

2026-2030



Knoxville Regional
Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Knoxville Regional
Transportation Planning Organization**

**TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FY 2026 - 2029**

Adopted by the TPO Executive Board on (PENDING)

Adopted by the TPO Technical Committee on (PENDING)

Knoxville-Knox County Planning provides staff to the Knoxville Regional Transportation Planning Organization (TPO). The TPO is the local Metropolitan Planning Organization (MPO) for the Knoxville urban area.

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For additional information on Title VI please contact the TPO or see the information on our website at www.knoxtpo.org. Any person who believes he or she has been discriminated against should contact:

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**A RESOLUTION BY THE EXECUTIVE BOARD OF THE KNOXVILLE REGIONAL
TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FY 2026-2029
TRANSPORTATION IMPROVEMENT PROGRAM & AIR QUALITY CONFORMITY DETERMINATION**

WHEREAS, in accordance with requirements of the U.S. Department of Transportation, the elements of the transportation planning process are to receive final approval from the Executive Board of the local Metropolitan Planning Organization; and

WHEREAS, the Transportation Improvement Program must be updated every four years; and

WHEREAS, no local highway and transit projects are eligible for Federal funds until they are programmed in the TIP; and

WHEREAS, the Knoxville Region is subject to air quality conformity requirements under the 1997 and 2008 8-Hour Ozone Standards and the 2006 Daily PM_{2.5} Standard; and,

WHEREAS, an Air Quality Conformity Determination report was prepared to demonstrate that the implementation of the fiscally constrained FY 2026-2029 TIP conforms to the applicable air quality regulations of the Clean Air Act Amendments of 1990 and the Infrastructure Investment and Jobs Act; and

WHEREAS, the Air Quality Conformity Determination report was provided to appropriate federal, state and local agencies for review and comment through a formal interagency consultation process; and

WHEREAS, this TIP contains projects from or consistent with a conforming Metropolitan Transportation Plan; and

WHEREAS, notice of public availability of the proposed FY 2026-2029 TIP was published in the newspapers in the Knoxville Metropolitan Planning Area and public meetings for review and comment were held prior to finalizing the TIP; and

WHEREAS, the TIP and Air Quality Conformity Determination Report were made available for public comment for a period of thirty (30) days prior to consideration by the Board; and

WHEREAS, the FY 2026-2029 TIP has been prepared by the participating agencies and the TPO Technical Committee recommends that this TIP be adopted by the Executive Board; and

NOW, THEREFORE, BE IT RESOLVED BY THE KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION EXECUTIVE BOARD;

That the requirements of the 23 CFR 450.324 (Transportation Improvement Program: General) are met and this resolution be adopted as an endorsement of the FY 2026-2029 Transportation Improvement Program.

October 22, 2025 *(TENTATIVE)*

Date

Mayor Glenn Jacobs
Knox County
TPO Executive Board Chair

Doug Burton
Coordinator
Knoxville Regional TPO

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, the Knoxville Transportation Planning Organization and the Tennessee Department of Transportation hereby certify that the metropolitan transportation planning process is addressing major issues facing the Knoxville, TN urbanized area, and is being carried out in accordance with the following requirements:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304 (Highways and Transit).
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1) and 49 CFR part 21.
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
- IV. 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects.
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- VI. Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.
- VII. In nonattainment 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.
- VIII. 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.
- IX. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender.
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

_____ Date: _____

Mayor Glenn Jacobs

Knox County

Knoxville Regional TPO Executive Board Chair

_____ Date: _____

Doug Burton

Coordinator

Knoxville Regional TPO

_____ Date: _____

Matt Meservy

Director, TDOT Planning Division

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1.0 INTRODUCTION

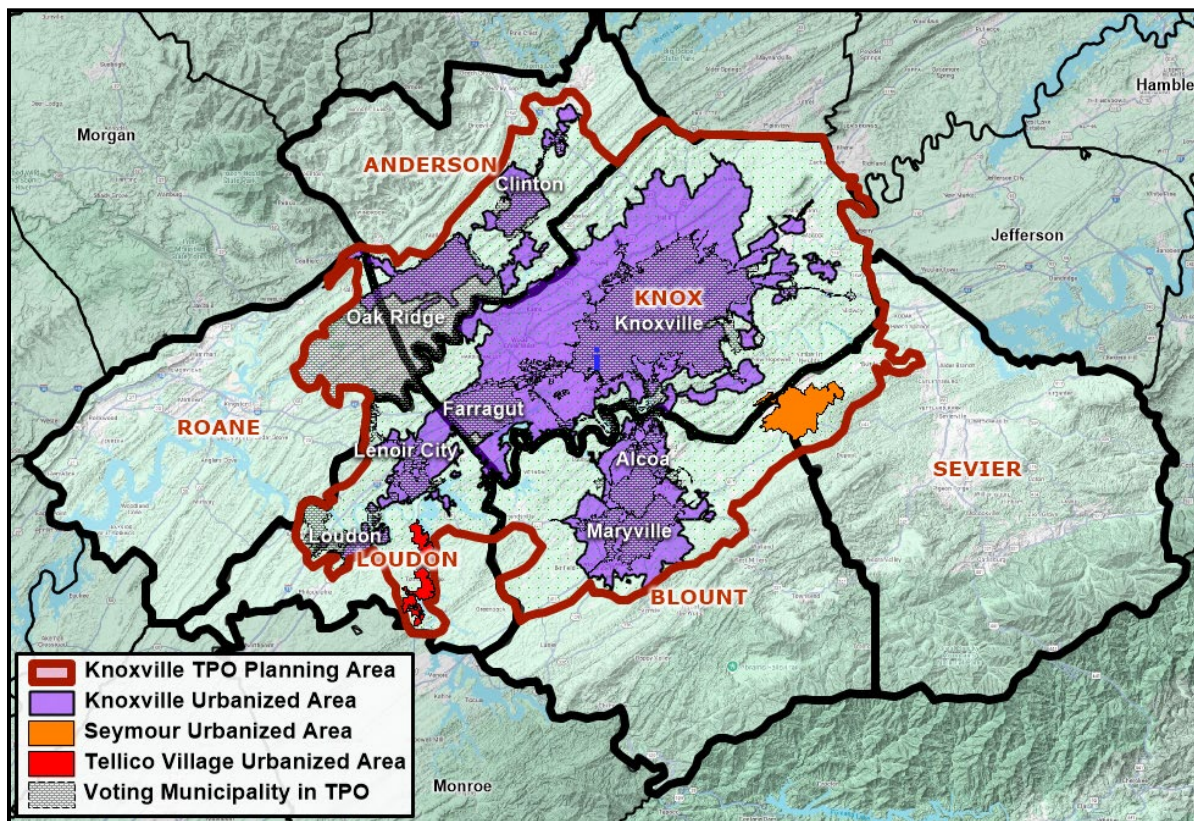
1.1 KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION BACKGROUND

The Knoxville Regional Transportation Planning Organization (TPO) is the federally designated Metropolitan Planning Organization (MPO) required to carry out transportation planning for the TPO Planning Area.

This area is based on the federally designated Knoxville Urbanized Area (UZA). The Knoxville UZA includes a number of jurisdictions, namely the City of Knoxville, Knox County, and parts of Anderson, Blount, Loudon, and Sevier Counties. The U.S. Census Bureau formally designated urbanized areas associated with the 2020 Decennial Census on December 29, 2022. The Knoxville UZA population grew by 7 percent to 597,257 between 2010 and 2020 even though the formerly included areas of Seymour and Tellico Village became separate and independent UZAs. With a UZA population greater than 200,000, the Knoxville UZA is designated by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) as a Transportation Management Area (TMA).

The TPO Planning Area encompasses the existing Knoxville UA, along with contiguous area expected to be urbanized within 20-years. The new Seymour and Tellico Village UAs remain included in the TPO Planning Area, which had an estimated 2020 population of 732,138. The planning area determines what projects are included in the Transportation Improvement Program (TIP).

FIGURE 1 - MAP OF 2020 URBANIZED AREAS AND KNOXVILLE TPO PLANNING AREA



Within the planning area, the TPO complies with federal legislation requiring all transportation planning be conducted in accordance with the “3C” (Continuing, Cooperative, and Comprehensive) approach. One of the ways to support the 3C process is through the development of a TIP. This is simply a list of projects and/or plans to accomplish within the planning area over a designated timeframe.

1.2 FEDERAL TRANSPORTATION LEGISLATION AND REGULATIONS OVERVIEW

The transportation projects and programs in this TIP are primarily funded by federal sources and are subject to the regulations and policies from the legislation which allocates the funding. In November of 2021, the Infrastructure Investments and Jobs Act (IIJA) was signed into law and is the federal authorization act to fund surface transportation programs, provide policies and a framework for investments to the country’s transportation infrastructure through Fiscal Year 2026. Specifically, Metropolitan TIPs are addressed in 23 USC Section 134, 23 CFR Part 450, 49 USC Section 5303, and 49 CFR Part 613 of the federal codes.

The IIJA largely carries over policies from its predecessor known as the FAST Act (Fixing America's Surface Transportation Act) with only minor changes to the transportation planning process. The TPO's Long Range Regional Mobility Plan 2050 addresses all of the IIJA planning factors, which guide transportation planning and programming processes for all states and MPO's throughout the country. The ten planning factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism

In addition to the ten planning factors, the IIJA also continues the focus on seven "National Goal" areas and development of performance measures to track progress in meeting such. The seven national goals are as follows:

1. Safety -To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure condition -To maintain the highway infrastructure asset system in a state of good repair.

3. Congestion reduction -To achieve a significant reduction in congestion on the National Highway System.
4. System reliability -To improve the efficiency of the surface transportation system.
5. Freight movement and economic vitality -To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental sustainability -To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced project delivery delays -To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

1.3 TRANSPORTATION IMPROVEMENT PROGRAM – AN OVERVIEW

The Knoxville TPO is required to develop and regularly update the Transportation Improvement Program (TIP) in cooperation with the Tennessee Department of Transportation (TDOT) and any affected public transportation operators, which are the Knoxville Area Transit, Knox County Community Action Committee, and East Tennessee Human Resource Agency. The primary requirements of the TIP are:

- It shall cover a period of no less than four years, updated at least every four years, and approved by the MPO, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Governor.
- It shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP through formal public meeting and public review via electronic accessible formats such as the World Wide Web.
- It shall include capital and non-capital surface transportation projects for funding that are consistent with the adopted long-range transportation plan.
- It shall include a financial plan demonstrating how the projects in the plan can be fiscally implemented.

- It shall include all regionally significant projects.

This TIP covers the federal fiscal years (FY) 2026 – 2029 and is an update to the FY 2023 – 2026 TIP, which was adopted on October 26, 2022. The next TIP is anticipated to cover FY 2029 – 2032, with development initiated in late 2027. The federal fiscal year runs from October 1st through September 30th. TDOT also develops a four-year plan called the Statewide Transportation Improvement Program (STIP) by working with Rural Planning Organizations (RPOs) and MPOs throughout the state. After approval by the TPO and the Governor, the TIP shall be included without change, directly or by reference, in the STIP. In nonattainment and maintenance areas, an air quality conformity demonstration finding on the TIP must be made by the FHWA and FTA in consultation with the Environmental Protection Agency (EPA) before it is included in the STIP.

1.4 PROGRAMMING POLICIES

The TPO identified the following policies to provide guidance for the development and maintenance of the regional work program, and to assist in the effective administration of TPO-managed federal grant funds.

1. Delayed Project Policy: Project sponsors are given a one-year grace period to obligate funding for projects beyond the originally programmed year of work. If the delay is beyond the control of the project sponsor, TPO managed federal funds will not be removed from the project. If the delay is due to causes within the control of a sponsor, the delay will be documented and the project reviewed by TPO Technical Committee and Executive Board for possible action, up to and including the removal of TPO managed federal funds. Removed funds will be returned to the TPO general fund and re-programmed. Examples of delays that are considered within the control of a sponsor include: shifting priorities, insufficient local match, etc.

TPO staff will report on the obligation status of TPO managed federal funds projects twice annually to the Technical Committee and Executive Board. Project status information and updated phase of work cost estimates for these reports will be provided by project sponsors.

2. Cost Overrun and Funding Contingency Reserve Policy: In cases where a community does not have sufficient funding to fulfill the scope of a project funded with TPO-managed federal grant funds, as originally programmed, the project sponsor may be granted the flexibility to shift funding across phases and/or years (pending the availability of funding) to cover increased cost estimates for the affected phases.

To plan for possible cost overruns, a Contingency Reserve Policy was initiated with the FY 2020-2023 TIP cycle. The TPO will retain a program reserve of TPO suballocated federal funds to cover cost overruns within the local program of projects. In response to program needs during the previous TIP periods, the program reserve amount will be calculated as a minimum of ten percent of all TPO suballocated funds (STBG-L, TAP-L and CRP-L), including any carryover balance amounts. Cost overruns in excess of 25% of the total project costs, or increasing TPO federal funds in excess of \$500,000 require approval by the TPO Technical Committee. Cost overruns below these thresholds may be approved by TPO staff. Measurements for these cost changes are cumulative from the project budget established with the adoption of the approved TIP.

TPO staff will monitor the contingency reserve balance and provide updates to the TPO Technical Committee and Executive Board following all approved cost overruns. Contractual agreements between TDOT and the project sponsor must not bind the TPO to pay for cost overruns with TPO-managed federal grant funds.

3. New Projects Policy: If a project sponsor requests that a new project be funded with TPO-managed federal grant funds after the initial Call for Projects, the project sponsor must submit a completed project application to TPO staff. If TPO staff recommend that the project be funded with TPO-managed federal grant funds, it must also be brought to the Technical Committee and Executive Board for consideration, unless it meets the definition of an administrative modification.

4. Project Rollover Policy: Any project programmed in the TIP with TPO-managed federal funds, which continues to meet all eligibility requirements and retains continued support by the project sponsor, shall be a priority in developing a new TIP program of projects. Projects with federal funding already obligated shall automatically have unobligated programmed funds carried forward to the new TIP. To document sponsor support, and to reaffirm schedule and costs, a project rollover form is required for projects to be carried forward into a new TIP. Projects that have not obligated funds do not fall under the Rollover Policy, and will be required to re-compete for federal funds through the established project selection process. The Delayed Project Policy and other factors (e.g. obligations from a previous TIP) may also be considered when determining the eligibility of TIP rollover projects.

5. CMAQ Programming Policy: Historically, the administration of CMAQ funds has encountered challenges with matching programmed amounts to actual utilization due to varying project timelines. In response to this issue, TDOT introduced a streamlined approach to better accommodate projects that are prepared to advance to the next funding phase.

Moving forward, the Transportation Improvement Program (TIP) will initially include the NEPA and Design phases for CMAQ funded projects. Subsequent phases, such as Right of Way and Construction, will be designated either as reserved line items or noted in the comment section of the project or grouping TIP page.

The original award amount allocated to the project will be secure. As projects progress to subsequent phases, such as Right of Way or Construction readiness, the project sponsor will coordinate with the TPO to initiate the process of amending the TIP to include these phases.

2.0 TIP DEVELOPMENT

2.1 PROCESS AND FY 2026-2029 TIMELINE

The FY 2026-2029 TIP process was initiated in January 2025 with notice to the TPO Technical Committee and a concurrent call for new and rollover STBG-L, TAP-L, CRP-L and CMAQ PM2.5 projects released to local jurisdictions on January 17, 2025.

The following is a timeline for the 2026-2029 TIP development process:

Call for New/Rollover TIP projects	January 17, 2025
Project applications due to TPO	February 28, 2025
Technical Committee reviews prioritized projects	April – May 2025
TDOT Review (30 business days)	(pending)
Interagency Consultation Review (30 calendar days)	(pending)
FHWA Review (20 business days)	(pending)
Formal Public Comment Period (30 calendar days)	(pending)
Public Meetings	(pending)
Technical Committee final recommendation	(pending)
Executive Board adoption	(pending)

2.2 TPO PROJECT SELECTION PROCESS

The Knoxville TPO, in cooperation with the State and transit operators, is responsible for selecting and programming all federally funded and regionally significant capital and non-capital surface transportation projects in the TPO planning area.

2.2.1 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) FUNDS

The IJA continues the Surface Transportation Block Grant Program as the principal source of suballocated funds to urbanized areas. Prior project eligibilities remain, while several new types of eligible projects were added.

For STBG-L funds, the criteria for projects included:

- Is the project included in the 2050 Mobility Plan
- Is the project in the current FY 2023-2026 TIP
- Is a Knoxville Regional TPO member a sponsor and financially committed to the project

The TPO developed applications for both new and rollover projects from the current TIP for local jurisdictions to submit projects for STBG-L funds (see **Appendix B** for both applications).

The following is a summary of the project selection process that was used for the 2050 Mobility Plan update and continued with the FY 2026-2029 TIP:

Selection criteria and scoring system were established with feedback from the public, Mobility Advisory Committee, and TPO Technical Committee to support Mobility Plan 2050 Goals. All projects were scored using the selection criteria. Quantitative data was used whenever available to eliminate subjectivity. Continuing the process established with Mobility Plan 2040, projects that are considered local/within community (i.e. smaller in scale) were scored differently than regional projects (i.e. larger projects). For more information about the project evaluation process, including the Mobility Plan 2050 project list and scores, see Appendix C.

- Small/Local projects support local, multimodal connections and access to community resources within a variety of centers, from large urban to rural crossroads.
 - Examples: intersection improvements, streetscaping projects, sidewalks, and short sections of greenways.
- Large/Regional projects support strategic, multimodal connections between community centers and regional economic centers.
 - Examples: major roadway projects, long corridor projects, regional greenways, and regional transit.

More information about the project evaluation process, including the project list and scores is found in Appendix C.

