0	\$0	\$877,774
TA-S Expenditure	\$735,626	\$3,653,245	\$0	\$0	\$4,388,871
Local Matching Funds	\$0	\$175,113	\$0	\$0	\$175,113
Local Match Expenditure	\$0	\$175,113	\$0	\$0	\$175,113
TOTAL FUNDING	\$123,348,023	\$113,667,162	\$86,456,855	\$34,935,111	\$244,117,959
TOTAL EXPENDITURE	\$58,096,679	\$71,537,035	\$83,349,311	\$26,245,415	\$239,228,439
BALANCE	\$65,251,344	\$42,130,127	\$3,107,544	\$8,689,696	\$4,889,520

CONSTRUCTION SET-ASIDE

\$3,160,000

Note: Reference **Appendix A** for a complete list of the Construction Set-Aside Projects.

SECTION C

TENNESSEE LOCAL PROJECTS

Funding & Expenditures Fiscal Years 2017 - 2020

Funding Sources	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Total
Carry Over Funds (Federal STBG)	\$84,505,035	\$67,651,344	\$42,130,127	\$3,107,544	\$84,505,035
Annual STBG Federal Funds	\$16,490,191	\$17,200,301	\$17,544,307	\$17,895,193	\$69,129,992
STBG Federal Funding	\$100,995,226	\$84,851,645	\$59,674,434	\$21,002,737	\$153,635,027
STBG Local Funds	\$8,060,999	\$8,970,075	\$12,523,488	\$2,917,026	\$32,471,588
STBG State Funds	\$199,680	\$430,320	\$820,000	\$0	\$1,450,000
STBG Expenditure	\$44,504,737	\$53,021,913	\$69,910,378	\$15,230,067	\$182,667,095
STBG-L Federal Funds	\$1,282,335	\$0	\$0	\$0	\$1,282,335
STBG-L Local Funds	\$320,584	\$0	\$0	\$0	\$320,584
STBG-L Expenditure	\$1,602,919	\$0	\$0	\$0	\$1,602,919
STBG-S Federal Funds	\$0	\$6,082,160	\$0	\$8,812,278	\$14,894,438
STBG-S State Funds	\$0	\$98,393	\$0	\$0	\$98,393
STBG-S Local Funds	\$0	\$1,422,147	\$0	\$2,203,070	\$3,625,217
STBG-S Expenditure	\$0	\$7,602,700	\$0	\$11,015,348	\$18,618,048
DEMO Federal Funds	\$1,606,702	\$0	\$0	\$0	\$1,606,702
DEMO Expenditure	\$1,606,702	\$0	\$0	\$0	\$1,606,702
ENH Federal Funds	\$1,725,618	\$0	\$0	\$0	\$1,725,618
ENH State Funds	\$1,000	\$0	\$0	\$0	\$1,000
ENH Local Funds	\$430,405	\$0	\$0	\$0	\$430,405
ENH Expenditure	\$2,157,023	\$0	\$0	\$0	\$2,157,023
FLAP Federal Funds	\$2,389,359	\$0	\$0	\$0	\$2,389,359
FLAP Local Funds	\$585,592	\$0	\$0	\$0	\$585,592
FLAP Expenditure	\$2,974,951	\$0	\$0	\$0	\$2,974,951
FBD Federal Funds	\$80,000	\$720,000	\$0	\$0	\$800,000
FBD Local Funds	\$20,000	\$180,000	\$0	\$0	\$200,000
FBD Expenditure	\$100,000	\$900,000	\$0	\$0	\$1,000,000
HIP Federal Funds	\$0	\$3,165,727	\$0	\$0	\$3,165,727
HIP Local Funds	\$0	\$791,432	\$0	\$0	\$791,432
HIP Expenditure	\$0	\$3,957,159	\$0	\$0	\$3,957,159
HPP Federal Funds	\$3,611,636	\$0	\$0	\$0	\$3,611,636
HPP Local Funds	\$902,909	\$0	\$0	\$0	\$902,909
HPP Expenditure	\$4,514,545	\$0	\$0	\$0	\$4,514,545
NHPP Federal Funds	\$0	\$0	\$9,200,000	\$0	\$9,200,000
NHPP State Funds	\$0	\$0	\$2,300,000	\$0	\$2,300,000
NHPP Expenditure	\$0	\$0	\$11,500,000	\$0	\$11,500,000
SRTS Federal Funds	\$0	\$893,375	\$0	\$0	\$893,375
SRTS Expenditure	\$0	\$893,375	\$0	\$0	\$893,375
TA Federal Funds	\$2,320,141	\$3,466,824	\$1,551,146	\$0	\$7,338,111
TA Local Funds	\$580,035	\$866,706	\$387,787	\$0	\$1,834,528
TA Expenditure	\$2,900,176	\$4,333,530	\$1,938,933	\$0	\$9,172,639
TA-S Federal Funds	\$588,501	\$2,922,596	\$0	\$0	\$3,511,097
TA-S Local Funds	\$147,125	\$730,649	\$0	\$0	\$877,774
TA-S Expenditure	\$735,626	\$3,653,245	\$0	\$0	\$4,388,871
Local Matching Funds	\$0	\$175,113	\$0	\$0	\$175,113
Local Match Expenditure	\$0	\$175,113	\$0	\$0	\$175,113
TOTAL FUNDING	\$128,748,023	\$116,667,162	\$86,456,855	\$34,935,111	\$250,117,959
TOTAL EXPENDITURE	\$61,096,679	\$74,537,035	\$83,349,311	\$26,245,415	\$245,228,439
BALANCE	\$67,651,344	\$42,130,127	\$3,107,544	\$8,689,696	\$4,889,520

CONSTRUCTION SET-ASIDE

\$3,160,000

Note: Reference Appendix A for a complete list of the Construction Set-Aside Projects.

New TIP Page: Amendment 5 **Amended 11.15.2018**

TIP #	STBG-M-2017-04	TDOT PIN #	127055.00	Horizon Year	2025	County	Shelby
Lead Agency	Memphis	Length	2.5 miles	RTP #	14	Conformity	Non-Exempt
Project Name	Union Avenue (US-79)					Total Cost	\$19,200,000

Termini/ Intersection
Flicker to Cleveland

Project Description
Reduce Union Avenue from 6 lanes to 5 lanes and include; bicycle lanes, permitted/protected left turns at signalized intersections, transit and pedestrian improvements, and access management.

Obligated Funds	Timely Obligation	Fiscal Year	Phase of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local Funds

Project Notes
PROJECT REMOVED



Obligation History			
Project Phase	PE-N	PE-D	ROW

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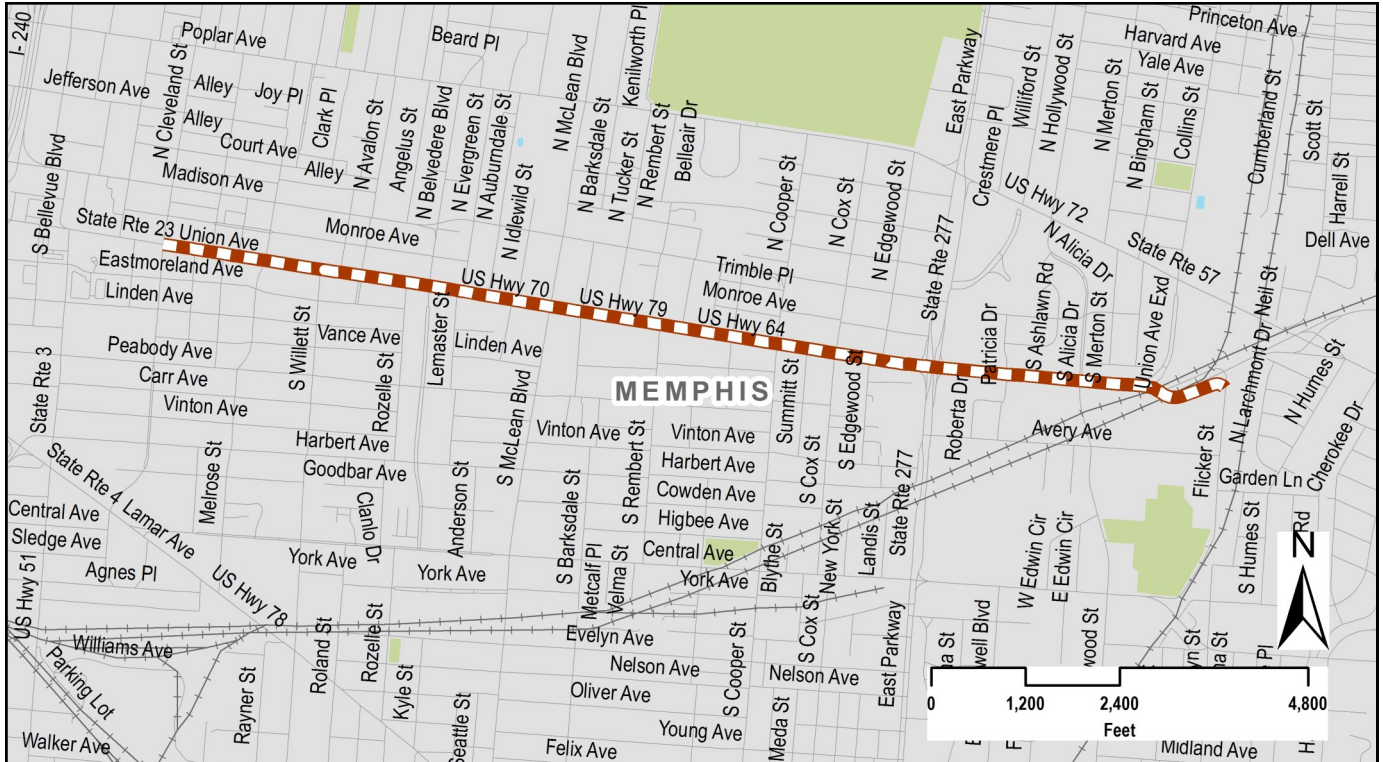
TIP #	STBG-M-2017-04	TDOT PIN #	127055.00	Horizon Year	2025	County	Shelby
Lead Agency	Memphis	Length	2.5 miles	RTP #	14	Conformity	Non-Exempt
Project Name	Union Avenue (US-79)					Total Cost	\$19,200,000

Termini/ Intersection
Flicker to Cleveland

Project Description
Reduce Union Avenue from 6 lanes to 5 lanes and include; bicycle lanes, permitted/protected left turns at signalized intersections, transit and pedestrian improvements, and access management.

Obligated Funds	Timely Obligation	Fiscal Year	Phase of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local Funds
		2017	PE-N/PE-D	STBG	\$3,000,000	\$2,400,000		\$600,000
		2018	ROW	STBG	\$3,000,000	\$2,400,000		\$600,000

Project Notes



Obligation History			
Project Phase	PE-N	PE-D	ROW

Revision History	
Amendments	Adjustments

SECTION F TRANSIT PROJECTS

Funding & Expenditures Fiscal Years 2017 - 2020

Funding Sources	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Total
5307 Federal Funds	\$14,392,000	\$14,392,000	\$14,392,000	\$14,392,000	\$57,568,000
5307 State Funds	\$1,799,000	\$1,799,000	\$1,799,000	\$1,799,000	\$7,196,000
5307 Local Funds	\$1,799,000	\$1,799,000	\$1,799,000	\$1,799,000	\$7,196,000
Total 5307	\$17,990,000	\$17,990,000	\$17,990,000	\$17,990,000	\$71,960,000
5309 Federal Funds	\$0	\$0	\$3,600,000	\$27,984,000	\$31,584,000
5309 State Funds	\$0	\$0	\$450,000	\$3,498,000	\$3,948,000
5309 Local Funds	\$0	\$0	\$450,000	\$3,498,000	\$3,948,000
Total 5309	\$0	\$0	\$4,500,000	\$34,980,000	\$39,480,000
5310 Federal Funds (TN)	\$25,000	\$1,475,000	\$1,050,000	\$1,050,000	\$3,600,000
5310 State Funds (TN)	\$0	\$293,750	\$240,625	\$240,625	\$775,000
5310 Local Funds (TN)	\$0	\$293,750	\$240,625	\$240,625	\$775,000
Total TN 5310	\$25,000	\$2,062,500	\$1,531,250	\$1,531,250	\$5,150,000
5310 Federal Funds (MS)	\$104,804	\$106,725	\$108,859	\$111,036	\$431,424
5310 State Funds (MS)	\$0	\$0	\$0	\$0	\$0
5310 Local Funds (MS)	\$61,561	\$62,701	\$63,955	\$65,234	\$253,451
Total MS 5310	\$166,365	\$169,426	\$172,814	\$176,270	\$684,875
5337 Federal Funds	\$2,160,000	\$1,760,000	\$1,760,000	\$1,760,000	\$7,440,000
5337 State Funds	\$270,000	\$220,000	\$220,000	\$220,000	\$930,000
5337 Local Funds	\$270,000	\$220,000	\$220,000	\$220,000	\$930,000
Total 5337	\$2,700,000	\$2,200,000	\$2,200,000	\$2,200,000	\$9,300,000
5339 Federal Funds	\$10,940,000	\$9,580,000	\$13,580,000	\$41,580,000	\$75,680,000
5339 State Funds	\$282,500	\$147,500	\$147,500	\$147,500	\$725,000
5339 Local Funds	\$2,452,500	\$2,247,500	\$3,247,500	\$10,247,500	\$18,195,000
Total 5339	\$13,675,000	\$11,975,000	\$16,975,000	\$51,975,000	\$94,600,000
5339(b) Federal Funds	\$0	\$1,354,235	\$0	\$0	\$1,354,235
5339(b) State Funds	\$0	\$643,817	\$0	\$0	\$643,817
5339(b) Local Funds	\$0	\$222,005	\$0	\$0	\$222,005
Total 5339(b) Funds	\$0	\$2,220,057	\$0	\$0	\$2,220,057
CMAQ-S Federal Funds	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
CMAQ-S Local Funds	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
Total CMAQ-S	\$125,000	\$125,000	\$125,000	\$125,000	\$500,000
STBG Federal Funds (MPO)	\$0	\$0	\$4,800,000	\$0	\$4,800,000
STBG Local Funds	\$0	\$0	\$1,200,000	\$0	\$1,200,000
Total STBG	\$0	\$0	\$6,000,000	\$0	\$6,000,000
TOTAL FUNDING	\$34,681,365	\$36,741,983	\$49,494,064	\$108,977,520	\$229,894,932
TOTAL EXPENDITURE	\$34,681,365	\$36,741,983	\$49,494,064	\$108,977,520	\$229,894,932
BALANCE	\$0	\$0	\$0	\$0	\$0

