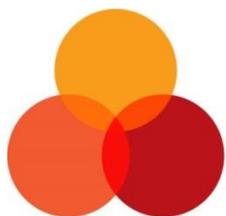


**FY 2017-2020
TRANSPORTATION
IMPROVEMENT
PROGRAM**

Adopted November 2, 2016



Cleveland Urban Area
METROPOLITAN PLANNING ORGANIZATION

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under Section 104(f) of Title 23 of the U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. This report was prepared by the Cleveland Urban Area Metropolitan Planning Organization in cooperation with the U. S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, the Tennessee Department of Transportation, the Southeast Tennessee Human Resources Agency, Bradley and McMinn Counties, Tennessee and the Cities of Cleveland, Charleston, and Calhoun, Tennessee.

The Cleveland Urban Area Metropolitan Planning Organization does not discriminate on the basis of age, race, sex, color, national origin, religion, or disability in access to, or operation of its programs, services, activities or in its hiring or employment practices. ADA and Title VI inquiries should be forwarded to: Greg Thomas, AICP, Cleveland MPO, P.O. Box 1519, Cleveland, TN 37364, phone (423) 479-1913 or gthomas@clevelandtn.gov.



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**A RESOLUTION OF THE
CLEVELAND URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

WHEREAS, the United States Department of Transportation has enacted rules and regulations regarding urban transportation planning as reflected in 23 CFR §450.320 and, thereby, establishing guidelines for the development, content, and processing of a cooperatively developed Transportation Improvement Program in urbanized areas; and,

WHEREAS, the FY2017-FY2020 Transportation Improvement Program describes all transportation work activities to be undertaken by local, regional, or state agencies pertinent to the Cleveland Urbanized Area during the next four years; and,

WHEREAS, the various state, local and regional agencies involved with transportation planning for the Cleveland Urbanized Area have cooperatively developed a FY2017-FY2020 Transportation Improvement Program; and,

WHEREAS, members of the Metropolitan Planning Organization's Technical Coordinating Committee and Executive Board agree that this FY2017-FY2020 Transportation Improvement Program will effectively advance the transportation needs of the next four years.

NOW, THEREFORE, BE IT RESOLVED, that the Metropolitan Planning Organization does hereby adopt the FY2017-FY2020 Transportation Improvement Program. The MPO hereby certifies that the planning process and public participation process required for the adoption of the Transportation Improvement Program has been conducted in accordance with all applicable requirements and that the Transportation Improvement Program meets all the requirements of the Fixing America's Surface Transportation (FAST) Act.

Approved, this 2nd day of November, 2016:

A handwritten signature in blue ink that reads "Tom Rowland".

Mayor Tom Rowland, MPO Executive Board Chairman

Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334, the Cleveland Urban Area Metropolitan Planning Organization (MPO) does hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

(a) The MPO and State shall certify the metropolitan planning process every 4 years is in accordance with:

- (1) 23 USC 134, 49 USC 5303 (Highways and Transit)
- (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended 42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21
- (4) 49 U.S.C. 5332, prohibiting discrimination, on the basis of race, creed, national origin, sex or age in employment or business opportunity
- (5) Section 1101 (b) of the SAFETEA-LU (Pub. L 109-59) and 49 CFR part 26 regarding the Involvement of disadvantaged business enterprises in USDOT funded projects
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity Program on Federal and Federal-aid highway construction contracts
- (7) Provisions of the Americans with Disabilities Act of 1990 (42 U. S. C. 12101 et. seq and 49 CFR parts 27, 37 and 38)
- (8) The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U. S. C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities



Chair, MPO Executive Board
Mayor Tom Rowland



Date

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FY2017-2020 TIP PROJECTS

STATE PROJECTS			
2040 RTP ID#	TIP ID #	Project Name / Roadway	Type
E+C	06009	SR-60 (from Westlake Drive to SR-306)	Road Widening
Consistent	06002, 06005	Safety – Highway Hazard Elimination Projects Grouping	Grouping
Consistent	06001	NHPP Projects Grouping	Grouping
Consistent	06003	State STBG Projects Grouping	Grouping

MPO PROJECTS			
2040 RTP ID#	TIP ID #	Project Name / Roadway	Type
94, 108	2013-01	Michigan Avenue Road and 20 th Street	Road Improvements
E+C	2013-05	Adkisson Drive	Road Widening
E+C	2010-05	Georgetown Road & 25th Street	Intersection Improvements
Consistent	2011-03	Ocoee Greenway Connector	Bicycle/Pedestrian
Consistent	2017-05	Downtown Cleveland traffic study	Planning
Consistent	2017-01	Urban STBG Projects Grouping	Grouping
Consistent	2017-02	Transit Operations	Transit
Consistent	2017-03	Transit Capital Purchases	Transit

1

INTRODUCTION

What is a TIP?

The FY2017-FY2020 Transportation Improvement Program (TIP) is a programming document that reflects regional priorities for the expenditure of federal transportation funds during the 4-year period. It lists regionally significant and federally funded projects and services in the Cleveland Urbanized Area Metropolitan Planning Organization (MPO) area for highways, pedestrian and bicycle facilities, and transit. The TIP is also fiscally constrained, meaning that all of the project phases listed can be implemented within the revenue anticipated to be available during fiscal years 2017-2020.

All projects and programs in this TIP are included in, or consistent with, the 2040 Regional Transportation Plan and local transportation plans, including those of transit operators. They are also consistent with the Tennessee Department of Transportation's (TDOT) recently completed 25-Year Long-Range Transportation Policy Plan.

What is the MPO?

In 2000, the U.S. Census defined portions of Cleveland and Bradley County as an urbanized area with a population exceeding 50,000. In accordance with federal law, the Cleveland MPO was formed in 2003 to carry out transportation planning in Cleveland and the adjoining urbanized portions of Bradley County.

When the decennial Census was updated in 2010, strong growth in the greater Cleveland area resulted in expansion of the urbanized area along the North Lee Highway corridor through the City of Charleston, crossing the Hiwassee River into McMinn County. To ensure that the entire urbanized area was encompassed, as federally required, the MPO's urbanized area was expanded in 2014. It now includes a larger portion of unincorporated Bradley County, the cities of Charleston and Calhoun, and a small unincorporated area of McMinn County where Resolute Forest Products is located. The MPO also expanded its metropolitan planning area, which is supposed to cover not only the current urbanized area but additional areas that are expected to become urbanized within the next 20-25 years. **Figure 1** shows both boundaries.

The MPO is responsible for carrying out the "3-C" (**C**ontinuing, **C**omprehensive, and **C**ooperative) transportation planning process and producing key documents that reflect regional and state transportation goals, plans, and services. Its core functions, shown in **Figure 2**, address both short-term and long-term planning that is based on ongoing analysis of regional conditions and trends. The MPO is also responsible for transportation programming, i.e. the decisions shown in this document about which projects from the Regional Transportation Plan have been selected for immediate funding and development.

Figure 1: Cleveland Urban Area MPO Planning Area (boundary adopted April 2014)

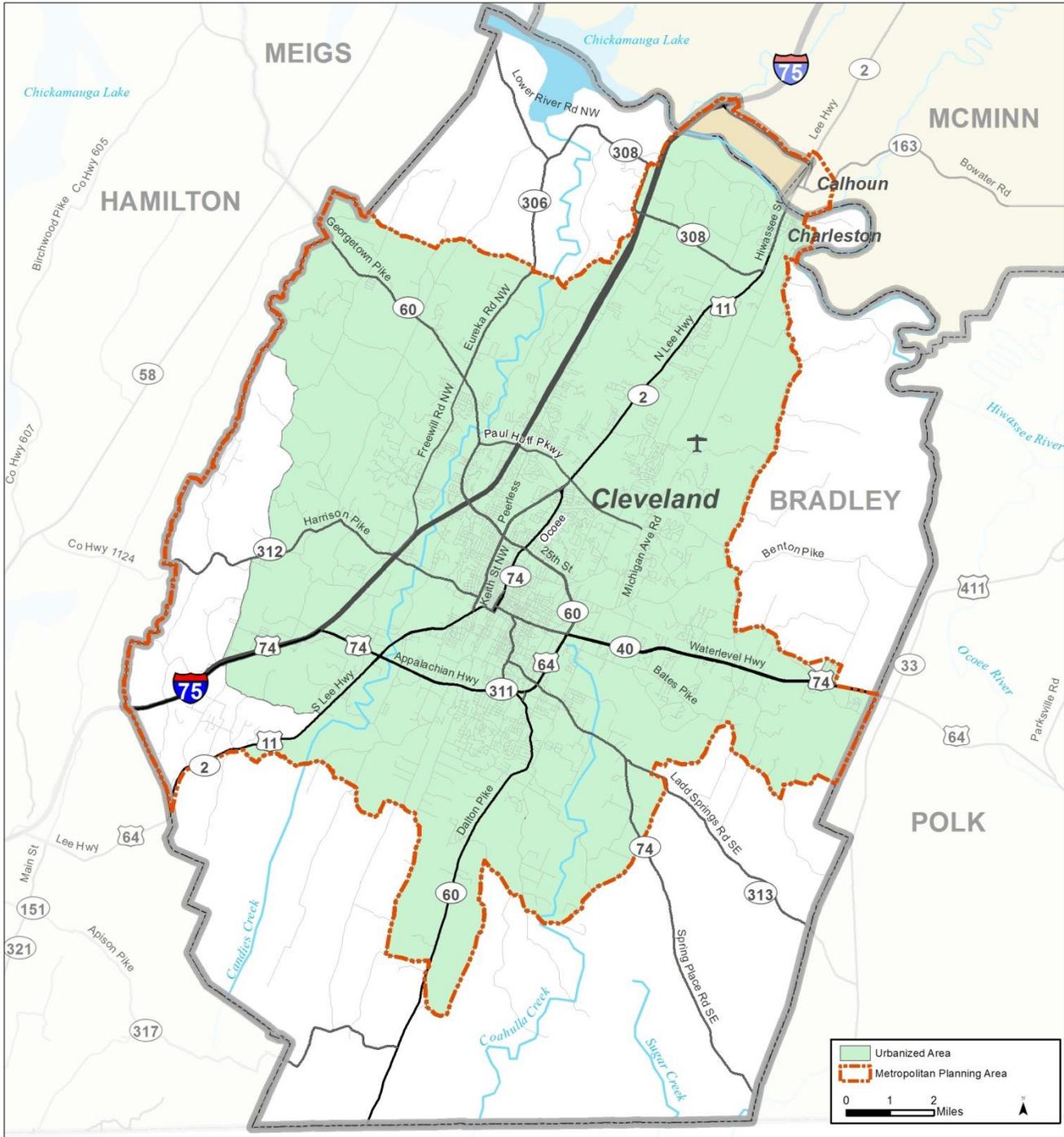
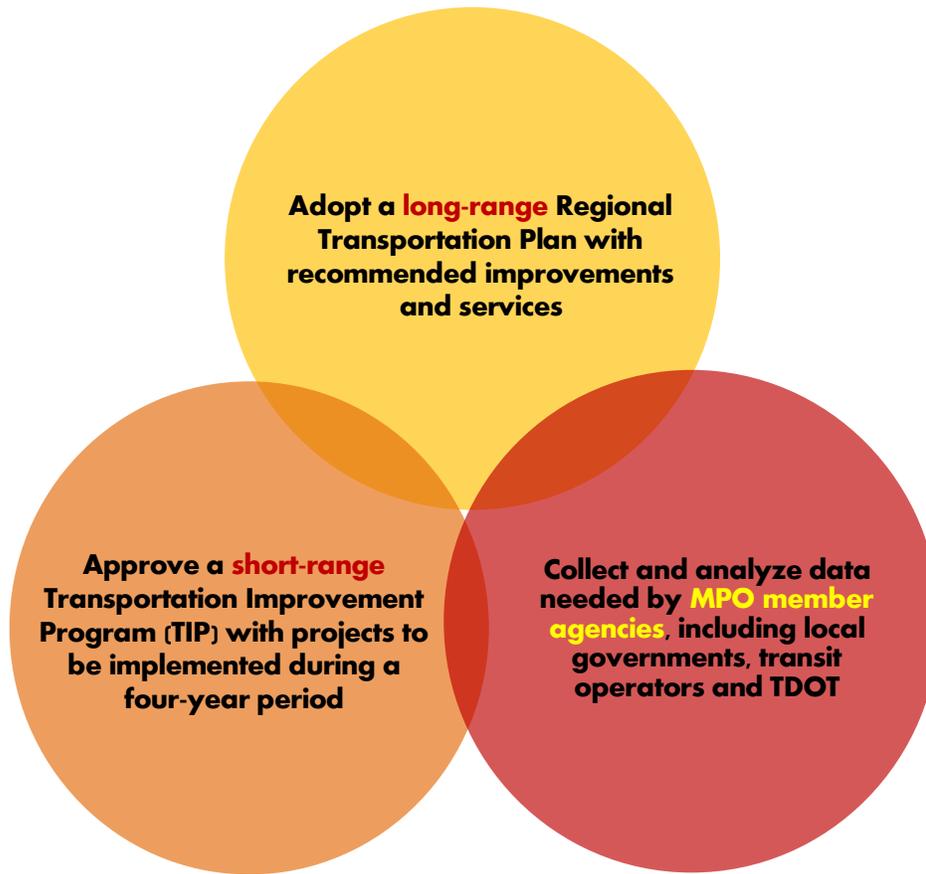


Figure 2: Core Functions of the Cleveland MPO



MPO Members

MPO members include the City of Cleveland, Bradley County, City of Charleston, City of Calhoun, McMinn County, Cleveland/Bradley Chamber of Commerce, TDOT and other transportation-related agencies such as the Cleveland Urban Area Transit System and the Southeast Tennessee Development District. Through the MPO, some of those members receive and program federal funds for various transportation projects and programs.

The MPO is led by an Executive Board, which is the policy board of the MPO, a Technical Coordinating Committee (TCC) that provides recommendations to the Executive Board, and a professional MPO staff.

Executive Board

The Executive Board is responsible for carrying out the provisions of federal regulations which call for a continuing, comprehensive, and coordinated transportation planning and programming process. The Board provides administrative and fiscal oversight, reviews and approves all transportation planning and programming decisions, establishes study committees, and ensures proper allocation of planning and program funds.

The current composition of the Executive Board includes six elected and appointed officials from local governments, regional agencies, and the State of Tennessee. The Federal Highway Administration and the Federal Transit Administration are also represented on the Executive Board as ex-officio, non-voting members.

Members of the MPO Executive Board

- Governor, State of Tennessee
- Executive Director, Southeast Tennessee Human Resources Agency
- Bradley County Mayor
- City of Cleveland Mayor
- City of Cleveland Vice-Mayor
- McMinn County Mayor (currently; seat rotates annually to also include the mayors of Calhoun and Charleston)
- Federal Highway Administration (ex officio, non-voting)
- Federal Transit Administration (ex-officio, non-voting)

Technical Coordinating Committee

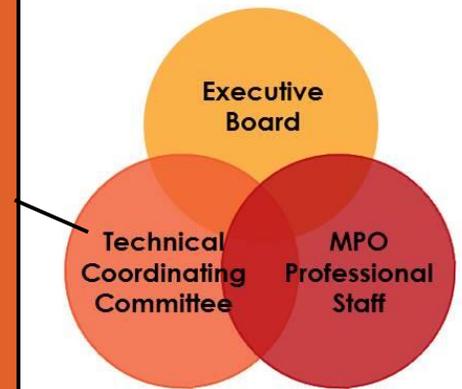
The Technical Coordinating Committee (TCC) is responsible for implementing all planning activities, based on the Executive Board's policy direction. Members provide input and review transportation plans, programs, and documentation in order to provide recommendations to the Executive Board for action.

The TCC is comprised of a diverse group of transportation professionals, and advises the Executive Board members on all aspects of the planning process. It includes engineers, community and transportation planners, transit operators, and other professionals from federal, state, and local agencies. The Chairman of the TCC is the Public Works Director for the City of Cleveland. The chairman, along with the MPO Transportation Planning Coordinator, is responsible for ensuring the coordination, direction, and supervision of the transportation planning process.

Technical Coordinating Committee

- City of Cleveland Development & Engineering Services Department
- City of Cleveland Finance Department
- City of Cleveland Public Works Department
- Bradley County Planning Department
- Bradley County Highway Department
- Bradley County appointee
- MPO appointee for Bicycle/Pedestrian Issues
- MPO appointee for Charleston/Bradley County
- MPO appointee for Calhoun/McMinn County
- Cleveland/Bradley County Chamber of Commerce
- Southeast Tennessee Development District and Rural Planning Organization (RPO)
- Southeast Tennessee Human Resource Agency (SETHRA) and Cleveland Urban Area Transit System (CUATS)
- Tennessee Department of Transportation
- Federal Highway Administration – Tennessee Division*
- Federal Transit Administration*

* Ex officio members



MPO Staff

The MPO is also served by professional staff including the MPO Coordinator, who is housed within the City of Cleveland's Development and Engineering Services Department. The MPO Coordinator is responsible for all planning and administrative functions of the MPO. Staff works closely with the TCC and MPO Executive Board and performs many of the day-to-day planning duties and functions.