TABLE 1 - MOBILITY PLAN 2050 SELECTION CRITERIA AND POINT SYSTEM

Goal	Evaluation Criteria Datasets	Small/ Local Project Points	Large/ Regional Project Points
Safety & Security	Percent project length on High Injury Network Tier 1	21	17
	Percent project length on High Injury Network Tier 2		
	Interactive Map points “Speeding” or “Safety”		
Congestion Reduction	Level of Travel Time Reliability (LOTTR) Value	15	19
	Expected volume over capacity (V/C)		
	Interactive Map points “Congestion”		
Maintenance & Efficiency	Crosses a Bridge rated as “Poor” or “Critical Condition”	14	15
	Interactive Map points “Maintenance”		
Health & Environment	Proximity to existing high-quality bikeway or pedway facilities	13	12
	Avoids potential impact with environmental resources		
Equitable Access	Priority Population Index average value (vulnerable)	11	9
	USDOT defined area of Persistent Poverty		
More Options	Population density of transit service	10	6
	Connected with existing transit service area		
	Interactive Map points “Barrier to walking/biking”		

Goal	Evaluation Criteria Datasets	Small/ Local Project Points	Large/ Regional Project Points
Preservation of Place	Avoids potential impact with cultural resources	8	8
Economy & Freight	Density of freight facilities nearby	8	14

2.2.2 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS

The IJIA continues the Transportation Alternatives set-aside from the Surface Transportation Block Grant program. TAP funding was increased to 10% of total STBG funds in each fiscal year and the portion of TAP funds suballocated to areas based on population was increased. This program provides funding for programs and projects defined as transportation alternatives, including on-and off-road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access to public transportation and enhanced mobility; community improvement activities; environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

TAP funds were solicited and prioritized alongside STBG projects with the January call for projects. Project evaluation was based on the Mobility Plan Selection Criteria described in **Table 1**.

2.2.3 FTA SECTION 5307, 5310, AND 5339 TRANSIT FUNDS

The City of Knoxville is the Designated Recipient for the Federal Transit Administration (FTA) Section 5307 (Urban Formula) and Section 5339 (Bus & Bus Facilities) funds. Knoxville Area Transit (KAT) is the City of Knoxville's bus service. The City of Knoxville/KAT has a funding distribution agreement with the other urban area transit agencies (Knox County CAC Transit and the East Tennessee Human Resource Agency). The City of Knoxville/KAT is the recipient of all of the Section 5339 funds. The TPO helps manage the public involvement process for the Section 5307 and Section 5339 funds. As per the FTA Circular 9030.1D, the public participation requirements for the TIP may be used in lieu of a local process when developing the required FTA Program of Projects (POP). A POP is a list or program of projects utilizing FTA funds. The first-

year of an approved TIP constitutes a list of “agreed to” projects for FTA purposes. To make it clear to the public, the public notice for the POP will state the TIP process is being used and it satisfies the FTA public involvement requirements for developing a POP. Before any Section 5307 or Section 5339 projects are added to the TIP, a public hearing is advertised, allowing comments on the proposed POP. Once that process is complete, projects are approved for the TIP by the TPO Technical Committee and Executive Board. This annual process ensures transit projects do not exceed the apportioned levels of funding each fiscal year for the TPO area.

In 2025, the TPO transitioned the responsibility of the FTA Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) funds to Knoxville Knox County Community Action Committee (CAC). CAC became the official Designated Recipient of the FTA Section 5310 funds. The TPO and CAC will be working together to develop a new application process going forward. The TPO will still be involved in project selection. Regardless of how the new application process is formulated, certain policies will remain unchanged. First, the application process may or may not occur at the same time as the TIP call-for-projects. When the application process can occur often depends on when funding is available by Congress. Second, there will be an open and publicly advertised call-for-projects, applications will be evaluated and scored using established criteria, projects selected will be in keeping with the recommendations in the Knoxville Regional Human Services Transportation Coordinated Plan, and projects must be approved by the TPO Technical Committee and Executive Board for inclusion in the TIP.

2.2.4 CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS

CMAQ funds are controlled by TDOT through a “call-for-projects” application process. When made available from the state, the TPO will issue a “call-for-projects” to the local Planning Area for projects and programs that help to achieve and maintain federal air quality health standards. Projects are evaluated based on the following seven criteria: Emission Reductions, Cost Effectiveness of Emission Reductions, Projects that Address Congressional CMAQ Priorities, Innovative Project Proposals, Project Impact on Diversity and Comprehensiveness of Regional Initiatives, Project Benefits for Multimodal Infrastructure in Region, and Quality of Implementation Plan and Management Plan.

With agreement from TDOT, the January local project solicitation for the FY 2026-2029 TIP included an opportunity to submit proposed projects to be funded with CMAQ PM2.5 funding. TPO staff will work in coordination with local sponsors and the TDOT Air Quality office to cooperatively program CMAQ PM2.5 funding through the period of this TIP.

2.2.5 CARBON REDUCTION PROGRAM FUNDS

The IIJA established this new program to provide funding for projects to reduce transportation emissions or the development of carbon reduction strategies. Funds are apportioned to states by formula and 65% of funds are suballocated to areas based on population. CRP-L funds are prioritized along with other TPO directed funding, as the project call is not program specific. TPO staff balance project eligibility and fiscal constraint considerations when applying TPO funding sources to candidate projects.

2.3 STATE SPONSORED PROJECTS

The TDOT submitted to the Knoxville TPO a list of projects funded by the various federal and state funding sources, including projects on the National Highway System. These projects are consistent with the Mobility Plan 2050, the STIP, TDOT's 10-Year Plan and 25-Year Transportation Policy Plan, and the jurisdictions' transportation plans. The various funding sources include National Highway Performance Program (NHPP), High Priority Project (HPP), Surface Transportation Block Grant Program (STBG), and Highway Safety Improvement Program (HSIP).

2.4 TITLE VI AND PRIORITY POPULATIONS

The TPO is responsible for ensuring that transportation policies, programs, and projects in the urban area do not have an adverse effect on the urban area. Title VI of the Civil Rights Act of 1964 ensures that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied benefits, or be subjected to discrimination under any program or activity receiving federal financial assistance. For local project evaluation, Equitable Access is an evaluation criterion, assessed by Priority Population Index Value and the USDOT Persistent Poverty Areas. Established with Mobility Plan 2040, Priority Populations represent an effort to measure the location and extent of challenges to accessible quality food, physical activity centers, and chronic disease prevention. The complex nature of these challenges is indicated by the inclusion of twenty-two socioeconomic measures in the Priority Population methodology. (Priority Population map is included in Appendix C). Additionally, projects in the TIP are required to be in the Mobility Plan or consistent with its principles and strategies. This includes ensuring that improvements are planned and benefit all regional residents and travelers.

2.5 PERFORMANCE BASED PLANNING AND PROGRAMMING

Performance and outcome-based planning was first emphasized in the 2012 transportation funding authorization bill, MAP-21, and is continued with the IIJA. The bills direct the use of a performance-based planning and programming (PBPP) process to inform strategic transportation investment decisions with a focus on achieving performance outcomes. A PBPP process can serve to encourage progress toward the region’s desired multimodal transportation system in addition to its link to national goals. Through data collection and monitoring of the transportation system’s performance, transportation agencies can strategically allocate resources to critical need areas. Investing in projects based on their ability to meet established goals is a key element of a PBPP process.

To monitor the performance of the transportation system, and the effectiveness of programs and projects as they relate to the National Goals described in the IIJA, a series of performance measures were established in the areas of safety (PM1), infrastructure condition (PM2), and system performance (PM3) on the roadway side and in asset management and safety on the transit side. These measures, listed in **Table 2**, are outlined in 49 USC 625 and 23 CFR 490.

TABLE 2 - IIJA PERFORMANCE MEASURES

Rulemaking	National Goal	Performance Area	Performance Measures
FHWA PM1	Safety	Injuries & Fatalities	Number of fatalities Fatality rate (per 100 million vehicle-miles traveled) Number of serious injuries Serious injury rate (per 100 million vehicle-miles traveled) Number of non-motorized fatalities and non-motorized serious injuries
FHWA PM2	Infrastructure Condition	Pavement Condition	<ul style="list-style-type: none"> • Percentage of pavements on the Interstate System in good condition • Percentage of pavements on the Interstate System in poor condition • Percentage of pavements on the non-Interstate NHS in good condition • Percentage of pavements on the non-Interstate NHS in poor condition

Rulemaking	National Goal	Performance Area	Performance Measures
		Bridge Condition	<ul style="list-style-type: none"> • Percentage of NHS bridges classified as in good condition • Percentage of NHS bridges classified as in poor condition
FHWA PM3	System Reliability	System Performance: Performance of the National Highway System	<ul style="list-style-type: none"> • Percentage of person-miles traveled on the Interstate System that are reliable • Percent of person-miles traveled on the non-Interstate NHS that are reliable
	Freight Movement and Economic Vitality	System Performance: Freight Movement of the Interstate System	Truck Travel Time Reliability Index
	Congestion Reduction	System Performance: Traffic Congestion	<ul style="list-style-type: none"> • Annual hours of peak hour excessive delay per capita • Percent of non-single-occupant vehicle travel
	Environmental Sustainability	System Performance: Congestion Mitigation and Air Quality Program	Total emissions reductions (kg per day)
FTA Transit Performance	Transit Asset Management	Equipment	Percentage of vehicles that have met or exceeded their Useful Life Benchmark
		Rolling Stock	Percentage of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark
		Infrastructure	Percentage of track segments with performance restrictions
		Facilities	Percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale
	Transit Safety	Fatalities	Total number reportable fatalities and rate per total vehicle revenue miles by mode
		Injuries	Total number reportable injuries and rate per total vehicle revenue miles by mode
		Safety Events	Total reportable number events and rate per total vehicle revenue miles by mode
		System Reliability	Mean distance between major mechanical failures by mode

For each roadway performance measure, the TPO is required to establish a regional performance target or adopt TDOT's target and therefore agree to plan and program projects that contribute toward meeting the state targets. PM1 targets are updated annually. PM2 and PM3 are based on a 4-year "Performance

Period", with the current period running from 2022 to 2025. Separate 2-year and 4-year targets are established for various measures under PM2 and PM3, as applicable under 23 CFR part 490.

Transit performance measures require the TPO to establish performance targets not less than 180 days from the establishment of the transit provider transit asset management (TAM) targets or standards established under 23 CFR part 490, and 49 U.S.C. 5326(c). This was accomplished on March 26, 2025, when the TPO Executive Board adopted the regional TAM targets. Capital funding programmed in this TIP will support TAM target achievement for all three transit agencies serving the Knoxville urbanized area. The TAM Target set for each vehicle class is to have 10% or fewer vehicles in the state of good repair backlog (needing to be replaced). For the first year of the TIP, 2026, the Knoxville urban area exceeds the 10% backlog target in all 5 vehicle classes: buses and trolleys, cutaway minibuses, minivans, and sedans. This discrepancy primarily stems from supply chain issues and inflation caused by the COVID-19 pandemic. Additionally, several agencies have new vehicles on order, the arrival of which will bring them closer to compliance with the backlog target. TIP funding will help bring the TAM Targets for the Knoxville urban area back to acceptable levels, or being no worse than the current status. Many of the cutaway minibuses, minivans, and sedans that are needing to be replaced are eligible for the Section 5310 capital funding. It should be noted, the TIP does not contain an exhaustive list of transit capital funding. There are several programs and funding sources, e.g., Section 5310, CMAQ, and the TDOT Improve Act Capital Grant program that help fund vehicles that are not included yet in the TIP as they have an annual application process.

In the area of transit safety, on July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The PTASP became effective on July 19, 2019, with a one-year deadline of July 20, 2020 for transit operators to develop compliant safety plans. Each operator in the TPO Planning Area (KAT, ETHRA and CAC) has a completed safety plan and updates the TPO whenever their safety plans and/or targets are adjusted. The TPO Executive Board adopted each transit agency's safety targets originally on April 28, 2021 and most recently updated safety targets on March 26, 2025.

The Knoxville TPO most recently adopted performance targets for the PM1 Safety measures in February 2025, while initial 4-year PM2 and PM3 targets for the 2nd Performance Period (2022-2025) were adopted in February 2023 with midpoint adjustments to some adopted in March 2025. While the TPO chose to support the statewide targets established by TDOT through a collaborative process for PM2 and PM3,

local targets for PM1 Safety measures were adopted for the first time with the February 2025 action. TPO staff continue to actively participate in TDOT's target setting working groups. Tables 3-5 document the adopted targets and funding programmed in support of each performance measure.

TABLE 3 - (PM1) TDOT AND TPO SAFETY TARGETS

Performance Measures	5 Year Rolling Averages	
	Baseline	Target
	2019-2023	2021-2025
Number Fatalities	101.4	110.2
Fatality Rate	1.087	1.157
Number of Serious Injuries	518.0	483.0
Serious Injury Rate	5.573	5.074
Number of Non-motorized Fatalities and Serious Injuries	49.8	45.8
TIP PM1 programming investment: 30 projects/groupings program \$426.9 million in total PM1 supportive funding		

TABLE 4 - (PM2) TDOT AND TPO PAVEMENT AND BRIDGE CONDITION TARGETS

Performance Measures	Baseline 2021	2-Year Target 2023	4-Year Target 2025
Percentage of pavements on the Interstate System in good condition	70.8%	58.0%	58.0%
Percentage of pavements on the Interstate System in poor condition	0.2%	1.0%	1.0%
Percentage of pavements on the non-Interstate NHS in good condition	40.3%	36.0%	36.0%
Percentage of pavements on the non-Interstate NHS in poor condition	4.1%	6.0%	6.0%
Percentage of NHS bridges classified as in good condition	32.5%	32.0%	32.0%
Percentage of NHS bridges classified as in poor condition	5.0%	6.0%	6.0%
TIP PM2 programming investment: 16 projects/groupings program \$297.2 million in total PM2 supportive funding			

TABLE 5 - (PM3) TDOT AND TPO SYSTEM PERFORMANCE TARGETS

Performance Measures	Baseline 2021	2-Year Target 2023	4-Year Target 2025
Subpart E - Interstate Reliability (Percent of	92.1%	88.2%	87.0%

Performance Measures	Baseline 2021	2-Year Target 2023	4-Year Target 2025
person-miles traveled on the Interstate System that are reliable)			
Subpart E - Non-Interstate NHS Reliability (Percent of person-miles traveled on the non-Interstate NHS that are reliable)	93.4%	89.4%	87.0%
Subpart F – Freight Reliability (Truck Travel Time Reliability Index)	1.32	1.35	1.55
Subpart G – Traffic Congestion (Peak Hour Excessive Delay per Capita)	10.1 hours	10.8 hours	12.0 hours
Subpart G – Traffic Congestion (Percent of Non-Single Occupancy Vehicle Travel)	17.8%	16.7%	21.0%
Total emissions reductions	VOC = 54.772 kg/d NO _x = 226.196 kg/d PM2.5 = 10.48 kg/d	VOC = 33.968 kg/d NO _x = 32.670 kg/d PM2.5 = 0.040 kg/d	VOC = 30.854 kg/d NO _x = 27.808 kg/d PM2.5 = 0.009 kg/d
TIP PM3 programming investment: 22 projects/groupings program \$413.3 million in total PM3 supportive funding			

Transit Asset Management (TAM) and Transit Safety

Local transit agencies have adopted TAM targets and submitted TAM Plans to the TPO. The TPO adopted updated Urban Area TAM performance targets and transit safety performance targets at the March 26, 2025 Executive Board meeting.

TABLE 6 - TPO 2025 TRANSIT ASSET MANAGEMENT TARGETS

Asset Class/Definition	Agency	Total Assets	2025 # Assets In Good Repair	2025 # Assets In SGR Backlog	2025 % Assets In SGR Backlog	2025 Target % Assets In SGR Backlog
Rolling Stock - All Revenue Vehicles % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)						
Bus & Rubber Tire Vintage Trolley – 14 Years	KAT	75	57	18	24.00%	< 10.0%
Cutaway – 5 Years	KAT, Knox CAC, ETHRA, NP	121	74	47	38.84%	< 10.0%
Ford Transit Vans – 7 Years	KAT, Knox CAC, NP	34	26	8	23.53%	< 10.0%
Minivan – 8 Years	Knox CAC, CAC VAT, NP	31	24	7	22.58%	< 10.0%
Automobile – 8 Years	Knox CAC, CAC VAT, NP	4	0	4	100.00%	< 10.0%
Equipment - Non-Revenue Vehicles % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)						
Support Vehicle – 8 Years	KAT, CAC	21	15	6	28.57%	< 10%
Equipment - Over \$50,000/Owned % of equipment with a condition rating below 3.0 on FTA's Transit Economic Requirements Model (TERM) Scale						
Equipment	KAT	30	29	1	3.33%	< 10.0%
Facilities - All Buildings or Structures % of facilities with a condition rating below 3.0 on FTA's Transit Economic Requirements Model (TERM) Scale						
Facilities	KAT	2	2	0	0.00%	0.00%
TIP Transit Asset Management Programming Investment: 4 projects/groupings program \$57.5 million in total transit asset supportive funding						

KAT = Knoxville Area Transit, CAC = Knox County CAC Transit, CAC VAT = Knoxville Knox County CAC Volunteer Assisted Transportation Program, ETHRA = East Tennessee Human Resource Agency, NP = Non-Profit agencies that purchased vehicles through Section 5310 – Enhanced Mobility for Seniors & Individuals with Disabilities

TABLE 7 - TPO 2025 TRANSIT SAFETY PERFORMANCE TARGETS

Knoxville Area Transit (KAT) 2024-2025 Safety Performance Targets								
2024 Motor Bus Vehicle Revenue Miles			2,483,690	2024 Demand Response Vehicle Revenue Miles			565,208	
	Number of Fatalities	Rate of Fatalities per 100K VRM	Number of Injuries	Rate of Injuries Per 100K VRM	Number of Safety Events	Rate of Safety Events Per 100 VRM	Total Major Mechanical Failures	Miles between Major Mechanical Failures (System Reliability)
MB	0	0	5	0.16	10	0.32	200	12,500
DR	0	0	5	0.16	10	0.32	25	25,000
Knox County CAC Transit 2024-2025 Safety Performance Targets								
2024 Vehicle Revenue Miles			983,960					
	Number of Fatalities	Rate of Fatalities per 100K VRM	Number of Injuries	Rate of Injuries Per 100K VRM	Number of Safety Events	Rate of Safety Events Per 100 VRM	Total Major Mechanical Failures	Miles between Major Mechanical Failures (System Reliability)
DR	0	0	1	0.10	1	0.10	8	122,995
ETHRA 2024-2025 Safety Performance Targets								
<i>Note: Targets Set for ETHRA are for their entire 16 county service area</i>								
2024 Motor Bus Vehicle Revenue Miles			145,000	2024 Demand Response Vehicle Revenue Miles			3,200,000	
	Number of Fatalities	Rate of Fatalities per 100K VRM	Number of Injuries	Rate of Injuries Per 100K VRM	Number of Safety Events	Rate of Safety Events Per 100 VRM	Total Major Mechanical Failures	Miles between Major Mechanical Failures (System Reliability)
MB	0	0	0	0.00	1	0.69	5	29,000
DR	0	0	1	0.03	9	0.28	22	145,455

MB = Motor Bus DR = Demand Response

Performance based programming for the FY 2026-2029 TIP directs investments toward the National Goals, performance measures, their associated targets and the local/regional goals established with the Mobility Plan. Local project applicants were required to indicate performance measures for which their project would provide a benefit, with a request to further describe how the project would do so. With project scoring criterion that assign points to projects promoting maintenance and efficiency, greater mode choice options, safety and security, economy and freight, and congestion reduction, a strong connection to National Goals and performance measures and is established. Progress toward the performance targets is an expected outcome of implementing the TIP program of projects.