SECTION F TRANSIT PROJECTS

Funding & Expenditures Fiscal Years 2017 - 2020

Funding Sources	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Total
5307 Federal Funds	\$14,392,000	\$14,392,000	\$14,392,000	\$14,392,000	\$57,568,000
5307 State Funds	\$1,799,000	\$1,799,000	\$1,799,000	\$1,799,000	\$7,196,000
5307 Local Funds	\$1,799,000	\$1,799,000	\$1,799,000	\$1,799,000	\$7,196,000
Total 5307	\$17,990,000	\$17,990,000	\$17,990,000	\$17,990,000	\$71,960,000
5309 Federal Funds	\$0	\$1,600,000	\$2,000,000	\$27,984,000	\$31,584,000
5309 State Funds	\$0	\$200,000	\$250,000	\$3,498,000	\$3,948,000
5309 Local Funds	\$0	\$200,000	\$250,000	\$3,498,000	\$3,948,000
Total 5309	\$0	\$2,000,000	\$2,500,000	\$34,980,000	\$39,480,000
5310 Federal Funds (TN)	\$25,000	\$1,475,000	\$1,050,000	\$1,050,000	\$3,600,000
5310 State Funds (TN)	\$0	\$293,750	\$240,625	\$240,625	\$775,000
5310 Local Funds (TN)	\$0	\$293,750	\$240,625	\$240,625	\$775,000
Total TN 5310	\$25,000	\$2,062,500	\$1,531,250	\$1,531,250	\$5,150,000
5310 Federal Funds (MS)	\$104,804	\$106,725	\$108,859	\$111,036	\$431,424
5310 State Funds (MS)	\$0	\$0	\$0	\$0	\$0
5310 Local Funds (MS)	\$61,561	\$62,701	\$63,955	\$65,234	\$253,451
Total MS 5310	\$166,365	\$169,426	\$172,814	\$176,270	\$684,875
5337 Federal Funds	\$2,160,000	\$1,760,000	\$1,760,000	\$1,760,000	\$7,440,000
5337 State Funds	\$270,000	\$220,000	\$220,000	\$220,000	\$930,000
5337 Local Funds	\$270,000	\$220,000	\$220,000	\$220,000	\$930,000
Total 5337	\$2,700,000	\$2,200,000	\$2,200,000	\$2,200,000	\$9,300,000
5339 Federal Funds	\$10,940,000	\$9,580,000	\$13,580,000	\$41,580,000	\$75,680,000
5339 State Funds	\$282,500	\$147,500	\$147,500	\$147,500	\$725,000
5339 Local Funds	\$2,452,500	\$2,247,500	\$3,247,500	\$10,247,500	\$18,195,000
Total 5339	\$13,675,000	\$11,975,000	\$16,975,000	\$51,975,000	\$94,600,000
5339(b) Federal Funds	\$0	\$1,354,235	\$0	\$0	\$1,354,235
5339(b) State Funds	\$0	\$643,817	\$0	\$0	\$643,817
5339(b) Local Funds	\$0	\$222,005	\$0	\$0	\$222,005
Total 5339(b) Funds	\$0	\$2,220,057	\$0	\$0	\$2,220,057
CMAQ-S Federal Funds	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
CMAQ-S Local Funds	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
Total CMAQ-S	\$125,000	\$125,000	\$125,000	\$125,000	\$500,000
TOTAL FUNDING	\$34,681,365	\$38,741,983	\$41,494,064	\$108,977,520	\$223,894,932
TOTAL EXPENDITURE	\$34,681,365	\$38,741,983	\$41,494,064	\$108,977,520	\$223,894,932
BALANCE	\$0	\$0	\$0	\$0	\$0

New TIP Page: Amendment 5

Amended 11.15.2018

TIP #	5309-2017-01	TDOT PIN #	NA	Horizon Year	2025	County	Shelby
Lead Agency	MATA	Length	8.0 miles	RTP #	314	Conformity	Non-Exempt
Project Name	Memphis Innovation Corridor					Total Cost	\$45,480,000

Termini/ Intersection
From CBD along Union Avenue and Poplar Avenue to intersection of Poplar Avenue and Goodlett

Project Description
Development of a multimodal corridor linking the CBD to the University of Memphis providing enhanced safety, smart city technology, and green infrastructure. A main component is the implementation of BRT service, which will include new buses, traffic signal priority, enhanced safety locations, and super stops.

Obligated Funds	Timely Obligation	Fiscal Year	Phase of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local Funds
		2019	PE-N/ PE-D	5309	\$4,500,000	\$3,600,000	\$450,000	\$450,000
		2019	PE-N/ PE-D	STBG	\$6,000,000	\$4,800,000		\$1,200,000
		2020	CONST	5309	\$34,980,000	\$27,984,000	\$3,498,000	\$3,498,000

Project Notes

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Obligation History							
Project Phase	PE-N		PE-D		ROW		CONST

Revision History	
Amendments	Amendment 5: 11/15/18
Adjustments	Adjustment 13: 12/08/17

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TIP #	5309-2017-01	TDOT PIN #	NA	Horizon Year	2020	County	Shelby
Lead Agency	MATA	Length	NA	RTP #	314	Conformity	Non-Exempt
Project Name	Midtown Area Connection Alternative 11 - Union Avenue and Poplar Avenue Corridor					Total Cost	\$39,480,000

Termini/ Intersection
From CBD along Union Avenue and Poplar Avenue to intersection of Poplar Avenue and Goodlett

Project Description
Implementation of a high capacity transit route along Union and Poplar Avenue, which will include new buses, traffic signal priority, enhance station locations, and super stops. This route is being advanced as the Locally Preferred Alternative (Alternative 11) resulting from the Midtown Alternatives Analysis study.

Obligated Funds	Timely Obligation	Fiscal Year	Phase of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local Funds
		2018	PE-N/ PE-D	5309	\$2,000,000	\$1,600,000	\$200,000	\$200,000
		2019	PE-N/ PE-D	5309	\$2,500,000	\$2,000,000	\$250,000	\$250,000
		2020	CONST	5309	\$34,980,000	\$27,984,000	\$3,498,000	\$3,498,000

Project Notes

Obligation History							
Project Phase	PE-N		PE-D		ROW		CONST

Revision History	
Amendments	
Adjustments	Adjustment 13: 12/08/17

SECTION E

CONGESTION MITIGATION & AIR QUALITY PROJECTS

Funding & Expenditures Fiscal Years 2017 - 2020

Funding Sources	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Total
Carry Over Funds (Federal CMAQ-M)	\$1,716,328	\$1,400,000	\$0	\$0	\$3,116,328
CMAQ-M Federal Funding	\$1,716,328	\$1,400,000	\$0	\$0	\$3,116,328
Carry Over Funds (Local CMAQ-M)	\$0	\$350,000	\$0	\$0	\$350,000
CMAQ-M Expenditure	\$0	\$350,000	\$0	\$0	\$350,000
CMAQ-S Federal Funds	\$20,954,290	\$6,386,301	\$26,044,862	\$0	\$53,385,453
CMAQ-S State Funds	\$92,445	\$92,445	\$0	\$0	\$184,890
CMAQ-S Local Funds	\$2,140,454	\$1,369,870	\$8,794,197	\$0	\$12,304,521
CMAQ-S Expenditure	\$23,187,189	\$7,848,616	\$34,839,059	\$0	\$65,874,864
TOTAL FUNDING	\$24,903,517	\$9,598,616	\$34,839,059	\$0	\$69,341,192
TOTAL EXPENDITURE	\$24,903,517	\$9,598,616	\$34,839,059	\$0	\$69,341,192
BALANCE	\$0	\$0	\$0	\$0	\$0

SECTION E

CONGESTION MITIGATION & AIR QUALITY PROJECTS

Funding & Expenditures Fiscal Years 2017 - 2020

Funding Sources	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Total
Carry Over Funds (Federal CMAQ-M)	\$1,716,328	\$1,400,000	\$0	\$0	\$3,116,328
CMAQ-M Federal Funding	\$1,716,328	\$1,400,000	\$0	\$0	\$3,116,328
Carry Over Funds (Local CMAQ-M)	\$0	\$350,000	\$0	\$0	\$350,000
CMAQ-M Expenditure	\$0	\$350,000	\$0	\$0	\$350,000
CMAQ-S Federal Funds	\$20,954,290	\$6,386,301	\$21,142,240	\$0	\$48,482,831
CMAQ-S State Funds	\$92,445	\$92,445	\$0	\$0	\$184,890
CMAQ-S Local Funds	\$2,140,454	\$1,369,870	\$7,485,285	\$0	\$10,995,609
CMAQ-S Expenditure	\$23,187,189	\$7,848,616	\$28,627,525	\$0	\$59,663,330
TOTAL FUNDING	\$24,903,517	\$9,598,616	\$28,627,525	\$0	\$63,129,658
TOTAL EXPENDITURE	\$24,903,517	\$9,598,616	\$28,627,525	\$0	\$63,129,658
BALANCE	\$0	\$0	\$0	\$0	\$0

New TIP Page: Amendment 5

Amended 11.15.2018

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TIP # **CMAQ-2019-01** TDOT PIN # Horizon Year **NA** County **Shelby**
 Lead Agency **MATA** Length **NA** RTP # **NA** Conformity **Non-Exempt**

Project Name **Fixed-Route Bus Electrification and Aerotropolis Shuttle Service** Total Cost **\$6,000,000**

Termini/Intersection **Airways Transit Center to American Way Transit Center**

Project Description **New Transit Service for an Aerotropolis Shuttle, which will serve the Memphis Aerotropolis/Memphis International Airport area.**

Obligated Funds	Timely Obligation	Fiscal Year	Phase of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local Funds
		2019	PE-N/PE-D/ROW/CONST	CMAQ-S	\$6,000,000	\$4,800,000		\$1,200,000

Project Notes **This project is being funded through TDOT with a 2017 CMAQ grant.**

Obligation History							
Project Phase	PE-N		PE-D		ROW		CONST

Revision History	
Amendments Amendment 5: 11/15/18	Adjustments

Exhibit 3

Motor Vehicle Emissions Budget (MVEB) Regulations

Contains:

- Approval and Promulgation of Final Rule for Removal of Inspection and Maintenance (I/M) Program in Memphis and Revisions to the 1997 8-Hour Ozone Maintenance Plan for Shelby County, Tennessee (Federal Register, Vol. 81, No. 83, Friday, April 29, 2016, pages 25605-25608)
- Final Rule for Air Plan Approval and Air Quality Designation; TN; Redesignation of the Shelby County 2008 8-Hour Ozone Nonattainment Area to Attainment (Federal Register, Vol. 81, No. 121, Thursday, June 23, 2016, pages 40816-40819)
- Final Rule for Air Plan Approval and Air Quality Designation; TN; Designation of the Shelby County 2015 8-Hour Ozone Nonattainment Area to Attainment/Unclassified (Federal Register, Vol. 82, No. 220, Thursday, November 16, 2017, pages 54232-54287)
- Environmental Protection Agency (EPA) letter documenting the Carbon Monoxide (CO) Maintenance Period Completion for Shelby County in the Memphis, Tennessee CO Maintenance Area, Received December 15, 2017
- Final Rule for Approval of Tennessee's Request to Relax the Federal Reid Vapor Pressure (RVP) Gasoline Volatility Standard for Shelby County (Memphis) (Federal Register, Vol. 82, No 245, Friday, December 22, 2017, pages 60675-60679)



published an interim final rule establishing a petition process to review the eligibility of countries for the benefits of the African Growth and Opportunity Act (AGOA) on March 18, 2016. USTR publishes this final rule to adopt and implement the interim final rule without change.

DATES: The final rule is effective on April 29, 2016.

FOR FURTHER INFORMATION CONTACT: For procedural questions, please contact Yvonne Jamison, Trade Policy Staff Committee, at 202–395–3475. Direct all other questions to Constance Hamilton, Deputy Assistant U.S. Trade Representative for African Affairs, at Constance_Hamilton@ustr.eop.gov or 202–395–9514.

SUPPLEMENTARY INFORMATION: On March 18, 2016 (81 FR 14716), USTR published an interim final rule, which added 15 CFR part 2017. The new Part 2017 establishes a petition process that supplements the annual (normal cycle) request for public comments on whether a beneficiary sub-Saharan African country is meeting the eligibility criteria and requirements of the AGOA program (see, e.g., 80 FR 48951, Aug. 14, 2015). The interim final rule was effective upon publication and the public comment period closed on April 18, 2016. USTR did not receive any comments.

■ Accordingly, the interim rule published March 18, 2016 (81 FR 14716), is adopted as final without change.

Florizelle Liser,

Assistant U.S. Trade Representative for African Affairs.

[FR Doc. 2016–10016 Filed 4–28–16; 8:45 am]

BILLING CODE 3290–F6–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R04–OAR–2014–0250; FRL–9945–91–Region 4]

Air Plan Approval; Removal of I/M Program in Memphis and Revisions to the 1997 8-Hour Ozone Maintenance Plan for Shelby County, Tennessee

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is approving the State of Tennessee’s May 23, 2014, State Implementation Plan (SIP) revision, submitted through the Tennessee

Department of Environment and Conservation (TDEC) on behalf of the Shelby County Health Department (SCHD), seeking to modify the SIP by removing the Inspection and Maintenance (I/M) program in the City of Memphis, Tennessee, and by incorporating Shelby County’s revised maintenance plan for the 1997 8-hour ozone national ambient air quality standards (NAAQS). Among other things, the revised maintenance plan updates the emissions inventory estimates and the motor vehicle emissions budgets (MVEBs) for the years 2006 and 2021, and contains an emissions reduction measure to offset the emissions increase expected from the termination of City of Memphis I/M program. EPA has determined that Tennessee’s May 23, 2014, SIP revision is consistent with the applicable provisions of the Clean Air Act (CAA or Act).

DATES: This rule is effective May 31, 2016.

ADDRESSES: EPA has established a docket for this action under Docket Identification No. EPA–R04–OAR–2014–0250. All documents in the docket are listed on the www.regulations.gov Web site. Although listed in the index, some information may not be publicly available, i.e., Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically through www.regulations.gov or in hard copy at the Air Regulatory Management Section, Air Planning and Implementation Branch, Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW., Atlanta, Georgia 30303–8960. EPA requests that if at all possible, you contact the person listed in the FOR FURTHER INFORMATION CONTACT section to schedule your inspection. The Regional Office’s official hours of business are Monday through Friday 8:30 a.m. to 4:30 p.m., excluding federal holidays.

FOR FURTHER INFORMATION CONTACT: Richard Wong, Air Regulatory Management Section, Air Planning and Implementation Branch, Air Pesticides and Toxics Management Division, Region 4, U.S. Environmental Protection Agency, 61 Forsyth Street SW., Atlanta, Georgia 30303–8960. Mr. Wong can be reached by phone at (404) 562–8726 or via electronic mail at wong.richard@epa.gov.

SUPPLEMENTARY INFORMATION:

I. Background

Shelby County was designated as nonattainment for the carbon monoxide (CO) NAAQS on March 3, 1978 (43 FR 8962). Local transportation sources in the City of Memphis were identified as the prime contributors to monitored CO violations in Shelby County at that time. The City of Memphis I/M program was adopted as a control strategy to attain the CO NAAQS.

On July 26, 1994 (59 FR 37939), EPA redesignated Shelby County to attainment for the CO standard and approved the initial 10-year CO maintenance plan for Shelby County. Subsequently, further improvements in automotive technology led to a consistent reduction in locally monitored levels of CO. On October 25, 2006 (71 FR 62384), EPA approved the required second 10-year CO maintenance plan which demonstrated that I/M was no longer needed to maintain the CO NAAQS.

On April 30, 2004 (69 FR 23858), EPA designated Shelby County, Tennessee, and Crittenden County, Arkansas, as nonattainment for the 1997 8-hour ozone NAAQS, with a classification of ‘moderate’ (hereinafter collectively referred to as the “Memphis 1997 8-hour Ozone Area”).¹ Under CAA section 182(b)(4), moderate ozone nonattainment areas with a census-defined urbanized area population over a given threshold are required to adopt basic I/M as part of the required SIP.