MPO Transportation Planning Process

Fixing America's Surface Transportation (FAST) Act is the current federal authorizing act for surface transportation programs and provides much of the funding for the projects and programs contained in the FY2017-2020 TIP.

Title 23, Section 150 of the United States Code lists the national goals which should be the focus of federal-aid highway funds spent within the region:

Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Infrastructure condition: To maintain the highway infrastructure asset system in a state of good repair.

Congestion reduction: To achieve a significant reduction in congestion on the National Highway System.

System reliability: To improve the efficiency of the surface transportation system.

Freight movement and economic vitality: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

Environmental sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.

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

The FAST act also lists ten planning factors that metropolitan areas should address in carrying out their planning and programming responsibilities:

- ❖ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- ❖ Increase the safety of the transportation system for motorized and non-motorized users;
- ❖ Increase the security of the transportation system for motorized and non-motorized users;
- ❖ Increase the accessibility and mobility options available to people, and for freight;
- ❖ Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- ❖ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- ❖ Promote efficient system management and operations;
- ❖ Emphasize the preservation of the existing transportation system;
- ❖ Improve the resiliency and reliability of the transportation system; and
- ❖ Reduce or mitigate stormwater impacts on the surface transportation system.

The projects and programs included in the FY2017-2020 TIP address the national goals and factors by providing funds for maintenance, operations and system management; safety improvements; roadway capacity improvements in areas of economic significance; roadway reconstruction that will improve stormwater drainage and add sidewalks; and operate transit services throughout the urbanized area.

In addition to these planning factors, USDOT has also identified particular planning emphasis areas (PEAs) for which MPOs should focus additional efforts in order to advance certain Department priorities. Below are the current PEAs (as of FY16) and the ways in which they have been incorporated into the development of the FY2017-2020 TIP.

- ***Transition to Performance-Based Planning and Programming***

Begin to integrate the measurement and reporting of transportation system performance into the MPO's planning process, in preparation for the federal requirements that will be issued.

Projects in the FY2017-2020 TIP have been selected from the MPO's 2040 Regional Transportation Plan, which contains the projects and programs proposed over the next 20-25 years to help the region meet its goals for easing congestion, facilitating freight movement, maintaining good pavement and bridge conditions, and reducing motorized and non-motorized crashes.

- ***Promote Regional Cooperation***

Improve the effectiveness of transportation decision-making by encouraging coordination and communication among MPOs, RPOs, state DOTs, transit operators and similar agencies.

As noted above, the committees and board of the MPO include members from the state DOT, local and regional transit operators, as well as a representative from the adjacent Rural Planning Organization (RPO). This creates an environment where coordination can be fostered in the development of transportation plans and programs.

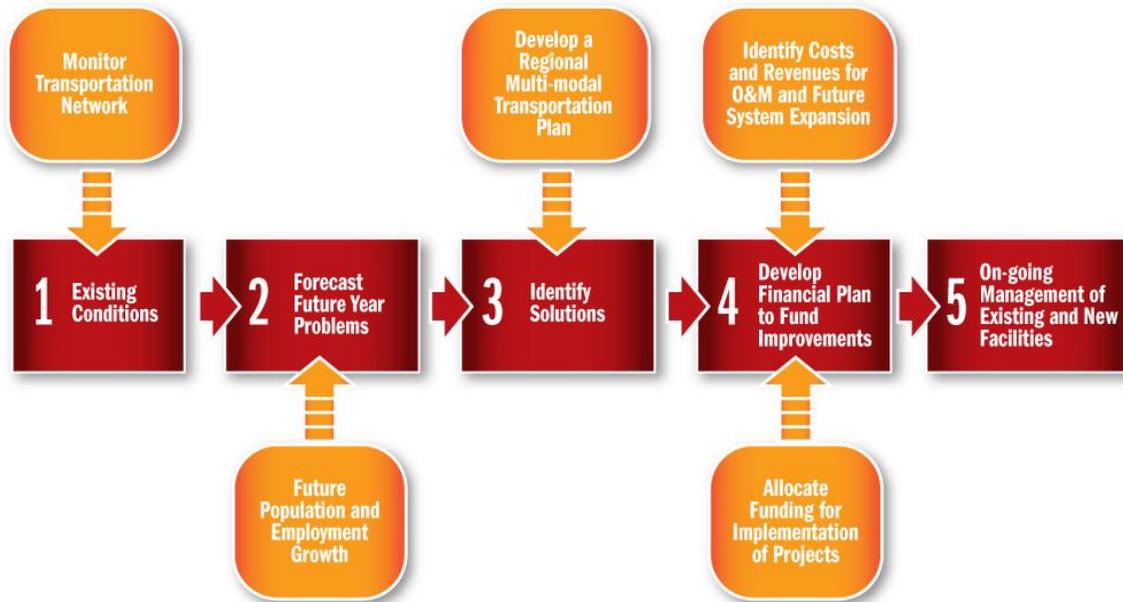
- ***Ladders of Opportunity***

Ensure access to essential services such as employment, health care, education and recreation. Identify gaps in transportation connections to these services, particularly for traditionally underserved populations.

The FY2017-2020 TIP includes funding to continue operating the Cleveland Urban Area Transit System, replace older vehicles, and expand the fleet. It also funds projects that will improve the area's bicycle and pedestrian network by adding sidewalks as part of overall roadway reconstruction in areas with major employers, educational institutions and commercial services.

Figure 3 shows the transportation planning process for which the MPO is responsible.

Figure 3: Regional Transportation Planning Process



The TIP is one of three major work products that the MPO is required to produce and maintain. The others are the Regional Transportation Plan (RTP) and the Unified Planning Work Program (UPWP).

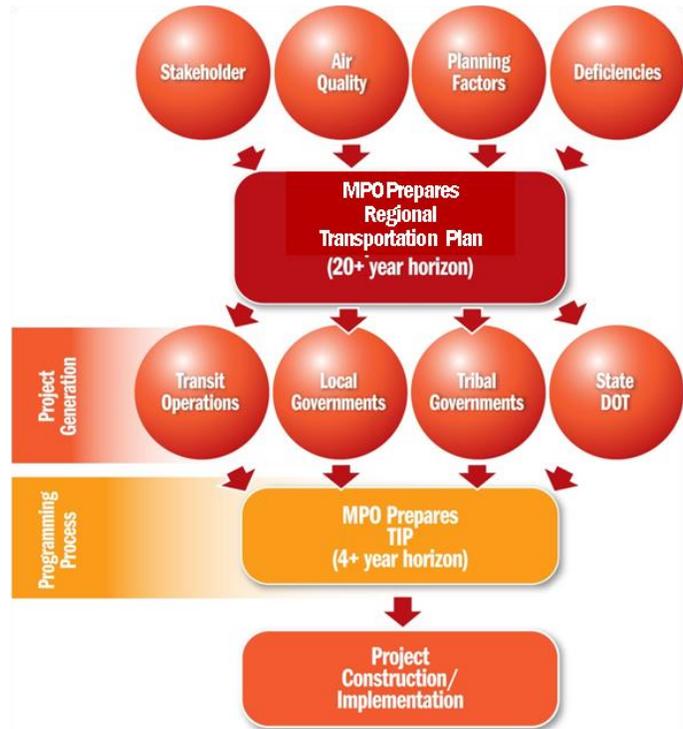
The **Regional Transportation Plan** is a long-range multimodal strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities to help manage congestion, increase regional mobility options, and maintain safe traveling conditions for people and goods. The RTP is updated every five years and may be amended as a result of changes in projected federal, state, and local funding; major transportation studies; project planning reports, environmental studies, et. al. The MPO’s current RTP, adopted in May 2016, extends through the year 2040.

Figure 4 illustrates the relationship between the RTP and the TIP, as well as the “3-C” process that the MPO facilitates with multiple parties during the development of the RTP and TIP.

The projects in the FY2017-FY2020 TIP represent a subset of the projects in the 2040 RTP that have been selected for near-term implementation. Before their inclusion in the TIP, projects are evaluated by a screening process that documents their inclusion in the RTP and the availability of local matching dollars, thus increasing the likelihood of completion. Potential TIP projects are then scored using selection criteria that are drawn from the RTP assessment criteria. (Further explanation of the TIP selection process is given in Section 2, Program Development. The scoring criteria can be found in Appendix C.)

Each project in the TIP has a corresponding RTP number which allows for the cross referencing of projects between the TIP and RTP. If a project is included in the existing plus committed list for the RTP, it is shown as “E+C” on the TIP project page.

Figure 4. MPO Plan Development Process



Unified Planning Work Program

The UPWP is a document showing the activities and products that the MPO is conducting over a one to two-year period to carry out federal and state requirements for transportation planning and programming. The intention of the UPWP is to ensure that the ten planning factors referenced in federal transportation legislation are incorporated through the administration of all projects and major work efforts for each year, including MPO staff work and planning studies that will be needed in each fiscal year.

Statewide Transportation Improvement Program

While the primary purpose of the MPO is to provide coordinated long-term and short-term transportation planning within the Cleveland region, the Tennessee Department of Transportation (TDOT) performs both long and short-term planning across the entire state.

As part of the federal requirements for transportation planning, TDOT develops a 4-year short-term improvement program called the Statewide Transportation Improvement Program (STIP). To develop the STIP, TDOT works directly with the Rural Planning Organizations (RPOs) and MPOs (for urban areas) throughout the state to determine project needs.



For urban areas, TDOT participates in the metropolitan planning process to ensure coordination between state and local partners on the state projects to be included in the MPO's TIP. Each year, TDOT solicits input from the MPO prior to adopting its 3-Year Program of projects. TDOT provides a list of state projects which are ready to proceed to the next phase of development, and asks the MPO to indicate what its priorities would be if sufficient funding were not available to advance all of the projects that are ready. The MPO also submits an early draft version of the TIP to TDOT for review and comment on the projects being proposed by local agencies. Upon adoption, each project contained in the Cleveland Urban Area MPO's TIP will become a part of the larger, statewide STIP.

Transportation Planning Prospectus

The MPO's operating procedures are documented in the Transportation Planning Prospectus. This document includes a brief history of the Cleveland Urban Area MPO, a listing of Executive Board and TCC members, and operating procedures, which includes a proactive public involvement program. The Prospectus is revised periodically as needed to reflect any changes in federal or state requirements, and to maintain an effective transportation planning process.

2 PROGRAM DEVELOPMENT

Overview

The FY2017-FY2020 TIP is a programming document that details a 4-year budget of transportation projects. The TIP provides the opportunity to select projects from the long range transportation plan that are most suitable to the region's current or short-term needs. It lists regionally significant and federally funded projects and services in the MPO planning area for highways, pedestrian and bicycle facilities, and transit. Various agencies represented on the TCC and the Executive Board work through a cooperative process (including public involvement) to create the TIP document.

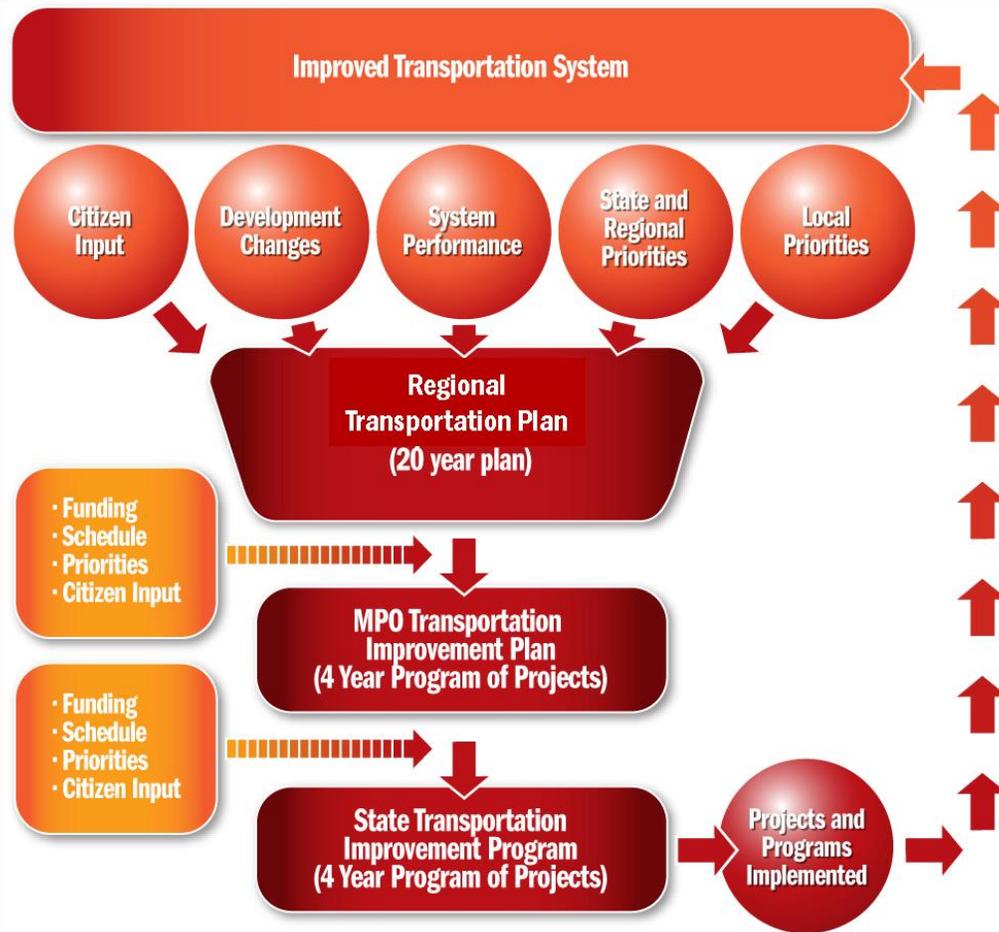
The TIP must include all projects that are funded wholly or in part with federal funds authorized under the FAST Act. Projects that do not use federal funds, but are considered regionally significant, are also included in the TIP. Projects must be specifically included, or be consistent with, the Regional Transportation Plan. If projects or services involve the use of Intelligent Transportation Systems (ITS), they must be consistent with the region's ITS Architecture. Projects in the FY2017-FY2020 TIP that are known to include one or more ITS elements are identified on the individual project description sheets. Projects selected for this TIP are also consistent with the state's Strategic Highway Safety Plan and local transit safety and security plans. Although many projects will provide opportunities to improve safety, those that are being undertaken specifically to address safety concerns are identified on the individual project description sheets. Since the TIP includes all transit expenditures that are part of the Program of Projects (POP) for the Cleveland Urban Area Transit System (CUATS), the public participation process for the TIP also satisfies public participation requirements for the POP.

Federally-funded projects under Title 23 (highways) or 49 U.S.C. 53 (transit) must be selected from an approved TIP by TDOT and/or CUATS and/or the Southeast Tennessee Human Resources Agency (SETHRA) in coordination with the MPO. Generally speaking, the MPO is permitted to update or amend the TIP as needed to reflect changes in project scope, priority, funding, and/or schedule. The process by which these changes are made is outlined in Appendix F.

Fiscal Year 2017 is considered an "agreed to" list of projects that requires no further MPO action for the implementing agency to proceed with projects unless the urbanized area receives significantly less federal funds than expected, or where there is significant shifting of projects between years. In this case, the MPO, State or CUATS/SETHRA may request that a revised "agreed to" list of projects be jointly developed by those agencies.

Figure 5 provides an illustration of the relation of the TIP to the overall planning process within the MPO area. While the MPO is responsible for the programming of transportation improvements, the implementation of projects (e.g. construction or service operation) is carried out either by the cities, counties, CUATS/SETHRA or TDOT.

Figure 5. Transportation Improvement Program Development Process



“4-C” Approach to Project Programming

The development of the TIP includes consultation with state and local agencies responsible for natural resources, land use management, environmental protection, conservation, and historic preservation. The MPO implements a “4-C” approach to project programming to ensure all local, regional and state agencies are involved in the programming process. Each of the 4 Cs has a legally defined meaning:

1. **C**onsideration
2. **C**onsultation
3. **C**ooperation
4. **C**oordination

Consideration means that one or more parties takes into account the opinions, action, and relevant information from other parties in making a decision or determining a course of action. (23 CFR § 450.104)

Consultation means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about actions(s) taken. (23 CFR § 450.104)

Cooperation means that the parties involved in carrying out the transportation planning processes work together to achieve a common goal or objective. (23 CFR § 450.104)

Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate. (23 CFR § 450.104)

Public Involvement

Public input is a critical element in the development of plans and programs by the MPO. The FY2017-FY2020 TIP document has been developed in accordance with the requirements of the MPO's adopted Public Participation Plan. The Public Participation Plan provides citizens and interested parties the opportunity to review and comment on the draft TIP, or any proposed amendments to the TIP, prior to adoption by the MPO Executive Board. A minimum 21-day comment period is provided for the public to review the draft TIP and provide comments concerning the development of the TIP and the intent to fund specific projects.