To the maximum extent practicable, the Knoxville TPO will continue to encourage investments that are directed to achieving the adopted performance targets. A direct performance measures scoring category for future project application cycles is identified as an opportunity to strengthen the PBPP connection. Beyond the project programming process, the Knoxville TPO will leverage its regional partnerships, education and outreach efforts as additional areas of emphasis for performance target achievement.

2.6 PROJECT MONITORING

To support regional cooperation, the timely delivery of projects and obligation of federal funds, the TPO instituted regular project review meetings with local project sponsors in the third quarter of FY 2018. These twice annual meetings allow project sponsors and TPO staff to discuss each project's development status, timeline, funding and any potential delays. Individual project tracking sheets and a program summary are provided to each sponsor, while a compiled summary of all projects within the TPO Planning area is transmitted to TDOT regularly. This regular project review continues to be well received as a strategy to address the national goal of reduced project delivery delays.

2.7 CONNECTIONS TO OTHER PLANNING ACTIVITIES, DOCUMENTS AND PROGRAMS

The Mobility Plan 2050, the region's Metropolitan Transportation Plan (MTP), charts the region's vision for the movement of people and good over the next twenty-five years. To realize its goals, Mobility Plan 2050 requires a strong connection between regional transportation investments and community development and land use, and an emphasis on a broader regional participation in consideration of the connected nature of Air Quality Planning, Travel Demand Forecasting and Tourism.

The FY 2026-2029 TIP serves to implement Mobility Plan 2050 goals by programming projects prioritized for inclusion with the same selection criteria established for the Mobility Plan (**Table 1**). This directs TIP investment toward achieving the plan's goals and objectives. Other TPO, regional and local plans and studies, including the Knoxville Regional ITS Architecture Report and the Deployment Plan, the Congestion Management Process Plan (CMP), the City of Knoxville Bicycle Facilities Plan, the TPO Human Services Transportation Coordination Plan, regional greenway and transit plans inform the TIP, with points awarded to projects that reflect the goals, priorities, policies and strategies represented in the plans.

The TPO Unified Planning Work Program for FY 2024-2025 documents the development of the FY 2026-2029 TIP as a transportation programming task.

The Knoxville TPO's planning process is consistent with the development of other federal and state plans and programs. Examples of these are the Tennessee Multimodal Freight Plan, Tennessee's Strategic Highway Safety Plan (SHSP) (in accordance with 23 USC 148). Also, the TPO's principles and priorities are harmonized with TDOT's 25-Year Transportation Policy Plan and 10-Year Plan. The TIP process further acknowledges the role that the IMPROVE Act, adopted by the TN Legislature, has in setting priorities for state funded projects in our area.

The TPO continues to collaborate in support of the regional vision through our partnerships, including the East Tennessee Development District's North and South Regional Planning Organizations (RPO) and the Smoky Mountain Regional Greenway Council.

3.0 PUBLIC INVOLVEMENT

3.1 PUBLIC INVOLVEMENT PROCESS

The public involvement process for the FY 2026-2029 TIP is in accordance with policies and procedures outlined in the TPO's Outreach Plan for public participation.

The TPO sends out notice of the draft TIP document public comment period and public meetings to neighborhood organizations, special interest groups like the Bike Walk Knoxville, Technical Committee members, Executive Board members, and agencies responsible for natural resources, land use management, environmental protection, conservation, airport operations, and historic preservation. The TPO consulted with the above agencies during the development of the plan. Notices are published in all the local and major newspapers throughout the six-county area, on the TPO's website and through the agency's social media platforms. Draft versions of the TIP document will be available on the TPO's website (<http://www.knoxtpo.org>) for public comment. All public comments received are listed in **Appendix A**.

The TPO discussed the FY 2026-2029 TIP at Technical Committee meetings and Executive Board meetings from January through the TIP development period (October final adoption target). All meetings were advertised in the local papers and on the TPO's website. At these meetings, citizens were able to make comments and raise concerns or questions during any phase of the process. TPO staff also encouraged engagement with the draft TIP through attendance at the City of Knoxville's Neighborhood Resource Fair and other community organizations engaged in transportation advocacy.

3.2 PUBLIC MEETING DATES

The following are formal public meeting dates based on the timeline for TIP completion. The public will be able to provide comments or concerns at any of these meetings regarding draft versions of the FY 2026-2029 TIP:

- **Local Project Call Summary of Candidate Projects and Revenue Review** – April 8, 2025, at 9:00am (Technical Committee) and April 30, 2025, at 9:00am (Executive Board) in the City County Building in downtown Knoxville; and
- **Draft TIP Local Project List Review** – May 28, 2025, at 9:00am at the Executive Board meeting in the City County Building in downtown Knoxville; and
- **Draft Constrained Complete Project List Review** – July 8, 2025, at 9:00 a.m. at the Technical Committee meeting in the City County Building in downtown Knoxville; and

- **Draft TIP** – July 23, 2025, at 9:00 a.m. at the Executive Board meeting in the City County Building in downtown Knoxville; and
- **TIP Approval Recommendation** – October 14, 2025, at 9:00 a.m. at the Technical Committee meeting in the City County Building in downtown Knoxville; and
- **TIP Approval** – October 22, 2025 (pending), at 9:00 a.m. at the Executive Board meeting in the City County Building in downtown Knoxville.

4.0 AIR QUALITY

4.1 AIR QUALITY SUMMARY

The Clean Air Act requires the United States Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for six “Criteria Pollutants” – Particulate Matter, Ozone, Nitrogen Dioxide, Carbon Monoxide, Sulfur Dioxide, and Lead in order to protect human health and the environment from unsafe levels of these pollutants. These pollutants are regulated through the EPA setting maximum limits on exposure levels that are reviewed periodically based on current science and health studies. Regions which are found to be out of compliance with those limits based on actual measurements of pollution at monitoring sites may be designated by EPA as a “Nonattainment Area.” Once a nonattainment area demonstrates compliance with the NAAQS it can petition EPA to be re-designated to attainment status. If the re-designation request is approved, then a 20-year maintenance period begins along with a formal designation as a “Maintenance Area” during which time certain controls and contingency measures must still be in place to ensure continued air quality attainment. The Knoxville Region has experienced various periods of nonattainment status and is currently designated as a Maintenance Area for two of the criteria pollutants – ozone and fine particulate matter less than 2.5 microns in diameter (PM_{2.5}).

4.1.1 OZONE

The region’s first nonattainment designation for ground-level ozone became effective in January 1992 under the “1-Hour Ozone Standard” and included only Knox County. The area was able to demonstrate attainment with that standard effective in October 1993 and was then considered a “Maintenance Area”. The 1-hour Ozone NAAQS was revoked by EPA on June 15, 2005.

EPA promulgated a more stringent ozone standard in 1997 known as the “1997 8-Hour Ozone Standard” which was set at 80 parts per billion (ppb). The EPA designated the counties of Anderson, Blount, Jefferson, Knox, Loudon, Sevier, and a portion of Cocke within the Great Smoky Mountains National Park in non-attainment of the 1997 8-hour standard for ground level ozone. This nonattainment designation became effective on June 15, 2004. The area demonstrated attainment with this standard effective in March 2011 and was considered a Maintenance Area until revocation of this NAAQS on April 6, 2015.

EPA again strengthened the ozone standard in 2008 based on an updated review of scientific and medical data to ensure that air quality standards are set at an appropriate level to protect the environment and human health. This standard is known as the “2008 8-hour Ozone Standard” and it was set at 75 ppb. A formal designation of nonattainment areas for this standard became effective on July 20, 2012 and

included the counties of Blount and Knox plus a portion of Anderson County surrounding the TVA Bull Run Fossil Plant. The EPA approved a re-designation of the area to attainment with a maintenance plan effective on August 12, 2015 and Knoxville is now considered a Maintenance Area for the 2008 Ozone Standard.

The most recent update to the ozone standard was promulgated in 2015 and again lowered the allowable level of ozone to a maximum of 70 ppb. EPA made designations for this standard on August 3, 2018 and the Knoxville Region was designated as attainment based on monitoring data showing levels below the standard.

4.1.2 PM 2.5

EPA first promulgated a “fine” particulate matter standard in 1997 to distinguish between smaller particles of less than 2.5 microns in diameter (PM_{2.5}) from the standard already in place for particles of 10 microns or less in diameter (PM₁₀). This standard was set at a value of 15 micrograms per cubic meter as measured on an annual level (1997 Annual PM_{2.5} Standard) and at a value of 65 micrograms per cubic meter as measured on a daily level (Daily Standard). The EPA formally designated the counties of Anderson, Blount, Knox, Loudon, and a portion of Roane in non-attainment for the 1997 Annual PM_{2.5} Standard on April 5, 2005.

In 2006, EPA kept the annual standard but strengthened the daily standard by reducing the permissible daily levels of PM_{2.5} from 65 to 35 micrograms per cubic meter. The same geography as the 1997 Annual PM_{2.5} Standard was formally designated non-attainment for the 2006 Daily PM_{2.5} Standard effective December 2009.

The EPA approved a re-designation of the area to Attainment with a Maintenance Plan effective on August 28 and 29, 2017 for the daily and annual standards respectively. In 2012 the EPA revised the Annual PM_{2.5} Standard to a level of 12 micrograms per cubic meter and the 1997 Standard was then revoked by EPA since it was less stringent than the new standard. The Knoxville Region met the 2012 Annual Standard and was designated as attainment so transportation conformity does not apply. Formal designations have not yet been made by EPA for the newest, 2024 Annual Standard of 9 micrograms per cubic meter, however the Knoxville Region was recommended by the Tennessee Department of Environment & Conservation (TDEC) as being in attainment based on monitoring design values meeting this level. A designation as a Maintenance Area for the 2006 Daily PM_{2.5} Standard currently remains in place for the Knoxville Region.

4.2 AIR QUALITY CONFORMITY

As an Air Quality Maintenance Area, the Knoxville TPO must demonstrate that its transportation plans and programs will meet air quality conformity requirements – a process known as “Transportation Conformity”, which is addressed in federal regulations in 40 CFR Parts 51 and 93, known as the “Conformity Rule”. More specifically, a conformity determination is required for the FY 2026-2029 TIP as per 40 CFR 93.104(c)(1), which states “A new TIP must be demonstrated to conform before the TIP is approved by the MPO or accepted by the DOT.” This ensures that federal funds will not be spent on projects that cause or contribute to any new violations of the National Ambient Air Quality Standards (NAAQS); increase the frequency or severity of NAAQS violations; or delay timely attainments of the NAAQS or any required interim milestone.

The Knoxville Regional TPO (KRTPO) does not encompass the entire Maintenance Area for Ozone and PM2.5, and as such, coordination with the Tennessee Department of Transportation (TDOT) is required in order to ensure all of the proposed transportation projects are included in the conformity analysis. The KRTPO boundary includes the urbanized portions of counties while TDOT is responsible for transportation planning in the rural portions of the nonattainment areas. Also, as a result of a February 16, 2018 decision by the U.S. Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA*, the so called “orphan area” of counties within the 1997 Ozone Maintenance Area but outside the 2008 Ozone Maintenance Area are once again subject to conformity as an anti-backsliding measure whereas conformity had previously been revoked along with the entire 1997 Ozone Standard itself. The orphan area includes Jefferson County, portions of which are located within the Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO). A Memorandum of Agreement (MOA) was entered into by KRTPO, LAMTPO, and TDOT in 2004 and subsequently revised in 2007 and 2022. The MOA specifies that the KRTPO is responsible for compiling a single Conformity Determination Report for the entire Nonattainment/Maintenance Area.

The current TIP projects must always be consistent and a direct subset of the active long-range plan, the 2050 Mobility Plan. A review of the proposed FY 2026-2029 TIP projects in relation to the project list included in the 2050 Mobility Plan was conducted in order to determine consistency between the two in terms of projects included and their scope, timeframe and other details. Through this review it was determined that all of the proposed projects in the Transportation Improvement Programs for the Knoxville TPO, LAMTPO and TDOT were directly consistent with the 2050 Mobility Plan and therefore a

Short Conformity Report, which documents the ability to rely on a previous regional emissions analysis, can be used to demonstrate conformity.

Conformity has been demonstrated for the Knoxville TPO FY 2026-2029 TIP by preparing a Short Conformity Report which is included in Appendix E of this document. Additionally, as previously noted, the TPO conducts a single conformity analysis for the entire affected Knoxville Region that is subject to air quality conformity. The conformity analysis therefore also covers the TDOT FY 2026-2029 Statewide Transportation Improvement Program (STIP) and the FY 2026-2029 LAMTPO TIP for projects included within the areas outside of the KRTPO Planning Area, including the 1997 Ozone Standard Orphan Area, that are subject to conformity in the overall Knoxville Region is also demonstrated.

The development of the TIP and conformity determination was coordinated with stakeholder and regulatory agencies through an Interagency Consultation (IAC) process as required by 40 CFR 93.105. Any comments related to the TIP and conformity determination during the IAC consultation are listed in the conformity determination report in Appendix E.

Since the program meets conformity regulations of the EPA and the USDOT under 40 CFR Part 93, and approved by appropriate agencies, the TIP is conforming. Currently there are no transportation control measures (TCMs) in the Tennessee SIP for the affected Knoxville maintenance areas. However, should TCMs be introduced in the area, nothing in the TIP will prohibit the timely implementation of any that are approved in the SIP for the Knoxville area.

5.0 FINANCIAL PLAN

5.1 FINANCIAL SUMMARY

A financial plan is required to demonstrate how projects in the TIP can be implemented over the life of the program. TDOT, local jurisdictions, transit operators, and other agencies with projects in the TIP have indicated that they have the financial resources available to provide the necessary matching funds to complete their projects. The following tables provide additional information regarding a list of federal transportation funding programs and a summary that programmed expenditures are less than or equal to all fund allocations making the TIP financially constrained.

5.2 FUNDING SOURCES

Table 8 provides a list of federal funding sources under the current legislation (Infrastructure Investment and Jobs Act) and the required match for projects in the FY 2026-2029 TIP. The maximum share of project costs that may be funded with Federal-aid highway funds (the “Federal share”) varies based upon the Federal-aid program from which the project receives funding. Certain safety projects and CMAQ projects that include an air quality or congestion relief component are eligible for 100 percent Federal funding. In some cases, the Federal share is also adjusted based on related statutory provisions. See https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm_for additional information on Federal share.

TABLE 8 - SELECTED FEDERAL FUNDING UNDER IIJA

Funding Program	Abbreviation	Source	Funding Share
Bridge Formula Program	BFP	FHWA	80% Federal, 20% Match
Carbon Reduction Program (Local/State)	CRP-(L/S)	FHWA	80% Federal, 20% Match
Congestion Mitigation and Air Quality Improvement Program	CMAQ	FHWA	100% Federal or 80% Federal, 20% Match
Highway Safety Improvement Program (includes penalty and rail safety funds)	HSIP, PHSIP, RHSIP	FHWA	90% Federal, 10% Match
National Highway Freight Program	NHFP	FHWA	90% Federal, 10% State or 80% Federal, 20% State
National Highway Performance Program	NHPP	FHWA	80% Federal, 20% Match
Rail-Highway Crossings Program	RHCP	FHWA	100% Federal
Safe Streets and Roads for All	SS4A	FHWA	80% Federal, 20% Match
Surface Transportation Block Grant Program (Local/State)	STBG-(L/S)	FHWA	80% Federal, 20% Match
Transportation Alternatives Program (Local/State)	TAP-(L/S)	FHWA	80% Federal, 20% Match

Funding Program	Abbreviation	Source	Funding Share
Section 5307 Urbanized Area Formula – Capital Assistance	5307	FTA	80% Federal, 10% State, 10% Local
Section 5307 Urbanized Area Formula – Operating Assistance	5307	FTA	50% Federal, 50% Match
Section 5310 Mobility of Seniors and Disabilities – Capital Assistance	5310	FTA	80% Federal, 10% State, 10% Local
Section 5310 Mobility of Seniors and Disabilities – Operating Assistance	5310	FTA	50% Federal, 50% Match
Section 5339 Bus and Bus Facilities	5339	FTA	80% Federal, 10% State, 10% Local

Some federal funding sources have been subject to change over time as different transportation bills are enacted. **Table 9** lists federal funds that were carried over from previous transportation bills.

TABLE 9 - CARRYOVER FEDERAL FUNDING UNDER PREVIOUS TRANSPORTATION BILLS

Funding Program	Abbreviation	Source	Funding Share
High Priority Project	HPP	FHWA	80% Federal, 20% Match

In addition to federal funded projects, projects of regional significance that rely on 100% state or local funding sources are also included in the TIP. **Table 10** lists the current state funded programs available through TDOT.