Following the initial designations for the 1997 8-hour ozone standard, Shelby County, the State of Tennessee, Crittenden County, and the State of Arkansas adopted additional measures to control ozone-forming emissions in the region and petitioned EPA to use its discretion under CAA section 181(a)(4) to reclassify the Area from moderate to marginal. On September 22, 2004 (69 FR 56697), EPA granted the petition to reclassify the Area, which removed the SIP planning requirements mandated of moderate ozone nonattainment areas, including the adoption of a mandatory I/M program, and reset the attainment deadline to June 15, 2007. The Area

¹On March 12, 2008, EPA promulgated a revised 8-hour ozone NAAQS of 0.075 parts per million. See 73 FR 16436 (March 27, 2008). EPA designated Shelby County; Crittenden County, Arkansas; and a portion of Desoto County, Mississippi, as a marginal nonattainment area for the 2008 8-hour ozone NAAQS on April 30, 2012 (effective July 20, 2012). See 77 FR 30088 (May 21, 2012). Currently, monitoring data for the Memphis 2008 8-hour Ozone Area indicates that the Area has attaining data for the 2008 8-hour ozone NAAQS. As noted above, marginal ozone nonattainment areas are not required to adopt an I/M program.

failed to attain the 1997 8-hour ozone NAAQS by the marginal area attainment deadline. Consequently, on March 28, 2008 (73 FR 16547), EPA reclassified the Area as a moderate nonattainment area. This reclassification reset the attainment deadline to June 15, 2010, with an attainment plan SIP revision due on March 1, 2009, to address all CAA requirements for a moderate ozone nonattainment area, including an I/M program in Shelby County pursuant to CAA section 184(b)(4).

The end of the 2008 ozone monitoring season resulted in a design value for the Memphis 1997 8-hour Ozone Area that met the NAAQS. Tennessee, Mississippi, and Arkansas prepared separate, but coordinated, redesignation requests and maintenance plans for their respective portions of the Area. Tennessee, on behalf of Shelby County, submitted the redesignation request and maintenance plan for its portion of the 1997 8-hour Ozone Area to EPA on February 26, 2009, prior to the attainment plan SIP revision due date.

EPA approved Tennessee's redesignation request and maintenance plan on January 4, 2010 (75 FR 56). Although there was no longer a mandatory requirement to implement I/M in Shelby County under section 184(b)(4) of the CAA, the City of Memphis continued to operate its I/M program, and the SIP-approved maintenance plan for the 1997 8-hour ozone NAAQS includes the implementation of a basic I/M program in Shelby County as a contingency measure in the event that the 1997 8-hour ozone NAAQS is violated in the 1997 8-hour Ozone Area after redesignation. In mid-2012, the Memphis City Council voted to defund the City of Memphis I/M program beginning with Fiscal Year 2013/2014. Vehicle inspection operations at all four City of Memphis inspection stations ended on June 28, 2013. Tennessee's May 23, 2014, SIP submission addresses the termination of this program.

In a notice of proposed rulemaking (NPRM) published on February 12, 2016 (81 FR 7483), EPA proposed to approve the May 23, 2014, SIP revision. No comments were received on the February 12, 2012, NPRM. The details of Tennessee's submittal and the rationale for EPA's actions are further explained in the NPRM.

II. Revised MVEBs

Tennessee's May 23, 2014, maintenance plan revision updates the MVEBs for 2006 and 2021 using on-road mobile source emissions estimates from MOVES and removes the MVEBs for 2009 and 2017. The revised 2021 MVEB

accounts for the termination of the I/M program and the shutdown of the Cleo, Inc. facility.² These budgets are used by transportation authorities to assure that transportation plans, programs, and projects are consistent with, and conform to, the maintenance of acceptable air quality in the Memphis 1997 8-hour Ozone Area.

Under section 176(c) of the CAA, new transportation plans, programs, and projects, such as the construction of new highways, must "conform" to (*i.e.*, be consistent with) the part of the state's air quality plan that addresses pollution from cars and trucks. Conformity to the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS or any interim milestones. If a transportation plan does not conform, most new projects that would expand the capacity of roadways cannot go forward. Regulations at 40 CFR part 93 set forth EPA policy, criteria, and procedures for demonstrating and assuring conformity of such transportation activities to a SIP. The regional emissions analysis is one, but not the only, requirement for implementing transportation conformity. Transportation conformity is a requirement for nonattainment and maintenance areas. Maintenance areas are areas that were previously nonattainment for a particular NAAQS but have since been redesignated to attainment with an approved maintenance plan for that NAAQS.

Under the CAA, states are required to submit, at various times, control strategy SIPs and maintenance plans for nonattainment areas. These control strategy SIPs (including RFP and attainment demonstration) and maintenance plans create MVEBs for criteria pollutants and/or their precursors to address pollution from cars and trucks. Per 40 CFR part 93, a MVEB must be established for the last year of the maintenance plan. A state may adopt MVEBs for other years as well. The MVEB is the portion of the total allowable emissions in the maintenance demonstration that is allocated to highway and transit vehicle use and emissions. See 40 CFR 93.101. The MVEB serves as a ceiling on emissions from an area's planned transportation system. The MVEB

² As discussed in the NPRM, the maintenance plan revision includes emissions reductions from the closure of the Cleo, Inc. facility to offset the estimated increase in emissions due to the termination of the City of Memphis I/M program. The Cleo facility was a gift wrap manufacturing plant and warehouse located at 4025 Viscount Avenue, Memphis, Tennessee.

concept is further explained in the preamble to the November 24, 1993 (58 FR 62188), Transportation Conformity Rule. The preamble also describes how to establish the MVEB in the SIP and how to revise the MVEB. According to 40 CFR 93.118, a maintenance plan must establish MVEBs for the last year of the maintenance plan (in this case, 2021). The updated MVEBs in the revised maintenance plan for the 1997 8-hour ozone NAAQS are for the base year (2006) and the last year of the first 10-year maintenance plan (2021). The 2021 MVEB reflects the total on-road mobile source emissions for 2021 plus an allocation from the available volatile organic compounds (VOC) and nitrogen oxides (NO_x) safety margins.³ The MVEBs are presented in Table 1, below.

TABLE 1—SHELBY COUNTY VOC AND NO_x MVEBs

[Ozone season tons per day]

	2006	2021
NO _x	58.013	56.428
VOC	23.986	12.782

The previously-approved 1997 8-hour ozone maintenance plan for Shelby County contained interim MVEBs for years 2006, 2009, and 2017 in addition to the required maintenance year MVEB of 2021. The consensus formed during the interagency consultation process was that MVEBs should only be set for 2006 and 2021.⁴ Therefore, the revised maintenance plan removes the interim budgets for years 2009 and 2017.

III. Final Action

EPA is approving Tennessee's May 23, 2014, SIP revision seeking to remove the City of Memphis I/M program from the SIP and to incorporate Shelby County's revised maintenance plan for the 1997 8-hour ozone NAAQS into the SIP.⁵ The maintenance plan includes,

³ The safety margin is the difference between the attainment level of emissions (from all sources) and the projected level of emissions (from all sources) in the maintenance plan. As discussed in the NPRM, Shelby County chose to allocate 4.224 tpd of the available VOC safety margin and 40.393 tpd of the available NO_x safety margin to the 2021 MVEBs.

⁴ The transportation conformity provisions of the CAA require interagency consultation in the development of MVEBs. The consultation process involves federal agencies (EPA, Federal Highway Administration, and Federal Transit Administration), state and local transportation agencies, state and local air agencies, and metropolitan planning organizations.

⁵ The contingency measures portion of Shelby County's maintenance plan for the 1997 8-hour ozone NAAQS, as incorporated into the SIP, includes the implementation of an I/M program in Shelby County as a contingency measure should a monitored violation of the 1997 8-hour ozone

among other things, an emissions reduction measure to offset the emissions increase expected from the termination of City of Memphis I/M program as well as revised emission inventory estimates and revised 2006 and 2021 MVEBs based upon new modeling associated with the termination of the I/M program and the inclusion of the offset measure. Within 24 months from this final rule, the transportation partners will need to demonstrate conformity to the new NO_x and VOC MVEBs pursuant to 40 CFR 93.104(e)(3).

IV. Statutory and Executive Order Reviews

Under the CAA, the Administrator is required to approve a SIP submission that complies with the provisions of the Act and applicable federal regulations. See 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the CAA. Accordingly, this action merely approves state law as meeting federal requirements and does not impose additional requirements beyond those imposed by state law. For that reason, this action:

- Is not a significant regulatory action subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);
- Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- Is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);
- Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4);

- Does not have Federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);
- Is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);
- Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);
- Is not subject to requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the CAA; and
- Does not provide EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).

The SIP is not approved to apply on any Indian reservation land or in any other area where EPA or an Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian country, the rule does not have tribal implications as specified by Executive Order 13175 (65 FR 67249, November 9, 2000), nor will it impose substantial direct costs on tribal governments or preempt tribal law.

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this action and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**.

This action is not a "major rule" as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the CAA, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by June 28, 2016. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. See section 307(b)(2).

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Incorporation by reference, Intergovernmental relations, Lead, Nitrogen dioxide, Ozone, Particulate matter, Reporting and recordkeeping requirements, Sulfur oxides, Volatile organic compounds.

Dated: April 20, 2016.
Heather McTeer Toney,
Regional Administrator, Region 4.

40 CFR part 52 is amended as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

- 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

Subpart RR—Tennessee

- 2. Section 52.2220(e), is amended by adding an entry for "8-Hour Ozone Maintenance plan for the Shelby County, Tennessee Area" at the end of the table to read as follows:

§ 52.2220 Identification of plan.
 * * * * *
 (e) * * *

EPA-APPROVED TENNESSEE NON-REGULATORY PROVISIONS

Name of non-regulatory SIP provision	Applicable geographic or nonattainment area	State effective date	EPA approval date	Explanation
Revised 8-Hour Ozone Maintenance plan for the Shelby County, Tennessee Area.	Memphis, Shelby County.	5/14/2014	4/29/2016 [Insert citation of publication].	Revises the maintenance plan approved by EPA on 1/4/10 to include a revised emissions inventory, revised MVEBs, and an emissions reduction measure to offset the termination of the City of Memphis I/M program.

NAAQS occur in the former Memphis, TN-AR nonattainment area. Today's final action does not

remove the I/M program from the contingency measures in the SIP-approved maintenance plan.

[FR Doc. 2016-10166 Filed 4-28-16; 8:45 am]
BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA-R09-OAR-2016-0028; FRL-9945-78-Region 9]

Approval of Air Plan Revisions; Arizona; Rescissions and Corrections

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is taking final action to approve revisions to the Arizona State Implementation Plan (SIP) under the Clean Air Act. These revisions include rescissions of outdated test methods and performance test specifications. The intended effect is to rescind unnecessary provisions from the applicable SIP.

DATES: This final rule is effective on May 31, 2016.

ADDRESSES: The EPA has established docket number EPA-R09-OAR-2016-0028 for this action. The index to the docket is available electronically at www.regulations.gov and in hard copy at EPA Region IX, 75 Hawthorne Street, San Francisco, California. While all documents in the docket are listed in the index, some information may be publicly available only at the hard copy location (e.g., copyrighted material), and some may not be publicly available in either location (e.g., Confidential Business Information). To inspect the hard copy materials, please schedule an appointment during normal business hours with the contact listed in the **FOR FURTHER INFORMATION CONTACT** section.

FOR FURTHER INFORMATION CONTACT: Andrew Steckel, EPA Region IX, (415) 947-4115, steckel.andrew@epa.gov.

SUPPLEMENTARY INFORMATION: Throughout this document, “we,” “us,” and “our” refer to the EPA.

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- I. Background for Final Rule
- II. Summary of Proposed Rule
- III. Public Comments and EPA Responses
- IV. Final Action
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I. Background for Final Rule

On February 11, 2016 (81 FR 7259), we proposed to approve revisions to the Arizona SIP under the Clean Air Act (CAA or “Act”) and provided a 30-day comment period. The revisions include rescissions of certain statutory provisions, administrative and prohibitory rules, and test methods. The EPA also proposed to correct certain errors in previous actions on prior revisions to the Arizona SIP and to make certain other corrections.

On that same date, we issued a direct final rule (81 FR 7209) taking final action effective April 11, 2016 but indicated that, if we received adverse comments by the end of the comment period, we would publish a withdrawal of the direct final rule in the **Federal Register** prior to the effective date informing the public that the direct final rule will not take effect. The February 11, 2016 proposed rule indicated that if the EPA received adverse comment on an amendment, paragraph, or section of the direct final rule and if that provision may be severed from the remainder of the rule, the EPA may adopt as final those provisions of the rule that are not the subject of an adverse comment.

We received a timely adverse comment on a specific test method for which we had approved rescission and found that our action on the test method (and other test methods and performance test specifications from the same approved SIP revision submittal) could be severed from the rest of the rule. Thus, we published a partial withdrawal of the direct final rule in the **Federal Register** at 81 FR 19495 (April 5, 2016), affecting only the action as it relates to the test method for which the comment was received (and the other test methods and performance test specifications that were submitted and approved on the same dates as the test method in question). In today’s action,

we provide our response to the public comment and take final action to approve the rescissions of the outdated test methods and performance test specifications based on the proposal published on February 11, 2016.

II. Summary of Proposed Rule

In our February 11, 2016 proposed rule (81 FR 7259), we directed commenters to the direct final rule for a detailed rationale for the proposed approval of the SIP revisions and for the proposed corrections. As such, the following paragraphs summarize the background information and evaluation included in the direct final rule also published on February 11, 2016 (81 FR 7209) as it relates to the test methods and performance test specifications that are the subject of this final rule.

On March 10, 2015 and January 13, 2016, the Arizona Department of Environmental Quality (ADEQ) submitted rescissions of certain statutory and regulatory provisions from the applicable Arizona SIP. Under CAA section 110(k)(3), the EPA is obligated to approve, disapprove, or conditionally approve SIPs and SIP revisions, including rescissions. As noted above, the rescissions relate to certain statutory provisions, administrative and prohibitory rules, and test methods. In our February 11, 2016 direct final rule (81 FR 7209), we approved all of the rescissions included in the two SIP revisions except for certain test methods and performance test specifications, for which we withdrew direct final action. In our direct final rule, we also corrected certain errors in previous actions on prior revisions to the Arizona SIP and to make certain other corrections, but because no adverse comments were received on the corrections, we did not withdraw any part of the error corrections portion of the direct final rule.

Table 1 lists the test methods and performance test specifications the rescission of which we withdrew direct final action, the dates on which the EPA approved the provisions as part of the SIP, and the dates on which ADEQ submitted the rescissions to the EPA.

TABLE 1—ARIZONA SIP REGULATORY PROVISIONS THAT ADEQ HAS RESCINDED

Regulatory provision	Title	EPA approval	Rescission submittal date
Arizona Testing Manual for Air Pollutant Emissions, Section 3.01.	Method 1 Sample and Velocity Traverses for Stationary Sources.	47 FR 17483 (April 23, 1982)	January 13, 2016.
Arizona Testing Manual for Air Pollutant Emissions, Section 3.02.	Method 2 Determination of Stack Gas Velocity and Volumetric Flow Rate (Type S Pitot Tube).	47 FR 17483 (April 23, 1982)	January 13, 2016.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 165 as follows:

PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

■ 1. The authority citation for part 165 continues to read as follows:

Authority: 33 U.S.C. 1231; 50 U.S.C. 191; 33 CFR 1.05–1, 6.04–1, 6.04–6, and 160.5; Department of Homeland Security Delegation No. 0170.1.