Copies of the draft TIP are made available at the Cleveland Public Library, Charleston City Hall, the Cleveland/Bradley County Chamber of Commerce, the MPO offices in the City of Cleveland's Department of Development and Engineering Services, and on the MPO's website. Advertisements are placed in local newspapers and press releases are sent to local media to notify the public that copies of the draft TIP are available for comment.

At least one public hearing is held by the Executive Board to receive comments on the draft TIP. All public comments are considered and addressed prior to final adoption by the MPO Executive Board. Should the Executive Board determine that there are significant unresolved public comments that require changes to the draft TIP, the public is given another 15-day review period to comment on the revised draft.

Public Input and Interagency Coordination for Selection of TIP Projects

Some of the projects in the FY2014-2017 TIP are still under development and have been incorporated into the new FY2017-2020 TIP. Proposals for new projects were solicited from the public at the MPO's Annual Meeting and from the TCC member agencies. MPO staff then prepared a summary of the input received. A draft list of proposed projects for the FY2017-2020 TIP was discussed and prioritized at meetings of the TCC and Executive Board.

The MPO posted copies of the draft FY2017-2020 TIP on its website and at the locations specified in its adopted Public Participation Plan. The draft TIP was also sent to the agencies responsible for natural resources, land use management, environmental protection, conservation and historic preservation in the Cleveland Urban Area, with a request for those agencies' comments. Comments from the agencies, stakeholders and citizens are summarized in Appendix D, along with the disposition of comments and other details of the participation process.

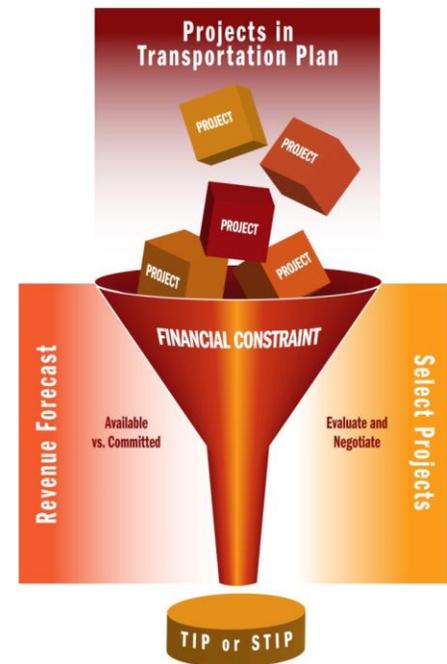
TIP Project Selection

Selection of projects from the RTP for programming in the TIP is based on an evaluation system that takes into account the same federal planning factors described in Chapter 1 and used in the development of the RTP (see Appendix G) and expands on those factors to consider specific needs of the MPO area.

As shown in Appendix C, the evaluation criteria for TIP projects include specific questions to help determine and document the extent to which a proposed project contributes to federal and regional transportation goals.

As discussed later in Section 3, Financial Plan, a project or project phase may be selected for inclusion in the TIP only if full funding for it is anticipated to be available within the timeframe contemplated for completion. Fiscal constraint is demonstrated by estimating future revenues, based primarily on funding mechanisms that are currently in place, and indicating that estimated project costs for each fiscal year do not exceed the available funding for that fiscal year.

Figure 6. Fiscal Constraint



Environmental Justice

Executive Order (EO) 12898 clarified the need to involve minority and low-income populations in transportation decision-making processes and the need to assess the equity of transportation investments, ensuring these groups may benefit equally from the transportation system without shouldering a disproportionate share of its burdens.

The projects in the FY2017-FY2020 TIP come from the Regional Transportation Plan, which included an analysis of all projects to determine the potential impacts and equitable distribution of investments across the MPO planning area. In addition, the TIP project selection criteria used by the MPO explicitly considers whether each project improves access to areas of low-income and/or minority population.

3 FINANCIAL PLAN

Overview

The FAST Act requires the TIP to have a financial plan that demonstrates fiscal constraint and clearly defines how the program of projects can be implemented. Fiscal constraint means that sufficient funds will be "reasonably available" to implement proposed improvements, as well as to operate and maintain the entire system. It is demonstrated by comparing estimated costs with available financial resources.

The FAST Act identifies a number of different funding programs which can be used for various modes, such as highway, transit, pedestrian and bicycle facilities. A description of each funding source is included in Appendix B of this document.

The total amount of money available in each funding category, and the total amount programmed for the projects selected in this TIP, are shown in Appendix A, the financial summary tables. Specifically, the tables show available funds, programmed funds, and remaining funds (if any) by funding source for each fiscal year. The tables show that programmed expenditures are within the balance of expected fund allocations and therefore demonstrate the fiscal constraint of the FY2017-2020 TIP.

Funding Sources

The primary funding sources to implement the FY2017-2020 TIP include, but are not limited to, the following:

Roadway	Transit
National Highway Performance Program (NHPP)	FTA Section 5307 Program (operating and capital)
Surface Transportation Block Grant – State (S-STBG)	FTA Section 5339 Program (capital)
Surface Transportation Block Grant – Urban (U-STBG)	FTA Section 5310
Highway Safety Improvement Program (HSIP)	State Gas Tax revenue (STA)
Transportation Alternatives Program (TAP)	Local funds
State Gas Tax revenue (STA)	
Local funds	

The revenue estimates for FY2017-2020 were developed on the basis of current and recent trends. It is assumed that the MPO will continue to receive an annual allocation of urban STBG funds for FY2017, FY2018, FY2019 and FY2020 as it did in the most recent year (FY2016, at \$846,824), with a 2 percent increase as provided for in the FAST Act. It is also assumed that adopted local budgets will maintain the necessary level of transportation funding to match the federal funds available. The current CUATS budget for capital and operations (FY2017) and anticipated funds for FY2018 were used as a basis for revenue projections for transit. TDOT has indicated that the state has the financial resources to provide the necessary matching funds to complete the state projects included in this TIP.

Local Funding Match

Local jurisdictions and agencies with projects in the TIP have committed the necessary matching funds to ensure the completion of each project. In addition, these agencies have determined that funding is available for the maintenance of all existing transportation systems as discussed in the next section.

Operations and Maintenance

In addition to capacity and expansion of the transportation network, the MPO and its members must also ensure the maintenance and efficient operation of the existing transportation infrastructure. Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities, such as pavement resurfacing and markings, bridge repair, guardrail and sign replacement and traffic signal maintenance. Operations may include more routine items such as road striping and right of way maintenance. Even if these activities are not specifically funded through or scheduled in the TIP, it is important to note that they require ongoing financial resources.

The following information was provided by MPO member jurisdictions relative to their operations and maintenance (O&M) costs:



Bradley County expends approximately \$4 million annually to operate and maintain existing roadways. Annual funds in the form of state-shared revenue sources and property taxes provide funding for Bradley County's O&M expenditures.



The City of Cleveland expends approximately \$4.4 million annually on operations and maintenance of the existing road network. State-shared revenue sources, sales tax and property taxes provide funding for the City of Cleveland's O&M expenditures.



The Cleveland Urban Area Transit System (CUATS), operated by SETHRA, provides fixed route and paratransit service in the urbanized area. Funds for transit operations and maintenance are provided through several sources. The transit system receives FTA Section 5307 funds for operating assistance through TDOT, and local funds are contributed by Cleveland and Bradley County. CUATS expends approximately \$990,000 annually on operations and maintenance of the existing transit system.

4

DETAILED TIP PROJECT INFORMATION

The following pages provide details for each project to be programmed in this TIP:

- Maps to ensure that citizens and stakeholders have a clear understanding of the location where the proposed improvements or services will occur. Several projects and programs will be implemented throughout the Cleveland urbanized area, as indicated by a countywide map.
- Phase (type of improvement or service);
- Beginning and ending termini, where applicable;
- Length, where applicable
- Agency responsible for implementation
- Estimated total cost (project cost estimates were inflated by 3.6% annually to adjust for the programmed year of expenditure); and
- Amount of federal and non-federal funds to be obligated in each fiscal year.

A graphic illustration showing how to read a TIP project sheet is on the following page.

The funding source(s) and amounts assigned to each project were determined based on information shown in Appendix B about eligible activities and required matching ratios for various federal and non-federal programs.

Groupings

Federal transportation planning regulations permit certain types of projects to be listed in a grouping, instead of individually. These are projects whose scale is small enough not to warrant individual identification and have a neutral environmental impact.

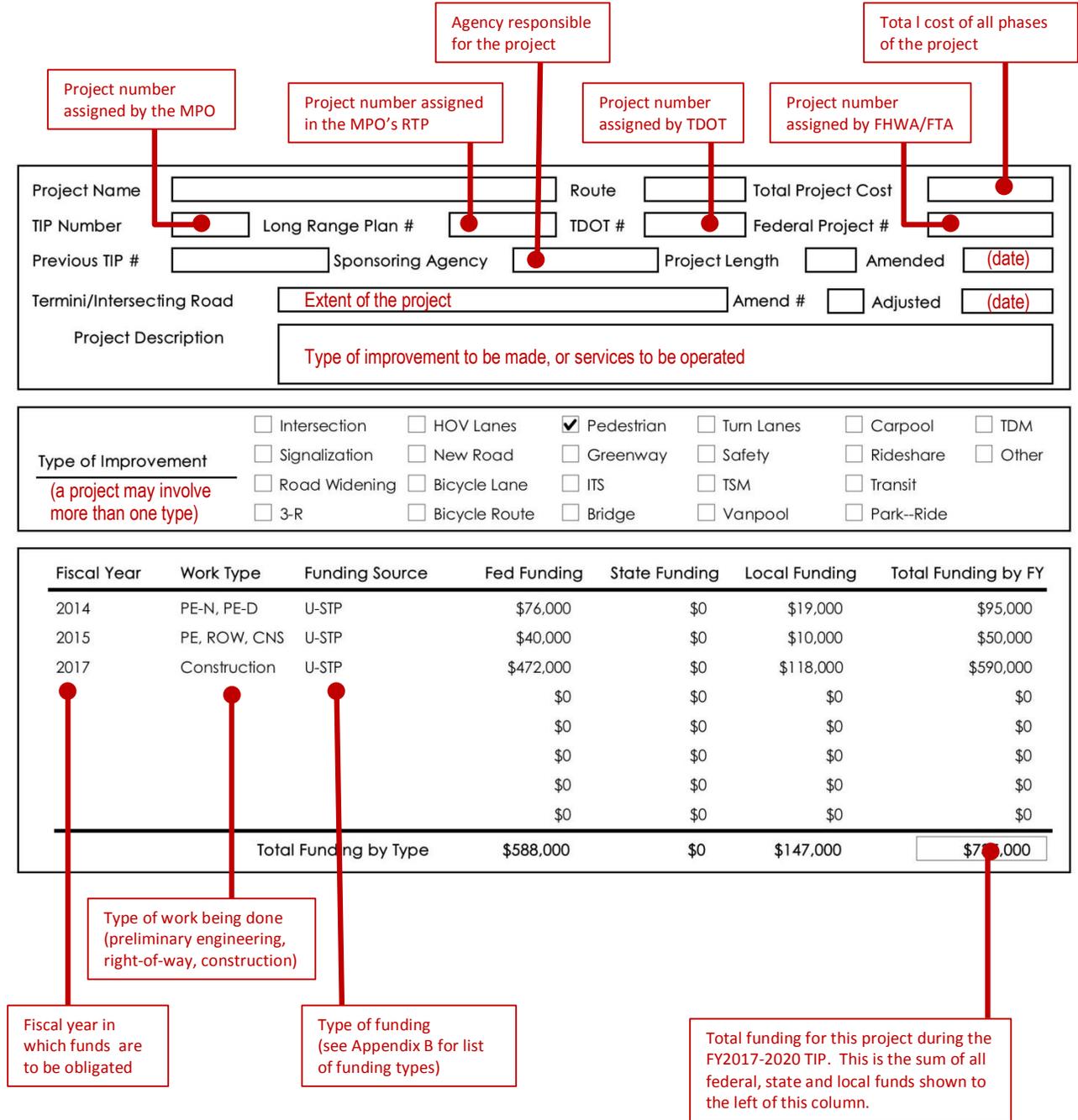
There are five groupings in the Cleveland MPO's FY2017-2020 TIP – four programmed by TDOT and one by the other MPO member agencies. Each grouping has its own project sheet that summarizes the range of project activities that may take place. Appendix I provides additional details on the allowable work types under each funding program.

HOW TO READ A TIP PROJECT SHEET

Project Name Route Total Project Cost
 TIP Number Long Range Plan # TDOT # Federal Project #
 Previous TIP # Sponsoring Agency Project Length Amended (date)
Termini/Intersecting Road Extent of the project Amend # Adjusted (date)
Project Description Type of improvement to be made, or services to be operated

- Type of Improvement**
(a project may involve more than one type)
- Intersection HOV Lanes Pedestrian Turn Lanes Carpool TDM
 - Signalization New Road Greenway Safety Rideshare Other
 - Road Widening Bicycle Lane ITS TSM Transit
 - 3-R Bicycle Route Bridge Vanpool Park-Ride

Fiscal Year	Work Type	Funding Source	Fed Funding	State Funding	Local Funding	Total Funding by FY
2014	PE-N, PE-D	U-STP	\$76,000	\$0	\$19,000	\$95,000
2015	PE, ROW, CNS	U-STP	\$40,000	\$0	\$10,000	\$50,000
2017	Construction	U-STP	\$472,000	\$0	\$118,000	\$590,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Total Funding by Type			\$588,000	\$0	\$147,000	\$735,000

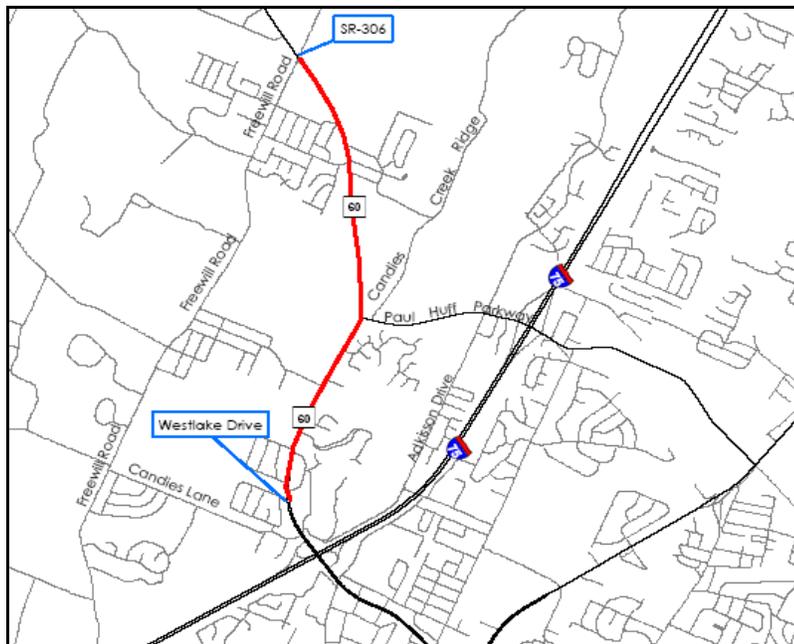


FY2017-2020 Transportation Improvement Program

Project Name	SR-60 Widening	Route		Total Project Cost	\$28,400,000
TIP Number	06001	Long Range Plan #	E+C	TDOT #	101430.01
Previous TIP #	06040, 06009	Sponsoring Agency	TDOT	Project Length	2.5
Termini/Intersecting Road	from Westlake Drive to SR-306			Mod #	1
Adjusted					
Project Description	Road widening from 4-lane to 5-lane along SR-60 (Georgetown Road)				

Type of Improvement	<input type="checkbox"/> Intersection	<input type="checkbox"/> HOV Lanes	<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Turn Lanes	<input type="checkbox"/> Carpool	<input type="checkbox"/> TDM
	<input type="checkbox"/> Signalization	<input type="checkbox"/> New Road	<input type="checkbox"/> Greenway	<input type="checkbox"/> Safety	<input type="checkbox"/> Rideshare	<input type="checkbox"/> Other
	<input checked="" type="checkbox"/> Road Widening	<input type="checkbox"/> Bicycle Lane	<input type="checkbox"/> ITS	<input type="checkbox"/> TSM	<input type="checkbox"/> Transit	
	<input type="checkbox"/> 3-R	<input type="checkbox"/> Bicycle Route	<input type="checkbox"/> Bridge	<input type="checkbox"/> Vanpool	<input type="checkbox"/> Park--Ride	

Fiscal Year	Phase	Funding Source	Fed Funding	State Funding	Local Funding	Total Funding by FY
2017	ROW	NHPP	\$10,920,000	\$2,730,000	\$0	\$13,650,000
2018	CONST	NHPP	\$11,760,000	\$2,940,000	\$0	\$14,700,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Total Funding by Type			\$22,680,000	\$5,670,000	\$0	\$28,350,000

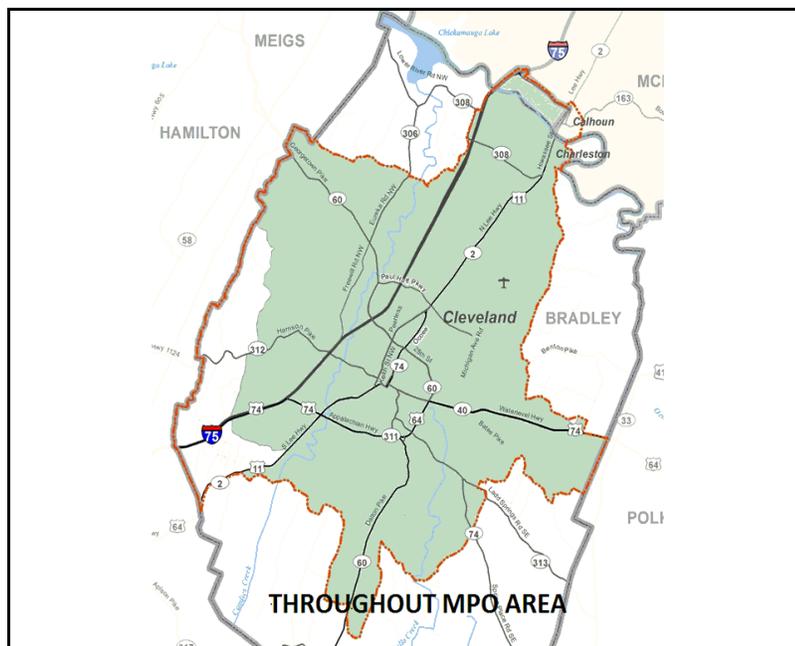


FY2017-2020 Transportation Improvement Program

Project Name	State STBG Grouping	Route		Total Project Cost	\$1,390,148
TIP Number	06111	Long Range Plan #	consistent	TDOT #	
Previous TIP #		Sponsoring Agency	TDOT	Project Length	
Termini/Intersecting Road	MPO Area	Mod #	1	Adjusted	
Project Description	Resurfacing, guardrail, slide repair, signs, signals, marking, intersection / interchange modifications, sight distance modifications, noise walls, wetland and or stream mitigation, safety improvements, bridge replacement, repair, rehabilitation, preservation, rockfall mitigation, sidewalks, traffic calming, pedestrian and or bicycle facilities, ITS operations, maintenance, power, communications, construction, operate the TN 511 system, freeway service patrols, traffic diversion, non-infrastructure, school and other flashing signals, bridge and tunnel inspection, rail-highway grade crossing improvements, enhancement activities, etc. For additional detail see Appendix I.				