TABLE 10 - STATE FUNDED PROGRAMS

Funding Program	Abbreviation	Source	Funding Share
Interchange Lighting	IL	TDOT	50% State, 50% Local Match
Local Interstate Connector	LIC	TDOT	50% State, 50% Local Match
Multimodal Access Grant	MMAG	TDOT	90-95% State, 5-10% Local Match
State Industrial Access Road	SIA	TDOT	100% State, 0% Local Match (Construction) 50% State, 50% Local Match (ROW)
Traffic Signal Modernization	TSMP	TDOT	100% State

5.3 ADVANCE CONSTRUCTION

Advance Construction (AC) is a technique which allows a State to initiate a project using non-federal funds while preserving eligibility for future Federal-Aid funds. Eligibility means that FHWA has determined that the project technically qualifies for Federal-Aid; however, no present or future Federal funds are

committed to the project. After an AC project is authorized, the state may convert the project to regular Federal-Aid funding provided Federal funds are made available for the project.

An AC project must meet the same requirements and be processed in the same manner as a regular Federal-Aid project. All phases of a project must meet federal requirements for the National Environmental Policy Act (NEPA), Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act), etc., when any phase is implemented with Federal-Aid funds.

5.4 REVENUES AND EXPENDITURES

To consistently account for project inflation costs, local project applicants were instructed to use current year cost estimates in their project applications. TPO staff then applied a sliding scale inflation rate suggested by TDOT for this TIP cycle. An inflation rate of 5.5% was applied for FY 2026, 4.5% for FY 2027 and 3.5% for FY 2028 and 2029. Initial project cost estimates were left to the judgment of the sponsoring agency due to primary project knowledge. **Table 11** is a summary of expenditures for all projects in the FY 2026-2029 TIP by funding source and fiscal year. All revenues and expenditures reflect year of expenditure dollars. Revenues for TDOT-managed federal funds (e.g., HPP, NHPP, STBG-S, TAP-S etc.) are provided by TDOT and equal to the programmed amount for the same period. TPO-managed federal funds (STBG-L, TAP-L, CRP-L, Section 5307, 5310, 5339) reflect projected apportionments for each respective fund along with any unobligated balance (carryover funds) from previous fiscal years. Revenue is projected to grow at an annual rate of 2.2% through the TIP period for TPO-allocated federal revenues (STBG-L, TAP-L and CRP-L), aligning TIP fiscal projections with those developed for the 2050 Mobility Plan. Fiscal constraint is demonstrated for the FY 2026-2029 TIP, as programmed expenditures do not exceed projected revenues in any program year.

TABLE 11 - FY 2026-2029 REVENUES & EXPENDITURES

FY 2026-2029 TIP Revenues and Expenditures													
Funding Source	Carry-Over	Revenue (2026)	Programmed (2026)	Balance (2026)	Revenue (2027)	Programmed (2027)	Balance (2027)	Revenue (2028)	Programmed (2028)	Balance (2028)	Revenue (2029)	Programmed (2029)	Balance (2029)
BUILD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,710,387	\$24,710,387	\$0	\$0	\$0	\$0
CMAQ	\$0	\$9,085,341	\$9,085,341	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ PM2.5	\$0	\$3,795,536	\$3,795,536	\$0	\$0	\$0	\$0	\$232,777	\$232,777	\$0	\$798,355	\$798,355	\$0
CRP-L	\$3,976,698	\$5,606,022	\$4,386,335	\$1,219,687	\$2,884,856	\$908,439	\$1,976,417	\$3,678,219	\$748,537	\$2,929,682	\$4,668,924	\$283,440	\$4,385,484
FLAP	\$0	\$40,000	\$40,000	\$0	\$1,780,000	\$1,780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HIP	\$0	\$3,500,000	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HPP	\$0	\$7,505,145	\$7,505,145	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$1,648,530	\$1,648,530	\$0	\$1,394,910	\$1,394,910	\$0	\$1,014,480	\$1,014,480	\$0	\$1,014,480	\$1,014,480	\$0
NHPP	\$0	\$22,683,369	\$22,683,369	\$0	\$81,765,954	\$81,765,954	\$0	\$134,082,427	\$134,082,427	\$0	\$1,677,118	\$1,677,118	\$0
Section 5307	\$0	\$9,102,114	\$9,102,114	\$0	\$9,302,361	\$9,302,361	\$0	\$9,507,013	\$9,507,013	\$0	\$9,716,167	\$9,716,167	\$0
Section 5310	\$0	\$856,291	\$856,291	\$0	\$875,129	\$875,129	\$	\$894,383	\$894,383	\$	\$914,059	\$914,059	\$
Section 5339	\$0	\$772,783	\$772,783	\$0	\$789,784	\$789,784	\$0	\$807,160	\$807,160	\$0	\$824,917	\$824,917	\$0
SS4A	\$0	\$5,817,600	\$5,817,600	\$0	\$174,400	\$174,400	\$0	\$5,944,000	\$5,944,000	\$0	\$10,184,000	\$10,184,000	\$0
STBG-L	\$65,089,960	\$78,644,354	\$47,145,900	\$31,498,454	\$45,351,044	\$27,177,660	\$18,173,384	\$32,330,731	\$6,893,158	\$25,437,573	\$39,906,382	\$7,131,481	\$32,774,901
STBG-S	\$0	\$32,899,373	\$32,899,373	\$0	\$7,639,240	\$7,639,240	\$0	\$4,365,280	\$4,365,280	\$0	\$258,723,886	\$258,723,886	\$0
TAP-L	\$4,674,027	\$6,302,710	\$3,781,118	\$2,521,592	\$4,186,106	\$2,756,982	\$1,429,124	\$3,130,257	\$278,419	\$2,851,838	\$4,590,396	\$713,323	\$3,877,073
TAP-S	\$0	\$0	\$0	\$0	\$1,634,366	\$1,634,366	\$0	\$1,539,860	\$1,539,860	\$0	\$0	\$0	\$0
Federal Subtotal	\$73,740,685	\$188,259,168	\$153,019,435	\$35,239,733	\$157,778,150	\$136,199,225	\$21,578,925	\$222,236,974	\$191,017,881	\$31,219,093	\$333,018,684	\$291,981,226	\$41,037,458
MMAG	\$0	\$1,673,900	\$1,673,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STATE	\$0	\$29,759,408	\$29,759,408	\$0	\$13,535,947	\$13,535,947	\$0	\$56,159,949	\$56,159,949	\$0	\$66,680,295	\$66,680,295	\$0
State Subtotal	\$0	\$31,433,308	\$31,433,308	\$0	\$13,535,947	\$13,535,947	\$0	\$56,159,949	\$56,159,949	\$0	\$66,680,295	\$66,680,295	\$0
LOCAL	\$0	\$51,132,186	\$51,132,186	\$0	\$26,255,267	\$26,255,267	\$0	\$13,307,438	\$13,307,438	\$0	\$5,974,523	\$5,974,523	\$0
Local Subtotal	\$0	\$51,132,186	\$51,132,186	\$0	\$26,255,267	\$26,255,267	\$0	\$13,307,438	\$13,307,438	\$0	\$5,974,523	\$5,974,523	\$0
TIP Total	\$73,740,685	\$270,824,662	\$235,584,929	\$35,239,733	\$197,569,364	\$175,990,439	\$21,578,925	\$291,704,361	\$260,485,268	\$31,219,093	\$405,673,502	\$364,636,044	\$41,037,458

Note: Fiscal Year totals for each funding source reflect federal, state, and local match combined. STBG-L Fed. Balance is the balance of unprogrammed STBG-L funds each fiscal year.

MPO SUBALLOCATED FEDERAL FUNDS

In 2026, the annual allocation of STBG-L funds to the TPO Planning Area from TDOT is projected to be \$13,554,394, with subsequent years reflecting an annual 2.2% increase. For purposes of this TIP, the starting STBG-L balance is projected to be \$65.1M as of 8/18/2025. Beginning with the opening balance, each subsequent year (FY 2026-2029) adds the annual allocation, plus any balance carry over and then subtracts out the programmed project expenditures. The remaining balance of STBG-L funds each year is financially constrained. Additionally, a program reserve equal to 10% of all MPO suballocated FHWA revenue is maintained in each program year. **Table 12** provides a summary of TPO suballocated FHWA funds for the four years of the TIP.

TABLE 12 - FHWA SUBALLOCATED FUNDS SUMMARY

FHWA Suballocated funds	Carryover Balance	FY 2026 Allocation	FY 2027 Allocation	FY 2028 Allocation	FY 2029 Allocation
STBG-L	\$65,089,960	\$13,554,394	\$13,852,590	\$14,157,347	\$14,468,809
TAP-L	\$4,674,026	\$1,628,683	\$1,664,514	\$1,701,133	\$1,738,558
CRP-L	\$3,976,698	\$1,629,324	\$1,665,169	\$1,701,802	\$1,739,242

Concerning transit funds, FTA's allocation to the TPO in 2026 for Section 5307 is projected to be \$9,101,114, Section 5310 is projected to be \$856,291, and Section 5339 is projected to be \$772,783. As with FHWA allocations to the TPO, transit revenues are projected to grow at an annual rate of 2.2% (see **Table 13**). A placeholder project for each of the three transit funds is in the TIP and amended each fiscal year according to the amount apportioned to the Knoxville area for each respective fund. Once the subsequent call for projects is complete, the awarded local transit projects are amended in the TIP.

TABLE 13 - FISCAL YEAR 2026 – 2029 FTA TRANSIT FUNDS REVENUES

FTA Transit Funds	FY 2026 Allocation	FY 2027 Allocation	FY 2028 Allocation	FY 2029 Allocation
SECTION 5307 – Urbanized Area Formula Grant	\$9,102,114	\$9,302,361	\$9,507,013	\$9,716,167
SECTION 5310 – Mobility of Seniors and Disabilities	\$856,291	\$875,130	\$894,383	\$914,059
SECTION 5339 – Bus and Bus Facilities Program	\$772,783	\$789,784	\$807,160	\$824,917

5.5 OPERATIONS AND MAINTENANCE

Along with new transportation projects, operating and maintaining the transportation system is an important aspect in ensuring that investments to improve, widen, or expand the existing transportation system are maintained. If new improvements or existing roadways are not maintained properly, then the transportation system is not functioning at its capacity and the new investments are not fully realized.

Operations and maintenance costs can include any number of activities such as paving, maintaining signs, pavement markings and traffic signals or repairing bridges and guardrails on the roadway side of things and bus maintenance for transit agencies. **Table 14** is a list of FY 2024 annual operations and maintenance costs from the jurisdictions in the TPO Planning Area.

TABLE 14 - TPO PLANNING AREA ANNUAL OPERATIONS AND MAINTENANCE COSTS

Jurisdiction	Annual O&M Costs (FY 2024)	O&M Revenue (FY 2024)	Federal Aid Roadway Mileage (Lane Miles)
Anderson County*	\$2,790,313	\$2,790,313	49.3
City of Clinton	\$759,705	\$759,705	21
City of Oak Ridge	\$1,860,165	\$1,860,165	109.2
Blount County*	\$5,642,506	\$5,642,506	223
City of Alcoa	\$264,262	\$264,262	76.6
City of Maryville	\$1,660,000	\$1,660,000	75.1
Knox County	\$7,890,097	\$7,890,097	507.2
Town of Farragut	\$984,099	\$984,099	51.4
City of Knoxville	\$10,883,000	\$10,883,000	430.7
Loudon County*	\$991,500	\$991,500	106.9
Lenoir City	\$350,000	\$350,000	43.7
City of Loudon	\$158,270	\$158,270	23.8
Sevier County*	\$7,098,359	\$7,098,359	38.7
TDOT**	\$18,000,000	\$18,000,000	2,041.8
Knoxville Area Transit (KAT)	\$30,776,190	\$30,776,190	N/A
Total TPO Planning Area	\$90,108,466	\$90,108,466	3,798.4

* TPO Planning Area does not include entire county - O&M costs are for full county, lane miles represent TPO Planning Area

** TDOT's O&M costs include only the portion specifically for roadway resurfacing

The predominant agency responsible for the federal-aid roadway system in the Knoxville TPO is the Tennessee Department of Transportation (TDOT), with well over 50% of the total lane miles of federal-aid roadways. TDOT has recently established a Transportation Asset Management Plan (TAMP) that describes its process for developing a risk-based asset management plan to preserve and maintain Tennessee's roadway network. TDOT utilizes both state and federal funding for Operations and Maintenance and the primary activities of resurfacing and bridge maintenance in the TPO Region are funded largely through the project groupings in the Surface Transportation Block Grant (STBG) and National Highway Performance Program (NHPP) that are included in this TIP as project ID's 26-2026-302 and 26-2026-303 respectively.

The county and municipal jurisdictions within the TPO Region vary considerably in terms of the number of roadway miles that are maintained and their methods for identifying and prioritizing maintenance needs. The majority of O&M funding for these jurisdictions is derived from local taxes and state funding that is provided through shared fuel tax revenues that are distributed to each county and municipality in Tennessee based on various formulas. This TIP carries forward a "Planning & Studies Grouping" (Project ID 26-2026-306), which contains funding for continued data collection for the regional Pavement Management System to promote a data-driven approach to asset management by local public agencies. Additionally, a regional Preservation, Operations and Safety grouping (Project ID 26-2026-307) may be used to program federal STBG funding for federal-aid eligible roadways for activities such as resurfacing.

6.0 AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

The TPO will follow the TIP amendment/modification policy outlined by TDOT/FHWA/FTA. A summary of when the TPO will amend or administratively modify the TIP is as follows:

6.1 AMENDMENTS

An amendment is a major change in the approved TIP. It is defined as follows:

- A major change in the total project cost (excluding groupings); or

TABLE 15 - AMENDMENT/MODIFICATION COST THRESHOLDS

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

Source: TDOT and FHWA MOU

- Adding a new project or deleting a project from the TIP; or
- A major change of project scope; examples include, but are not limited to, changing the number of through-lanes, adding/deleting non-motorized facilities, changing mode (e.g., rolling stock or facility type for transit), changing capital category (i.e., transit funding), or changing termini; or
- Any change requiring a new regional air quality conformity finding, where applicable (including a grouping)

The TIP may be amended at any time, but amendments require federal approval and redetermination of TIP fiscal constraint and air quality conformity, where applicable. TDOT will review each amendment and submit the amendment to the appropriate Federal Agency. The federal agencies will review and respond to a formal written request for amendment approval from TDOT within 10 business days of receipt.

6.2 ADMINISTRATIVE MODIFICATIONS

An administrative modification is a minor change from the approved TIP. It is defined as follows:

- A minor change in the total project cost (see total project cost table above); or
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or

- A minor change in the project description/termini that is for clarification and does not change the project scope; or
- Shifting funds between projects within a TIP (i.e., funding sources and projects already identified in the TIP) if the change does not result in a cost increase greater than the amendment threshold (see project total cost table) for the total project cost of all phases shown within the approved TIP; or
- Adding an amount of funds already identified in the STIP/TIP for the current or previous year(s) if the funds are currently identified in the STIP/TIP either in an existing project or as available funds and the change does not result in a cost increase greater than the amendment threshold (see project total cost table) for the total project cost of all phases within the approved TIP; or
- Moving projects from year to year within an approved TIP, except those that cross air quality horizon years; or
- Changes required to follow FHWA and FTA instructions as to the withdrawal of funds or reestablishment of funds withdrawn at the request of FHWA or FTA; or
- Moving funds between similarly labeled groupings, regardless of percent change; or
- Adjustments in revenue to match actual revenue receipts.

Administrative modifications do not require federal approval. Administrative modifications made to TDOT-sponsored projects in the TIP will be made by TDOT with notification to the MPO upon submission of the modification to FHWA/FTA. The MPO will make the changes to funding tables, and project sheets as needed without the need for distribution.

6.3 PROJECT GROUPINGS

The use of project groupings is permitted under 23 CFR 450.326 (h) for projects in the TPO's TIP. Projects that are funded by such groupings are to be of a scale small enough not to warrant individual identification and may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93. Project groupings may only include projects that meet the following conditions: non-regionally significant, environmentally neutral, and exempt from air quality conformity.

Both the TPO and TDOT utilize groupings to program funds to transportation projects. The TPO manages groupings for bike and pedestrian projects, travel congestion and clean air improvement projects, planning reports and studies, and preservation, operations and safety projects that comply with 23 CFR

450.326(h). Descriptions of TDOT and TPO managed groupings can be found on the grouping project pages.

6.4 TPO AMENDMENT/ADMINISTRATIVE MODIFICATION OVERVIEW

Once TPO staff receives a request to add, delete, or otherwise revise some aspect of a TIP project from a local jurisdiction or TDOT, staff determines if the change is an amendment or an administrative modification.

- If the change is an administrative modification, TPO staff will make the modification in the eTIP and provide the appropriate documentation to TDOT for their review/approval. TDOT will then forward it to FHWA/FTA as an informational item. A summary of administrative modifications is provided to the TPO Technical Committee and Executive Board periodically throughout the year.
- For programming changes requiring an amendment, the TPO will announce the pending amendment action on the TPO's TIP web page, including the notice of opportunities to comment at the appropriate Technical Committee and Executive Board meetings. The total public comment period provided for an amendment is a minimum of 14 days. Public notice of TPO Technical Committee and Executive Board meetings are published in various regional, local and minority newspapers 10 to 14 days prior to the meeting. If there is objection to the amendment either from the public or by the Technical Committee/Executive Board, the TPO will take appropriate action regarding the comments. After the Technical Committee recommends approval of an amendment, it is heard for adoption at the Executive Board meeting. Once the Executive Board adopts the amendment, TPO staff coordinates with TDOT to incorporate the amendment into the eTIP platform. TDOT will then forward the amendment to FHWA/FTA for final approval into the TIP/STIP.
 - TIP Amendment Air Quality Conformity Requirements: Since portions of the TPO Planning Area are classified as a Maintenance Area for both Ozone and PM2.5 National Ambient Air Quality Standards, the TPO must demonstrate transportation conformity for any proposed TIP amendments. The TPO staff will engage with its Air Quality Interagency Consultation (IAC) group to determine the appropriate level of conformity analysis that will be required, which mainly depends on whether the project involved has been categorized as either "exempt" or "non-exempt" from the requirement to determine

conformity. In general projects are considered to be non-exempt unless they are specifically listed as exempt in sections 93.126 - 93.128 of the EPA Conformity Regulations in the Clean Air Act. If a TIP amendment involves an existing project, then its exempt/non-exempt status will generally be previously determined whereas a new project will need to be discussed with the IAC group as well as a determination of a need to formally amend the project into the TPO Mobility Plan. If the TPO determines a project to be exempt it will provide the IAC group with a minimum 14-day period to provide any comments or questions. If the project is non-exempt then the TPO will prepare a conformity determination, which the IAC will have 30-days to review prior to the TPO beginning any formal public comment period on the proposed TIP amendment.