■ 2. Add § 165.T01–1123 to read as follows:

§ 165.T01–1123 Safety Zone; Pleasure Beach Bridge, Bridgeport, CT.

(a) *Location.* The following area is a safety zone: All navigable waters of the entrance channel to Johnsons Creek in the vicinity of Pleasure Beach Bridge, Bridgeport, CT bound inside an area that starts at a point on land at position 41–10.2N, 073–10.7W and then cast along the shoreline to a point on land at position 41–9.57N, 073–9.54W and then south across the channel to a point on land at position 41–9.52N, 073–9.58W and then west along the shoreline to a point on land at position 41–9.52N, 073–10.5W and then north across the channel back to the point of origin.

(b) *Enforcement period.* This rule will be enforced from 12:01 a.m. on January 1, 2016 to 12:01 a.m. on July 1, 2016.

(c) *Definitions.* The following definitions apply to this section: A “designated representative” is any Coast Guard commissioned, warrant or petty officer of the U.S. Coast Guard who has been designated by the COTP, Sector Long Island Sound, to act on his or her behalf. The designated representative may be on an official patrol vessel or may be on shore and will communicate with vessels via VHF–FM radio or loud hailer. “Official patrol vessels” may consist of any Coast Guard, Coast Guard Auxiliary, state, or local law enforcement vessels assigned or approved by the COTP Sector Long Island Sound. In addition, members of the Coast Guard Auxiliary may be present to inform vessel operators of this regulation.

(d) *Regulations.* (1) The general regulations contained in § 165.23 apply.

(2) In accordance with the general regulations in § 165.23, entry into or movement within this zone is prohibited unless authorized by the Captain of the Port, Long Island Sound.

(3) Operators of vessels desiring to enter or operate within the safety zone should contact the COTP Sector Long Island Sound at 203–468–4401 (Sector LIS command center) or the designated representative via VHF channel 16 to obtain permission to do so.

(4) Any vessel given permission to enter or operate in the safety zone must comply with all directions given to them by the COTP Sector Long Island Sound, or the designated on-scene representative.

(5) Upon being hailed by a U.S. Coast Guard vessel by siren, radio, flashing light or other means, the operator of the vessel shall proceed as directed.

Dated: December 30, 2015.

E.J. Cubanski, III,

Captain, U.S. Coast Guard, Captain of the Port Sector Long Island Sound.

Editorial note: This document was received for publication by the Office of Federal Register on June 20, 2016.

[FR Doc. 2016–14908 Filed 6–22–16; 8:45 am]

BILLING CODE 9110–04–P

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Part 52 and 81**

[EPA–R04–OAR–2016–0018; FRL–9948–02–Region 4]

Air Plan Approval and Air Quality Designation; TN; Redesignation of the Shelby County 2008 8-Hour Ozone Nonattainment Area to Attainment

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: On January 19, 2016, the State of Tennessee, through the Tennessee Department of Environment and Conservation (TDEC), Air Pollution Control Division, submitted a request for the Environmental Protection Agency (EPA) to redesignate the portion of Tennessee that is within the Memphis, Tennessee–Mississippi–Arkansas (Memphis, TN–MS–AR) 2008 8-hour ozone nonattainment area (hereafter referred to as the “Memphis, TN–MS–AR Area” or “Area”) and a related State Implementation Plan (SIP) revision containing a maintenance plan and base year inventory for the Area. EPA is taking the following separate final actions related to the January 19, 2016, redesignation request and SIP revision: Approving the base year emissions inventory for the Area into the SIP; determining that the Memphis, TN–MS–AR Area is attaining the 2008 8-hour ozone National Ambient Air

Quality Standards (NAAQS); approving the State’s plan for maintaining attainment of the 2008 8-hour ozone NAAQS in the Area, including the motor vehicle emissions budgets (MVEBs) for nitrogen oxides (NO_x) and volatile organic compounds (VOCs) for the year 2027 for the Tennessee portion of the Area, into the SIP; and redesignating the Tennessee portion of the Area to attainment for the 2008 8-hour ozone NAAQS. Additionally, EPA finds the MVEBs for the Tennessee portion of the Area adequate for the purposes of transportation conformity. **DATES:** This rule will be effective July 25, 2016.

ADDRESSES: EPA has established a docket for this action under Docket Identification No. EPA–R04–OAR–2016–0018. All documents in the docket are listed on the www.regulations.gov Web site. Although listed in the index, some information may not be publicly available, *i.e.*, Confidential Business Information or other information whose disclosure is restricted by statute.

Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically through www.regulations.gov or in hard copy at the Air Regulatory Management Section, Air Planning and Implementation Branch, Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW., Atlanta, Georgia 30303–8960. EPA requests that if at all possible, you contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection. The Regional Office’s official hours of business are Monday through Friday 8:30 a.m. to 4:30 p.m., excluding Federal holidays.

FOR FURTHER INFORMATION CONTACT: Jane Spann, Air Regulatory Management Section, Air Planning and Implementation Branch, Pesticides and Toxics Management Division, Region 4, U.S. Environmental Protection Agency, 61 Forsyth Street SW., Atlanta, Georgia 30303–8960. Ms. Spann can be reached by phone at (404) 562–9029 or via electronic mail at spann.jane@epa.gov.

SUPPLEMENTARY INFORMATION:**I. Background**

On May 21, 2012, EPA designated areas as unclassifiable/attainment or nonattainment for the 2008 8-hour ozone NAAQS that was promulgated on March 27, 2008. *See* 77 FR 30088. The Memphis, TN–MS–AR Area was designated nonattainment for the 2008

8-hour ozone NAAQS on May 21, 2012 (effective July 20, 2012) using 2008–2010 ambient air quality data. See 77 FR 30088. The Memphis, TN-MS-AR Area consists of a portion of DeSoto County in Mississippi, all of Shelby County in Tennessee, and all of Crittenden County in Arkansas. At the time of designation, the Memphis, TN-MS-AR Area was classified as a marginal nonattainment area for the 2008 8-hour ozone NAAQS. In the final implementation rule for the 2008 8-hour ozone NAAQS (SIP Implementation Rule),¹ EPA established ozone nonattainment area attainment dates based on Table 1 of section 181(a) of the Clean Air Act (CAA or Act). This established an attainment date three years after the July 20, 2012, effective date for areas classified as marginal areas for the 2008 8-hour ozone nonattainment designations. Therefore, the Memphis, TN-MS-AR Area's attainment date is July 20, 2015.

Based on the 2008 8-hour ozone nonattainment designation for the Memphis, TN-MS-AR Area, Tennessee was required to develop a nonattainment SIP revision addressing certain Clean Air Act (CAA or Act) requirements. Specifically, pursuant to CAA section 182(a)(3)(B) and section 182(a)(1), the state was required to submit a SIP revision addressing emissions statements and base year emissions inventory requirements, respectively, for its portion of the Area. EPA approved the emissions statements requirements for the Tennessee portion of the Area into the SIP in a final action published on March 5, 2015. See 80 FR 11974.

On January 19, 2016, TDEC requested that EPA redesignate Tennessee's portion of the Memphis, TN-MS-AR Area to attainment for the 2008 8-hour ozone NAAQS, and submitted a SIP revision containing a section 182(a)(1) base year emissions inventory and the State's plan for maintaining attainment of the 2008 8-hour ozone standard in the Area, including the MVEBs for NO_x and VOC for the year 2027 for the Tennessee

portion of the Area.² In a notice of proposed rulemaking (NPRM) published on April 19, 2016, EPA proposed to: (1) Approve and incorporate the base year emissions inventory into the SIP as meeting the requirements of section 182(a)(1); (2) determine that the Memphis, TN-MS-AR Area is attaining the 2008 8-hour ozone NAAQS; (3) approve and incorporate into the Tennessee SIP the State's plan for maintaining attainment of the 2008 8-hour ozone standard in the Area, including the 2027 MVEBs for NO_x and VOC for Tennessee's portion of Memphis, TN-MS-AR Area; and (4) redesignate the Tennessee portion of the Area to attainment for the 2008 8-hour ozone NAAQS. See 81 FR 22948. In that notice, EPA also notified the public of the status of the Agency's adequacy determination for the NO_x and VOC MVEBs for Tennessee's portion of Memphis, TN-MS-AR Area. No comments were received on the April 19, 2016, proposed rulemaking. The details of Tennessee's submittal and the rationale for EPA's actions are further explained in the NPRM. See 81 FR 22948 (April 19, 2016).

II. What are the effects of these actions?

Approval of Tennessee's redesignation request changes the legal designation of Shelby County in the Memphis, TN-MS-AR Area, found at 40 CFR 81.325, from nonattainment to attainment for the 2008 8-hour ozone NAAQS. Approval of Tennessee's associated SIP revision also incorporates a section 182(a)(1) base year emissions inventory and a plan into the SIP for maintaining the 2008 8-hour ozone NAAQS in the Tennessee portion of the Area through 2027. The maintenance plan establishes NO_x and VOC MVEBs for 2027 for the Shelby County, Tennessee and includes contingency measures to remedy any future violations of the 2008 8-hour ozone NAAQS and procedures for evaluating potential violations. The MVEBs for the Tennessee portion of the Memphis, TN-MS-AR Area, along with the allocations from the safety margin, are provided in the table below.³

² The Tennessee Department of Environment and Conservation Air Pollution Control Board adopted the SIP revision containing the maintenance plan on January 13, 2016.

³ As discussed in the NPRM, the safety margin is the difference between the attainment level of emissions (from all sources) and the projected level of emissions (from all sources) in the maintenance plan. Tennessee chose to allocate a portion of the available safety margin to the NO_x and VOC MVEBs for 2027. TDEC has allocated 49.04 tpd of the NO_x safety margin to the 2027 NO_x MVEB and 13.19 tpd of the VOC safety margin to the 2027 VOC MVEB.

MVEBs FOR THE TENNESSEE PORTION OF THE MEMPHIS, TN-MS-AR AREA [tpd]

	2027	
	NO _x	VOC
On-Road Emissions	12.51	5.81
Safety Margin Allocated to MVEBs	49.04	13.19
Conformity MVEBs	61.56	19.01

III. Final Action

EPA is taking a number of final actions regarding Tennessee's January 19, 2016, request to redesignate the Tennessee portion of the Memphis, TN-MS-AR Area to attainment and associated SIP revision. First, EPA is approving and incorporating Tennessee's section 182(a)(1) base year emissions inventory for the Tennessee portion of the Area into the SIP.

Second, EPA is determining that the Memphis, TN-MS-AR Area is attaining the 2008 8-hour ozone NAAQS.

Third, EPA is approving and incorporating the maintenance plan for the Tennessee portion of the Memphis, TN-MS-AR Area, including the NO_x and VOC MVEBs for 2027, into the Tennessee SIP. The maintenance plan demonstrates that the Area will continue to maintain the 2008 8-hour ozone NAAQS through 2027.

Fourth, EPA is determining that Tennessee has met the criteria under CAA section 107(d)(3)(E) for redesignation of the State's portion of the Memphis, TN-MS-AR Area from nonattainment to attainment for the 2008 8-hour ozone NAAQS. On this basis, EPA is approving Tennessee's redesignation request. As mentioned above, approval of the redesignation request changes the official designation of Shelby County, Tennessee for the 2008 8-hour ozone NAAQS from nonattainment to attainment, as found at 40 CFR part 81.

EPA is also notifying the public that EPA finds the newly-established NO_x and VOC MVEBs for the Tennessee portion of the Memphis, TN-MS-AR Area adequate for the purpose of transportation conformity. Within 24 months from this final rule, the transportation partners will need to demonstrate conformity to the new NO_x and VOC MVEBs pursuant to 40 CFR 93.104(e)(3).

IV. Statutory and Executive Order Reviews

Under the CAA, redesignation of an area to attainment and the accompanying approval of a maintenance plan under section

¹ This rule, entitled Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements and published at 80 FR 12264 (March 6, 2015), addresses a range of nonattainment area SIP requirements for the 2008 ozone NAAQS, including requirements pertaining to attainment demonstrations, reasonable further progress (RFP), reasonably available control technology (RACT), reasonably available control measures (RACM), major new source review (NSR), emission inventories, and the timing of SIP submissions and of compliance with emission control measures in the SIP. This rule also addresses the revocation of the 1997 ozone NAAQS and the anti-backsliding requirements that apply when the 1997 ozone NAAQS are revoked.

107(d)(3)(E) are actions that affect the status of a geographical area and do not impose any additional regulatory requirements on sources beyond those imposed by state law. A redesignation to attainment does not in and of itself create any new requirements, but rather results in the applicability of requirements contained in the CAA for areas that have been redesignated to attainment. Moreover, the Administrator is required to approve a SIP submission that complies with the provisions of the Act and applicable federal regulations. See 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the CAA. Accordingly, these actions merely approve state law as meeting federal requirements and do not impose additional requirements beyond those imposed by state law. For this reason, these actions:

- Are not significant regulatory actions subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);
- do not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- are certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);
- do not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4);
- do not have Federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);
- are not economically significant regulatory actions based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);

- are not significant regulatory actions subject to Executive Order 13211 (66 FR 28355, May 22, 2001);
- are not subject to requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the CAA; and
- will not have disproportionate human health or environmental effects under Executive Order 12898 (59 FR 7629, February 16, 1994).

The SIP is not approved to apply on any Indian reservation land or in any other area where EPA or an Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian country, the rule does not have tribal implications as specified by Executive Order 13175 (65 FR 67249, November 9, 2000), nor will it impose substantial direct costs on tribal governments or preempt tribal law.

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this action and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**. These actions are not a "major rule" as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the CAA, petitions for judicial review of these actions must be filed in the United States Court of Appeals for the appropriate circuit by August 22, 2016. Filing a petition for reconsideration by the Administrator of this final rule does

not affect the finality of these actions for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. These actions may not be challenged later in proceedings to enforce their requirements. See section 307(b)(2).

List of Subjects

40 CFR Part 52

Environmental protection, Air pollution control, Incorporation by reference, Intergovernmental relations, Nitrogen dioxide, Ozone, Reporting and recordkeeping requirements, Volatile organic compounds.

40 CFR Part 81

Environmental protection, Air pollution control.

Dated: June 10, 2016.

Heather McTeer Toney,
Regional Administrator, Region 4.

40 CFR parts 52 and 81 is amended as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

■ 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

Subpart RR—Tennessee

■ 2. Section 52.2220(e) is amended by adding entries for "2008 8-hour Ozone Maintenance Plan for the Memphis TN-MS-AR Area" and "2008 8-hour Ozone Emissions Inventory for the Memphis TN-MS-AR Area" at the end of the table to read as follows:

§ 52.2220 Identification of plan.

* * * * *
(e) * * *

EPA APPROVED TENNESSEE NON-REGULATORY PROVISIONS

Name of non-regulatory SIP provision	Applicable geographic or nonattainment area	State effective date	EPA approval date	Explanation
2008 8-hour Ozone Maintenance Plan for the Memphis TN-MS-AR Area.	Shelby County	01/13/2016	6/23/2016 [Insert citation of publication].	
2008 8-hour Ozone Emissions Inventory for the Memphis TN-MS-AR Area.	Shelby County	01/13/2016	6/23/2016 [Insert citation of publication].	