Type of Improvement	<input type="checkbox"/> Intersection	<input type="checkbox"/> HOV Lanes	<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Turn Lanes	<input type="checkbox"/> Carpool	<input type="checkbox"/> TDM
	<input type="checkbox"/> Signalization	<input type="checkbox"/> New Road	<input type="checkbox"/> Greenway	<input type="checkbox"/> Safety	<input type="checkbox"/> Rideshare	<input type="checkbox"/> Other
	<input type="checkbox"/> Road Widening	<input type="checkbox"/> Bicycle Lane	<input type="checkbox"/> ITS	<input type="checkbox"/> TSM	<input type="checkbox"/> Transit	
	<input checked="" type="checkbox"/> 3-R	<input type="checkbox"/> Bicycle Route	<input type="checkbox"/> Bridge	<input type="checkbox"/> Vanpool	<input type="checkbox"/> Park--Ride	

Fiscal Year	Phase	Funding Source	Fed Funding	State Funding	Local Funding	Total Funding by FY
2017	PE, ROW, CONST	S-STBG	\$278,030	\$69,507	\$0	\$347,537
2018	PE, ROW, CONST	S-STBG	\$278,030	\$69,507	\$0	\$347,537
2019	PE, ROW, CONST	S-STBG	\$278,030	\$69,507	\$0	\$347,537
2020	PE, ROW, CONST	S-STBG	\$278,030	\$69,507	\$0	\$347,537
			\$0	\$0	\$0	\$0
Total Funding by Type			\$1,112,120	\$278,028	\$0	\$1,390,148

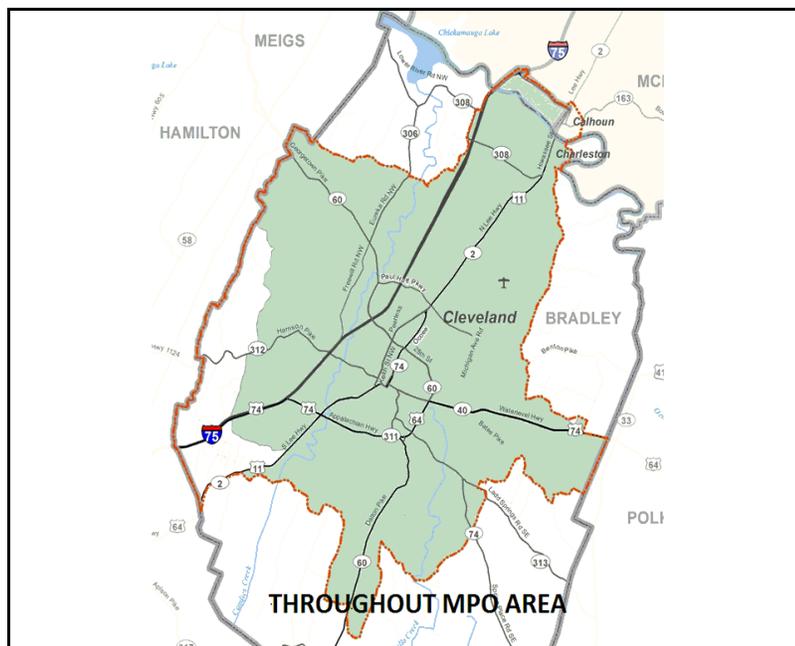


FY2017-2020 Transportation Improvement Program

Project Name	National Hwy Performance Prog (NHPP) Grouping	Route		Total Project Cost	\$2,165,600
TIP Number	06110	Long Range Plan #	consistent	TDOT #	
Previous TIP #		Sponsoring Agency	TDOT	Project Length	
Termini/Intersecting Road	MPO Area	Mod #	1	Adjusted	
Project Description	Resurfacing, guardrail, slide repair, signs, signals, marking, intersection / interchange modifications, sight distance modifications, noise walls, wetland and or stream mitigation, safety improvements, bridge replacement, repair, rehabilitation, preservation, rockfall mitigation, sidewalks, traffic calming, pedestrian and or bicycle facilities, ITS operations, maintenance, power, communications, construction, operate the TN 511 system, freeway service patrols, traffic diversion, non-infrastructure, school and other flashing signals, bridge and tunnel inspection, rail-highway grade crossing improvements, enhancement activities, etc. For additional detail see Appendix I.				

Type of Improvement	<input type="checkbox"/> Intersection	<input type="checkbox"/> HOV Lanes	<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Turn Lanes	<input type="checkbox"/> Carpool	<input type="checkbox"/> TDM
	<input type="checkbox"/> Signalization	<input type="checkbox"/> New Road	<input type="checkbox"/> Greenway	<input type="checkbox"/> Safety	<input type="checkbox"/> Rideshare	<input type="checkbox"/> Other
	<input type="checkbox"/> Road Widening	<input type="checkbox"/> Bicycle Lane	<input type="checkbox"/> ITS	<input type="checkbox"/> TSM	<input type="checkbox"/> Transit	
	<input checked="" type="checkbox"/> 3-R	<input type="checkbox"/> Bicycle Route	<input type="checkbox"/> Bridge	<input type="checkbox"/> Vanpool	<input type="checkbox"/> Park--Ride	

Fiscal Year	Phase	Funding Source	Fed Funding	State Funding	Local Funding	Total Funding by FY
2017	PE, ROW, CONST	NHPP	\$433,120	\$108,280	\$0	\$541,400
2018	PE, ROW, CONST	NHPP	\$433,120	\$108,280	\$0	\$541,400
2019	PE, ROW, CONST	NHPP	\$433,120	\$108,280	\$0	\$541,400
2020	PE, ROW, CONST	NHPP	\$433,120	\$108,280	\$0	\$541,400
			\$0	\$0	\$0	\$0
Total Funding by Type			\$1,732,480	\$433,120	\$0	\$2,165,600



FY2017-2020 Transportation Improvement Program

Project Name	Hwy Safety Improvement Prog (HSIP) Grouping	Route		Total Project Cost	\$1,466,440
TIP Number	06095	Long Range Plan #	consistent	TDOT #	
Previous TIP #		Sponsoring Agency	TDOT	Project Length	
Termini/Intersecting Road	MPO Area			Mod #	1
Adjusted					
Project Description	<p>Any strategy, activity or project on a public road that is consistent with the State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. Including workforce development, training and education activities, alignment, intersection interchange improvements, signalization, guardrail, lighting, marking, railroad crossings, railroad crossing pads, bells, lights, gates, pavement markings, bridge and tunnel inventory and inspections on all public roads, etc. For additional detail see Appendix I.</p>				

Type of Improvement	<input type="checkbox"/> Intersection	<input type="checkbox"/> HOV Lanes	<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Turn Lanes	<input type="checkbox"/> Carpool	<input type="checkbox"/> TDM
	<input type="checkbox"/> Signalization	<input type="checkbox"/> New Road	<input type="checkbox"/> Greenway	<input checked="" type="checkbox"/> Safety	<input type="checkbox"/> Rideshare	<input type="checkbox"/> Other
	<input type="checkbox"/> Road Widening	<input type="checkbox"/> Bicycle Lane	<input type="checkbox"/> ITS	<input type="checkbox"/> TSM	<input type="checkbox"/> Transit	
	<input type="checkbox"/> 3-R	<input type="checkbox"/> Bicycle Route	<input type="checkbox"/> Bridge	<input type="checkbox"/> Vanpool	<input type="checkbox"/> Park--Ride	

Fiscal Year	Phase	Funding Source	Fed Funding	State Funding	Local Funding	Total Funding by FY
2017	PE, ROW, CONST	HSIP	\$230,100	\$23,010	\$0	\$253,110
2017	PE, ROW, CONST	PHSIP	\$102,150	\$11,350	\$0	\$113,500
2018	PE, ROW, CONST	HSIP	\$230,100	\$23,010	\$0	\$253,110
2018	PE, ROW, CONST	PHSIP	\$102,150	\$11,350	\$0	\$113,500
2019	PE, ROW, CONST	HSIP	\$230,100	\$23,010	\$0	\$253,110
2019	PE, ROW, CONST	PHSIP	\$102,150	\$11,350	\$0	\$113,500
2020	PE, ROW, CONST	HSIP	\$230,100	\$23,010	\$0	\$253,110
2020	PE, ROW, CONST	PHSIP	\$102,150	\$11,350	\$0	\$113,500

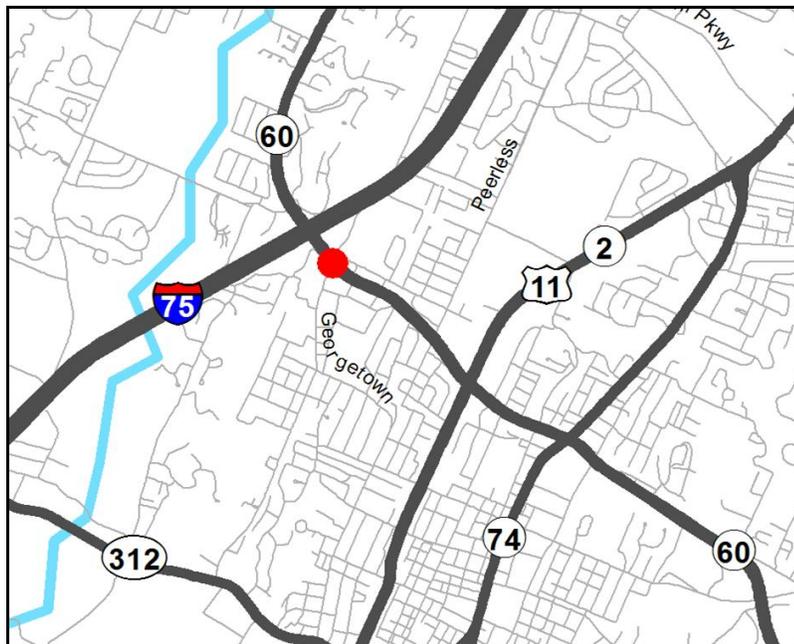
Total Funding by Type	\$1,329,000	\$137,440	\$0	\$1,466,440
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FY2017-2020 Transportation Improvement Program

Project Name	Georgetown Road and 25th Street	Route		Total Project Cost	\$1,041,200
TIP Number	2010-05	Long Range Plan #	E+C	TDOT #	116143.00
Previous TIP #		Sponsoring Agency	City of Cleveland	Project Length	inters
		Amended	4/10/2013		
Termini/Intersecting Road	Westside Dr & 25th St & Georgetown Rd			Mod #	1
				Adjusted	10/7/2015
Project Description	Installation of left&right turn lanes on Georgetown Rd & Westside Dr; pedestrian walkway; curb				

Type of Improvement	<input checked="" type="checkbox"/> Intersection	<input type="checkbox"/> HOV Lanes	<input checked="" type="checkbox"/> Pedestrian	<input checked="" type="checkbox"/> Turn Lanes	<input type="checkbox"/> Carpool	<input type="checkbox"/> TDM
	<input checked="" type="checkbox"/> Signalization	<input type="checkbox"/> New Road	<input type="checkbox"/> Greenway	<input checked="" type="checkbox"/> Safety	<input type="checkbox"/> Rideshare	<input type="checkbox"/> Other
	<input checked="" type="checkbox"/> Road Widening	<input type="checkbox"/> Bicycle Lane	<input type="checkbox"/> ITS	<input type="checkbox"/> TSM	<input type="checkbox"/> Transit	
	<input type="checkbox"/> 3-R	<input type="checkbox"/> Bicycle Route	<input type="checkbox"/> Bridge	<input type="checkbox"/> Vanpool	<input type="checkbox"/> Park--Ride	

Fiscal Year	Phase	Funding Source	Fed Funding	State Funding	Local Funding	Total Funding by FY
2017	CONST	U-STBG	\$832,960	\$0	\$208,240	\$1,041,200
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Total Funding by Type			\$832,960	\$0	\$208,240	\$1,041,200



FY2017-2020 Transportation Improvement Program

Project Name	20th Street & Michigan Avenue Rd improvements	Route		Total Project Cost	\$1,120,000
TIP Number	2013-01	Long Range Plan #	94, 108	TDOT #	
Previous TIP #	2010-03, 2010-04	Sponsoring Agency	City of Cleveland	Project Length	0.2
Amended					
Termini/Intersecting Road	Minnis Road to 20th Street			Mod #	0
Adjusted					
Project Description	Reconstruct Michigan Avenue Road from Minnis Road to 20th Street and improve intersection with 20th Street.				