7.0 GLOSSARY AND ACRONYMS

7.1 PHASE OF WORK ABBREVIATIONS/GLOSSARY

CONST (Construction): Work by the agency or contractor(s) to construct the project, possibly including utility relocation.

ITS (Intelligent Transportation Systems): Procuring, developing, or integrating technology to manage transportation facilities, improve safety, or mobility.

OPER: 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.

PUR: Procuring equipment, software, or vehicles.

ROW: Work from the distribution of ROW plans up to advertising for bids or commencement of work by the Agency, dealing with real property acquisition, temporary and permanent easements, and utility relocation.

Training: Training activities.

7.2 FUNDING ABBREVIATIONS

BUILD	Better Utilizing Investments to Leverage Development
CMAQ	Congestion Mitigation and Air Quality
CRP-(L/S)	Local Carbon Reduction Program (Local/State)
HIP	Highway Infrastructure Program
HPP	High Priority Project
HSIP	Highway Safety Improvement Program
LIC	Local Interstate Connector Program
LOCAL	Local Funds

STBG-(L/S)	Surface Transportation Block Grant Program (Local/State)
TAP-(L/S)	Transportation Alternatives Program (Local/State)
MMAG	Multimodal Access Grant Program
NHPP	National Highway Performance Program
Section 5307	Section 5307 Urbanized Area Formula
Section 5310	Section 5310 Mobility of Seniors and Disabilities
Section 5339	Section 5339 Bus and Bus Facilities

7.3 TRANSPORTATION PLANNING ABBREVIATIONS

3C	Continuing, Cooperative, and Comprehensive
CMP	Congestion Management Process
EPA	Environmental Protection Agency
FAST Act	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IAC	Interagency Consultation
IIJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation System
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standard
RPO	Rural Planning Organization
SIP	State Implementation Plan
STIP	State Transportation Improvement Program
TDOT	Tennessee Department of Transportation
TIP	Transportation Improvement Program

TPO

Knoxville Transportation Planning Organization

UZA

Urbanized Area

8.1 HOW TO READ A TIP PAGE

For project groupings, a table of included projects and funding details may be shown here, or on the following page as space allows.

Transportation Improvement Program | FY 2026-2029 | 43

8.2 PREVIOUSLY AUTHORIZED PROJECTS AND ANNUAL LISTING OF OBLIGATED PROJECTS

Required by 23 CFR 450.334, the Annual Listing of Obligated Projects (ALOP) Report is an analysis of the projects for which federal transportation funds were obligated in the Knoxville region in the preceding federal fiscal year (October 1 through September 30). Compiled following the end of each fiscal year with the cooperation of TDOT and local transit operators, the report delivers a general overview of the federal obligation process, presents a snapshot of recent obligations history, and provides a project by project listing of all federal obligations for the prior year. The ALOP report is presented at the TPO Technical Committee and Executive Board meetings, as well as being posted to the TPO website for public and partner agency access.

In addition to the annual ALOP report, a status report for all projects in the previous TIP is developed for inclusion in a new TIP. Pursuant to 23 CFR 450.326 (n)(2) the status of all projects included in the FY 2023-2026 TIP is documented in **Appendix D**.

8.3 TPO AREA PROJECTS

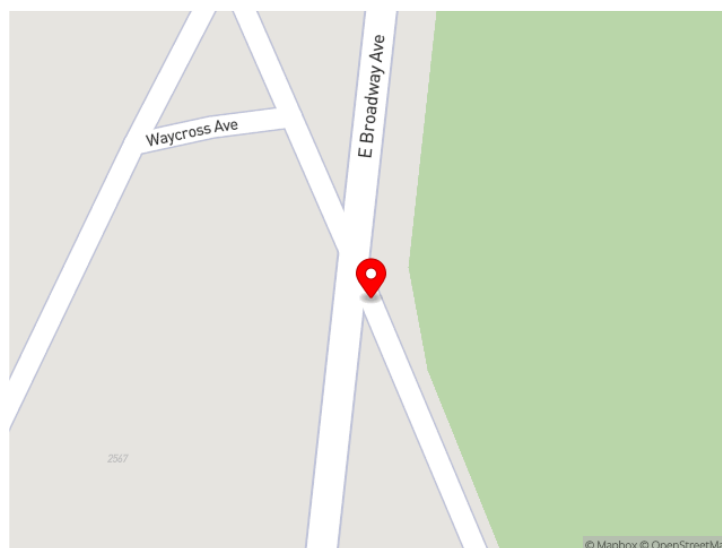
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8.3.1 BLOUNT COUNTY PROJECTS

26-2026-004 - Old Knoxville Highway (SR-33) Roundabout

Construct a roundabout at the intersection of East Broadway and Old Knoxville Pike

Lead Agency	Blount County
Conformity Status	Exempt
Total Project Cost	\$3,570,013
PIN	-
County	Blount
Termini	Intersection of SR-33 and Old Knoxville Pike
Long Range Plan #	09-212
Length	0
Route	SR-33
Notes	-
Performance Measures	PM-1, PM-3



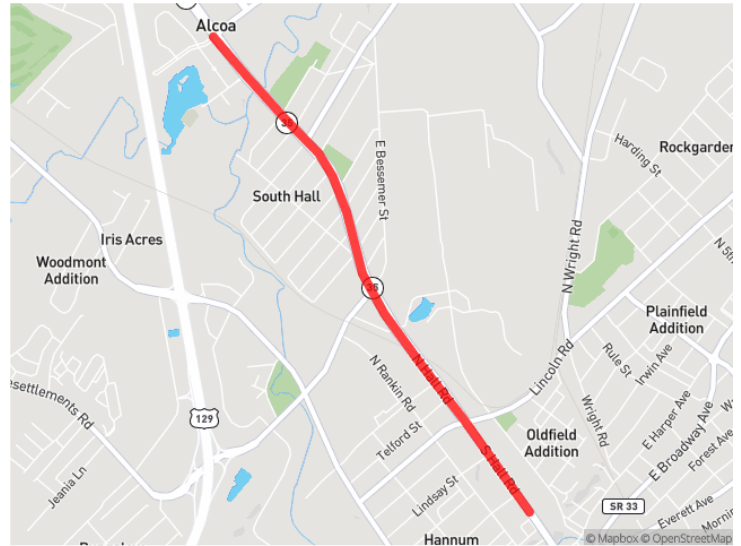
Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	\$21,100	-	-	-	-	\$21,100
PE-N	STBG-L	-	\$84,400	-	-	-	-	\$84,400
Total PE-N		-	\$105,500	-	-	-	-	\$105,500
PE-D	LOCAL	-	-	\$16,537	-	-	-	\$16,537
PE-D	STBG-L	-	-	\$66,149	-	-	-	\$66,149
Total PE-D		-	-	\$82,686	-	-	-	\$82,686
ROW	LOCAL	-	-	-	\$28,526	-	-	\$28,526
ROW	STBG-L	-	-	-	\$114,106	-	-	\$114,106
Total ROW		-	-	-	\$142,632	-	-	\$142,632
Total Pro-programmed		-	\$105,500	\$82,686	\$142,632	-	-	\$330,818

8.3.2 CITY of ALCOA PROJECTS

26-2026-001 - North Hall Road (SR-35)

Reconstruct roadway corridor with intersection and pedestrian improvements

Lead Agency	City of Alcoa
Conformity Status	Exempt
Total Project Cost	\$17,127,703
PIN	-
County	Blount
Termini	North Hall Rd (SR-35), from Associates Blvd. to City of Alcoa/City of Maryville limits
Long Range Plan #	24-200
Length	1.8
Route	SR-35
Notes	-
Performance Measures	PM-1, PM-2, PM-3

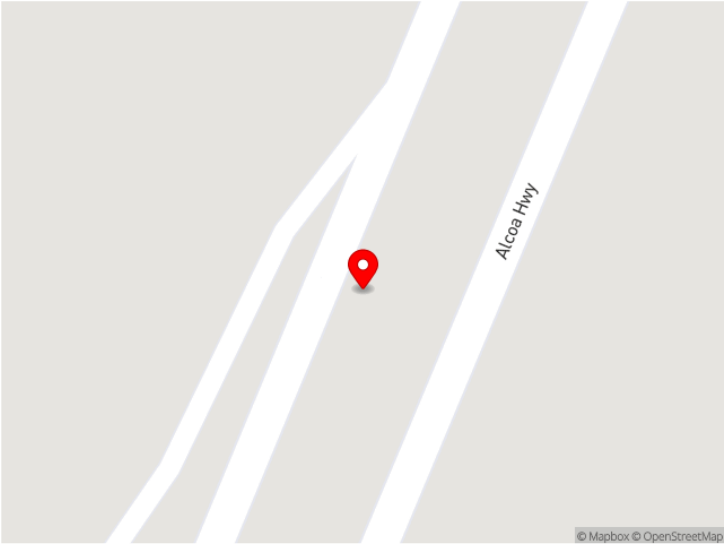


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	-	-	\$56,911	-	-	\$56,911
PE-N	STBG-L	-	-	-	\$227,643	-	-	\$227,643
Total PE-N		-	-	-	\$284,554	-	-	\$284,554
PE-D	LOCAL	-	-	-	-	\$119,590	-	\$119,590
PE-D	STBG-L	-	-	-	-	\$478,359	-	\$478,359
Total PE-D		-	-	-	-	\$597,949	-	\$597,949
Total Programmed		-	-	-	\$284,554	\$597,949	-	\$882,503

26-2026-002 - North Park Boulevard & Airbase Road Safety Improvements

Realign intersection and install traffic signal to improve overall intersection safety.

Lead Agency	City of Alcoa
Conformity Status	Exempt
Total Project Cost	\$6,315,209
PIN	-
County	Blount
Termini	Intersection of North Park Blvd/Airbase Rd at Alcoa Hwy
Long Range Plan #	13-210
Length	0.3
Route	-
Notes	-
Performance Measures	PM-1, PM-3

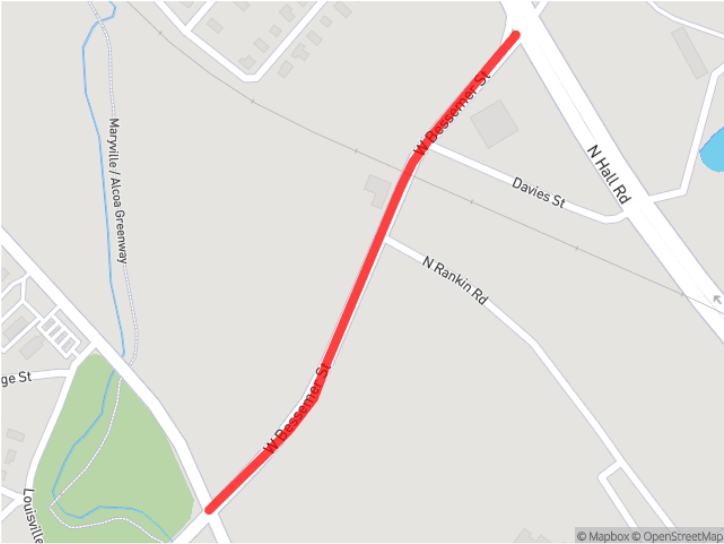


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	-	-	\$29,522	-	-	\$29,522
PE-N	STBG-L	-	-	-	\$118,086	-	-	\$118,086
Total PE-N		-	-	-	\$147,608	-	-	\$147,608
PE-D	LOCAL	-	-	-	-	\$62,036	-	\$62,036
PE-D	STBG-L	-	-	-	-	\$248,142	-	\$248,142
Total PE-D		-	-	-	-	\$310,178	-	\$310,178
Total Pro-grammed		-	-	-	\$147,608	\$310,178	-	\$457,786

26-2026-003 - West Bessemer Street Widening

Widen from 2 to 5 lane cross sections with center turn lane. Includes new sidewalk.

Lead Agency	City of Alcoa
Conformity Status	Non-Exempt
Total Project Cost	\$17,336,439
PIN	-
County	Blount
Termini	West Bessemer Street, from Calderwood St. to North Hall Rd.
Long Range Plan #	24-208
Length	0.38
Route	-
Notes	-
Performance Measures	PM-1, PM-2, PM-3



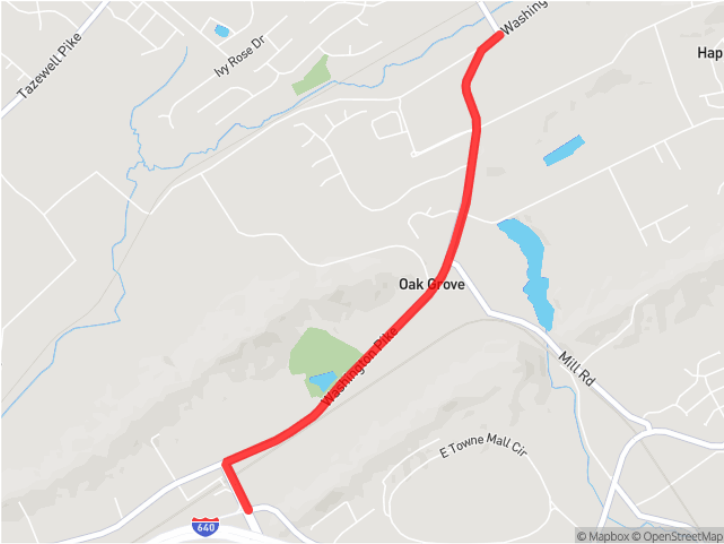
Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	\$53,622	-	-	-	-	\$53,622
PE-N	STBG-L	-	\$214,488	-	-	-	-	\$214,488
Total PE-N		-	\$268,110	-	-	-	-	\$268,110
PE-D	LOCAL	-	-	\$113,768	-	-	-	\$113,768
PE-D	STBG-L	-	-	\$455,073	-	-	-	\$455,073
Total PE-D		-	-	\$568,841	-	-	-	\$568,841
ROW	LOCAL	-	-	-	\$158,255	-	-	\$158,255
ROW	STBG-L	-	-	-	\$633,022	-	-	\$633,022
Total ROW		-	-	-	\$791,277	-	-	\$791,277
Total Pro-programmed		-	\$268,110	\$568,841	\$791,277	-	-	\$1,628,228

8.3.3 CITY OF KNOXVILLE PROJECTS

26-2014-042 - Washington Pike Widening

Widen from 2-lanes to 3/4-lanes with median/center turn lane and including bike/pedestrian facilities.

Lead Agency	City of Knoxville
Conformity Status	Non-Exempt
Total Project Cost	\$29,655,600
PIN	043090.00
County	Knox
Termini	Washington Pike, from North of I-640 to Murphy Road
Long Range Plan #	09-615
Length	1.7
Route	-
Notes	\$6,440,800 federal STBG-L previously obligated
Performance Measures	PM-1, PM-2, PM-3

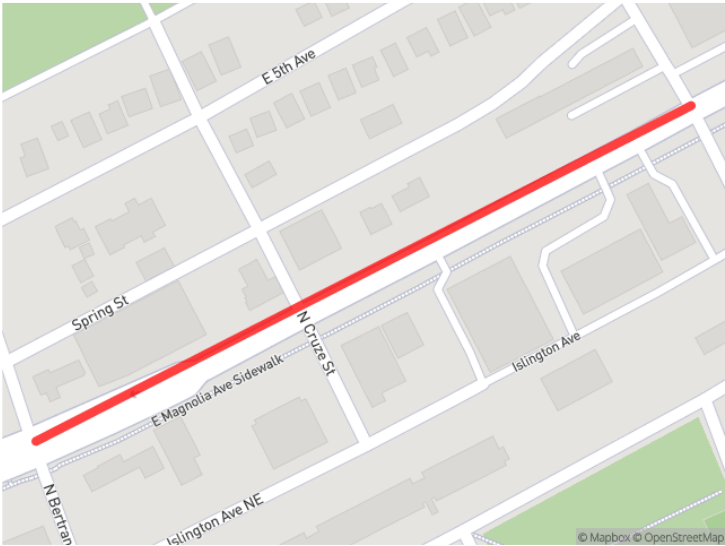


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CONST	LOCAL	-	\$4,220,000	-	-	-	-	\$4,220,000
CONST	STBG-L	-	\$16,880,000	-	-	-	-	\$16,880,000
Total CONST		-	\$21,100,000	-	-	-	-	\$21,100,000
Total Pro-programmed		-	\$21,100,000	-	-	-	-	\$21,100,000

26-2017-017 - Magnolia Avenue (SR-1) Streetscape - Phase 3

Construct streetscape improvements along Magnolia Avenue from N. Bertrand Street. to N. Kyle Street. Improvements will include raised medians replacing center left-turn lanes, signal improvements, bike lanes, improved sidewalks, transit stops, and amenities.

Lead Agency	City of Knoxville
Conformity Status	Exempt
Total Project Cost	\$6,275,000
PIN	129559.01
County	Knox
Termini	(US-11/70, East Magnolia Avenue), From North Bertrand Street to North Kyle Street
Long Range Plan #	17-608A
Length	0.24
Route	SR 1
Notes	\$460,240 federal STBG-L previously obligated
Performance Measures	PM-1

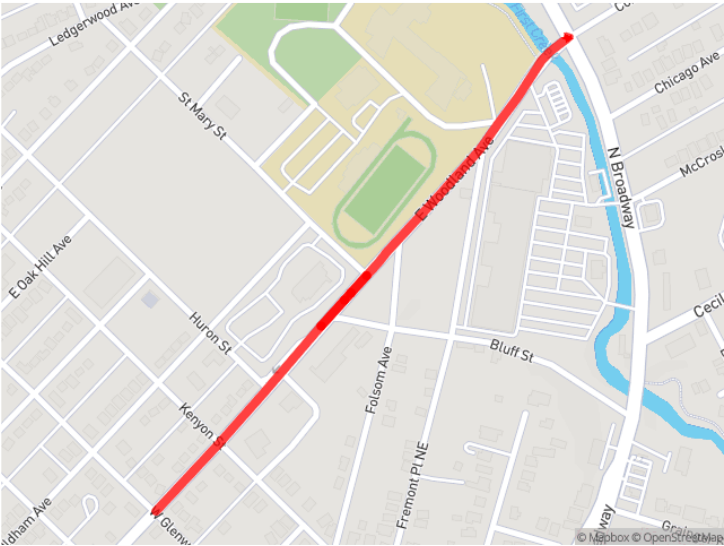


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CONST	LOCAL	-	\$1,055,000	-	-	-	-	\$1,055,000
CONST	STBG-L	-	\$4,220,000	-	-	-	-	\$4,220,000
Total CONST		-	\$5,275,000	-	-	-	-	\$5,275,000
Total Pro-programmed		-	\$5,275,000	-	-	-	-	\$5,275,000

26-2020-004 - Woodland Avenue Complete Street

Construction of a complete street project on Woodland Avenue from SR-33 to West Glenwood for approximately .5 miles. Project will also include bicycle lanes, pedestrian crossing improvements, sidewalks, and other ADA upgrades.