PART 81—DESIGNATION OF AREAS FOR AIR QUALITY PLANNING PURPOSES

■ 3. The authority citation for part 81 continues to read as follows:

Authority: 42 U.S.C. 7401, *et seq.*

■ 4. In § 81.343, the table entitled “Tennessee—2008 8-Hour Ozone NAAQS (Primary and secondary)” is amended under “Memphis, TN-MS-

AR:” by revising the entry for “Shelby County” to read as follows:

§ 81.343 Tennessee.

* * * * *

TENNESSEE—2008 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Memphis, TN-MS-AR: ² Shelby County	6/23/2016	Attainment.		

¹ This date is July 20, 2012, unless otherwise noted.
² Excludes Indian country located in each area, unless otherwise noted.

* * * * *
[FR Doc. 2016-14807 Filed 6-22-16; 8:45 am]
BILLING CODE 6560-50-P

CORPORATION FOR NATIONAL AND COMMUNITY SERVICE

45 CFR Parts 1230 and 2554
RIN 3045-AA65

Civil Monetary Penalties Inflation Adjustment

AGENCY: Corporation for National and Community Service.
ACTION: Interim final rule.

SUMMARY: The Corporation for National and Community Service (CNCS) is updating its regulations to reflect required inflation-related increases to the civil monetary penalties in its regulations, pursuant to the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015.

DATES: *Effective date:* This rule is effective August 1, 2016.

Comment due date: Technical comments may be submitted until July 25, 2016.

ADDRESSES: You may send your comments electronically through the Federal government’s one-stop rulemaking Web site at www.regulations.gov. Also, you may mail or deliver your comments to Phyllis Green, Executive Assistant, Office of General Counsel, at the Corporation for National and Community Service, 250 E Street SW., Washington, DC 20525. Due to continued delays in CNCS’s receipt of mail, we strongly encourage comments to be submitted online electronically. The TDD/TTY number is 800-833-

3722. You may request this notice in an alternative format for the visually impaired.

FOR FURTHER INFORMATION CONTACT: Phyllis Green, Executive Assistant, Office of General Counsel, at 202-606-6709 or email to pgreen@cns.gov. Individuals who use a telecommunications device for the deaf (TTY-TDD) may call 800-833-3722 between 8:00 a.m. and 8:00 p.m. Eastern Time, Monday through Friday.

SUPPLEMENTARY INFORMATION:

I. Background

The Corporation for National and Community Service (CNCS) is a federal agency that engages more than five million Americans in service through its AmeriCorps, Senior Corps, Social Innovation Fund, and Volunteer Generation Fund programs, and leads the President’s national call to service initiative, United We Serve. For more information, visit NationalService.gov.

On November 2, 2015, the President signed into law the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015 (Sec. 701 of Pub. L. 114-74) (the “Act”) to improve the effectiveness of civil monetary penalties and to maintain the deterrent effect of such penalties. The Act requires agencies to make a “catch-up” adjustment to the level of civil monetary penalties through an interim final rulemaking and to adjust the civil monetary penalties for inflation annually.

II. Method of Calculation

CNCS identified two civil monetary penalties in its regulations and calculated the catch-up adjustments as specified in the February 24, 2016, OMB

Memorandum of the Heads of Executive Departments and Agencies, M-16-06, *Implementation of the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015*. A civil monetary penalty under the act is a penalty, fine, or other sanction that is for a specific monetary amount as provided by Federal law or has a maximum amount provided for by federal law and is assessed or enforced by an agency pursuant to Federal law and is assessed or enforced pursuant to an administrative proceeding or a civil action in the Federal courts. (See 28 U.S.C. 2461 note).

The inflation adjustment for each applicable civil monetary penalty is determined using the percent increase in the Consumer Price Index for all Urban Consumers (CPI-U) for the month of October of the year in which the amount of each civil money penalty was most recently established or modified.

CNCS identified two civil penalties in its regulations: (1) The penalty associated with Restrictions on Lobbying (45 CFR 1230.400) and (2) the penalty associated with the Program Fraud Civil Remedies Act (45 CFR 2554.1).

In 1989, Congress established civil monetary penalties related to Restrictions on Lobbying (Section 319, Pub. L. 101-121; 31 U.S.C. 1352) ranging from \$10,000 to \$100,000. The multiplier for 1989 is 1.89361. Thus, the new range of possible civil monetary penalties is from \$18,936 to \$189,361.

The Program Fraud Civil Remedies Act of 1986 (Pub. L. 99-509) established a civil monetary penalty with an upper limit of \$5,000. The multiplier for 1986 is 2.15628. Thus, the new upper limit of the civil monetary penalty is \$10,781.

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Part 81**

[EPA-HQ-OAR-2017-0548; FRL-9970-77-OAR]

RIN 2060-AT33

Air Quality Designations for the 2015 Ozone National Ambient Air Quality Standards (NAAQS)**AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Final rule.

SUMMARY: This rule establishes initial air quality designations for most areas in the United States, including most areas of Indian country, for the 2015 primary and secondary national ambient air quality standards (NAAQS) for ozone. In this action, the Environmental Protection Agency (EPA) is designating 2,646 counties, including Indian Country located in those counties, two separate areas of Indian Country, and five territories as Attainment/Unclassifiable and three counties as Unclassifiable.

DATES: This final rule is effective on January 16, 2018.

ADDRESSES: The EPA has established a docket for this action under Docket ID No. EPA-HQ-OAR-2017-0548. All documents in the docket are listed in the index at <http://www.regulations.gov>. Although listed in the index, some information is not publicly available, *i.e.*, Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically in the docket or in hard copy at the Docket, EPA/DC, EPA West, Room 3334, 1301 Constitution Ave. NW., Washington, DC. The Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Public Reading Room is (202) 566-1744, and the telephone number for the Office of Air and Radiation Docket and Information Center is (202) 566-1742.

In addition, the EPA has established a Web site for this rulemaking at: <https://www.epa.gov/ozone-designations>. The Web site includes the EPA's final state and tribal designations, as well as state and tribal initial recommendation letters.

FOR FURTHER INFORMATION CONTACT: For general questions concerning this

action, please contact Denise Scott, U.S. EPA, Office of Air Quality Planning and Standards, Air Quality Planning Division, C539-04, Research Triangle Park, North Carolina 27711, telephone: (919) 541-4280, email: at scott.denise@epa.gov.

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SUPPLEMENTARY INFORMATION:**I. Background**

On October 1, 2015, the EPA revised both the primary and secondary NAAQS for ozone to a level of 0.070 parts per million (ppm) (annual fourth-highest daily maximum 8-hour average concentration, averaged over 3 years).¹ The revised 2015 ozone NAAQS provide greater protection of public health and the environment than the previous 2008 ozone NAAQS. Although the 2015 ozone NAAQS retain the same general form and averaging time as the 0.75 ppm NAAQS set in 2008, the level is more protective.

II. Purpose of This Action

The purpose of this action is to announce and promulgate initial area designations for most counties² in the country and most areas of Indian country with respect to the 2015 primary and secondary NAAQS for ozone, in accordance with the requirements of CAA section 107(d). The EPA is designating these counties as either Attainment/Unclassifiable or Unclassifiable. For other areas not addressed in this final rule, the EPA is

¹ See 80 FR 65296; October 26, 2015, for a detailed explanation of the calculation of the 3-year 8-hour average and 40 CFR part 50, appendix U.

² Any reference to "counties" in this action also includes non-county administrative or statistical areas that are comparable to counties. Louisiana parishes; the organized boroughs of Alaska; the District of Columbia; and the independent cities of the states of Virginia, Maryland, Missouri, and Nevada are equivalent to counties for administrative purposes. Alaska's Unorganized Borough is divided into 10 census areas that are statistically equivalent to counties. As of 2017, there are currently 3,142 counties and county-equivalents in the United States.

not extending the time provided under section 107(d)(1)(B) of the Clean Air Act but is not yet prepared to issue designations. The agency intends to address these areas in a separate future action.

In this action, the EPA is designating as Attainment/Unclassifiable 2,646 counties for which the states recommended a designation of Attainment or Attainment/Unclassifiable. These are counties with one or more monitors attaining the 2015 ozone NAAQS or counties for which the EPA does not have reason to believe are violating the 2015 ozone NAAQS or are contributing to a violation of the 2015 ozone NAAQS in another county.

In addition, the state of Washington recommended a designation of Unclassifiable for three counties—Benton, Franklin, and Walla Walla. Benton County and Franklin County are part of the Kennewick Richland, Washington, CBSA.³ Walla Walla County is outside of the Kennewick-Richland, Washington, CBSA, but adjacent to Benton County, and the state of Washington recommended it to be included in the Unclassifiable area. A monitor was installed in 2015 in Benton County, Washington. Three consecutive years of certified ozone monitoring data to determine the counties' attainment status is not currently available and would not be available if the EPA were to extend the deadline for designating this area until October 2018. Thus, EPA is designating this area as Unclassifiable, consistent with the state's recommendation.⁴

Consistent with the EPA's "Policy for Establishing Separate Air Quality Designations for Areas of Indian Country" (December 20, 2011), the EPA is designating two areas of Indian country (Fond du Lac Band of Lake Superior Chippewa Indians and Forest County Potawatomi Community) as separate Attainment/Unclassifiable areas.⁵ Both the Fond du Lac Band of Lake Superior Chippewa Indians and the Forest County Potawatomi submitted attainment recommendations

³ See "Washington State Designation Recommendations for the 2015 National Ambient Air Quality Standards for Ozone," letter from Maria D. Bellon, Director, Department of Ecology, State of Washington, to Dennis McLerran, Regional Administrator, Region 10, dated September 30, 2016.

⁴ See "Washington Area Designation for the 2015 Ozone National Ambient Air Quality Standards Technical Support Document, dated September 29, 2017.

⁵ Memorandum from Stephen D. Page, Director, Office of Air Quality Planning and Standards, to Regional Air Directors, Regions I–X, dated December 20, 2011, titled, "Policy for Establishing Separate Air Quality Designations for Areas of Indian Country."

based on air quality data from ozone monitors located on their respective tribal lands.

III. Public Participation in the Designation Process

Section 107(d)(2)(B) of the CAA provides that initial area designations under CAA section 107(d)(1) are not subject to the notice-and-comment rulemaking procedures of the Administrative Procedure Act (APA), but that “nothing herein shall be construed as precluding such public notice and comment whenever possible.” The EPA is promulgating these designations for 2,649 counties including Indian Country located in those counties, two separate areas of Indian Country, and five territories without notice-and-comment, because we believe that the designations pursuant to this final action are noncontroversial and the designations are consistent with the recommendations of the states and tribes in which these counties and tribal lands are located. Any party that is concerned about one or more of the area designations finalized in this action may file a petition for reconsideration with the Administrator.

IV. What is ozone and how is it formed?

Ground-level ozone is a gas that is formed by the reaction of volatile organic compounds (VOCs) and oxides of nitrogen (NO_x) in the atmosphere in the presence of sunlight. These precursor emissions are emitted by many types of pollution sources, including power plants and industrial emissions sources, on-road and off-road motor vehicles and engines, and smaller sources, collectively referred to as area sources. Ozone is predominately a summertime air pollutant. However, a few areas in the Western U.S. have experienced high levels of ozone in the wintertime. Ozone and ozone precursors can be transported to an area from sources in nearby areas or from sources located hundreds of miles away.

V. What are the 2015 ozone NAAQS and the health and welfare concerns they address?

As discussed in Section I of this preamble, on October 1, 2015, the EPA revised both the primary and secondary NAAQS for ozone to a level of 0.070 ppm (annual fourth-highest daily maximum 8-hour average concentration, averaged over 3 years) to provide increased protection of public health and the environment.

The EPA lowered the primary 8-hour ozone standard from 0.075 ppm to 0.070 ppm to protect against health effects

associated with ozone exposure, including a number of harmful effects on the respiratory system, including difficulty breathing, inflammation of the airways, and aggravation of lung diseases such as asthma and chronic obstructive pulmonary disease, and increased premature death from heart or lung disease. The EPA also revised the level of the secondary 8-hour ozone standard from 0.075 ppm to 0.070 ppm to protect against welfare effects, including impacts on sensitive vegetation and forested ecosystems.

VI. CAA Requirements

When the EPA promulgates a new or revised NAAQS, the EPA is required to designate areas as Nonattainment, Attainment, or Unclassifiable, pursuant to section 107(d)(1) of the CAA. Section 107(d)(1)(A)(i) of the CAA defines a Nonattainment area as, “any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant.” If an area meets either prong of this definition, then the EPA is obligated to designate the area as “Nonattainment.” CAA section 107(d)(1)(A)(ii) defines an Attainment area as any area that does not meet the definition of Nonattainment and that meets the NAAQS. CAA section 107(d)(1)(A)(iii) provides that any area that the EPA cannot designate on the basis of available information as meeting or not meeting the standards should be designated as “Unclassifiable.” Historically for ozone, the EPA designates most areas that do not meet the definition of Nonattainment as “Unclassifiable/Attainment.” In a few instances, based on circumstances where some monitoring data are available but is not sufficient for a determination that an area is or is not attaining the NAAQS, the EPA has designated an area as “Unclassifiable.”

Section 107(d)(1)(B) of the CAA requires the EPA to issue initial area designations within 2 years of promulgating a new or revised NAAQS. However, if the Administrator has insufficient information to make these designations within that time frame, the EPA has the authority to extend the deadline for designation decisions by up to 1 additional year.

By not later than 1 year after the promulgation of a new or revised NAAQS, each state governor is required by the CAA to recommend air quality designations, including the appropriate boundaries for areas, to the EPA. The EPA reviews those state recommendations and is authorized to

make any modifications the Administrator deems necessary. The statute does not define the term “necessary,” but the EPA interprets this to authorize the Administrator to modify designation recommendations that are inconsistent with the statutory definitions of nonattainment, attainment and unclassifiable, including modification of recommended boundaries for nonattainment areas that are not supported by the facts or analysis. If the EPA intends to modify a state’s recommendation, section 107(d)(1)(B) of the CAA requires the EPA to notify the state of any such intended modifications not less than 120 days prior to the EPA’s promulgation of the final designation. These notifications are commonly known as the “120-day letters.” If the state does not agree with the EPA’s intended modification, the 120-day period provides an opportunity for the state to demonstrate to the EPA why it believes any modification proposed by the EPA is inappropriate. If a state fails to provide any recommendation for an area, in whole or in part, the EPA must promulgate a designation that the Administrator deems appropriate.

The terms “contributes to” and “nearby” in the definition of a nonattainment area are not defined in the statute and the EPA has discretion to interpret these ambiguous terms, based on considerations such as the nature of a specific pollutant, the types of sources that may contribute to violations, the form of the standards for the pollutant, and other relevant information. The EPA does not interpret the statute to require the agency to establish bright line tests or thresholds for what constitutes “contribution” or “nearby” for purposes of designations.⁶

Section 301(d) of the CAA authorizes the EPA to approve eligible Indian tribes to implement provisions of the CAA on Indian reservations and other areas within the tribes’ jurisdiction. The Tribal Authority Rule (TAR) (40 CFR part 49), which implements section 301(d) of the CAA, sets forth the criteria and process for tribes to apply to the EPA for eligibility to administer CAA programs. The designations process contained in section 107(d) of the CAA is included among those provisions determined to be appropriate by the EPA for treatment of tribes in the same manner as states. Under the TAR, tribes generally are not subject to the same submission schedules imposed by the CAA on states. As authorized by the TAR, tribes may seek eligibility to

⁶ This view was confirmed in *Catawba County v. EPA*, 571 F.3d 20 (D.C. Cir. 2009).

submit designation recommendations to the EPA.