Type of Improvement	<input checked="" type="checkbox"/> Intersection	<input type="checkbox"/> HOV Lanes	<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Turn Lanes	<input type="checkbox"/> Carpool	<input type="checkbox"/> TDM
	<input type="checkbox"/> Signalization	<input type="checkbox"/> New Road	<input type="checkbox"/> Greenway	<input checked="" type="checkbox"/> Safety	<input type="checkbox"/> Rideshare	<input type="checkbox"/> Other
	<input type="checkbox"/> Road Widening	<input type="checkbox"/> Bicycle Lane	<input type="checkbox"/> ITS	<input type="checkbox"/> TSM	<input type="checkbox"/> Transit	
	<input checked="" type="checkbox"/> 3-R	<input type="checkbox"/> Bicycle Route	<input type="checkbox"/> Bridge	<input type="checkbox"/> Vanpool	<input type="checkbox"/> Park--Ride	

Fiscal Year	Phase	Funding Source	Fed Funding	State Funding	Local Funding	Total Funding by FY
2017	PE-N, PE-D	U-STBG	\$107,520	\$0	\$26,880	\$134,400
2018	ROW	U-STBG	\$20,000	\$0	\$5,000	\$25,000
2019	CONST	U-STBG	\$768,480	\$0	\$192,120	\$960,600
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Total Funding by Type			\$896,000	\$0	\$224,000	\$1,120,000

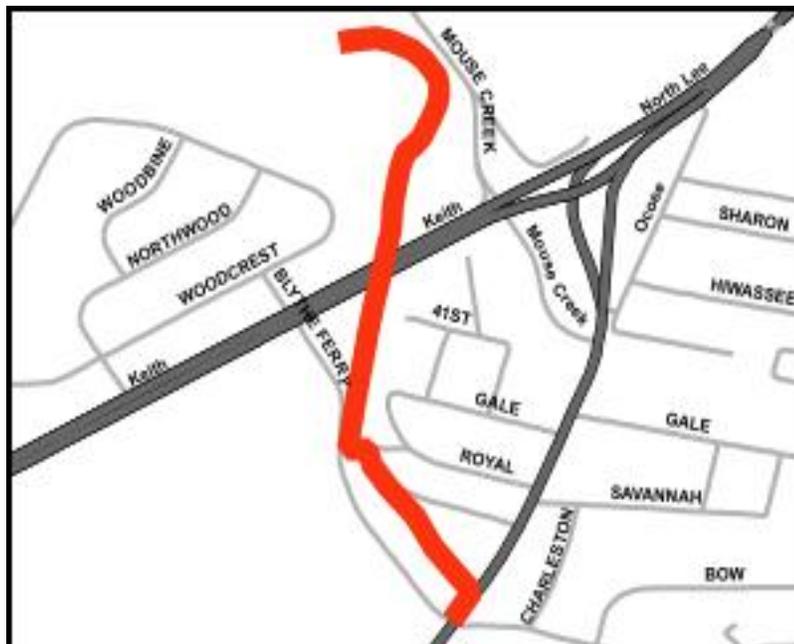


FY2017-2020 Transportation Improvement Program

Project Name	Ocoee Greenway Connector	Route		Total Project Cost	\$1,339,611
TIP Number	2011-03	Long Range Plan #	Consistent	TDOT #	118516.00
Previous TIP #		Sponsoring Agency	City of Cleveland	Project Length	0.9
Termini/Intersecting Road	N/A			Mod #	0
Adjusted					
Project Description	Construction of a multi-use trail beginning at Tinsely Park and terminating at existing sidewalks near the intersection of Ocoee Crossing/Blythe Ferry Road on Ocoee Street. Project includes retaining walls, ADA, curb and gutter, landscaping, pedestrian lighting and pedestrian signals				

Type of Improvement	<input type="checkbox"/> Intersection	<input type="checkbox"/> HOV Lanes	<input checked="" type="checkbox"/> Pedestrian	<input type="checkbox"/> Turn Lanes	<input type="checkbox"/> Carpool	<input type="checkbox"/> TDM
	<input type="checkbox"/> Signalization	<input type="checkbox"/> New Road	<input checked="" type="checkbox"/> Greenway	<input type="checkbox"/> Safety	<input type="checkbox"/> Rideshare	<input type="checkbox"/> Other
	<input type="checkbox"/> Road Widening	<input type="checkbox"/> Bicycle Lane	<input type="checkbox"/> ITS	<input type="checkbox"/> TSM	<input type="checkbox"/> Transit	
	<input type="checkbox"/> 3-R	<input checked="" type="checkbox"/> Bicycle Route	<input type="checkbox"/> Bridge	<input type="checkbox"/> Vanpool	<input type="checkbox"/> Park--Ride	

Fiscal Year	Phase	Funding Source	Fed Funding	State Funding	Local Funding	Total Funding by FY
2017	CNST	U-STBG	\$539,711	\$0	\$134,928	\$674,639
2017	CNST	TAP	\$495,978	\$0	\$123,995	\$619,973
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Total Funding by Type			\$1,035,689	\$0	\$258,923	\$1,294,612

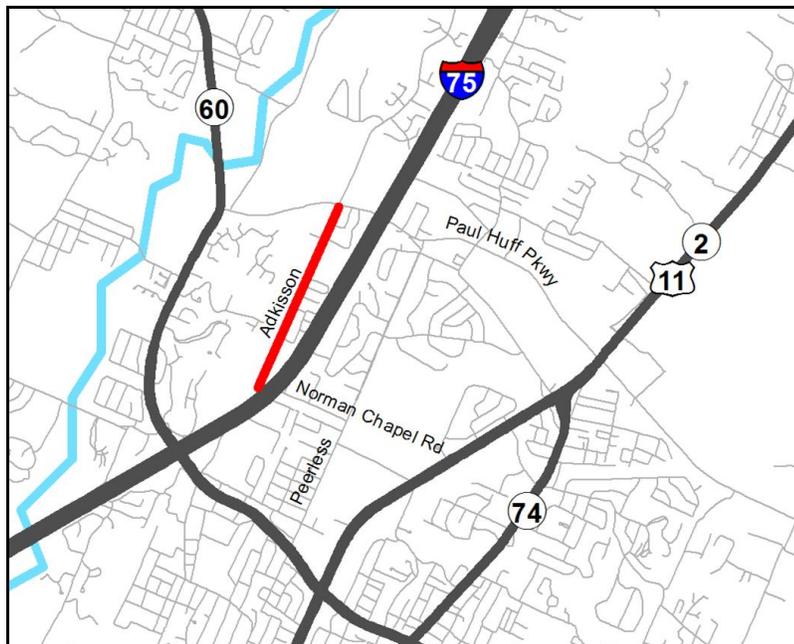


FY2017-2020 Transportation Improvement Program

Project Name	Adkisson Drive	Route		Total Project Cost	\$3,000,000
TIP Number	2013-05	Long Range Plan #	E+C	TDOT #	
Previous TIP #		Sponsoring Agency	City of Cleveland	Project Length	1.1
Termini/Intersecting Road	Norman Chapel Rd. to Paul Huff Pkwy			Mod #	1
Adjusted					
Project Description	Widen from 2 to 3 lanes, with drainage and safety improvements and sidewalks				

Type of Improvement	<input type="checkbox"/> Intersection	<input type="checkbox"/> HOV Lanes	<input checked="" type="checkbox"/> Pedestrian	<input type="checkbox"/> Turn Lanes	<input type="checkbox"/> Carpool	<input type="checkbox"/> TDM
	<input type="checkbox"/> Signalization	<input type="checkbox"/> New Road	<input type="checkbox"/> Greenway	<input type="checkbox"/> Safety	<input type="checkbox"/> Rideshare	<input type="checkbox"/> Other
	<input checked="" type="checkbox"/> Road Widening	<input type="checkbox"/> Bicycle Lane	<input type="checkbox"/> ITS	<input type="checkbox"/> TSM	<input type="checkbox"/> Transit	
	<input type="checkbox"/> 3-R	<input type="checkbox"/> Bicycle Route	<input type="checkbox"/> Bridge	<input type="checkbox"/> Vanpool	<input type="checkbox"/> Park--Ride	

Fiscal Year	Phase	Funding Source	Fed Funding	State Funding	Local Funding	Total Funding by FY
2019	PE-N	U-STBG	\$84,340	\$0	\$21,085	\$105,425
2020	PE-D	U-STBG	\$253,020	\$0	\$63,255	\$316,275
2020	ROW	U-STBG	\$237,440	\$0	\$59,360	\$296,800
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Total Funding by Type			\$574,800	\$0	\$143,700	\$718,500

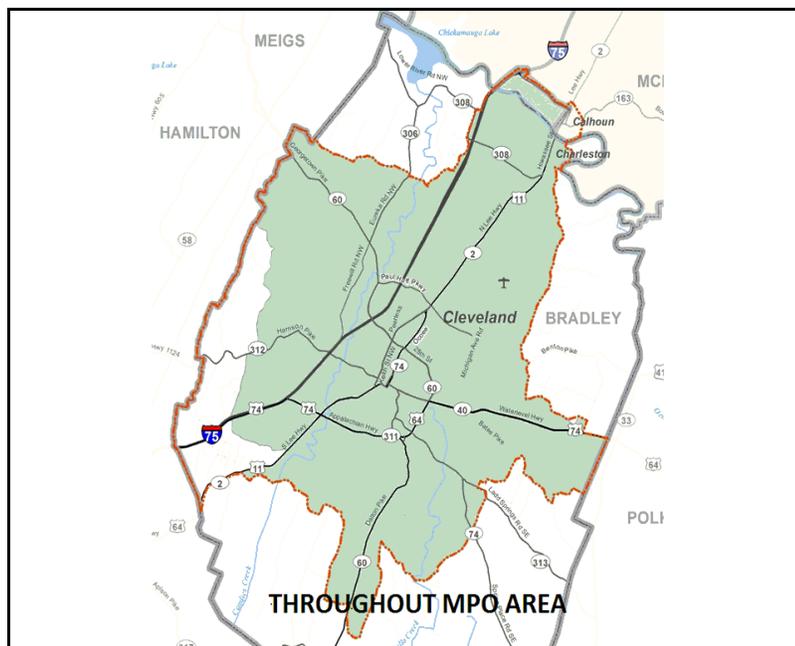


FY2017-2020 Transportation Improvement Program

Project Name	Urban STBG Grouping	Route		Total Project Cost	\$6,781,537
TIP Number	2017-01	Long Range Plan #	consistent	TDOT #	
Previous TIP #	2010-02	Sponsoring Agency	MPO	Project Length	
Termini/Intersecting Road	MPO Area			Mod #	1
Adjusted					
Project Description	3-R improvements to streets included on the functional classification street network. Includes resurfacing, guardrail, slide repair, signs, signals, marking, intersection / interchange modifications, sight distance modifications, noise walls, wetland and or stream mitigation, safety improvements, bridge replacement, repair, rehabilitation, preservation, sidewalks, traffic calming, pedestrian and or bicycle facilities, ITS operations, maintenance, power, communications, construction, traffic diversion, non-infrastructure, school and other flashing signals, rail-highway grade crossing improvements, enhancement activities, etc. For additional details see Appendix I.				

Type of Improvement	<input checked="" type="checkbox"/> Intersection	<input type="checkbox"/> HOV Lanes	<input checked="" type="checkbox"/> Pedestrian	<input checked="" type="checkbox"/> Turn Lanes	<input checked="" type="checkbox"/> Carpool	<input type="checkbox"/> TDM
	<input checked="" type="checkbox"/> Signalization	<input type="checkbox"/> New Road	<input type="checkbox"/> Greenway	<input checked="" type="checkbox"/> Safety	<input type="checkbox"/> Rideshare	<input checked="" type="checkbox"/> Other
	<input type="checkbox"/> Road Widening	<input checked="" type="checkbox"/> Bicycle Lane	<input checked="" type="checkbox"/> ITS	<input type="checkbox"/> TSM	<input type="checkbox"/> Transit	
	<input checked="" type="checkbox"/> 3-R	<input type="checkbox"/> Bicycle Route	<input checked="" type="checkbox"/> Bridge	<input type="checkbox"/> Vanpool	<input type="checkbox"/> Park--Ride	

Fiscal Year	Phase	Funding Source	Fed Funding	State Funding	Local Funding	Total Funding by FY
2017	PE, ROW, CONST	U-STBG	\$4,945,230	\$0	\$1,236,307	\$6,181,537
2018	PE, ROW, CONST	U-STBG	\$160,000	\$0	\$40,000	\$200,000
2019	PE, ROW, CONST	U-STBG	\$160,000	\$0	\$40,000	\$200,000
2020	PE, ROW, CONST	U-STBG	\$160,000	\$0	\$40,000	\$200,000
Total Funding by Type			\$5,425,230	\$0	\$1,356,307	\$6,781,537

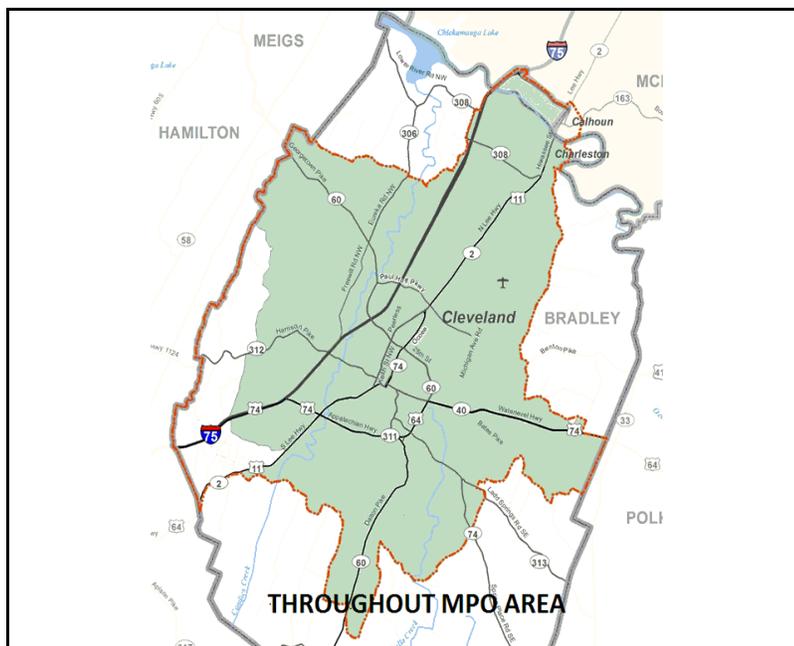


FY2017-2020 Transportation Improvement Program

Project Name	Transit Operations	Route		Total Project Cost	\$5,699,636
TIP Number	2017-02	Long Range Plan #	consistent	TDOT #	
Previous TIP #	2006-008	Sponsoring Agency	CUATS	Project Length	
Termini/Intersecting Road	MPO Area			Mod #	1
Adjusted					
Project Description	Operating Funds for the Cleveland Urbanized Area Transit System				

Type of Improvement	<input type="checkbox"/> Intersection	<input type="checkbox"/> HOV Lanes	<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Turn Lanes	<input type="checkbox"/> Carpool	<input type="checkbox"/> TDM
	<input type="checkbox"/> Signalization	<input type="checkbox"/> New Road	<input type="checkbox"/> Greenway	<input type="checkbox"/> Safety	<input type="checkbox"/> Rideshare	<input type="checkbox"/> Other
	<input type="checkbox"/> Road Widening	<input type="checkbox"/> Bicycle Lane	<input type="checkbox"/> ITS	<input type="checkbox"/> TSM	<input checked="" type="checkbox"/> Transit	
	<input type="checkbox"/> 3-R	<input type="checkbox"/> Bicycle Route	<input type="checkbox"/> Bridge	<input type="checkbox"/> Vanpool	<input type="checkbox"/> Park--Ride	

Fiscal Year	Phase	Funding Source	Fed Funding	State Funding	Local Funding	Total Funding by FY
2017	Operating	5307	\$777,382	\$388,691	\$388,691	\$1,554,764
2018	Operating	5307	\$713,405	\$356,702	\$356,703	\$1,426,810
2019	Operating	5307	\$679,031	\$339,515	\$339,516	\$1,358,062
2020	Operating	5307	\$680,000	\$340,000	\$340,000	\$1,360,000
			\$0	\$0	\$0	\$0
Total Funding by Type			\$2,849,818	\$1,424,908	\$1,424,910	\$5,699,636

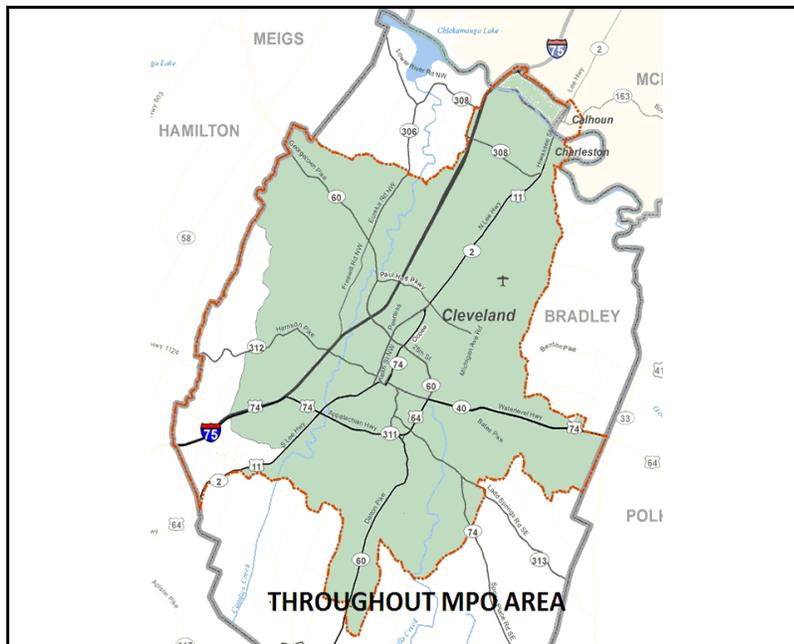


FY2017-2020 Transportation Improvement Program

Project Name	Transit Capital Purchases	Route		Total Project Cost	\$550,579
TIP Number	2017-03	Long Range Plan #	consistent	TDOT #	
Previous TIP #	2010-06	Sponsoring Agency	CUATS	Project Length	
Termini/Intersecting Road	MPO Area			Mod #	1
Adjusted					
Project Description	Capital Purchases for the Cleveland Urbanized Area fixed-route transit system				

Type of Improvement	<input type="checkbox"/> Intersection	<input type="checkbox"/> HOV Lanes	<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Turn Lanes	<input type="checkbox"/> Carpool	<input type="checkbox"/> TDM
	<input type="checkbox"/> Signalization	<input type="checkbox"/> New Road	<input type="checkbox"/> Greenway	<input type="checkbox"/> Safety	<input type="checkbox"/> Rideshare	<input type="checkbox"/> Other
	<input type="checkbox"/> Road Widening	<input type="checkbox"/> Bicycle Lane	<input type="checkbox"/> ITS	<input type="checkbox"/> TSM	<input checked="" type="checkbox"/> Transit	
	<input type="checkbox"/> 3-R	<input type="checkbox"/> Bicycle Route	<input type="checkbox"/> Bridge	<input type="checkbox"/> Vanpool	<input type="checkbox"/> Park--Ride	