Lead Agency	City of Knoxville
Conformity Status	Exempt
Total Project Cost	\$5,849,403
PIN	128306.00
County	Knox
Termini	Woodland Avenue, From SR-33 (US-441, North Broadway) to West Glenwood Street
Long Range Plan #	19-606
Length	0.5
Route	-
Notes	\$635,760 federal STBG-L previously obligated
Performance Measures	PM-1



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CONST	LOCAL	-	\$808,753	-	-	-	-	\$808,753
CONST	SS4A	-	\$2,720,000	-	-	-	-	\$2,720,000
CONST	STBG-L	-	\$515,010	-	-	-	-	\$515,010
Total CONST		-	\$4,043,763	-	-	-	-	\$4,043,763
Total Pro-programmed		-	\$4,043,763	-	-	-	-	\$4,043,763

26-2026-008 - Chapman Highway (SR-33) Safety Improvements Phase 1 (SS4A)

Signal modification, redistribution of lane width, median and access management improvements, and separated bicycle and pedestrian facilities.

Lead Agency	City of Knoxville
Conformity Status	Exempt
Total Project Cost	\$21,250,000
PIN	-
County	Knox
Termini	Chapman Highway (SR-33), from Blount Ave. to Ft. Dickerson Rd./Woodlawn Pike
Long Range Plan #	24-610
Length	0.7
Route	SR-33
Notes	-
Performance Measures	PM-1

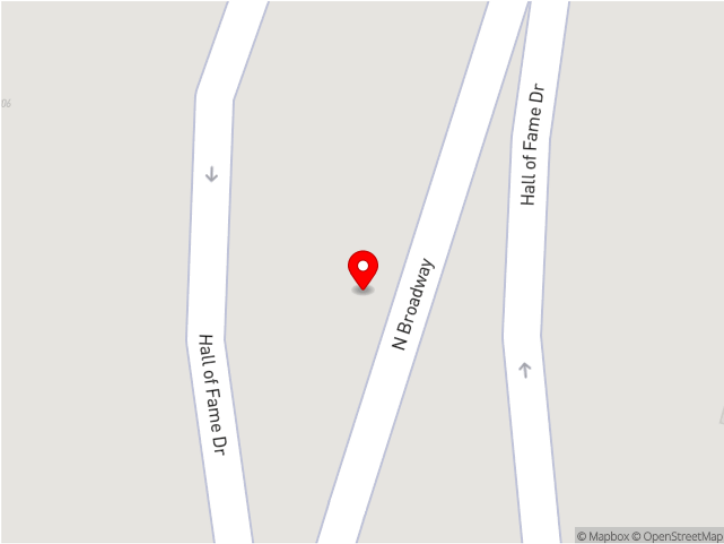


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	\$174,400	-	-	-	-	\$174,400
PE-N	SS4A	-	\$697,600	-	-	-	-	\$697,600
Total PE-N		-	\$872,000	-	-	-	-	\$872,000
PE-D	LOCAL	-	-	\$43,600	-	-	-	\$43,600
PE-D	SS4A	-	-	\$174,400	-	-	-	\$174,400
Total PE-D		-	-	\$218,000	-	-	-	\$218,000
ROW	LOCAL	-	-	-	\$1,486,000	-	-	\$1,486,000
ROW	SS4A	-	-	-	\$5,944,000	-	-	\$5,944,000
Total ROW		-	-	-	\$7,430,000	-	-	\$7,430,000
CN	LOCAL	-	-	-	-	\$2,546,000	-	\$2,546,000
CN	SS4A	-	-	-	-	\$10,184,000	-	\$10,184,000
Total CN		-	-	-	-	\$12,730,000	-	\$12,730,000
Total Programmed		-	\$872,000	\$218,000	\$7,430,000	\$12,730,000	-	\$21,250,000

26-2026-009 - Broadway (SR-33)/Hall of Fame Drive Intersection Improvement Project

Replace interchange style intersection with a roundabout. Add pedestrian crossing infrastructure.

Lead Agency	City of Knoxville
Conformity Status	Exempt
Total Project Cost	\$12,828,285
PIN	-
County	Knox
Termini	From E. Glenwood Ave. to Grainger Ave.
Long Range Plan #	24-602
Length	0.2
Route	SR-33
Notes	-
Performance Measures	PM-1, PM-3

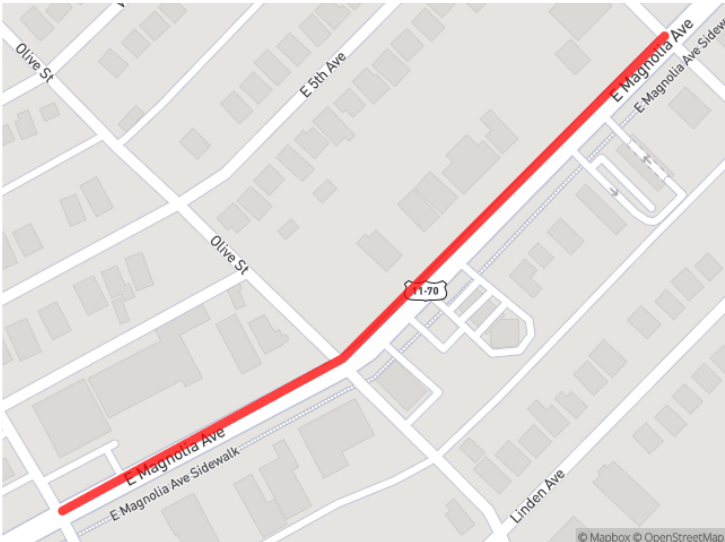


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	-	\$286,644	-	-	-	\$286,644
PE-N	STBG-L	-	-	\$1,146,574	-	-	-	\$1,146,574
Total PE-N		-	-	\$1,433,218	-	-	-	\$1,433,218
PE-D	LOCAL	-	-	\$71,661	-	-	-	\$71,661
PE-D	STBG-L	-	-	\$286,644	-	-	-	\$286,644
Total PE-D		-	-	\$358,305	-	-	-	\$358,305
ROW	LOCAL	-	-	-	\$114,106	-	-	\$114,106
ROW	STBG-L	-	-	-	\$456,425	-	-	\$456,425
Total ROW		-	-	-	\$570,531	-	-	\$570,531
Total Pro-programmed		-	-	\$1,791,523	\$570,531	-	-	\$2,362,054

26-2026-010 - Magnolia Avenue (SR-1) Streetscape - Phase 4

Construct streetscape improvements that include raised medians replacing center left-turn lane, signal improvements, bike lanes, improved sidewalks, transit stops, and amenities.

Lead Agency	City of Knoxville
Conformity Status	Exempt
Total Project Cost	\$7,794,517
PIN	-
County	Knox
Termini	Magnolia Avenue (SR-1), from N. Kyle St. to Spruce St.
Long Range Plan #	17-608B
Length	0.3
Route	SR-1
Notes	-
Performance Measures	PM-1

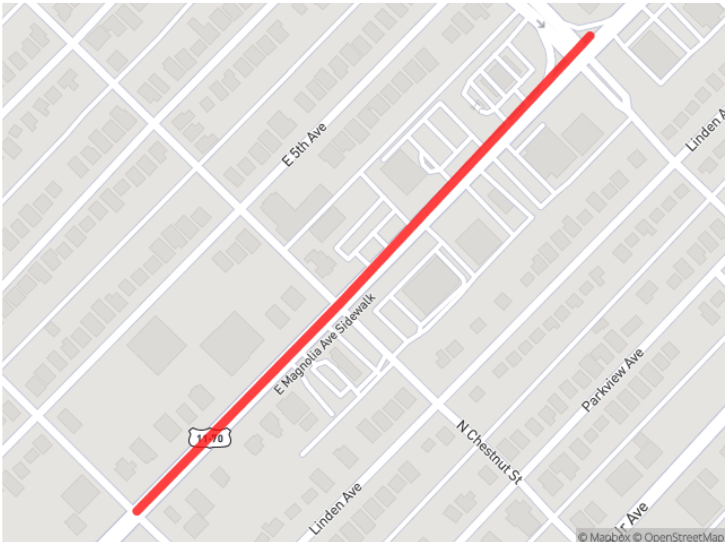


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	\$135,040	-	-	-	-	\$135,040
PE-N	STBG-L	-	\$540,160	-	-	-	-	\$540,160
Total PE-N		-	\$675,200	-	-	-	-	\$675,200
PE-D	LOCAL	-	-	\$35,279	-	-	-	\$35,279
PE-D	STBG-L	-	-	\$141,117	-	-	-	\$141,117
Total PE-D		-	-	\$176,396	-	-	-	\$176,396
ROW	LOCAL	-	-	-	\$68,463	-	-	\$68,463
ROW	STBG-L	-	-	-	\$273,854	-	-	\$273,854
Total ROW		-	-	-	\$342,317	-	-	\$342,317
Total Pro-programmed		-	\$675,200	\$176,396	\$342,317	-	-	\$1,193,913

26-2026-011 - Magnolia Avenue (SR-1) Streetscape - Phase 5

Construct streetscape improvements that include raised medians replacing center left-turn lane, signal improvements, bike lanes, improved sidewalks, transit stops, and amenities.

Lead Agency	City of Knoxville
Conformity Status	Exempt
Total Project Cost	\$9,400,000
PIN	-
County	Knox
Termini	Magnolia Avenue (SR-1), from Spruce St. to N. Cherry St.
Long Range Plan #	17-608C
Length	0.4
Route	SR -1
Notes	-
Performance Measures	PM-1

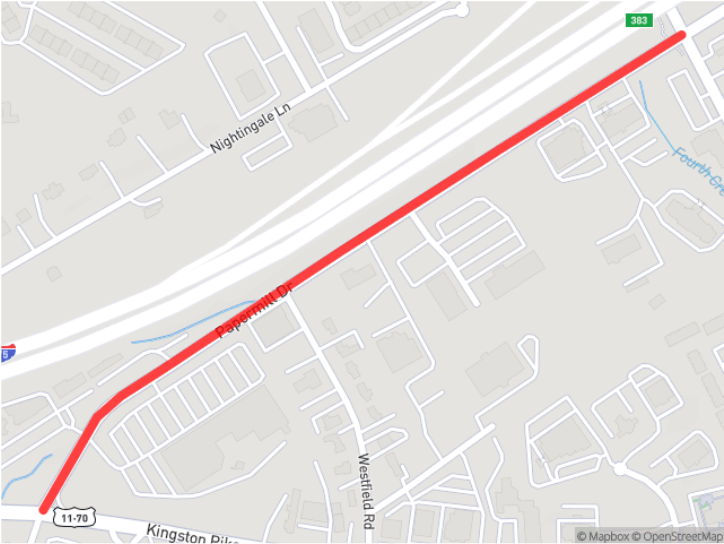


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	-	-	-	\$207,856	-	\$207,856
PE-N	STBG-L	-	-	-	-	\$831,423	-	\$831,423
Total PE-N		-	-	-	-	\$1,039,279	-	\$1,039,279
Total Pro-programmed		-	-	-	-	\$1,039,279	-	\$1,039,279

26-2026-012 - Papermill Drive Complete Street

Reconstruct 2-lane road with intersection improvements, addition of turn lanes and bicycle/pedestrian facilities

Lead Agency	City of Knoxville
Conformity Status	Exempt
Total Project Cost	\$20,309,864
PIN	-
County	Knox
Termini	Papermill Drive, from Weisgarber Rd. to Kingston Pike (SR-1)
Long Range Plan #	09-689
Length	0.61
Route	-
Notes	-
Performance Measures	PM-1, PM-3



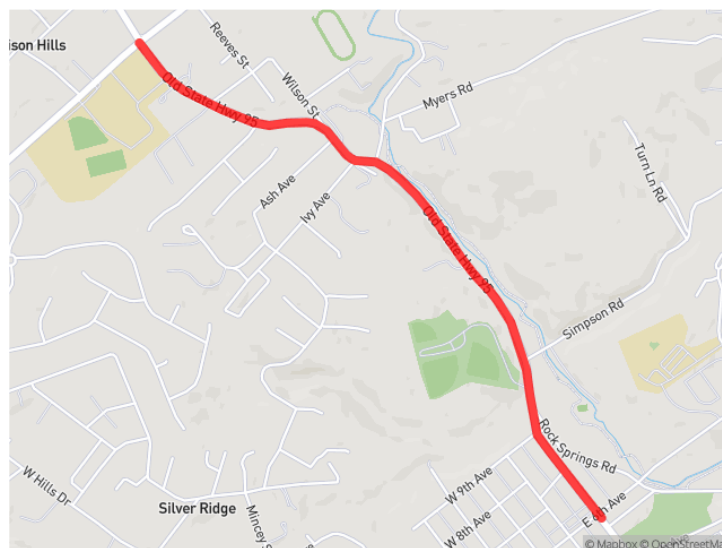
Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	-	\$55,123	-	-	-	\$55,123
PE-N	STBG-L	-	-	\$220,495	-	-	-	\$220,495
Total PE-N		-	-	\$275,618	-	-	-	\$275,618
PE-D	LOCAL	-	-	-	\$205,391	-	-	\$205,391
PE-D	STBG-L	-	-	-	\$821,564	-	-	\$821,564
Total PE-D		-	-	-	\$1,026,955	-	-	\$1,026,955
Total Pro-grammed		-	-	\$275,618	\$1,026,955	-	-	\$1,302,573

8.3.4 CITY OF LENOIR CITY PROJECTS

26-2026-013 - Old Hwy 95 /Kingston Street Improvements

Reconstruct roadway 1.15 miles to include two twelve foot lanes curb and gutter with drainage improvements. Sidewalks and street lighting will be installed on one side of the street. Intersections along the corridor with offsets will have alignments shifted to standard designs

Lead Agency	Lenoir City
Conformity Status	Exempt
Total Project Cost	\$8,317,631
PIN	-
County	Loudon
Termini	Old Highway 95/Kingston Street, from E. 6th Ave. to Town Creek Pkwy./Harrison Rd.
Long Range Plan #	24-401
Length	1.15
Route	-
Notes	-
Performance Measures	PM-1, PM-2, PM-3



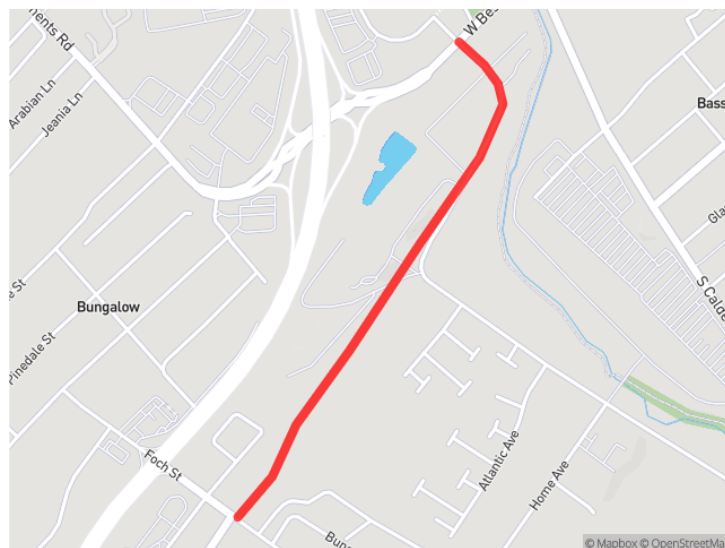
Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	\$104,628	-	-	-	-	\$104,628
PE-N	STBG-L	-	\$418,514	-	-	-	-	\$418,514
Total PE-N		-	\$523,142	-	-	-	-	\$523,142
PE-D	LOCAL	-	\$104,628	-	-	-	-	\$104,628
PE-D	STBG-L	-	\$418,514	-	-	-	-	\$418,514
Total PE-D		-	\$523,142	-	-	-	-	\$523,142
ROW	LOCAL	-	-	\$242,043	-	-	-	\$242,043
ROW	STBG-L	-	-	\$968,175	-	-	-	\$968,175
Total ROW		-	-	\$1,210,218	-	-	-	\$1,210,218
Total Pro-programmed		-	\$1,046,284	\$1,210,218	-	-	-	\$2,256,502

8.3.5 CITY OF MARYVILLE PROJECTS

26-2020-005 - Foothills Mall Drive Extension Phase 2

Construction of a new 2-lane minor arterial roadway with turn lanes where needed with sidewalk and multi-use path for a length of approximately 0.76 miles. The intersection with Foch Street will be reconstructed as a roundabout.