VII. Environmental Justice Concerns

When the EPA establishes a new or revised NAAQS, the CAA requires the EPA to designate all areas of the United States as either nonattainment, attainment, or unclassifiable. This final action addresses designation determinations for 2,649 counties including Indian Country located in those counties, two separate areas of Indian country, and five territories for the 2015 ozone NAAQS. Area designations address environmental justice concerns by ensuring that the public is properly informed about the air quality in an area. In locations where air quality does not meet the NAAQS, the CAA requires relevant state authorities to initiate appropriate air quality management actions to ensure that all those residing, working, attending school, or otherwise present in those areas are protected, regardless of minority and economic status.

VIII. Statutory and Executive Order Reviews

A. Executive Order 12866: Regulatory Planning and Review and Executive Order 13563: Improving Regulation and Regulatory Review

This action is exempt from review by the Office of Management and Budget because it responds to the CAA requirement to promulgate air quality designations after promulgation of a new or revised NAAQS.

B. Executive Order 13771: Reducing Regulations and Controlling Regulatory Costs

This action is not an Executive Order 13771 regulatory action because actions such as air quality designations after promulgating a new revised NAAQS are exempt under Executive Order 12866.

C. Paperwork Reduction Act (PRA)

This action does not impose an information collection burden under the PRA. This action fulfills the non-discretionary duty for the EPA to promulgate air quality designations after promulgation of a new or revised NAAQS and does not contain any information collection activities.

D. Regulatory Flexibility Act (RFA)

This designation action under CAA section 107(d) is not subject to the RFA. The RFA applies only to rules subject to notice-and-comment rulemaking requirements under the APA, 5 U.S.C. 553, or any other statute. Section 107(d)(2)(B) of the CAA explicitly provides that designations are exempt

from the notice-and-comment provisions of the APA. In addition, designations under CAA section 107(d) are not among the list of actions that are subject to the notice-and-comment rulemaking requirements of CAA section 307(d).

E. Unfunded Mandates Reform Act (UMRA)

This action does not contain any unfunded mandate as described in UMRA, 2 U.S.C. 1531–1538 and does not significantly or uniquely affect small governments. The action imposes no enforceable duty on any state, local or tribal governments or the private sector.

F. Executive Order 13132: Federalism

This action does not have federalism implications. It will not have substantial direct effects on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among the various levels of government. The division of responsibility between the federal government and the states for purposes of implementing the NAAQS is established under the CAA.

G. Executive Order 13175: Consultation and Coordination With Indian Tribal Government

This action does not have tribal implications. It will neither impose substantial direct compliance costs on federally recognized tribal governments, nor preempt tribal law. The CAA provides for states and eligible tribes to develop plans to regulate emissions of air pollutants within their areas, as necessary, based on the designations. The TAR provides tribes the opportunity to apply for eligibility to develop and implement CAA programs, such as programs to attain and maintain the ozone NAAQS, but it leaves to the discretion of the tribe the decision of whether to apply to develop these programs and which programs, or appropriate elements of a program, the tribe will seek to adopt. This rule does not have a substantial direct effect on one or more Indian tribes.

H. Executive Order 13045: Protection of Children From Environmental Health and Safety Risks

The EPA interprets Executive Order 13045 as applying to those regulatory actions that concern environmental health or safety risks that the EPA has reason to believe may disproportionately affect children, per the definition of “covered regulatory action” in section 2–202 of the Executive Order. This action is not

subject to Executive Order 13045 because it does not establish an environmental standard intended to mitigate health or safety risks.

I. Executive Order 13211: Actions That Significantly Affect Energy Supply, Distribution or Use

This action is not subject to Executive Order 13211 because it is not a significant regulatory action under Executive Order 12866.

J. National Technology Transfer and Advancement Act (NTTAA)

This rulemaking does not involve technical standards.

K. Executive Order 12898: Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations

The EPA believes that this action does not have disproportionately high and adverse human health or environmental effects on minority populations, low-income populations and/or indigenous peoples, as specified in Executive Order 12898 (59 FR 7629, February 16, 1994). The documentation for this determination is contained in Section VII of this preamble, “Environmental Justice Concerns.”

L. Congressional Review Act (CRA)

This action is subject to the CRA, and the EPA will submit a rule report to each House of the Congress and to the Comptroller General of the U.S. This action is not a “major rule” as defined by 5 U.S.C. 804(2).

M. Judicial Review

Section 307(b)(1) of the CAA indicates which Federal Courts of Appeal have venue for petitions for review of final actions by the EPA. This section provides, in part, that petitions for review must be filed in the Court of Appeals for the District of Columbia Circuit for: (i) “Any nationally applicable regulations promulgated, or final actions taken, by the Administrator,” or (ii) when such action is locally or regionally applicable, “if such action is based on a determination of nationwide scope or effect and if in taking such action the Administrator finds and publishes that such action is based on such a determination.”

This rule designates areas for the 2015 ozone NAAQS is “nationally applicable” within the meaning of CAA section 307(b)(1). This rule establishes designations for areas across the U.S. for the 2015 ozone NAAQS. At the core of this rulemaking is the EPA’s interpretation of the designation provisions in section 107(d)(1) of the

CAA, and its application of that interpretation to areas across the country.

For the same reasons, the Administrator also is determining that the final designations are of nationwide scope and effect for the purposes of CAA section 307(b)(1). This is particularly appropriate because, in the report on the 1977 Amendments that revised section 307(b)(1) of the CAA, Congress noted that the Administrator's determination that an action is of "nationwide scope or effect" would be appropriate for any action that has a scope or effect beyond a single judicial circuit. H.R. Rep. No. 95-294 at 323, 324, reprinted in 1977 U.S.C.C.A.N. 1402-03. Here, the scope and effect of this rulemaking extends to numerous judicial circuits since the designations apply to areas across the country. In these circumstances, CAA section

307(b)(1) and its legislative history calls for the Administrator to find the rule to be of "nationwide scope or effect" and for venue to be in the District of Columbia Circuit.

Thus, any petitions for review of final designations must be filed in the Court of Appeals for the District of Columbia Circuit within 60 days from the date final action is published in the **Federal Register**.

List of Subjects in 40 CFR Part 81

Environmental protection, Air pollution control, National parks, Wilderness areas.

Dated: November 6, 2017.

E. Scott Pruitt,
Administrator.

For the reasons set forth in the preamble, 40 CFR part 81 is amended as follows:

PART 81—DESIGNATION OF AREAS FOR AIR QUALITY PLANNING PURPOSES

■ 1. The authority citation for part 81 continues to read as follows:

Authority: 42 U.S.C. 7401, *et seq.*

Subpart C—Section 107 Attainment Status Designations

■ 2. Section 81.301 is amended by adding a table titled "Alabama—2015 8-Hour Ozone NAAQS (Primary and Secondary)" following the table titled "Alabama—2008 8-Hour Ozone NAAQS (Primary and secondary)" to read as follows:

§ 81.301 Alabama.

* * * * *

ALABAMA—2015 8-HOUR OZONE NAAQS
[Primary and Secondary]

Designated area ¹	Designation		Classification	
	Date ²	Type	Date	Type
Autauga County	Attainment/Unclassifiable.		
Baldwin County	Attainment/Unclassifiable.		
Barbour County	Attainment/Unclassifiable.		
Bibb County	Attainment/Unclassifiable.		
Blount County	Attainment/Unclassifiable.		
Bullock County	Attainment/Unclassifiable.		
Butler County	Attainment/Unclassifiable.		
Calhoun County	Attainment/Unclassifiable.		
Chambers County	Attainment/Unclassifiable.		
Cherokee County	Attainment/Unclassifiable.		
Chilton County	Attainment/Unclassifiable.		
Choctaw County	Attainment/Unclassifiable.		
Clarke County	Attainment/Unclassifiable.		
Clay County	Attainment/Unclassifiable.		
Cleburne County	Attainment/Unclassifiable.		
Coffee County	Attainment/Unclassifiable.		
Colbert County	Attainment/Unclassifiable.		
Conecuh County	Attainment/Unclassifiable.		
Coosa County	Attainment/Unclassifiable.		
Covington County	Attainment/Unclassifiable.		
Crenshaw County	Attainment/Unclassifiable.		
Cullman County	Attainment/Unclassifiable.		
Dale County	Attainment/Unclassifiable.		
Dallas County	Attainment/Unclassifiable.		
DeKalb County	Attainment/Unclassifiable.		
Elmore County	Attainment/Unclassifiable.		
Escambia County	Attainment/Unclassifiable.		
Etowah County	Attainment/Unclassifiable.		
Fayette County	Attainment/Unclassifiable.		
Franklin County	Attainment/Unclassifiable.		
Geneva County	Attainment/Unclassifiable.		
Greene County	Attainment/Unclassifiable.		
Hale County	Attainment/Unclassifiable.		
Henry County	Attainment/Unclassifiable.		
Houston County	Attainment/Unclassifiable.		
Jackson County	Attainment/Unclassifiable.		
Jefferson County	Attainment/Unclassifiable.		
Lamar County	Attainment/Unclassifiable.		
Lauderdale County	Attainment/Unclassifiable.		
Lawrence County	Attainment/Unclassifiable.		
Lee County	Attainment/Unclassifiable.		
Limestone County	Attainment/Unclassifiable.		
Lowndes County	Attainment/Unclassifiable.		

SOUTH DAKOTA—2015 8-HOUR OZONE NAAQS—Continued
[Primary and Secondary]

Designated area ¹	Designation		Classification	
	Date ²	Type	Date	Type
Hand County. Hanson County. Harding County. Hughes County. Hutchinson County. Hyde County. Jackson County. Jerauld County. Jones County. Kingsbury County. Lake County. Lawrence County. Lincoln County. Lyman County. McCook County. McPherson County. Marshall County. Meade County. Mellette County. Miner County. Minnehaha County. Moody County. Oglala Lakota County. Pennington County. Perkins County. Potter County. Roberts County. Sanborn County. Spink County. Stanley County. Sully County. Todd County. Tripp County. Turner County. Union County. Walworth County. Yankton County. Ziebach County.				

¹ Includes any Indian country in each county or area, unless otherwise specified. EPA is not determining the boundaries of any area of Indian country in this table, including any area of Indian country located in the larger designation area. The inclusion of any Indian country in the designation area is not a determination that the state has regulatory authority under the Clean Air Act for such Indian country.
² This date is January 16, 2018, unless otherwise noted.

* * * * *

■ 40. Section 81.343 is amended by adding a table titled “Tennessee—2015 8-Hour Ozone NAAQS (Primary and Secondary)” following the table titled “Tennessee—2008 8-Hour Ozone NAAQS (Primary and secondary)” to read as follows:

TENNESSEE—2015 8-HOUR OZONE NAAQS
[Primary and Secondary]

Designated area ¹	Designation		Classification	
	Date ²	Type	Date	Type
Anderson County	Attainment/Unclassifiable.		
Bedford County	Attainment/Unclassifiable.		
Benton County	Attainment/Unclassifiable.		
Bledsoe County	Attainment/Unclassifiable.		
Blount County	Attainment/Unclassifiable.		
Bradley County	Attainment/Unclassifiable.		
Campbell County	Attainment/Unclassifiable.		
Cannon County	Attainment/Unclassifiable.		
Carroll County	Attainment/Unclassifiable.		
Carter County	Attainment/Unclassifiable.		
Cheatham County	Attainment/Unclassifiable.		

TENNESSEE—2015 8-HOUR OZONE NAAQS—Continued
 [Primary and Secondary]

Designated area ¹	Designation		Classification	
	Date ²	Type	Date	Type
Chester County	Attainment/Unclassifiable.		
Claiborne County	Attainment/Unclassifiable.		
Clay County	Attainment/Unclassifiable.		
Cocke County	Attainment/Unclassifiable.		
Coffee County	Attainment/Unclassifiable.		
Crockett County	Attainment/Unclassifiable.		
Cumberland County	Attainment/Unclassifiable.		
Davidson County	Attainment/Unclassifiable.		
Decatur County	Attainment/Unclassifiable.		
DeKalb County	Attainment/Unclassifiable.		
Dickson County	Attainment/Unclassifiable.		
Dyer County	Attainment/Unclassifiable.		
Fayette County	Attainment/Unclassifiable.		
Fentress County	Attainment/Unclassifiable.		
Franklin County	Attainment/Unclassifiable.		
Gibson County	Attainment/Unclassifiable.		
Giles County	Attainment/Unclassifiable.		
Grainger County	Attainment/Unclassifiable.		
Greene County	Attainment/Unclassifiable.		
Grundy County	Attainment/Unclassifiable.		
Hamblen County	Attainment/Unclassifiable.		
Hamilton County	Attainment/Unclassifiable.		
Hancock County	Attainment/Unclassifiable.		
Hardeman County	Attainment/Unclassifiable.		
Hardin County	Attainment/Unclassifiable.		
Hawkins County	Attainment/Unclassifiable.		
Haywood County	Attainment/Unclassifiable.		
Henderson County	Attainment/Unclassifiable.		
Henry County	Attainment/Unclassifiable.		
Hickman County	Attainment/Unclassifiable.		
Houston County	Attainment/Unclassifiable.		
Humphreys County	Attainment/Unclassifiable.		
Jackson County	Attainment/Unclassifiable.		
Jefferson County	Attainment/Unclassifiable.		
Johnson County	Attainment/Unclassifiable.		
Knox County	Attainment/Unclassifiable.		
Lake County	Attainment/Unclassifiable.		
Lauderdale County	Attainment/Unclassifiable.		
Lawrence County	Attainment/Unclassifiable.		
Lewis County	Attainment/Unclassifiable.		
Lincoln County	Attainment/Unclassifiable.		
Loudon County	Attainment/Unclassifiable.		
McMinn County	Attainment/Unclassifiable.		
McNairy County	Attainment/Unclassifiable.		
Macon County	Attainment/Unclassifiable.		
Madison County	Attainment/Unclassifiable.		
Marion County	Attainment/Unclassifiable.		
Marshall County	Attainment/Unclassifiable.		
Mauzy County	Attainment/Unclassifiable.		
Meigs County	Attainment/Unclassifiable.		
Monroe County	Attainment/Unclassifiable.		
Montgomery County	Attainment/Unclassifiable.		
Moore County	Attainment/Unclassifiable.		
Morgan County	Attainment/Unclassifiable.		
Obion County	Attainment/Unclassifiable.		
Overton County	Attainment/Unclassifiable.		
Perry County	Attainment/Unclassifiable.		
Pickett County	Attainment/Unclassifiable.		
Polk County	Attainment/Unclassifiable.		
Putnam County	Attainment/Unclassifiable.		
Rhea County	Attainment/Unclassifiable.		
Roane County	Attainment/Unclassifiable.		
Robertson County	Attainment/Unclassifiable.		
Rutherford County	Attainment/Unclassifiable.		
Scott County	Attainment/Unclassifiable.		
Sequatchie County	Attainment/Unclassifiable.		
Sevier County	Attainment/Unclassifiable.		
Shelby County	Attainment/Unclassifiable.		
Smith County	Attainment/Unclassifiable.		