Fiscal Year	Phase	Funding Source	Fed Funding	State Funding	Local Funding	Total Funding by FY
2017	Purchase	5310	\$172,000	\$21,500	\$21,500	\$215,000
2017	Purchase	5339	\$69,628	\$8,703	\$8,704	\$87,035
2018	Purchase	5339	\$69,628	\$8,703	\$8,704	\$87,035
2019	Purchase	5339	\$64,207	\$8,026	\$8,026	\$80,259
2019	Purchase	5339	\$65,000	\$8,125	\$8,125	\$81,250
Total Funding by Type			\$440,463	\$55,057	\$55,059	\$550,579

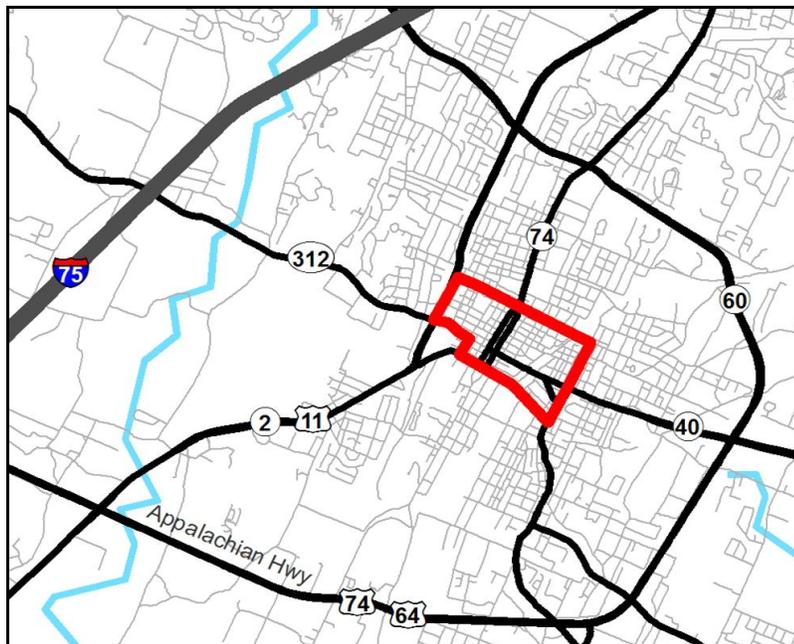


FY2017-2020 Transportation Improvement Program

Project Name	Cleveland Downtown Traffic Study	Route		Total Project Cost	\$120,000
TIP Number	2017-05	Long Range Plan #	Consistent	TDOT #	
Previous TIP #		Sponsoring Agency	City of Cleveland	Project Length	
Termini/Intersecting Road	Downtown Cleveland area			Mod #	1
Adjusted					
Project Description	Traffic analysis for changes to downtown area roadways, including a road diet design on Inman Street and construction of a Midtown Connector to provide an alternative option to cross the railroad in the downtown area.				

Type of Improvement	<input type="checkbox"/> Intersection	<input type="checkbox"/> HOV Lanes	<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Turn Lanes	<input type="checkbox"/> Carpool	<input type="checkbox"/> TDM
	<input type="checkbox"/> Signalization	<input type="checkbox"/> New Road	<input type="checkbox"/> Greenway	<input type="checkbox"/> Safety	<input type="checkbox"/> Rideshare	<input checked="" type="checkbox"/> Other
	<input type="checkbox"/> Road Widening	<input type="checkbox"/> Bicycle Lane	<input type="checkbox"/> ITS	<input type="checkbox"/> TSM	<input type="checkbox"/> Transit	
	<input type="checkbox"/> 3-R	<input type="checkbox"/> Bicycle Route	<input type="checkbox"/> Bridge	<input type="checkbox"/> Vanpool	<input type="checkbox"/> Park--Ride	

Fiscal Year	Phase	Funding Source	Fed Funding	State Funding	Local Funding	Total Funding by FY
2017	PE-D	U-STBG	\$96,000	\$0	\$24,000	\$120,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Total Funding by Type			\$96,000	\$0	\$24,000	\$120,000



Appendices

A: FUNDING SUMMARY TABLES

B: TIP FUNDING SOURCES

C: U-STBG PROJECTS AND EVALUATION CRITERIA

D: COMMENTS FROM AGENCIES, STAKEHOLDERS AND CITIZENS

E. STATUS OF FY2014-2017 TIP PROJECTS

F. AMENDMENTS AND ADJUSTMENT PROCESS

G. FAST ACT LEGISLATION

H. DESCRIPTION OF ACRONYMS

I. METROPOLITAN GROUPINGS



A FY2017-2020 FUNDING SUMMARY TABLES

FHWA Funding Summary Table					
HSIP *	FY2017	FY2018	FY2019	FY2020	TIP TOTAL
Available Funding					
Fed Fund	\$332,250	\$332,250	\$332,250	\$332,250	\$1,329,000
State Fund	\$36,917	\$36,917	\$36,917	\$36,917	\$147,667
Local Fund	\$0	\$0	\$0	\$0	\$0
Total Fund	\$369,167	\$369,167	\$369,167	\$369,167	\$1,476,667
Amount Programmed to be Spent					
Fed Fund	\$332,250	\$332,250	\$332,250	\$332,250	\$1,329,000
State Fund	\$36,917	\$36,917	\$36,917	\$36,917	\$147,667
Local Fund	\$0	\$0	\$0	\$0	\$0
Total Fund	\$369,167	\$369,167	\$369,167	\$369,167	\$1,476,667
NHPP					
	FY2017	FY2018	FY2019	FY2020	TIP TOTAL
Available Funding					
Fed Fund	\$11,353,120	\$12,193,120	\$433,120	\$433,120	\$24,412,480
State Fund	\$2,838,280	\$3,048,280	\$108,280	\$108,280	\$6,103,120
Local Fund	\$0	\$0	\$0	\$0	\$0
Total Fund	\$14,191,400	\$15,241,400	\$541,400	\$541,400	\$30,515,600
Amount Programmed to be Spent					
Fed Fund	\$11,353,120	\$12,193,120	\$433,120	\$433,120	\$24,412,480
State Fund	\$2,838,280	\$3,048,280	\$108,280	\$108,280	\$6,103,120
Local Fund	\$0	\$0	\$0	\$0	\$0
Total Fund	\$14,191,400	\$15,241,400	\$541,400	\$541,400	\$30,515,600
S-STBG					
	FY2017	FY2018	FY2019	FY2020	TIP TOTAL
Available Funding					
Fed Fund	\$278,030	\$278,030	\$278,030	\$278,030	\$1,112,120
State Fund	\$69,507	\$69,507	\$69,507	\$69,507	\$278,028
Local Fund	\$0	\$0	\$0	\$0	\$0
Total Fund	\$347,537	\$347,537	\$347,537	\$347,537	\$1,390,148
Amount Programmed to be Spent					
Fed Fund	\$278,030	\$278,030	\$278,030	\$278,030	\$1,112,120
State Fund	\$69,507	\$69,507	\$69,507	\$69,507	\$278,028
Local Fund	\$0	\$0	\$0	\$0	\$0
Total Fund	\$347,537	\$347,537	\$347,537	\$347,537	\$1,390,148

(continued next page)

FHWA Funding Summary Table (cont.)

U-STBG	FY2017	FY2018	FY2019	FY2020	TIP TOTAL
Available Funding					
Fed Fund	\$7,572,770	\$864,607	\$901,302	\$920,229	\$10,258,908
State Fund	\$0	\$0	\$0	\$0	\$0
Local Fund	\$1,893,193	\$216,152	\$225,326	\$230,057	\$2,564,727
Total Fund	\$9,465,963	\$1,080,759	\$1,126,628	\$1,150,286	\$12,823,635
Amount Programmed to be Spent					
Fed Fund	\$6,521,421	\$180,000	\$1,012,820	\$650,460	\$8,364,701
State Fund	\$0	\$0	\$0	\$0	\$0
Local Fund	\$1,630,355	\$45,000	\$253,205	\$162,615	\$2,091,175
Total Fund	\$8,151,776	\$225,000	\$1,266,025	\$813,075	\$10,455,876
Reserve Funds					
Fed Fund	\$1,051,349	\$1,998,794	\$2,058,427	\$2,300,317	
State Fund	\$0	\$0	\$0	\$0	
Local Fund	\$262,838	\$171,152	-\$27,880	\$67,442	
Total Fund	\$1,314,187	\$2,169,945	\$2,030,548	\$2,367,759	

* HSIP funding amounts shown include Programmatic HSIP (PHSIP)

FTA Funding Summary Table

5307	FY2017	FY2018	FY2019	FY2020	TIP TOTAL
Available Funding					
Fed Fund	\$777,382	\$713,405	\$679,031	\$680,000	\$2,849,818
State Fund	\$388,691	\$356,702	\$339,515	\$340,000	\$1,424,908
Local Fund	\$388,691	\$356,703	\$339,516	\$340,000	\$1,424,910
Total Fund	\$1,554,764	\$1,426,810	\$1,358,062	\$1,360,000	\$5,699,636
Amount Programmed to be Spent					
Fed Fund	\$777,382	\$713,405	\$679,031	\$680,000	\$2,849,818
State Fund	\$388,691	\$356,702	\$339,515	\$340,000	\$1,424,908
Local Fund	\$388,691	\$356,703	\$339,516	\$340,000	\$1,424,910
Total Fund	\$1,554,764	\$1,426,810	\$1,358,062	\$1,360,000	\$5,699,636
5339	FY2017	FY2018	FY2019	FY2020	TIP TOTAL
Available Funding					
Fed Fund	\$69,628	\$69,628	\$64,207	\$65,000	\$268,463
State Fund	\$8,704	\$8,704	\$8,026	\$8,125	\$33,558
Local Fund	\$8,704	\$8,704	\$8,026	\$8,125	\$33,558
Total Fund	\$87,035	\$87,035	\$80,259	\$81,250	\$335,579
Amount Programmed to be Spent					
Fed Fund	\$69,628	\$69,628	\$64,207	\$65,000	\$268,463
State Fund	\$8,704	\$8,704	\$8,026	\$8,125	\$33,558
Local Fund	\$8,704	\$8,704	\$8,026	\$8,125	\$33,558
Total Fund	\$87,035	\$87,035	\$80,259	\$81,250	\$335,579
5310	FY2017	FY2018	FY2019	FY2020	TIP TOTAL
Available Funding					
Fed Fund	\$172,000	\$0	\$0	\$0	\$172,000
State Fund	\$21,500	\$0	\$0	\$0	\$21,500
Local Fund	\$21,500	\$0	\$0	\$0	\$21,500
Total Fund	\$215,000	\$0	\$0	\$0	\$215,000
Amount Programmed to be Spent					
Fed Fund	\$172,000	\$0	\$0	\$0	\$172,000
State Fund	\$21,500	\$0	\$0	\$0	\$21,500
Local Fund	\$21,500	\$0	\$0	\$0	\$21,500
Total Fund	\$215,000	\$0	\$0	\$0	\$215,000

B TRANSPORTATION IMPROVEMENT PROGRAM FUNDING SOURCES

SYSTEM	PROJECT INITIATION	SOURCE	MATCH RATIO
Streets and Highways			
National Highway Performance System (NHPP)	State DOT	Federal State	80 to 90% 10 to 20%
Surface Transportation Block Grant Program, State (S-STBG)	State DOT	Federal State	80% 20%
Surface Transportation Block Grant Program, Urban (U-STBG)	Local Government	Federal Local	80% 20%
State Funds (STA)	State DOT	State	100%
Transportation Alternatives Program (TAP) *	Local Government	Federal Local	80% 20%
Highway Safety Improvement Program (HSIP)	State DOT	Federal State/Local	90% 10%
Public Transportation			
Section 5307 – Capital and Operations Assistance Grant Program *	Local Government	Federal State Local	80% 10% 10%
Section 5339 – Capital Grant	Local Government and certain private non-profit entities	Federal State Local	80% 10% 10%
Section 5310 – Capital Grant Program	Local Government and Certain Private, Non-Profit Entities	Federal Local**	80% 20%
<p>* The use of 5307 funds for operations requires a 50/50 match of federal to non-federal dollars.</p> <p>† With the passage of the FAST Act, these funds became part of the STBG. TAP funds are still shown in the FY2017-2020 TIP because they are being used in one of the current projects.</p> <p>** When funds are made available to private non-profit entities, they are responsible for providing non-federal matching funds.</p>			

DEFINITIONS

National Highway Performance Program (NHPP) – NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure conditions, safety, mobility, or freight movement on the National Highway System. This system is comprised of the interstates, principal arterial roads, and certain other designated routes which function as critical links in the national, statewide and regional transportation system. Funds from this program may be used for many types of transportation improvements, including construction, reconstruction, and operational improvements.

Surface Transportation Block Grant Program (STBG) - These funds may be used for the same broad range of improvements as NHS funds. The significant difference in the two programs is that STP funds may be used to improve the design or operation of any route on the urban federal-aid system (which does not include local streets or rural minor collectors). As a result, the Surface Transportation Block Grant Program funds a large number of projects in the TIP.

In the FY2017-2020 TIP, a distinction is shown between state STBG funds that are programmed at the discretion of the state (S-STBG) and urban STBG funds that are allocated to the MPO for use on eligible projects determined by the MPO (U-STBG).

State Funds (STA) – These funds which are used for transportation projects on routes designated as part of the Tennessee state highway system. Funds for these programs are one hundred percent State monies and may be used for all types of transportation improvements, including construction, reconstruction, operational improvements and planning. State funds are typically provided through designated programs such as the State Industrial Access (SIA) program or the Local Interchange Connector (LIC) program.

Highway Safety Improvement Program (HSIP) – A highway safety improvement project is any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. The FAST Act provides an example list of eligible activities, but HSIP projects are not limited to those on the list.

Federal Transit Administration Section 5307 (FTA-5307) – Also known as an Urbanized Area Formula Grant, this program makes Federal resources available for transit capital and operating assistance in urbanized areas, and for transportation related planning. Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

Federal Transit Administration Section 5339 (FTA-5339) - This program provides capital assistance to replace, rehabilitate, and purchase buses and vans and bus- or van-related equipment, and to construct bus-related facilities. Eligible recipients for capital investment funds are public agencies and private nonprofit agencies engaged in public transportation, including those that provide services open to a segment of the general public, as defined by age, disability, or low income.

Federal Transit Administration Section 5310 (FTA-5310) - This program provides formula funding to States for the purpose of assisting local governments, public transit agencies, and private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the public transportation service provided is unavailable, insufficient, or inappropriate to meet these needs. Funds are apportioned based on each State's share of population for these groups of people.



URBAN STBG PROJECTS AND EVALUATION CRITERIA

TIP Project Screening

New projects considered for inclusion in the Transportation Improvement Program are first pre-screened for eligibility based on the following factors:

- Is the project listed in, or consistent with, the Regional Transportation Plan?
- Has the project been sufficiently defined to allow reliable cost estimates?
- Have non-federal sources of funding (local match) been identified?

If the project satisfies those eligibility criteria, it is then screened for completeness:

- Are the scope, physical limits and functional class identified?
- Is a cost estimate provided?
- Is there a schedule for project implementation?
- Are the benefits of the project identified?
- What relationship, if any, does it have to other projects?
- Is there political and community support?
- What are the operating impacts?
- Are there any hidden problems?

TIP Project Evaluation

Proposed new projects that meet the above criteria for eligibility and completeness are then reviewed using the TIP Project Evaluation Criteria (see Table C-1).

This evaluation incorporates the project's ability to help achieve the required planning goals from federal transportation law (the FAST Act), and also supports conclusions about how well the proposed project would meet specific regional goals and objectives.

Table C-2 shows the Urban STBG-funded projects included in the FY2017-2020 TIP, as programmed by fiscal year.

Table C-1. Project Evaluation Sheet

TIP Screening Questions	Yes/ No	Comments
1 Is project in current Regional Transportation Plan?		
2 Are local matching funds available?		
TIP Selection Criteria		
Economic Development		
Does the project...		
1 Connect to current or future employment area?		
2 Enhance job creation?		
3 Support freight movement?		
4 Have local support from the business community?		
5 Reflect consistency with economic development goals/plans?		
6 Improve intermodal connections?		
7 Include private funding?		
Land Use Suitability		
Is the project...		
1 Consistent with locally adopted land use plans?		
2 In the Urbanized Area?		
3 Enhance infill/redevelopment opportunity?		
4 Improve access between destinations?		
Environmental Sustainability & Environmental Justice		
Does the project...		
1 Does project reduce vehicle-miles traveled (VMT)?		
2 Does not impact known archaeological resources, floodplains, historic resources, natural habitats, parks or wetlands?		
3 Does project include sustainable design practices?		
4 Is project non-emission producing?		
5 Does project improve access to low-income areas?		
6 Does project improve access to minority areas?		
Alternative Modes of Transportation		
Does the project...		
1 Improve transit service?		
2 Provide a new or enhanced bikeway?		
3 Provide a new or enhanced pedestrian path?		