Lead Agency	City of Maryville
Conformity Status	Non-Exempt
Total Project Cost	\$9,729,803
PIN	132946.00
County	Blount
Termini	From Foch St. to McCammon Ave.
Long Range Plan #	10-260
Length	0.76
Route	-
Notes	\$346,899 federal STBG-L previously obligated
Performance Measures	PM-1, PM-3

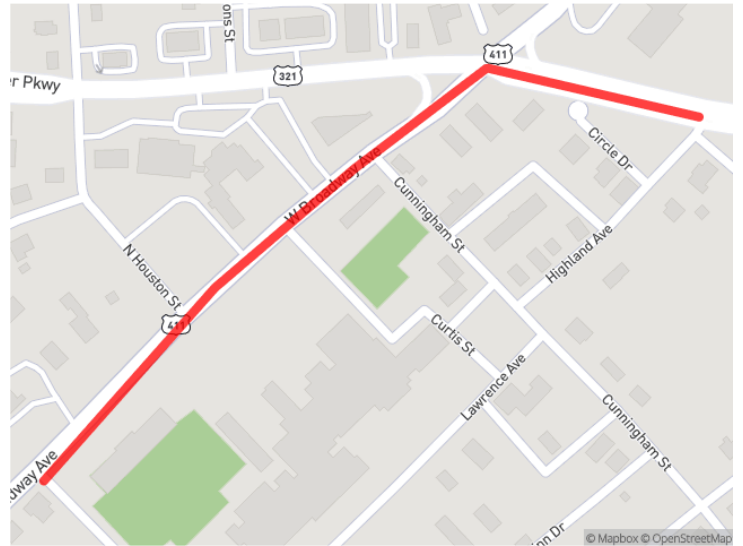


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	LOCAL	-	\$352,370	-	-	-	-	\$352,370
ROW	STBG-L	-	\$1,409,480	-	-	-	-	\$1,409,480
Total ROW		-	\$1,761,850	-	-	-	-	\$1,761,850
CONST	LOCAL	-	-	\$1,508,185	-	-	-	\$1,508,185
CONST	STBG-L	-	-	\$6,032,743	-	-	-	\$6,032,743
Total CONST		-	-	\$7,540,928	-	-	-	\$7,540,928
Total Pro-grammed		-	\$1,761,850	\$7,540,928	-	-	-	\$9,302,778

26-2020-006 - SR-33 West Broadway Avenue Widening

Construction of an additional westbound left turn lane at the intersection with Lamar Alexander Pkwy and convert continuous center turn lane to an additional westbound through lane along W Broadway Avenue. Project includes construction of new shared use path and other bicycle/pedestrian enhancements

Lead Agency	City of Maryville
Conformity Status	Non-Exempt
Total Project Cost	\$7,568,146
PIN	134674.00
County	Blount
Termini	SR-33 (West Broadway Ave.), From US-321(Lamar Alexander Pkwy.) to S. Cedar St.
Long Range Plan #	09-242
Length	0.45
Route	SR-33
Notes	\$592,000 federal STBG-L previously obligated
Performance Measures	PM-1, PM-3



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	LOCAL	-	-	\$170,222	-	-	-	\$170,222
ROW	STBG-L	-	-	\$680,888	-	-	-	\$680,888
Total ROW		-	-	\$851,110	-	-	-	\$851,110
CONST	LOCAL	-	-	-	-	\$1,195,406	-	\$1,195,406
CONST	STBG-L	-	-	-	-	\$4,781,627	-	\$4,781,627
Total CONST		-	-	-	-	\$5,977,033	-	\$5,977,033
Total Pro-grammed		-	-	\$851,110	-	\$5,977,033	-	\$6,828,143

26-2026-014 - SR-336 Montvale Road Improvements at US-321

Widen 0.20 miles of SR-336 at US-321 including bridge replacements on Montvale Road and Mountain View Avenue, stream relocation of Pistol Creek, and new traffic signal installation on Montvale Road at Mountain View Avenue

Lead Agency	City of Maryville
Conformity Status	Exempt
Total Project Cost	\$16,000,000
PIN	-
County	Blount
Termini	SR-336 (Montvale Road), from Miller Ave. to US-321/SR-73 (Lamar Alexander Pkwy.)
Long Range Plan #	24-207
Length	0.2
Route	SR-336
Notes	-
Performance Measures	PM-1, PM-2, PM-3



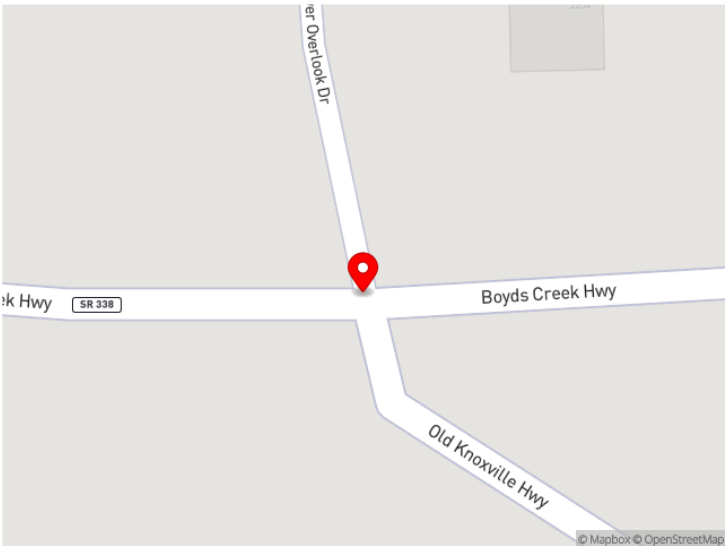
Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	-	-	-	\$70,860	-	\$70,860
PE-N	STBG-L	-	-	-	-	\$283,440	-	\$283,440
Total PE-N		-	-	-	-	\$354,300	-	\$354,300
Total Pro-grammed		-	-	-	-	\$354,300	-	\$354,300

8.3.6 CITY OF SEVIERVILLE PROJECTS

26-2017-044 - Boyds Creek Highway (SR-338) at Old Knoxville Highway Intersection Improvements

Reconfigure the existing intersection to improve safety operations through geometric layout changes, addition of turn lanes, and installation of a new traffic signal.

Lead Agency	City of Sevierville
Conformity Status	Exempt
Total Project Cost	\$2,630,141
PIN	128581.00
County	Sevier
Termini	(Boyds Creek Highway), Intersection at Old Knoxville Highway, LM 10.58 in Sevierville
Long Range Plan #	18-500
Length	0
Route	SR-338
Notes	\$280,048 federal STBG-L previously obligated
Performance Measures	PM-1



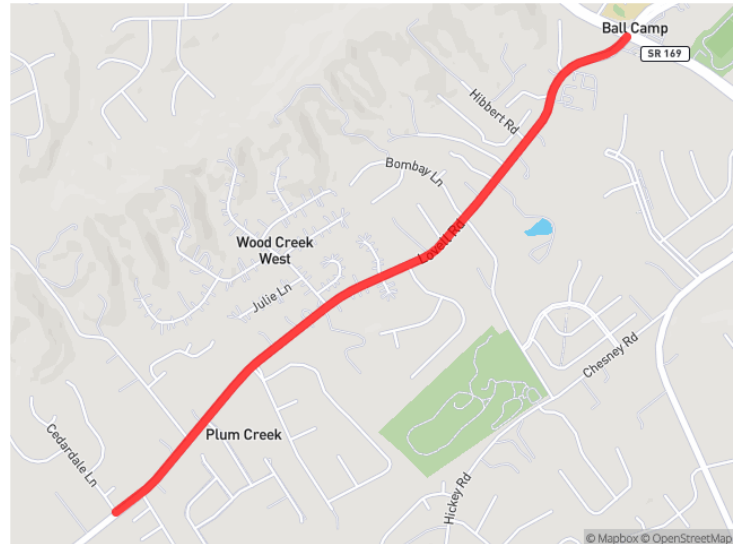
Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CONST	STATE	-	\$456,016	-	-	-	-	\$456,016
CONST	STBG-L	-	\$1,824,066	-	-	-	-	\$1,824,066
Total CONST		-	\$2,280,082	-	-	-	-	\$2,280,082
Total Programmed		-	\$2,280,082	-	-	-	-	\$2,280,082

8.3.7 KNOX COUNTY PROJECTS

26-2014-002 - Lovell Road (SR-131) Widening

Widen 2-lane to 4-lane, including pedestrian and bicycle facilities.

Lead Agency	Knox County
Conformity Status	Non-Exempt
Total Project Cost	\$42,518,659
PIN	121508.00
County	Knox
Termini	Lovell Road, from Cedardale Lane to Middlebrook Pike In Knoxville
Long Range Plan #	09-637
Length	1.7
Route	SR-131
Notes	\$78,880 federal L-STBG/\$953,494 federal HIP funds previously obligated
Performance Measures	PM-1, PM-2, PM-3

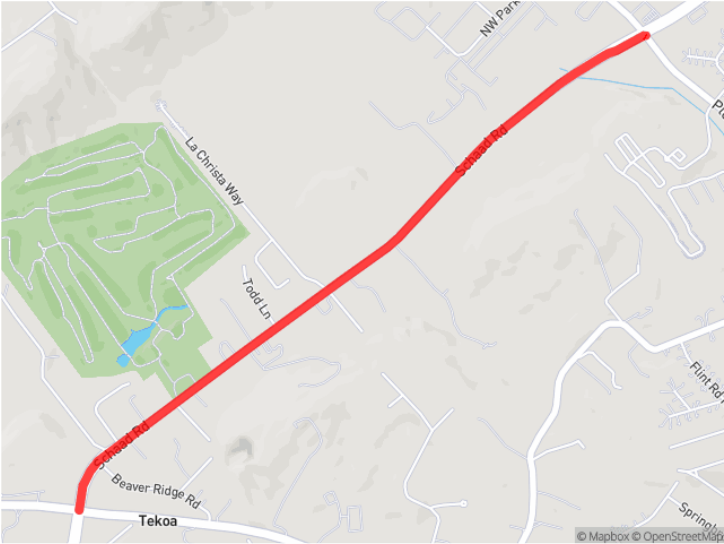


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-D	LOCAL	-	\$557,908	-	-	-	-	\$557,908
PE-D	STBG-L	-	\$2,231,633	-	-	-	-	\$2,231,633
Total PE-D		-	\$2,789,541	-	-	-	-	\$2,789,541
ROW	LOCAL	-	-	\$683,535	-	-	-	\$683,535
ROW	STBG-L	-	-	\$2,734,138	-	-	-	\$2,734,138
Total ROW		-	-	\$3,417,673	-	-	-	\$3,417,673
Total Pro-programmed		-	\$2,789,541	\$3,417,673	-	-	-	\$6,207,214

26-2014-006 - Schaad Road Widening

Widen from 2-lane to 4-lane divided road with addition of median and sidewalks.

Lead Agency	Knox County
Conformity Status	Non-Exempt
Total Project Cost	\$38,614,914
PIN	121731.00
County	Knox
Termini	Schaad Rd. from Oak Ridge Hwy. (SR-62) to Pleasant Ridge Rd.
Long Range Plan #	09-625
Length	1.5
Route	SR 33/SR 73
Notes	-
Performance Measures	PM-1, PM-2, PM-3

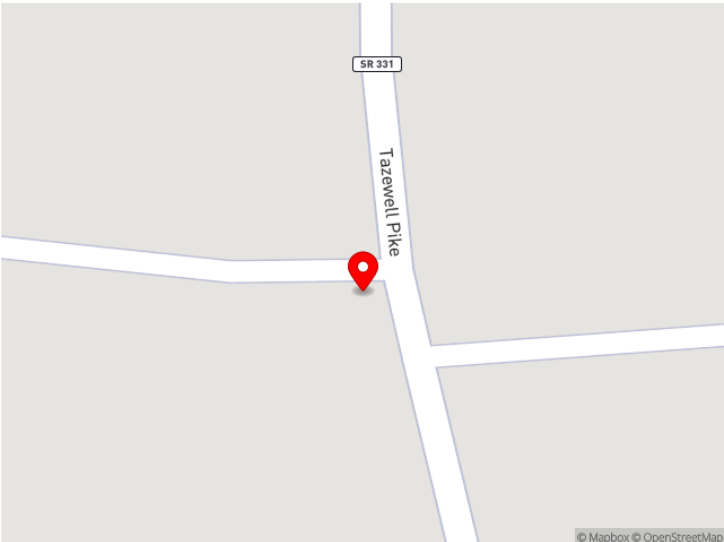


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	LOCAL	-	\$463,200	-	-	-	-	\$463,200
Total ROW		-	\$463,200	-	-	-	-	\$463,200
CONST	LOCAL	-	\$32,006,527	-	-	-	-	\$32,006,527
Total CONST		-	\$32,006,527	-	-	-	-	\$32,006,527
Total Pro-programmed		-	\$32,469,727	-	-	-	-	\$32,469,727

26-2026-005 - Tazewell Pike (SR-331) and Fairview Road Intersection Realignment

Re-alignment of the intersection at Tazewell Pike (SR 331) and Fairview Road. Intersection improvements with traffic signal and turn lanes.

Lead Agency	Knox County
Conformity Status	Exempt
Total Project Cost	\$2,567,467
PIN	-
County	Knox
Termini	Intersection of Tazewell Pike (SR 331) and Fairview Road
Long Range Plan #	21-604
Length	0
Route	SR-331
Notes	-
Performance Measures	PM-1, PM-3

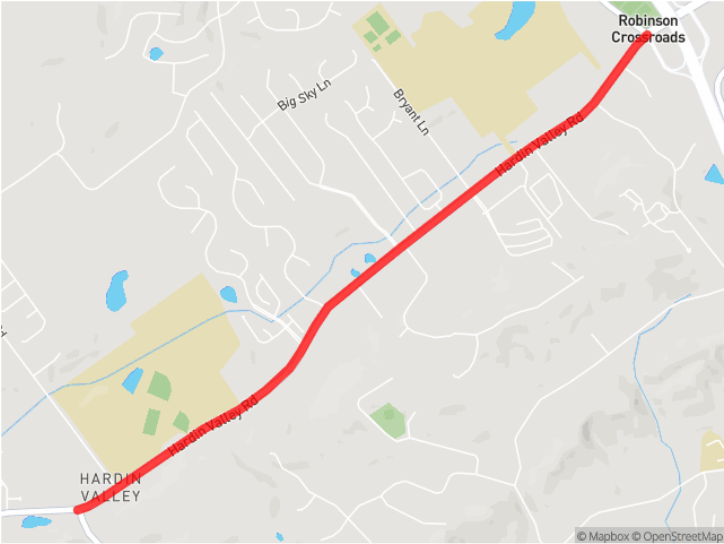


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	\$30,185	-	-	-	-	\$30,185
PE-N	STBG-L	-	\$120,741	-	-	-	-	\$120,741
Total PE-N		-	\$150,926	-	-	-	-	\$150,926
PE-D	LOCAL	-	-	\$21,029	-	-	-	\$21,029
PE-D	STBG-L	-	-	\$84,117	-	-	-	\$84,117
Total PE-D		-	-	\$105,146	-	-	-	\$105,146
ROW	LOCAL	-	-	-	\$32,402	-	-	\$32,402
ROW	STBG-L	-	-	-	\$129,625	-	-	\$129,625
Total ROW		-	-	-	\$162,027	-	-	\$162,027
Total Pro-programmed		-	\$150,926	\$105,146	\$162,027	-	-	\$418,099

26-2026-006 - Hardin Valley Road Widening

Widen from 3 to 5 lanes

Lead Agency	Knox County
Conformity Status	Non-Exempt
Total Project Cost	\$18,948,100
PIN	-
County	Knox
Termini	Hardin Valley Road, from near Pellissippi Pkwy to Campbell Station Rd
Long Range Plan #	24-621
Length	2.1
Route	-
Notes	-
Performance Measures	PM-1, PM-2, PM-3

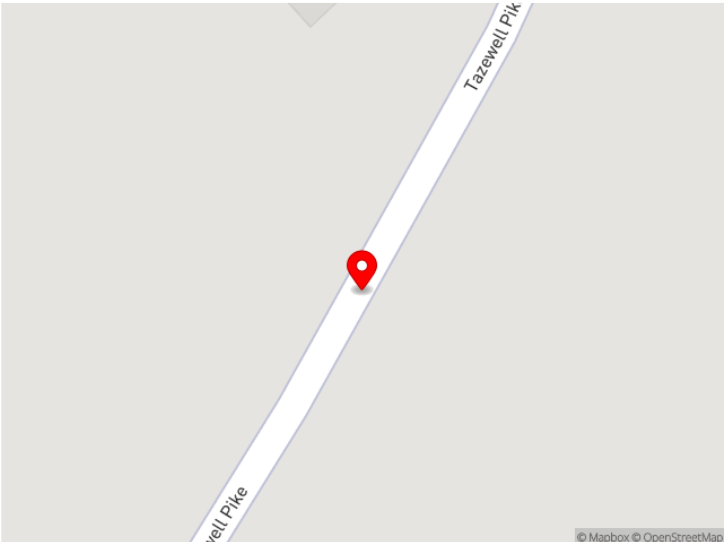


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	LOCAL	-	\$1,500,000	-	-	-	-	\$1,500,000
Total ROW		-	\$1,500,000	-	-	-	-	\$1,500,000
CONST	LOCAL	-	-	\$16,600,000	-	-	-	\$16,600,000
Total CONST		-	-	\$16,600,000	-	-	-	\$16,600,000
Total Pro-programmed		-	\$1,500,000	\$16,600,000	-	-	-	\$18,100,000

26-2026-007 - Tazewell Pike (SR-331) at Ridgeview Road/Carter Road

Realignment of Carter Rd and Ridgeview Rd with Tazewell Pike to join them together in a four legged intersection to improve safety and sight distance.