TENNESSEE—2015 8-HOUR OZONE NAAQS—Continued
 [Primary and Secondary]

Designated area ¹	Designation		Classification	
	Date ²	Type	Date	Type
Stewart County	Attainment/Unclassifiable.		
Sullivan County	Attainment/Unclassifiable.		
Sumner County	Attainment/Unclassifiable.		
Tipton County	Attainment/Unclassifiable.		
Trousdale County	Attainment/Unclassifiable.		
Unicoi County	Attainment/Unclassifiable.		
Union County	Attainment/Unclassifiable.		
Van Buren County	Attainment/Unclassifiable.		
Warren County	Attainment/Unclassifiable.		
Washington County	Attainment/Unclassifiable.		
Wayne County	Attainment/Unclassifiable.		
Weakley County	Attainment/Unclassifiable.		
White County	Attainment/Unclassifiable.		
Williamson County	Attainment/Unclassifiable.		
Wilson County	Attainment/Unclassifiable.		

¹ Includes any Indian country in each county or area, unless otherwise specified. EPA is not determining the boundaries of any area of Indian country in this table, including any area of Indian country located in the larger designation area. The inclusion of any Indian country in the designation area is not a determination that the state has regulatory authority under the Clean Air Act for such Indian country.
² This date is January 16, 2018, unless otherwise noted.

* * * * *
 ■ 41. Section 81.344 is amended by adding a table titled “Texas—2015 8-Hour Ozone NAAQS (Primary and

Secondary)” following the table titled § 81.344 Texas.
 “Texas—2008 8-Hour Ozone NAAQS (Primary and secondary)” to read as follows:
 * * * * *

TEXAS—2015 8-HOUR OZONE NAAQS
 [Primary and Secondary]

Designated area ¹	Designation		Classification	
	Date ²	Type	Date	Type
Anderson County	Attainment/Unclassifiable.		
Andrews County	Attainment/Unclassifiable.		
Angelina County	Attainment/Unclassifiable.		
Aransas County	Attainment/Unclassifiable.		
Archer County	Attainment/Unclassifiable.		
Armstrong County	Attainment/Unclassifiable.		
Bailey County	Attainment/Unclassifiable.		
Bastrop County	Attainment/Unclassifiable.		
Baylor County	Attainment/Unclassifiable.		
Bee County	Attainment/Unclassifiable.		
Bell County	Attainment/Unclassifiable.		
Blanco County	Attainment/Unclassifiable.		
Borden County	Attainment/Unclassifiable.		
Bowie County	Attainment/Unclassifiable.		
Brazos County	Attainment/Unclassifiable.		
Brewster County	Attainment/Unclassifiable.		
Briscoe County	Attainment/Unclassifiable.		
Brooks County	Attainment/Unclassifiable.		
Brown County	Attainment/Unclassifiable.		
Burleson County	Attainment/Unclassifiable.		
Burnet County	Attainment/Unclassifiable.		
Caldwell County	Attainment/Unclassifiable.		
Calhoun County	Attainment/Unclassifiable.		
Callahan County	Attainment/Unclassifiable.		
Cameron County	Attainment/Unclassifiable.		
Camp County	Attainment/Unclassifiable.		
Carson County	Attainment/Unclassifiable.		
Cass County	Attainment/Unclassifiable.		
Castro County	Attainment/Unclassifiable.		
Cherokee County	Attainment/Unclassifiable.		
Childress County	Attainment/Unclassifiable.		
Clay County	Attainment/Unclassifiable.		
Cochran County	Attainment/Unclassifiable.		
Coke County	Attainment/Unclassifiable.		
Coleman County	Attainment/Unclassifiable.		

yards and marinas and will release a media advisory. No objections to the proposed deviation have been received. The Coast Guard will inform waterway users of the closure through our Local and Broadcast Notices to Mariners.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: December 8, 2017.

Christopher J. Bisignano,
Supervisory Bridge Management Specialist,
First Coast Guard District.

[FR Doc. 2017-27642 Filed 12-21-17; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket No. USCG-2017-1071]

Safety Zone; Captain of the Port Boston Fireworks Display Zone, Boston Harbor, Boston, MA

AGENCY: Coast Guard, DHS.

ACTION: Notice of enforcement of regulation.

SUMMARY: The Coast Guard will enforce safety zones for First Night Fireworks on December 31, 2017, to provide for the safety of life on navigable waterways during the fireworks display. Our regulation for Captain of the Port (COTP) Boston fireworks display zones, Boston Harbor, Boston, MA identifies the regulated areas for this fireworks display. During the enforcement period, no vessel may transit these regulated areas without approval from the COTP Boston or a designated representative.

DATES: The regulation in 33 CFR 165.119(a)(2) and 33 CFR 165.119(a)(3) will be enforced from 10 p.m. on December 31, 2017, until 12:15 a.m. on January 1, 2018.

FOR FURTHER INFORMATION CONTACT: If you have questions about this notice of enforcement, call or email Mark Cutter, Sector Boston Waterways Management Division, U.S. Coast Guard; telephone 617-223-4000, email Mark.E.Cutter@uscg.mil.

SUPPLEMENTARY INFORMATION: The Coast Guard will enforce the safety zones in 33 CFR 165.119(a)(2) and 33 CFR 165.119(a)(3) from 10:00 p.m. on Sunday, December 31, 2017 until 12:15 a.m. on Monday, January 1, 2018, for the

First Night Fireworks in Boston Inner Harbor. This action is being taken to provide for the safety of life on navigable waterways during the fireworks display. Our regulation for COTP Boston Fireworks display zone, Boston Harbor, Boston, MA, 33 CFR 165.119(a)(2), specifies the location of the regulated area as all U.S. navigable waters of Boston inner Harbor within a 700-foot radius of the fireworks barge in the approximate position 42°21'41.2" N 071°02'36.5" W (NAD 1983), located off of Long Wharf, Boston, MA. Regulation 33 CFR 165.119(a)(3), specifies the location of the regulated area as all U.S. navigable waters of Boston inner Harbor within a 700-foot radius of the fireworks barge in the approximate position 42°21'23.2" N 071°02'26" W (NAD1983), located off of Fan Pier, Boston, MA. As specified in 33 CFR 165.119(e), during the enforcement period, no vessel except for fireworks barges and accompanying vessels may transit these regulated areas without approval from the COTP Boston or a COTP designated representative.

This notice of enforcement is issued under authority of 33 CFR 165.119 and 5 U.S.C. 552 (a). In addition to this notice of enforcement in the **Federal Register**, the Coast Guard plans to provide mariners with advanced notification of this enforcement period via the Local Notice to Mariners and Broadcast Notice to Mariners.

Dated: December 14, 2017.

C.C. Gelzer,
Captain, U.S. Coast Guard, Captain of the Port Boston.

[FR Doc. 2017-27582 Filed 12-21-17; 8:45 am]

BILLING CODE 9110-04-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 80

[EPA-HQ-OAR-2017-0146; FRL-9972-06-OAR]

RIN 2060-AT69

Approval of Tennessee's Request To Relax the Federal Reid Vapor Pressure (RVP) Gasoline Volatility Standard for Shelby County (Memphis)

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is taking final action to approve a request from the state of Tennessee for EPA to relax the Reid Vapor Pressure (RVP) standard applicable to gasoline introduced into

commerce from June 1 to September 15 of each year (summertime ozone season) in Shelby County, Tennessee (the Memphis Area). Specifically, EPA is approving amendments to the regulations to allow the gasoline RVP standard for Shelby County to rise from 7.8 pounds per square inch (psi) to 9.0 psi. EPA has determined that this change to the federal RVP regulation is consistent with the applicable provisions of the Clean Air Act (CAA).

DATES: This final rule is effective on January 22, 2018.

ADDRESSES: EPA has established a docket for this action under Docket ID No. EPA-HQ-OAR-2017-0461. All documents in the docket are listed on the www.regulations.gov website. Although listed in the index, some information may not be publicly available, e.g., Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available electronically through www.regulations.gov.

FOR FURTHER INFORMATION CONTACT:

David Dickinson, Office of Transportation and Air Quality, U.S. Environmental Protection Agency, 1200 Pennsylvania Avenue, Washington, DC 20460; telephone number: (202) 343-9256; email address: dickinson.david@epa.gov, or Rudolph Kapichak, Office of Transportation and Air Quality, U.S. Environmental Protection Agency, 2000 Traverwood Drive, Ann Arbor, MI 48105; telephone number: (734) 214-4574; email address: kapichak.rudolph@epa.gov.

SUPPLEMENTARY INFORMATION:

The contents of this preamble are listed in the following outline:

- I. General Information
- II. Action Being Taken
- III. History of the Gasoline Volatility Requirement
- IV. EPA's Policy Regarding Relaxation of Gasoline Volatility Standards in Ozone Nonattainment Areas That Are Redesignated as Attainment Areas
- V. Tennessee's Request To Relax the Federal Gasoline RVP Requirement for Shelby County
- VI. Final Action
- VII. Statutory and Executive Order Reviews
- VIII. Legal Authority and Statutory Provisions

I. General Information

A. Does this action apply to me?

Entities potentially affected by this rule are fuel producers and distributors who do business in Shelby County.

Examples of potentially regulated entities	NAICS ¹ codes
Petroleum refineries	324110
Gasoline Marketers and Distributors	424710, 424720
Gasoline Retail Stations	447110
Gasoline Transporters	484220, 484230

¹North American Industry Classification System.

The above table is not intended to be exhaustive, but rather provides a guide for readers regarding entities likely to be regulated by this action. The table lists the types of entities of which EPA is aware that potentially could be affected by this rule. Other types of entities not listed on the table could also be affected by this rule. To determine whether your organization could be affected by this rule, you should carefully examine the regulations in 40 CFR 80.27. If you have questions regarding the applicability of this action to a particular entity, see the **FOR FURTHER INFORMATION CONTACT** section of this preamble.

B. What is EPA's authority for taking this action?

The statutory authority for this action is granted to EPA by Sections 211(h) and 301(a) of the CAA, as amended; 42 U.S.C. 7545(h) and 7601(a).

II. Action Being Taken

This final rule approves a request from the state of Tennessee to change the summertime gasoline RVP standard for Shelby County (the Memphis Area) from 7.8 psi to 9.0 psi by amending EPA's regulations at 40 CFR 80.27(a)(2). Tennessee did not request relaxation of the federal RVP standard from 7.8 psi to 9.0 psi when it submitted the CAA section 175A maintenance plan for the 2008 ozone national ambient air quality standard (NAAQS) that was approved on June 23, 2016 (81 FR 40816). In a subsequent rulemaking, based on Tennessee's April 12, 2017 request, EPA approved a CAA section 110(l) non-interference demonstration that relaxing the federal RVP gasoline requirement from 7.8 psi to 9.0 psi for gasoline sold from June 1 to September 15 of each year would not interfere with maintenance of the NAAQS in Shelby County. For more information on EPA's approval of Tennessee's CAA section 110(l) non-interference demonstration for Shelby County, please refer to the July 7, 2017 rulemaking (82 FR 31462).

The preamble for this rulemaking is organized as follows: Section III, provides the history of the federal gasoline volatility regulation; Section IV, describes the policy regarding relaxation of volatility standards in ozone nonattainment areas that are

redesignated as attainment areas; Section V, provides information specific to Tennessee's request for Shelby County; and Section VI, presents the final action in response to Tennessee's request.

III. History of the Gasoline Volatility Requirement

On August 19, 1987 (52 FR 31274), EPA determined that gasoline nationwide was becoming increasingly volatile, causing an increase in evaporative emissions from gasoline-powered vehicles and equipment. Evaporative emissions from gasoline, referred to as volatile organic compounds (VOCs), are precursors to the formation of tropospheric ozone and contribute to the nation's ground-level ozone problem. Exposure to ground-level ozone can reduce lung function, thereby aggravating asthma and other respiratory conditions, increase susceptibility to respiratory infection, and may contribute to premature death in people with heart and lung disease.

The most common measure of fuel volatility that is useful in evaluating gasoline evaporative emissions is RVP. Under CAA section 211(c), EPA promulgated regulations on March 22, 1989 (54 FR 11868) that set maximum limits for the RVP of gasoline sold during the regulatory control periods that were established on a state-by-state basis in the final rule. The regulatory control periods addressed the portion of the year when peak ozone concentrations were expected. These regulations constituted Phase I of a two-phase nationwide program, which was designed to reduce the volatility of gasoline during the high ozone season. On June 11, 1990 (55 FR 23658), EPA promulgated more stringent volatility controls as Phase II of the volatility control program. These requirements established maximum gasoline RVP standards of 9.0 psi or 7.8 psi (depending on the state, the month, and the area's initial ozone attainment designation with respect to the 1-hour ozone NAAQS).

The 1990 CAA Amendments established a new section 211(h) to address fuel volatility. CAA section 211(h) requires EPA to promulgate regulations making it unlawful to sell, offer for sale, dispense, supply, offer for supply, transport, or introduce into commerce gasoline with an RVP level in excess of 9.0 psi during the high ozone season. CAA section 211(h) also prohibits EPA from establishing a volatility standard more stringent than 9.0 psi in an attainment area, except that EPA may impose a lower (more stringent) standard in any former ozone

nonattainment area redesignated to attainment.

On December 12, 1991 (56 FR 64704), EPA modified the Phase II volatility regulations to be consistent with CAA section 211(h). The modified regulations prohibited the sale of gasoline with an RVP above 9.0 psi in all areas designated attainment for ozone, effective January 13, 1992. For areas designated as nonattainment, the regulations retained the original Phase II standards published on June 11, 1990 (55 FR 23658), which included the 7.8 psi high ozone season limitation for certain areas. As stated in the preamble to the Phase II volatility controls and reiterated in the proposed change to the volatility standards published in 1991, EPA will rely on states to initiate changes to their respective volatility programs. EPA's policy for approving such changes is described below in Section IV. of this preamble.

The state of Tennessee initiated this change by requesting that EPA relax the 7.8 psi gasoline RVP standard to 9.0 psi for Shelby County. Accordingly, the state of Tennessee provided a technical demonstration showing that relaxing the federal gasoline RVP requirements from 7.8 psi to 9.0 psi would not interfere with maintenance of the NAAQS in Shelby County or with any other applicable CAA requirement. See Section V. of this preamble for information specific to Tennessee's request for Shelby County.

IV. EPA's Policy Regarding Relaxation of Gasoline Volatility Standards in Ozone Nonattainment Areas That Are Redesignated as Attainment Areas

As stated in the rulemaking for EPA's amended Phase II volatility standards (56 FR 64706, December 12, 1991), any change in the volatility standard for a nonattainment area that was subsequently redesignated as an attainment area must be accomplished through a separate rulemaking that revises the applicable standard for that area. Thus, for former 1-hour ozone nonattainment areas where EPA mandated a Phase II volatility standard of 7.8 psi RVP in the December 12, 1991 rulemaking, the federal 7.8 psi RVP gasoline requirement remains in effect, even after such an area is redesignated to attainment, until a separate rulemaking is completed that relaxes the federal RVP gasoline standard in that area from 7.8 psi to 9.0 psi.

As explained in the December 12, 1991 (56 FR 64706) rulemaking, EPA believes that relaxation of an applicable gasoline RVP standard is best accomplished in conjunction with the redesignation process. In order for an

ozone nonattainment area to be redesignated as an attainment area, CAA section 107(d)(3) requires the state to make a showing, pursuant to CAA section 175A(a), that the area is capable of maintaining attainment for the ozone NAAQS for ten years. Depending on the area's circumstances, this maintenance plan will either demonstrate that the area is capable of maintaining attainment for ten years without the more stringent gasoline volatility standard or that the more stringent gasoline volatility standard may be necessary for the area to maintain attainment of the ozone NAAQS.