TIP Selection Criteria (continued from previous page)	Yes/ No	Comments
Reduce Need for Single-Occupancy Vehicle Trips		
Does the project...		
1 Provide HOV or HOT lanes?		
2 Provide new transit service?		
3 Provide new bikeway?		
4 Provide new pedestrian path?		
Congestion Management		
Does the project...		
1 Improve roadway volume/capacity ratio (v/c)?		
2 Reduce congestion on a parallel roadway?		
3 Improve signal timing?		
4 Improve intersection movement?		
5 Involve Intelligent Transportation Systems (ITS) technology?		
Operations & Maintenance		
Does the project involve...		
1 Reconstruction of a substandard roadway?		
2 Maintain an existing roadway (e.g. paving?)		
Safety & Security		
Does the project...		
1 Alleviate current roadway deficiencies such as inadequate width, low bridge height/weight limits, horizontal or vertical deficiencies, etc.?		
2 Improve a high crash location?		
3 Improve the security of the transportation system?		
4 Provide consistency with the Strategic Highway Safety Plan?		
5 Provide consistency with the SETHRA/CUATS security plan?		
Enhancements		
Does the project include enhancements such as:		
1 Streetscaping (trees, lighting, etc.)		
2 Landscaped medians?		
3 Gateways?		
4 Decorative sidewalk/street pavers?		

Table C-2. Urban STBG Projects Programmed by Fiscal Year

FISCAL YEAR	PROJECT NO.	PROJECT NAME	TOTAL PROGRAMMED
2017	2017-01	Urban STBG Projects Grouping	\$6,181,537
	2010-05	Georgetown Road & 25th Street intersection	\$1,041,200
	2013-01	20 th St. and Michigan Avenue Road safety improvements	\$134,400
	2011-03	Ocoee Greenway Connector	\$539,711
	2017-05	Downtown Cleveland traffic study	\$120,000
FY 2017 TOTAL			\$8,016,848
2018	2017-01	Urban STBG Projects Grouping	\$200,000
	2013-01	20 th St. and Michigan Avenue Road safety improvements	\$25,000
FY 2018 TOTAL			\$225,000
2019	2017-01	Urban STBG Projects Grouping	\$200,000
	2013-05	Adkisson Drive	\$105,425
	2013-01	20 th St. and Michigan Avenue Road safety improvements	\$960,600
FY 2019 TOTAL			\$1,266,025
2020	2017-01	Urban STBG Projects Grouping	\$200,000
	2013-05	Adkisson Drive	\$613,075
FY 2020 TOTAL			\$813,075
FY2017-2020 TIP, TOTAL PROJECTS PROGRAMMED			\$10,320,948

D COMMENTS FROM AGENCIES, STAKEHOLDERS AND CITIZENS

The MPO's Public Participation Plan is designed to ensure that, prior to adoption of the TIP, an opportunity for review and comment is provided to federal, state, tribal and local agencies responsible for land use management, natural resources, wildlife, environmental protection, conservation and historic preservation agencies, as well as other community stakeholders and the general public.

Agency Consultation

To carry out the agency consultation process, the MPO sent a copy of the draft TIP to the following agencies with a request for comments:

National Park Service (NPS)
U.S. Fish and Wildlife (USFW)
Tennessee Department of Environment & Conservation (TDEC)
U.S. Army Corps of Engineers (USACE)
U.S. Environmental Protection Agency (EPA)
Tennessee Wildlife Resources Agency (TWRA)
Tennessee Valley Authority (TVA)
Tennessee Historical Commission (THC)
U.S. Department of Agriculture, Forest Service Region 8 (USFS)
U.S. Department of Agriculture, Forest Service – Cherokee National Forest (USFS)

Comments from TDEC's Water Resources Division are included in this appendix.

In accordance with the MPO's adopted Public Participation Plan, an electronic copy of the draft TIP was posted on the MPO website at least 21 days before the MPO Executive Board meeting at which the TIP was adopted. Paper copies of the draft TIP were also made available at the Cleveland Public Library, Charleston City Hall, Cleveland Chamber of Commerce, and the MPO offices at the City of Cleveland's Department of Development and Engineering Services. Citizens were advised of the draft's availability for public comment through a notice in the Cleveland Daily Banner, and via press releases sent to area news media outlets. The same method was used to advertise the public hearing held by the Executive Board to receive comments prior to consideration and adoption of the TIP. No public comments were received.

Notice of the draft TIP's availability was also sent to a list of stakeholders and interested parties maintained by the MPO through its Public Participation Plan. The list (below) includes representatives of the disabled, users of bicycle/pedestrian facilities, public transportation users and employees, private transportation providers, affected public agencies (other than those represented on the TCC), freight shippers and transportation providers, and minority and low-income persons. No stakeholder comments were received.



List of Stakeholders and Interested Parties

(from MPO's Public Participation Plan)

Representatives of Public Transportation Employees

Southeast Tennessee Human Resource Agency

Representatives of Users of Public Transportation

None identified at this time.

Private Providers of Transportation

Bradley/Cleveland Services Inc.
Bradley-Cleveland Community Services Agency
Bradley-Cleveland Senior Center
Ocoee River Transport Inc.

Affected Public Agencies

Bradley County Board of Education
Bradley County Health Department
Bradley County Sheriff's Office
Bradley/Cleveland Development Services
Chattanooga Gas Co.
City of Cleveland Municipal Airport Authority
Cleveland / Bradley County Emergency Management Agency
Cleveland City Schools
Cleveland Police Department
Cleveland Public Library
Cleveland State Community College
Cleveland Utilities
Hiwassee Utilities
Ocoee Utility District
Southeast Tennessee Career Center -
Bradley/Polk County Satellite Center
Southeast Tennessee Development District
Tennessee Department of Labor and Workforce Development
Volunteer Energy Cooperative

Representatives of Users of Pedestrian Walkways and Bicycle Transportation Facilities

Cleveland/Bradley County Greenway
Trailhead Bicycle Company
Scott's Bicycles

Representatives of the Disabled

Arthritis Foundation
Cleveland Care and Rehabilitation Center
Department of Mental Retardation
Direct Care Services
Hiwassee Mental Health Center
International Guiding Eyes - Guide Dogs of America
Leader Dogs for the Blind
Signal Centers
The (Blind) Vital Center Inc.
The Gardens of Wellington

Freight Shippers and Providers of Freight Transportation Services

Arch Chemicals Inc.
Bullins Trucking
Bowater Newsprint
Cleveland Chair Company
Duracell Global Business Management Group
Evans, Jackie, Trucking Company
Foreign Trade Zone #134 - Chattanooga Chamber Foundation
Hardwick Clothes Inc.
Jackson Manufacturing Co.
Johnston Coca-Cola Bottling Co.
Masterfoods USA
Norfolk Southern
Olin Corporation
Peyton's Southeastern Inc.
Renfro Corporation
Rubbermaid Commercial Products
US Truckload Services
Whirlpool Corporation, Cleveland Division

Other Interested Parties

100 Black Men of Bradley County Inc.
American Association of Retired Persons (AARP)
Better Business Bureau
Bradley Initiative for Church and Community
Bradley Memorial Hospital
Bradley Sunrise Rotary Club
Brown Stove Works Inc.
Cleveland Associated Industries
Cleveland Community Hospital
Cleveland Creative Arts Guild @ Historic 5ive Points
Cleveland Housing Authority
Cleveland/Bradley Chamber of Commerce
Cleveland/Bradley Keep America Beautiful Inc.
Epilepsy Foundation of Southeast Tennessee
Family Resource Agency/Head Start
Flowers Bakery of Cleveland LLC
Garden Plaza at Cleveland
Guestline Cleveland
Habitat for Humanity
Kiwanis Club of Cleveland
Lee University
Life Care Centers of America
Mainstreet Cleveland
Morningside of Cleveland
Ocoee Region Builders Association
Ocoee Region Multicultural Services
River Counties Association of Realtors Inc.
Schering-Plough
Southeast Industrial Development Association
Swift Enterprises Inc.
United Way of Bradley County
YMCA



Comments from Resource Agencies (TDEC Water Resources)



STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
DIVISION OF WATER RESOURCES
William R. Snodgrass - Tennessee Tower
312 Rosa L. Parks Avenue, 11th Floor
Nashville, Tennessee 37243-1102

October 26, 2016

Ms. Jeanne Stevens
WSP, Parsons & Brinckerhoff
2100 West End Ave, Suite 630
Nashville, TN 37203

re: Cleveland Draft Transportation Improvement Plan
Bradley, TN

Dear Ms. Stevens:

I want to thank you for being given the opportunity to review the Cleveland Draft Transportation Improvement Plan. I have reviewed the package of information you sent me on October 13, 2016 and have minimal comments to make. This project as proposed does not pose a significant impact on programs regulated by the Division of Water Resources. The only issue I see is that the widening of SR-60 will require work at Bigsby Creek, which could require an Aquatic Alteration Permit for the stream crossing depending on how the widening takes place. If you would like to discuss this in more detail, I would suggest that you contact Jennifer Innes who is the manager of our Division's Chattanooga Field Office. Jennifer Innes can be reached at Jennifer.innes@tn.gov or 423-634-5719.

If any portions of this project will require the disturbance of more than one acre of land, then coverage under Tennessee's General National Pollutant Discharge Elimination System (NPDES) Permit for Discharges of Storm Water Associated with Construction Activities and associated Storm Water Pollution Prevention Plan (SWPPP) will be required. Appropriate erosion prevention and sediment control measures are still encouraged to be installed and maintained for the duration of the project, including staging areas, even when the land disturbance is under one acre. Ms. Innes would also be the appropriate contact for stormwater permits as well.

If you have any further questions, I will be glad to try to assist you. You may reach me at (615) 532-0170 or tom.moss@tn.gov.

Sincerely,

Thomas A. Moss
Environmental Review Coordinator
Compliance and Enforcement Unit

Jennifer Innes, Chattanooga DWR Environmental Field Office Manager

E STATUS OF FY2014-2017 TIP PROJECTS

This appendix indicates the status of project development for the projects that were programmed in the FY2014-2017 Transportation Improvement Program.

TIP ID #	PROJECT NAME	STATUS
MPO-Managed Projects		
2010-05	Georgetown Rd. & 25 th Street	ROW
2011-03	Ocoee Greenway Connector	Construction
2013-01	20 th St and Michigan Avenue Rd. improvements	Feasibility study complete
2013-03	25 th St. (SR-60) Island Landscaping Phase 2	Complete
2013-04	25 th St. (SR-60) Island Landscaping Phase 3	Complete
2013-05	Adkisson Drive widening	Not started
2006-008	Transit Operations	Continuing – new number 2017-02
2010-06	Transit Capital Purchases	Continuing – new number 2017-03
2010-02	3R improvements on non-state federal-aid routes	Continuing – new number 2017-01
2009-001	Pedestrian Facilities	Continuing – merged into 2017-01
State-Managed Projects		
6006	I-75 interchange at SR-60 ramp improvements	Complete
6008	I-75 interchange at Exit 20 (US-74/SR-311)	Complete
6010	Interchange on US-64/74 btwn Exit 20 and US-11	Complete
6009	SR-60 widening from Westlake Dr. to SR-306	ROW
6095	Safety / Highway Hazard Elimination	Continuing – new numbers 06002 and 06005
6110	3R improvements on National Hwy. System routes	Continuing – new number 06004
6111	3R improvements on state routes	Continuing – new number 06003

F AMENDMENT AND ADJUSTMENT PROCESS

Revisions to the TIP fall into one of two categories: (1) amendments, which require public review and comment as well as MPO Executive Board approval, and (2) administrative adjustments, which do not. Whether a proposed revision constitutes a TIP amendment is determined first by the nature of the change, and if the change involves project cost, by the amount of change that would result.

Definition of a TIP Amendment

An amendment is a revision to the TIP that involves major changes to a project or the overall program, and cannot be made without public review and comment, redemonstration of the TIP's fiscal constraint. An amendment is required for these types of changes:

- ❖ Major change in a project's total cost (except groupings), as defined below in the Project Cost Change Thresholds;
- ❖ Adding a new project to the TIP;
- ❖ Deleting a project from the TIP;
- ❖ Major change to a project's scope. Examples include, but are not limited to changing the number of thru-lanes, adding or eliminating non-motorized facilities, changing termini, changing capital category (i.e. transit funding), or changing mode (e.g. rolling stock or facility type for transit).

Process for Making a TIP Amendment

A public notice stating that a draft TIP amendment has been released for public review and comment shall be placed in the *Cleveland Daily Banner*. The notice shall specify the date, times and location of the forthcoming public meetings. Special efforts will be made to provide information on the TIP to media and organizations serving low-income and minority persons in the urban area. This notice shall also be posted at the Cleveland Public Library, the Cleveland /Bradley County Chamber of Commerce, and on the MPO website a minimum of 21 days prior to the meeting at which the draft TIP amendment will be considered by the MPO Executive Board.

The draft TIP amendment shall be posted at the Cleveland Public Library, the Cleveland/Bradley County Chamber of Commerce, and on the MPO website for a minimum of 21 days to allow the public to review and provide comments on the draft amendment.

A public meeting notice stating the agendas, date, times and location of the forthcoming Technical Coordinating Committee (TCC) meeting and the MPO Executive Board meeting shall be placed in the *Cleveland Daily Banner* a minimum of 7 days prior to those meetings.

After the minimum 21-day public review and comment period, a public meeting shall be held by the TCC. At the TCC public meeting, the MPO Coordinator shall report all comments received in writing prior to the meeting. The TCC shall review and vote whether to endorse the draft TIP amendment for consideration by the MPO Executive Board.

After the TCC meeting, the MPO Executive Board shall hold a public meeting to review any and all public comments. The MPO Executive Board shall vote whether to adopt by resolution the draft TIP amendment, or amend it if necessary.

Definition of a TIP Administrative Adjustment

An administrative adjustment is a minor change to the approved TIP. It does not require public review and comment, nor the redemonstration of the TIP's fiscal constraint. Administrative adjustments may be made for these types of changes:

- ❖ Minor change in a project's total cost, as defined above in the Project Cost Thresholds table;
- ❖ Minor change in a project's description and/or termini that is for clarification and does not change the actual scope;
- ❖ Shifting funds among funding sources and/or projects already identified in the TIP, as long as the action does not result in a major change in any project's total cost for all phases shown in the approved TIP;
- ❖ Adding funds already identified in the TIP for the current or previous year, as long as the funds are identified in an existing TIP project or shown as available funds, and as long as the action does not result in a major change in any project's total cost for all phases shown in the approved TIP;
- ❖ Moving projects from year to year within an approved TIP;
- ❖ Adding a prior project phase to the TIP, as long as the action does not result in a major change in the project's total cost for all phases shown in the approved TIP;
- ❖ Changes required to follow FHWA or FTA instructions regarding the withdrawal or re-establishment of funds at federal request (such as rescissions);
- ❖ Moving funds between similarly labeled groupings, regardless of the percent of change;
- ❖ Adjusting revenue to match actual revenue receipts.

Process for Making a TIP Administrative Adjustment

When TDOT makes an adjustment to a state-sponsored project, it submits the information to FHWA/FTA and notifies the MPO so that the MPO staff can update the TIP project sheets and/or funding tables as appropriate.

When any other MPO member agency requests an adjustment to the TIP, the MPO updates the TIP project sheets and/or funding tables as appropriate and then sends notification to TDOT of the changes.

Project Cost Change Thresholds

A sliding scale is outlined below to indicate whether a proposed change in project cost will require a TIP amendment, or whether it can be made by administrative adjustment. All measurements for the cost change are based on the cost shown in the last approved TIP or TIP revision, to account for incremental changes.

Total Project Cost (of all phases shown in the approved TIP)	Cost Change Requiring a TIP Amendment	Cost Change Threshold for a TIP Adjustment
Up to \$2 million	≥ 75%	< 75%
\$2 million to \$15 million	≥ 50%	< 50%
\$15 million to \$75 million	≥ 40%	< 40%
\$75 million and greater	≥ 30%	< 30%

FAST ACT LEGISLATION

The **Fixing America's Surface Transportation (FAST) Act** is a funding and authorization bill that governs United States federal surface transportation spending, including the funds spent within the Cleveland Urban Area MPO.

The funding provided by the FAST Act is intended to improve and maintain the country's surface transportation infrastructure, including the interstate and national highway system, transit systems, and bicycling and pedestrian facilities. Like its predecessor, MAP-21, the FAST Act requires MPOs to focus efforts on the development and implementation of regional strategies that:

- ❖ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- ❖ Increase the safety of the transportation system for motorized and non-motorized users;
- ❖ Increase the security of the transportation system for motorized and non-motorized users;
- ❖ Increase the accessibility and mobility options available to people, and for freight;
- ❖ Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- ❖ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- ❖ Promote efficient system management and operations;
- ❖ Emphasize the preservation of the existing transportation system;
- ❖ Improve the resiliency and reliability of the transportation system; and
- ❖ Reduce or mitigate stormwater impacts on the surface transportation system.

The FAST Act identifies a number of different funding programs which can be used for various modes of transportation including highways, transit, and pedestrian and bicycle facilities. More information and a definition of each funding program are included in Appendix B.