Therefore, in the context of a request for redesignation, EPA will not initiate the rulemaking to amend 40 CFR 80.27 to relax the gasoline volatility standard unless the state specifically requests a relaxation and the maintenance plan demonstrates to the satisfaction of EPA that the area will maintain attainment for ten years without the need for the more stringent volatility standard.

V. Tennessee's Request To Relax the Federal Gasoline RVP Requirement for Shelby County

On April 12, 2017, the state of Tennessee, through the Tennessee Department of Environment and Conservation (TDEC), submitted a CAA section 110(l) non-interference demonstration which illustrated that removal of the federal RVP requirement of 7.8 psi for gasoline during the summertime ozone season for Shelby County would not interfere with maintenance of any NAAQS, including the 2008 ozone NAAQS. Specifically, TDEC provided a technical demonstration showing that relaxing the federal gasoline RVP requirement would not interfere with maintenance of the ozone NAAQS or with any other applicable requirement of the CAA. As noted above, Tennessee did not request relaxation of the federal RVP standard from 7.8 psi to 9.0 psi when it submitted a CAA section 175A maintenance plan for the 2008 ozone NAAQS that was approved on June 23, 2016 (81 FR 40816). However, the approved maintenance plan included the use of gasoline with an RVP standard of 9.0 psi. Therefore, a revised maintenance plan with an RVP standard of 9.0 psi is not needed. Nevertheless, TDEC has appropriately requested (by its April 21, 2017 letter) that EPA approve its non-interference demonstration and requested that Shelby County no longer be subject to the federal RVP standard of 7.8 psi for gasoline during the summertime ozone season.

On May 11, 2017, EPA proposed to approve the CAA section 110(l) non-

interference demonstration. The proposal provided an opportunity for the public to comment on the action. See 82 FR 21966. EPA received no comments on the proposal to approve the non-interference demonstration for Shelby County. In a July 7, 2017 final rule, EPA approved Tennessee's non-interference demonstration for Shelby County. See 82 FR 31462.

EPA's proposal to amend the applicable gasoline RVP standard from 7.8 psi to 9.0 psi (82 FR 39098, August 17, 2017) was subject to public notice and comment. EPA received no comment on its proposal. In this action, EPA is approving Tennessee's request to relax the summertime ozone season gasoline RVP standard for Shelby County from 7.8 psi to 9.0 psi. Specifically, EPA is amending the applicable gasoline RVP standard from 7.8 psi to 9.0 psi provided at 40 CFR 80.27(a)(2). This action to approve Tennessee's request to relax the summertime ozone season RVP standard for Shelby County from 7.8 psi to 9.0 psi is based on EPA's July 7, 2017 approval of Tennessee's non-interference demonstration.

VI. Final Action

EPA is taking final action to approve Tennessee's request for the Agency to relax the RVP standard applicable to gasoline introduced into commerce from June 1 to September 15 of each year in Shelby County from 7.8 psi to 9.0 psi as provided at 40 CFR 80.27(a)(2). This approval is based on Tennessee's request and EPA's final determination in its July 7, 2017 final rule (82 FR 31462) that Tennessee, as required by CAA section 110(l), made an adequate demonstration to show that removal of this federal requirement would not interfere with the ozone NAAQS in the Shelby County and is consistent with CAA requirements. This action amends the applicable gasoline RVP standard from 7.8 psi to 9.0 psi provided at 40 CFR 80.27(a)(2) for Shelby County.

VII. Statutory and Executive Order Reviews

A. Executive Order 12866: Regulatory Planning and Review and Executive Order 13563: Improving Regulation and Regulatory Review

This action is not a significant regulatory action and therefore was not submitted to the Office of Management and Budget (OMB) for review.

B. Executive Order 13771: Reducing Regulations and Controlling Regulatory Costs

This action is considered an Executive Order 13771 deregulatory action. This final rule provides meaningful burden reduction because it relaxes the federal RVP standard for gasoline in Shelby County, Tennessee and as a result, fuel suppliers will no longer be required to provide 7.8 psi lower RVP gasoline anywhere in Tennessee during the summer months (June 1st through September 15th). Relaxing the volatility requirements will also be beneficial because this action can improve the fungibility of gasoline sold in the State of Tennessee by allowing the gasoline sold in Memphis to be identical to the fuel sold throughout Tennessee.

C. Paperwork Reduction Act (PRA)

This action does not impose any information collection burden under the PRA, because it does not contain any information collection activities.

D. Regulatory Flexibility Act (RFA)

I certify that this action will not have a significant economic impact on a substantial number of small entities under the RFA. In making this determination, the impact of concern is any significant adverse economic impact on small entities. An agency may certify that a rule will not have a significant economic impact on a substantial number of small entities if the rule relieves regulatory burden, has no net burden or otherwise has a positive economic effect on the small entities subject to the rule. The small entities subject to the requirements of this action are refiners, importers or blenders of gasoline that choose to produce or import low RVP gasoline for sale in Tennessee, and gasoline distributors and retail stations in Tennessee. This action relaxes the federal RVP standard for gasoline sold in Shelby County, Tennessee during the summertime ozone season (June 1 to September 15 of each year) to allow the RVP for gasoline sold in this county to rise from 7.8 psi to 9.0 psi. This rule does not impose any requirements or create impacts on small entities beyond those, if any, already required by or resulting from the CAA section 211(h) RVP program. We have therefore concluded that this action will have no net regulatory burden for all directly regulated small entities.

E. Unfunded Mandates Reform Act (UMRA)

This final rule does not contain an unfunded mandate of \$100 million or

more as described in UMRA, 2 U.S.C. 1531–1538, and does not significantly or uniquely affect small governments. The action implements mandates that are specifically and explicitly set forth in CAA section 211(h) without the exercise of any policy discretion by the EPA.

F. Executive Order 13132: Federalism

This action does not have federalism implications. It will not have substantial direct effects on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among the various levels of government.

G. Executive Order 13175: Consultation and Coordination With Indian Tribal Governments

This action does not have tribal implications, as specified in Executive Order 13175. This final rule will affect only those refiners, importers or blenders of gasoline that choose to produce or import low RVP gasoline for sale in Shelby County and gasoline distributors and retail stations in the Area. Thus, Executive Order 13175 does not apply to this action.

H. Executive Order 13045: Protection of Children From Environmental Health Risks and Safety Risks

The EPA interprets Executive Order 13045 as applying only to those regulatory actions that concern environmental health or safety risks that the EPA has reason to believe may disproportionately affect children, per the definition of “covered regulatory action” in section 2–202 of the Executive Order. This action is not subject to Executive Order 13045 because it does not concern an environmental health risk or safety risk. The EPA has no reason to believe that this action will disproportionately affect children since Tennessee has provided evidence that a relaxation of the gasoline RVP will not interfere with its attainment of the ozone NAAQS for Shelby County, or any other applicable CAA requirement. By separate action, the EPA has approved Tennessee’s non-interference demonstration regarding its maintenance plan for the 2008 ozone NAAQS, and that Tennessee’s relaxation of the gasoline RVP standard in Shelby County to 9.0 RVP will not interfere with any other NAAQS or CAA requirement.

I. Executive Order 13211: Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use

This action is not subject to Executive Order 13211 because it is not a significant regulatory action under Executive Order 12866.

J. National Technology Transfer and Advancement Act (NTTAA)

This rulemaking does not involve technical standards.

K. Executive Order 12898: Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations

The EPA believes the human health or environmental risk addressed by this action will not have potential disproportionately high and adverse human health or environmental effects on minority, low-income or indigenous populations because it does not affect the applicable ozone NAAQS which establish the level of protection provided to human health or the environment. This rule relaxes the applicable volatility standard of gasoline during the summer. The EPA has concluded that the relaxation will not cause a measurable increase in ozone concentrations that would result in a violation of any ozone NAAQS including the 2008 ozone NAAQS and the more stringent 2015 ozone NAAQS. Therefore, disproportionately high and adverse human health or environmental effects on minority or low-income populations are not an anticipated result. The results of this evaluation are contained in EPA’s proposed and final rules for Tennessee’s non-interference demonstration. A copy of Tennessee’s April 12, 2017 letter requesting that the EPA relax the gasoline RVP standard, including the technical analysis demonstrating that the less stringent gasoline RVP would not interfere with continued maintenance of the 2008 ozone NAAQS in Shelby County, or with any other applicable CAA requirement, has been placed in the public docket for this action.

L. Congressional Review Act (CRA)

This action is subject to the CRA, and the EPA will submit a rule report to each House of the Congress and to the Comptroller of the United States. This

action is not a “major rule” as defined by 5 U.S.C. 804(2).

M. Petitions for Judicial Review

Under section 307(b)(1) of the CAA, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by February 20, 2018. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action.

This action may not be challenged later in proceedings to enforce its requirements. *See* CAA section 307(b)(2).

VIII. Legal Authority and Statutory Provisions

The statutory authority for this action is granted to EPA by sections 211(h) and 301(a) of the Clean Air Act, as amended; 42 U.S.C. 7545(h) and 7601(a).

List of Subjects in 40 CFR Part 80

Environmental protection, Administrative practice and procedures, Air pollution control, Fuel additives, Gasoline, Motor vehicle and motor vehicle engines, Motor vehicle pollution, Penalties, Reporting and recordkeeping requirements.

Dated: December 15, 2017.

E. Scott Pruitt,
Administrator.

For the reasons set out in the preamble, title 40, chapter I of the Code of Federal Regulations is amended as follows:

PART 80—REGULATION OF FUELS AND FUEL ADDITIVES

■ 1. The authority citation for part 80 continues to read as follows:

Authority: 42 U.S.C. 7414, 7521, 7542, 7545, and 7601(a).

■ 2. In § 80.27, paragraph (a)(2)(ii) is amended in the table by revising the entry for “Tennessee” and footnote 10 to read as follows:

§ 80.27 Controls and prohibitions on gasoline volatility.

- | | |
|------|-------|
| (a) | * * * |
| (2) | * * * |
| (ii) | * * * |

APPLICABLE STANDARDS¹ 1992 AND SUBSEQUENT YEARS

State	May	June	July	August	September
Tennessee ¹⁰	9.0	9.0	9.0	9.0	9.0

¹ Standards are expressed in pounds per square inch (psi).

¹⁰ The standard for Knox County from June 1 until September 15 in 1992 through June 2, 1994 was 7.8 psi. The standard for the Middle Tennessee Area (Davidson, Rutherford, Sumner, Williamson, and Wilson Counties) from June 1 until September 15 in 1992 through June 7, 2017 was 7.8 psi. The standard in Shelby County (Memphis Area) from June 1 until September 15 in 1992 through 2017 was 7.8 psi.

[FR Doc. 2017-27630 Filed 12-21-17; 8:45 am]
 BILLING CODE 6560-50-P

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 79

[CG Docket No. 05-231; FCC 16-17]

Closed Captioning of Video Programming; Telecommunications for the Deaf and Hard of Hearing, Inc., Petition for Rulemaking

AGENCY: Federal Communications Commission.

ACTION: Final rule; announcement of effective date.

SUMMARY: In this document, the Commission announces that the Office of Management and Budget (OMB) has approved, for a period of three years, the information collection associated with rules adopted in the Commission's document *Closed Captioning of Video Programming; Telecommunications for the Deaf and Hard of Hearing, Inc., Petition for Rulemaking*, Second Report and Order (*Second Report and Order*). This document is consistent with the *Second Report and Order*, which stated that the Commission would publish a document in the **Federal Register** announcing the effective date of those sections.

DATES: The stay on 47 CFR 79.1(g)(3) is lifted effective December 22, 2017. Title 47 CFR 79.1(g)(1) through (9) and (i)(1) through (2), and the removal of 47 CFR 79.1(j)(4), published at 81 FR 57473, August 23, 2016, are effective December 22, 2017.

FOR FURTHER INFORMATION CONTACT: Eliot Greenwald, Disability Rights Office, Consumer and Governmental Affairs Bureau, at (202) 418-2235, or email: Eliot.Greenwald@fcc.gov.

SUPPLEMENTARY INFORMATION: This document announces that, on December

4, 2017, OMB approved, for a period of three years, the information collection requirements contained in the Commission's *Report and Order*, FCC 16-17, published at 81 FR 57473, August 23, 2016. The OMB Control Number is 3060-0761. The Commission publishes this notification as an announcement of the effective date of the rules. If you have any comments on the burden estimates listed below, or how the Commission can improve the collections and reduce any burdens caused thereby, please contact Cathy Williams, Federal Communications Commission, Room 1-C823, 445 12th Street SW, Washington, DC 20554. Please include the OMB Control Number, 3060-0761, in your correspondence. The Commission will also accept your comments via the internet if you send them to PRA@fcc.gov.

To request materials in accessible formats for people with disabilities (Braille, large print, electronic files, audio format), send an email to fcc504@fcc.gov or call the Consumer and Governmental Affairs Bureau at (202) 418-0530 (voice), (844) 432-2275 (videophone), or (202) 418-0432 (TTY).

Synopsis

As required by the Paperwork Reduction Act of 1995 (44 U.S.C. 3507), the FCC is notifying the public that it received OMB approval on December 4, 2017, for the information collection requirements contained in 47 CFR 79.1(g)(1) through (9) and (i)(1) through (2), and the removal of 47 CFR 79.1(j)(4), published at 81 FR 57473, August 23, 2016. Title 47 CFR 79.1(i)(3), (j)(1), (k)(1)(iv), and (m) will become effective at a later time and the Commission will publish another document in the **Federal Register** announcing the effective date of those sections.

Under 5 CFR part 1320, an agency may not conduct or sponsor a collection of information unless it displays a current, valid OMB Control Number.

No person shall be subject to any penalty for failing to comply with a collection of information subject to the Paperwork Reduction Act that does not display a current, valid OMB Control Number. The OMB Control Number is 3060-0761.

The foregoing notice is required by the Paperwork Reduction Act of 1995, Public Law 104-13, October 1, 1995, and 44 U.S.C. 3507.

The total annual reporting burdens and costs for the respondents are as follows:

OMB Control Number: 3060-0761.

OMB Approval Date: December 4, 2017.

OMB Expiration Date: December 31, 2020.

Title: Section 79.1, Closed Captioning of Video Programming, CG Docket No. 05-231.

Form Number: N/A.

Type of Review: Revision of a currently approved collection.

Respondents: Business or other for-profit; Individuals or households; and Not-for-profit entities.

Number of Respondents and Responses: 59,995 respondents; 512,831 responses.

Estimated Time per Response: 0.25 (15 minutes) to 60 hours.

Frequency of Response: Annual reporting requirements; Third party disclosure requirement; Recordkeeping requirement.

Obligation to Respond: Required to obtain or retain benefits. The statutory authority for this obligation is found at section 713 of the Communications Act of 1934, as amended, 47 U.S.C. 613, and implemented at 47 CFR 79.1.

Total Annual Burden: 702,562 hours.

Total Annual Cost: \$35,638,596.

Nature and Extent of Confidentiality: Confidentiality is an issue to the extent that individuals and households provide personally identifiable information, which is covered under the FCC's system of records notice (SORN), FCC/CGB-1, "Informal Complaints,