H GLOSSARY OF ACRONYMS

- 3-R** **Resurfacing, Rehabilitation, or Restoration:** 3-R improvements may be implemented on any road included on the functional classification network and contained within the MPO boundary.
- CE** **Categorical Exclusion:** All regionally significant and/or federally funded transportation actions must go through an environmental review process. A CE is prepared for proposed transportation actions that do not individually or cumulatively have a significant environmental effect.
- CONSTR** **Construction:** Work by the agency or contractor(s) to construct the project, possibly including utility relocation.
- CUATS** **Cleveland Urban Area Transit System:** Provides fixed-route and paratransit services to citizens in the urbanized area.
- DOT** **Department of Transportation:** Agency responsible for transportation at the local, state or federal level. For Title 23 U.S.C. federal-aid highway actions, this means the Federal Highway Administration. For federal-aid transit actions under Title 49 U.S.C., this means the Federal Transit Administration.
- E+C** **Existing + Committed Project List:** A list of projects located in the MPO area that have been recently constructed, or for which funds are already committed.
- EA** **Environmental Assessment:** All regionally significant and/or federally funded transportation actions must go through an environmental review process. An EA is prepared for proposed transportation actions for which the significance of the environmental impact is not clearly established. It is prepared to determine the appropriate type of environmental document required before receiving federal approval to move forward with the proposed transportation action.
- EIS** **Environmental Impact Statement:** All regionally significant and/or federally funded transportation actions must go through an environmental review process. An EIS is prepared for proposed transportation actions that significantly impact the environment. It explains the purpose and need for a project, presents project alternatives, analyzes the likely impacts of each, explains the choice of a preferred alternative, and finally details measures to be taken in order to mitigate the impacts of the preferred alternative.

EPA	Environmental Protection Agency: A federal agency charged with protecting human health and with safeguarding the natural environment, including air, water and land.
FHWA	Federal Highway Administration: A division of the U.S. Department of Transportation responsible for administering federal highway transportation programs under Title 23 U.S.C.
FTA	Federal Transit Administration: A division of the U.S. Department of Transportation responsible for administering federal resources for transit capital and operating assistance and for transit planning.
FY	Fiscal Year: The federal fiscal year (or budget year) runs from October 1 through September 30 of each year. Years shown in MPO documents reflect the federal fiscal year.
HSIP	Highway Safety Improvement Program: A federal funding program. For a description, see Appendix B, TIP Funding Sources.
ITS	Intelligent Transportation Systems: Procuring, developing, or integrating technology to manage transportation facilities, improve safety, or mobility.
MPO	Metropolitan Planning Organization: The forum for cooperative transportation decision-making, required for urbanized areas with populations over 50,000.
NEPA	National Environmental Policy Act: Passed by Congress in 1969 and signed into law on January 1, 1970, NEPA requires federal agencies to integrate environmental consideration into their decision-making processes by considering the environmental impacts of their proposed actions, and reasonable alternatives to those actions.
NHPP	National Highway Performance Program: federal funding program intended for use on the National Highway System, a designated network of primary highways that includes all interstates and major arterials considered to be critical links in the nation's transportation system. For more detail about NHPP, see Appendix B, TIP Funding Sources.
OPER	Operations: Operating the transportation system such as incurring costs related to the day-to-day operations or maintenance of transit vehicle systems, traffic signal systems, or intelligent transportation systems.
PE-N	Preliminary engineering-NEPA: Includes activities from the inception of the project, fulfilling the requirements of the National Environmental Policy Act of 1969 and all applicable legislation, regulations, executive orders, and directives, up to the approval of the environmental document.

PE-D	Preliminary engineering-design: Preliminary engineering design work, according to accepted engineering practices, after approval of the environmental document.
PPP	Public Participation Plan: Describes the process by which the MPO provides opportunities for the public to be involved in exchanging information and ideas about transportation needs, goals, and projects and/or services.
PURCHASE	Purchase/Acquire: Procuring equipment, software, or vehicles.
ROW	Right-of-way: Work from the distribution of ROW plans up to advertising for bids or commencement of work by the Agency, dealing with real property acquisition, temporary and permanent easements, and utility relocation.
RTP	Regional Transportation Plan: Document developed through collaboration and consensus that serves as the defining vision for the transportation systems and services. In the MPO, the plan indicates all regionally significant transportation improvements scheduled for funding over the next 20-25 years. It is fiscally constrained, i.e. the number of projects/programs in the plan do not exceed the amount of revenue reasonably expected to be available during that time period.
SETHRA	Southeast Tennessee Human Resource Agency: Agency that provides transit service to the non-urbanized portions of the MPO.
SR	State Route: roadway owned, financed and maintained by the State. Some state routes are also designated as U.S. highways.
STA	Acronym used to distinguish state funds that are completely non-federal as opposed to federal funds that are managed at the state's discretion. In Tennessee, most non-federal funds provided by the state come from the gasoline tax.
STIP	State Transportation Improvement Program: Document that lists all federally-funded transportation projects and programs to be undertaken statewide during a specified time period. The MPO's TIP is officially a component of the STIP.
STBG	Surface Transportation Block Grant Program: A federal funding program. For a description, see Appendix B, TIP Funding Sources.
TCC	Technical Coordinating Committee: Standing committee of the MPO whose function is to provide professional input and recommendations on transportation decisions. Composed of planners, engineers and other professional staff.

- TDOT** **Tennessee Department of Transportation:** State agency responsible for building, operating and maintaining all roads on the federal-aid system, and for overseeing the provision of public transit services. In MPO areas, TDOT is responsible for federal and state highways and for the oversight of local/regional agencies who manage the local federal-aid routes.
- TIP** **Transportation Improvement Program:** Document that includes a group of projects/programs selected from the long-range Regional Transportation Plan for implementation during a specified 4-year period. Includes all projects and programs that use federal transportation funds.
- TSM** **Transportation Systems Management:** Strategies to improve the efficiency of the transportation system through operational improvements, rather than the addition of roadway capacity.
- U-STBG** **Urban Surface Transportation Block Grant Program:** A federal funding program. For a description, see Appendix B, TIP Funding Sources.
- UPWP** **Unified Planning Work Program:** Document adopted by an MPO that identifies all transportation planning activities to be undertaken during the next 1-2 years, including a schedule for completion.

METROPOLITAN GROUPINGS

The FY2017-FY2020 TIP includes several project sheets that represent “groupings” of transportation activities under various federal funding programs. Below is a description of this category and the types of activities that may be conducted.

Allowable Work Types for TDOT’s Metropolitan Groupings

Activities delivered from TDOT’s metropolitan groupings are limited to work types that are:

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

Activities that do not meet these requirements must be individually identified in the respective MPO’s TIP or TDOT’s STIP.

Metropolitan, Non-metropolitan, and Rural Areas

TDOT’s map of metropolitan, non-metropolitan, and rural areas is available at:

<https://www.tn.gov/assets/entities/tdot/attachments/MPORPOTPO2010.PDF>

Regional Significance and Air Quality Attainment Status

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

The EPA’s “Green Book” of nonattainment and maintenance statuses is available at: <https://www3.epa.gov/airquality/greenbk/>.

NHPP and STBG Funding Qualifications

National Highway Performance Program (NHPP) funds are limited to projects on the National Highway System (NHS) unless otherwise noted in Title 23 of the U.S. Code. FHWA's NHS maps are available at:

http://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/tennessee/index.cfm.

Surface Transportation Block Grant Program (STBG) funds can only be used on Federal-aid routes, i.e. any functionally-classified road except local roads and rural minor collectors – unless otherwise noted in Title 23 of the U.S. Code. TDOT's functional classification maps are available at: <http://www.tn.gov/tdot/topic/maps-functional-classification>.

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>Surface Transportation Block Grant Program (STBG) Grouping</p> <p>TIP Projects</p> <p>#2017-01 and #06003</p>	<p>Projects for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads, including:</p> <ul style="list-style-type: none"> • Rehabilitation, resurfacing, restoration, preservation, and operational improvements on Federal-aid highways and designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 U.S.C. 14501, • Traffic operations on Federal-aid highways, 	<p>Activities previously authorized under the Surface Transportation Program (STP):</p> <ul style="list-style-type: none"> • Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance • Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition • Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps • Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: <ul style="list-style-type: none"> ○ Infrastructure-based intelligent transportation systems (ITS) capital improvements ○ Traffic Management Center (TMC) operations and utilities ○ Freeway service patrols ○ Traveler information

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<p>Surface Transportation Block Grant Program (STBG) Grouping</p> <p>TIP Projects</p> <p>#2017-01 and #06003</p>	<ul style="list-style-type: none"> • Bridge and tunnel improvements on public roads, • Safety improvements on public roads, • Bicycle and pedestrian improvements on public roads, • Environmental mitigation, • Scenic and historic highway programs, and • Landscaping and scenic beautification, 	<ul style="list-style-type: none"> • Bridge and tunnel construction, replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures • Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure • Rail-highway grade crossing improvements • Highway safety improvements: <ul style="list-style-type: none"> ○ Installation of new or improvement of existing guardrail ○ Installation of traffic signs and signals/lights ○ Spot safety improvements • Sidewalk improvements • Pedestrian and/or bicycle facilities • Traffic calming and traffic diversion improvements • Transportation Alternatives as defined by 23 U.S.C. 213(B), 23 U.S.C. 101(A)(29), and Section 1122 of MAP-21 • Noise walls • Wetland and/or stream mitigation • Environmental restoration and pollution abatement • Control of noxious weeds and establishment of native species • Activities previously authorized under the Transportation Enhancement Program: <ul style="list-style-type: none"> ○ Pedestrian and bicycle facilities, safety, and educational activities ○ Acquisition of scenic easements and scenic or historic sites ○ Scenic or historic highway programs ○ Landscaping and other scenic beautification activities ○ Historic preservation ○ Rehabilitation and operation of historic transportation buildings, structures or facilities
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<p>Surface Transportation Block Grant Program (STBG) Grouping</p> <p>TIP Projects</p> <p>#2017-01 and #06003</p>	<ul style="list-style-type: none"> • Historic preservation, • On- and off-road pedestrian and bicycle facilities, • Infrastructure projects for improving non-driver access to public transportation and enhanced mobility, • Community improvement activities, • Recreational Trail Program projects, • Safe Routes to School (SRTS) projects, 	<ul style="list-style-type: none"> ○ Preservation of abandoned railway corridors ○ Inventory, control and removal of outdoor advertising ○ Archaeological planning and research ○ Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity ○ Establishment of transportation museums ○ Activities under the Tennessee Roadscapes grant program, including landscaping, irrigation, benches, trash cans, paths and signage • Activities previously authorized under the Safe Routes to School Program (SRTS): <ul style="list-style-type: none"> ○ Sidewalk improvements ○ Traffic calming and speed reduction improvements ○ Pedestrian and bicycle crossing improvements ○ On-street bicycle facilities ○ Off-street bicycle and pedestrian facilities ○ Secure bicycle parking facilities ○ Traffic diversion improvements approximately within 2 miles of a school location ○ Non-infrastructure related activities ○ Public awareness campaigns and outreach to press and community leaders
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<p>Surface Transportation Block Grant Program (STBG) Grouping</p> <p>TIP Projects #2017-01 and #06003</p>	<ul style="list-style-type: none"> • Transportation Enhancement projects, • Transportation Alternatives projects, • Projects for the creation, rehabilitation and maintenance of multi-use recreational trails, 	<ul style="list-style-type: none"> ○ Traffic education and enforcement in the vicinity of schools <ul style="list-style-type: none"> ▪ Student sessions on bicycle and pedestrian safety, health, and environment ▪ Funding for training, volunteers and managers of Safe Routes to Schools program • Activities previously authorized under the Transportation Alternatives Program (TAP): <ul style="list-style-type: none"> ○ Construction, planning and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including: <ul style="list-style-type: none"> ▪ Sidewalk improvements ▪ Bicycle infrastructure ▪ Pedestrian and bicycle signals ▪ Traffic calming techniques ▪ Lighting and other safety-related infrastructure ▪ Transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 • Construction, planning and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs • Conversion and use of abandoned railway corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users • Construction of turnouts, overlooks and viewing areas • Community improvement activities, which include but are not limited to: <ul style="list-style-type: none"> ○ Inventory, control or removal of outdoor advertising
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<p>Surface Transportation Block Grant Program (STBG) Grouping</p> <p>TIP Projects</p> <p>#2017-01 and #06003</p>	<ul style="list-style-type: none"> • Projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. 	<ul style="list-style-type: none"> ○ Historic preservation and rehabilitation of historic transportation facilities ○ Vegetation management in transportation rights-of-way to improve roadway safety, prevent invasive species, and provide erosion control ○ Archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23 of the USC • Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to: <ul style="list-style-type: none"> ○ Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff ○ Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats • Recreational Trails Program activities under 23 USC 206 • SRTS Program infrastructure-related projects, non-infrastructure-related activities (such as pedestrian and bicycle safety and educational activities advanced under the SRTS program), and SRTS Coordinator positions. • Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways • Activities previously authorized under the Recreational Trails Program (RTP): <ul style="list-style-type: none"> ○ Maintenance and restoration of existing recreational trails ○ Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails
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<p>Surface Transportation Block Grant Program (STBG) Grouping</p> <p>TIP Projects</p> <p>#2017-01 and #06003</p>		<ul style="list-style-type: none"> ○ Purchase and lease of recreational trail construction and maintenance equipment ○ Construction of new recreational trails ○ Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors ○ Assessment of trail conditions for accessibility and maintenance ○ Development and dissemination of publications and operation of educational programs to promote safety and environmental protection ○ Payment of costs to the State incurred in administering the program
<p>National Highway Performance Program (NHPP) Grouping</p> <p>TIP Project # 06004</p>	<p>Projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS), including</p> <ul style="list-style-type: none"> • Rehabilitation, resurfacing, restoration, preservation, and operational improvements, • Traffic operations, 	<ul style="list-style-type: none"> • Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance • Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition • Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps • Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: <ul style="list-style-type: none"> ○ Infrastructure-based intelligent transportation systems (ITS) capital improvements ○ Traffic Management Center (TMC) operations and utilities ○ Freeway service patrols ○ Traveler information

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<p>National Highway Performance Program (NHPP) Grouping</p> <p>TIP Project # 06004</p>	<ul style="list-style-type: none"> • Bridge and tunnel improvements, • Safety improvements, • Bicycle and pedestrian improvements, and • Environmental mitigation. 	<ul style="list-style-type: none"> • Bridge and tunnel construction, replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures • Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure • Rail-highway grade crossing improvements • Highway safety improvements: <ul style="list-style-type: none"> ○ Installation of new or improvement of existing guardrail ○ Installation of traffic signs and signals/lights ○ Spot safety improvements • Sidewalk improvements • Pedestrian and/or bicycle facilities • Traffic calming and traffic diversion improvements • Noise walls • Wetland and/or stream mitigation • Environmental restoration and pollution abatement • Control of noxious weeds and establishment of native species
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<p>Highway Safety Improvement Program (HSIP) Grouping</p> <p>TIP Project #06005</p>	<p>Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem, including workforce development, training and education activities.</p> <p>Eligibility of specific projects, strategies, and activities is generally based on:</p> <ul style="list-style-type: none"> • Consistency with SHSP, • Crash experience, crash potential, or other data-supported means, • Compliance with the requirements of Title 23 of the U.S. Code, and • State's strategic or performance-based safety goals to reduce fatalities and serious injuries on all public roads. 	<ul style="list-style-type: none"> • Intersection safety improvements • Pavement and shoulder widening (including a passing lane to remedy an unsafe condition) • Installation of rumble strips or another warning devices, if they do not adversely affect the safety or mobility of bicyclists and pedestrians • Installation of skid-resistant surface at intersections or locations with high crash frequencies • Improvements for pedestrian or bicyclist safety • Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices • The conduct of a model traffic enforcement activity at a railway-highway crossing • Construction of a traffic calming feature • Elimination of a roadside hazard • Installation, replacement, and other improvements of highway signage and pavement markings, or a project to maintain minimum levels of retroreflectivity that addresses a highway safety problem consistent with the SHSP • Installation of emergency vehicle priority control systems at signalized intersections • Installation of traffic control or other warning devices at locations with high crash potential • Transportation safety planning • Collection, analysis, and improvement of safety data
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<p>Highway Safety Improvement Program (HSIP) Grouping</p> <p>TIP Project #06005</p>		<ul style="list-style-type: none"> • Planning integrated interoperable emergency communications equipment or operational or traffic enforcement activities (including police assistance) related to work zone safety • Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes), and crash attenuators • The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife • Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones • Construction and operational improvements on high risk rural roads • Geometric improvements to a road for safety purposes that improve safety • Road safety audits • Roadway safety infrastructure improvements consistent with FHWA's "Highway Design Handbook for Older Drivers and Pedestrians" (FHWA-RD-01-103) • Truck parking facilities eligible for funding under Section 1401 of MAP-21 • Systemic safety improvements • Workforce development, training, and education activities • Installation of vehicle-to-infrastructure communication equipment. • Pedestrian hybrid beacons. • Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands. • A physical infrastructure safety project not otherwise described above.
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