Lead Agency	Knox County
Conformity Status	Exempt
Total Project Cost	\$14,143,602
PIN	-
County	Knox
Termini	From Carter Rd to Ridgeview Rd
Long Range Plan #	24-607
Length	0.25
Route	SR-331
Notes	-
Performance Measures	PM-1, PM-3



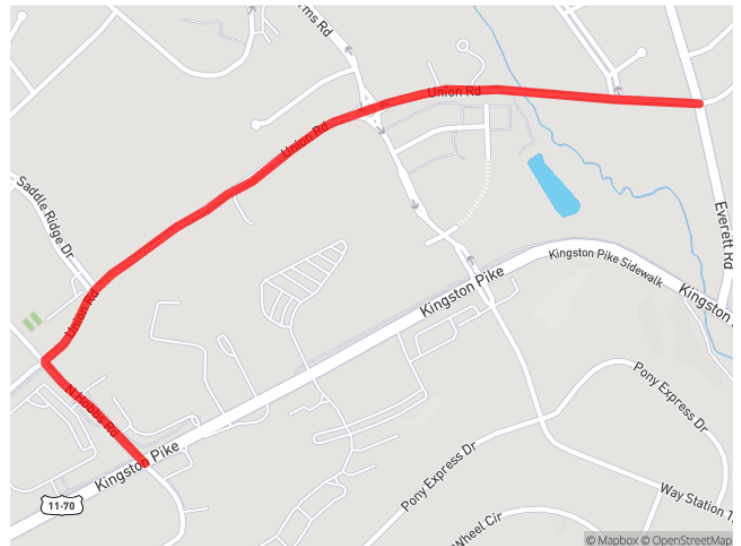
Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	\$85,148	-	-	-	-	\$85,148
PE-N	STBG-L	-	\$340,594	-	-	-	-	\$340,594
Total PE-N		-	\$425,742	-	-	-	-	\$425,742
PE-D	LOCAL	-	-	\$53,817	-	-	-	\$53,817
PE-D	STBG-L	-	-	\$215,267	-	-	-	\$215,267
Total PE-D		-	-	\$269,084	-	-	-	\$269,084
ROW	LOCAL	-	-	-	\$906,208	-	-	\$906,208
ROW	STBG-L	-	-	-	\$3,624,833	-	-	\$3,624,833
Total ROW		-	-	-	\$4,531,041	-	-	\$4,531,041
Total Pro-programmed		-	\$425,742	\$269,084	\$4,531,041	-	-	\$5,225,867

8.3.8 TOWN of FARRAGUT PROJECTS

26-2014-082 - Union Road/N. Hobbs Road Improvements

Reconstruct 2-lane road with addition of turn lanes and bike/pedestrian facilities

Lead Agency	Town of Farragut
Conformity Status	Exempt
Total Project Cost	\$9,794,500
PIN	125045.00
County	Knox
Termini	Union Road, From North Hobbs Road to Everett Road and North Hobbs Road, From Union Road to SR-1 (US-11, Kingston Pike)
Long Range Plan #	13-601
Length	1
Route	-
Notes	\$1,139,000 federal (\$696,000 HIP/\$443,000 STBG-L) previously obligated
Performance Measures	PM-1, PM-2



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CONST	LOCAL	-	\$1,666,900	-	-	-	-	\$1,666,900
CONST	STBG-L	-	\$6,667,600	-	-	-	-	\$6,667,600
Total CONST		-	\$8,334,500	-	-	-	-	\$8,334,500
Total Pro-programmed		-	\$8,334,500	-	-	-	-	\$8,334,500

26-2020-002 - Virtue Road/Boyd Station Road Improvements - Ph. 2

Widen Virtue Rd. to two 11' lanes with curb and gutter, and provide shared use path connection to existing and planned bike/ped facilities.

Lead Agency	Town of Farragut
Conformity Status	Exempt
Total Project Cost	\$9,984,388
PIN	132927.00
County	Knox
Termini	Virtue Road 1200' south of Needlegrass Ln. to Boyd Station Road intersection with Willow Cove Way
Long Range Plan #	09-630
Length	1.14
Route	-
Notes	\$547,200 federal STBG-L previously obligated
Performance Measures	PM-1, PM-2



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	LOCAL	-	\$195,175	-	-	-	-	\$195,175
ROW	STBG-L	-	\$780,700	-	-	-	-	\$780,700
Total ROW		-	\$975,875	-	-	-	-	\$975,875
CONST	LOCAL	-	-	\$1,649,303	-	-	-	\$1,649,303
CONST	STBG-L	-	-	\$6,597,210	-	-	-	\$6,597,210
Total CONST		-	-	\$8,246,513	-	-	-	\$8,246,513
Total Pro-programmed		-	\$975,875	\$8,246,513	-	-	-	\$9,222,388

8.3.9 TPO REGIONAL GROUPING PROJECTS

26-2026-305 - Bicycle and Pedestrian Grouping

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

Lead Agency	Various
Conformity Status	Exempt
Total Project Cost	\$91,993,690
PIN	-
County	-
Termini	TPO Planning Area
Long Range Plan #	-
Length	-
Route	-
Notes	-
Performance Measures	PM-1

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N/PE-D/ ROW/CN	BUILD	-	-	-	\$24,710,387	-	-	\$24,710,387
PE-N/PE-D/ ROW/CN	CRP-L	-	\$3,778,655	\$908,439	-	-	-	\$4,687,094
PE-N/PE-D/ ROW/CN	FLAP	-	\$40,000	\$1,780,000	-	-	-	\$1,820,000
PE-N/PE-D/ ROW/CN	HIP	-	\$3,500,000	-	-	-	-	\$3,500,000
PE-N/PE-D/ ROW/CN	LOCAL	-	\$3,493,044	\$3,213,612	\$8,544,182	\$178,330	-	\$15,429,168
PE-N/PE-D/ ROW/CN	MMAG	-	\$1,673,900	-	-	-	-	\$1,673,900
PE-N/PE-D/ ROW/CN	MMAG	-	\$2,400,000	-	-	-	-	\$2,400,000
PE-N/PE-D/ ROW/CN	STATE	-	-	-	\$20,000,000	-	-	\$20,000,000
PE-N/PE-D/ ROW/CN	STBG-L	-	-	\$7,069,070	-	-	-	\$7,069,070
PE-N/PE-D/ ROW/CN	TAP-L	-	\$3,781,118	\$2,756,982	\$278,419	\$713,323	-	\$7,529,842
PE-N/PE-D/ ROW/CN	TAP-S	-	-	\$1,634,366	\$1,539,860	-	-	\$3,174,226
Total PE-N/PE-D/ROW/CN		-	\$18,666,717	\$17,362,469	\$55,072,848	\$891,653	-	\$91,993,687
Total Pro- grammed		-	\$18,666,717	\$17,362,469	\$55,072,848	\$891,653	-	\$91,993,687

Bicycle & Pedestrian Grouping - Programmed Project Phases						
Grantee	Project Name	TDOT PIN	Fund Type	FY	Phase	Federal Funds
Anderson County	Gibbs Ferry Park	136136.00	FLAP	2026	PE-D	\$40,000
			FLAP	2027	CONST	\$1,780,000
	SR-62/SR-61 (East Tri-County Blvd.) Sidewalks	133589.00	TAP-S	2027	CONST	\$711,396
Blount County	Blount County Greenway Trail - Ph. 1 (Demo ID: TN285)	127121.00	HIP	2026	CONST	\$3,000,000
City of Knoxville	East Knox Greenway - Phase 1	128777.00	CRP-L	2026	ROW	\$422,000
			STBG-L	2027	CONST	\$1,763,960
	South Waterfront Greenway - East of Suttree	127815.00	TAP-L	2026	ROW	\$1,097,200
	First Creek Greenway - Broadway Streetscape	125623.00	SS4A	2026	CONST	\$2,400,000
			TAP-L	2026	CONST	\$1,538,775
	Fort Sanders Neighborhood to Tyson Park Connection	129971.00	TAP-L	2026	PE-D	\$549,040
			CRP	2027	ROW	\$908,439
	South Knoxville Bridge Greenway	132924.00	CRP	2026	CONST	\$3,356,655
	Knoxville South Waterfront Pedestrian/Bicycle Bridge (Demo ID: TN286)	-	BUILD	2028	CONST	\$24,710,387
			HIP	2026	PE-D	\$500,000
	Neyland Drive Pedestrian Connection	134758.00	TAP-S	2027	CONST	\$922,970
	Adair to Old Broadway Connection		TAP-L	2026	PE-N	\$105,500
			TAP-L	2027	PE-D	\$57,329
			TAP-L	2028	ROW	\$278,419
			TAP-L	2029	CONST	\$713,323
	East Knox Greenway - Phase 2	-	TAP-L	2026	ROW	\$422,000
			STBG-L	2027	CONST	\$2,204,950
City of Maryville	Maryville to Townsend Greenway - Ph. 1 (Brown Creek)	130845.00	TAP-L	2027	CONST	\$2,429,855
City of Oak Ridge	Oak Ridge Rails to Trails - Ph. 1	125624.00	STBG-L	2027	CONST	\$3,100,160
Knox County	Powell High School Greenway	134645.00	TAP-L	2026	PE-D	\$68,603
			TAP-L	2027	ROW	\$269,798
			TAP-S	2028	CONST	\$1,539,860
Total Federal Funds						\$54,890,619
Total Federal TAP-S Funds						\$3,174,226
Total Federal TAP-L Funds						\$7,529,842
Total Federal STBG-L Funds						\$7,069,070
Total Federal HIP Funds						\$3,500,000
Total Federal FLAP Funds						\$1,820,000
Total Federal SS4A Funds						\$2,400,000
Total Federal BUILD Funds						\$24,710,387
Total Federal CRP-L Funds						\$4,687,094
Bicycle & Pedestrian Grouping - Unprogrammed Project Phases						
Grantee	Project Name	TDOT PIN	Fund Type	FY	Phase	Federal Funds
City of Knoxville	Northwest Greenway Connector Ph. 2	126641.00	TAP-S	TBD	CONST	\$1,865,149
Knox County	Gibbs Schools Pedestrian Bridge	132969.00	TAP-S	TBD	CONST	\$1,938,334
Total Unprogrammed Federal Funds						\$3,803,483
Total Unprogrammed Federal S-STBG-TA Funds						\$3,803,483

26-2026-306 - Planning and Studies Grouping

Funding from this grouping will be used to fund planning reports and studies throughout the metropolitan planning area.

Lead Agency	Various
Conformity Status	Exempt
Total Project Cost	\$2,053,112
PIN	-
County	-
Termini	TPO Planning Area
Long Range Plan #	-
Length	-
Route	-
Notes	-
Performance Measures	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Study	LOCAL	-	\$100,000	\$100,000	\$103,500	\$107,122	-	\$410,622
Study	STBG-L	-	\$400,000	\$400,000	\$414,000	\$428,490	-	\$1,642,490
Total Study		-	\$500,000	\$500,000	\$517,500	\$535,612	-	\$2,053,112
Total Pro-programmed		-	\$500,000	\$500,000	\$517,500	\$535,612	-	\$2,053,112

Planning and Studies Grouping						
Grantee	Project Name	TDOT PIN	Fund Type	FY	Phase	Federal Funds
City of Knoxville	Hill Ave. Viaduct Study		STBG-L	2026	Study	\$400,000
Various	Regional Pavement Data Collection		STBG-L	2027	Study	\$400,000
Various	Regional Pavement Data Collection		STBG-L	2028	Study	\$414,000
Various	Regional Pavement Data Collection		STBG-L	2029	Study	\$428,490
Total Federal Funds						\$1,642,490

26-2026-307 - Preservation, Operations and Safety Grouping

Funding from this grouping is used for projects to preserve and improve roadway conditions and performance. Such projects include highway preservation and maintenance, operational improvements, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, highway and transit safety infrastructure improvements, and other activities necessary to the preservation and operation of the regional Federal-aid network. Funding may also be used to achieve strategic or performancebased safety goals by reducing fatalities and serious injuries on all public roads. Such projects include installing cable barriers and guardrail, intersection improvements, pavement markings, roundabouts, rumble strips, safety equipment upgrades, signals, signing, turning lanes, railwayhighway grade crossings upgrades, and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area. Except as exempted in Title 23 U.S.C. Section 148, all projects will be consistent with the State strategic highway safety plan.

Lead Agency	Various
Conformity Status	Exempt
Total Project Cost	\$400,000
PIN	-
County	-
Termini	TPO Planning Area
Long Range Plan #	24-702a, 24-703a
Length	-
Route	-
Notes	-
Performance Measures	PM-1, PM-2

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N/PE-D/ ROW/CN	LOCAL	-	\$20,000	\$20,000	\$20,000	\$20,000	-	\$80,000
PE-N/PE-D/ ROW/CN	STBG-L	-	\$80,000	\$80,000	\$80,000	\$80,000	-	\$320,000
Total PE-N/PE-D/ROW/CN		-	\$100,000	\$100,000	\$100,000	\$100,000	-	\$400,000
Total Pro- grammed		-	\$100,000	\$100,000	\$100,000	\$100,000	-	\$400,000

26-2026-308 - Travel Congestion & Clean Air Improvement Grouping

Funding from this grouping is used to reduce transportation emissions and improve air quality. Such projects include diesel engine retrofits, traffic flow improvements, transportation control measures, transit improvements, bicycle and pedestrian facilities and programs, travel demand management, alternative fuels and vehicles, and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area.

Lead Agency	Various
Conformity Status	Exempt
Total Project Cost	\$15,973,920
PIN	-
County	-
Termini	TPO Planning Area
Long Range Plan #	24-706a
Length	-
Route	-
Notes	-
Performance Measures	PM-3

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Purchase	CRP-L	-	\$607,680	-	\$748,537	\$283,440	-	\$1,639,657
Purchase	LOCAL	-	\$130,820	-	\$152,902	\$35,430	-	\$319,152
Purchase	STATE	-	\$21,100	-	\$34,232	\$35,430	-	\$90,762
Total Purchase		-	\$759,600	-	\$935,671	\$354,300	-	\$2,049,571
PE-N/PE-D/ ROW/CN	CMAQ	-	\$9,085,341	-	-	-	-	\$9,085,341
PE-N/PE-D/ ROW/CN	CMAQ PM2.5	-	\$3,795,536	-	\$232,777	\$798,355	-	\$4,826,668
PE-N/PE-D/ ROW/CN	LOCAL	-	\$12,340	-	-	-	-	\$12,340
Total PE-N/PE-D/ROW/CN		-	\$12,893,217	-	\$232,777	\$798,355	-	\$13,924,349
Total Programmed		-	\$13,652,817	-	\$1,168,448	\$1,152,655	-	\$15,973,920

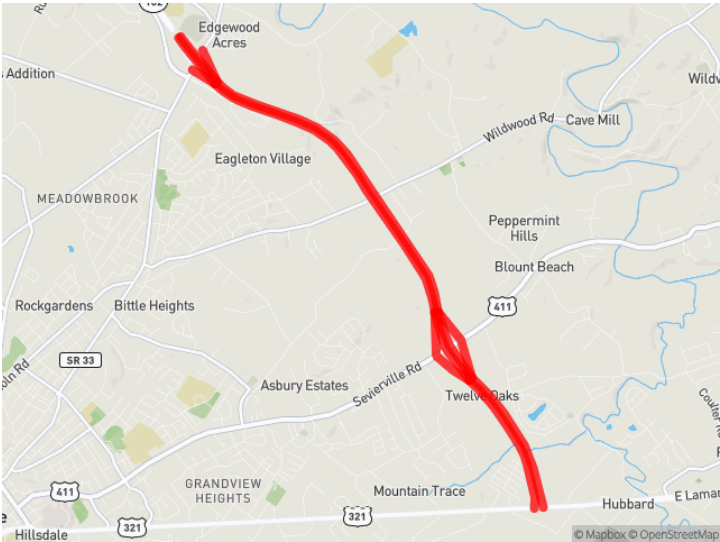
Travel Congestion & Clean Air Improvement Grouping - Programmed Project Phases						
Agency	Project Name	TDOT PIN	Fund Type	FY	Phase	Federal Funds
KAT	KAT Paratransit Vehicle Replacement	-	CRP	2026	PUR	\$168,800
			CRP	2028	PUR	\$273,855
			CRP	2029	PUR	\$283,440
Knoxville Knox Co. CAC	Transit Vehicle Replacement	-	CRP	2026	PUR	\$438,880
		-	CRP	2028	PUR	\$474,682
City of Knoxville	Traffic Control Equipment Upgrade	120004.00	CMAQ PM2.5	2026	PE-N/PE-D/ROW	\$921,425
	Traffic Control Equipment Upgrade - Broadway Corridor	-	CMAQ	2026	PE-N/PE-D/ROW/CN	\$6,200,000
	Chapman Highway ATMS: Knoxville ATMS - Phase 2	120004.01	CMAQ	2026	PE-N/PE-D	\$120,982
	Traffic Signal Improvements for the UT Area	128836.00	CMAQ PM2.5	2026	PE-N/PE-D/ROW/CN	\$2,620,911
			CMAQ	2026	PE-N/PE-D/ROW/CN	\$2,564,360
	Broadway Accelerated Bus Corridor with Signal Priority	125460.00	CMAQ	2026	PE-N/PE-D/ROW	\$199,999
	Kingston Pike Transit Signal Priority	-	CMAQ PM2.5	2029	PE-N/PE-D	\$738,124
	Chapman Highway Transit Signal Priority	-	CMAQ PM2.5	2028	PE-N/PE-D	\$232,777
			CMAQ PM2.5	2029	PE-N/PE-D	\$60,231
City of Maryville	Maryville-Alcoa Central Traffic Operations System Upgrades	-	CMAQ PM2.5	2026	PE-N/PE-D	\$253,200
Total Federal Funds						\$15,551,666
Total Federal CRP Funds						\$1,639,657
Total Federal CMAQ Funds						\$9,085,341
Total Federal CMAQ PM2.5 Funds						\$4,826,668
Travel Congestion & Clean Air Improvement Grouping - Unprogrammed Project Phases						
Grantee	Project Name	TDOT PIN	Fund Type	FY	Phase	Federal Funds
City of Knoxville	Chapman Highway ATMS: Knoxville ATMS - Phase 2	120004.01	CMAQ	TBD	CONST	\$2,814,000
	Traffic Control Equipment Upgrade - Kingston Pike Corridor	-	CMAQ	TBD	CONST	\$2,766,000
	Broadway Accelerated Bus Corridor with Signal Priority	125460.00	CMAQ	TBD	CONST	\$5,335,577
City of Oak Ridge	Oak Ridge Signal Timing 3	128830.00	CMAQ	TBD	CONST	\$2,500,000
Total Unprogrammed Federal Funds						\$13,415,577
Total Unprogrammed Federal CMAQ Funds						\$13,415,577

8.3.10 TDOT PROJECTS

26-2014-025 - Pellissippi Parkway (SR-162) Extension

Construct new 4 lane

Lead Agency:	TDOT
Conformity Status:	Non-Exempt
Total Project Cost:	\$350,000,000
PIN:	101423.00
County:	Blount
Termini:	(Pellissippi Parkway), From near SR-33 to SR-73 (US-321)(TMA)
Long Range Plan #:	09-232
Length:	4.9
Route:	-
Notes:	-
Performance Measures:	PM-3

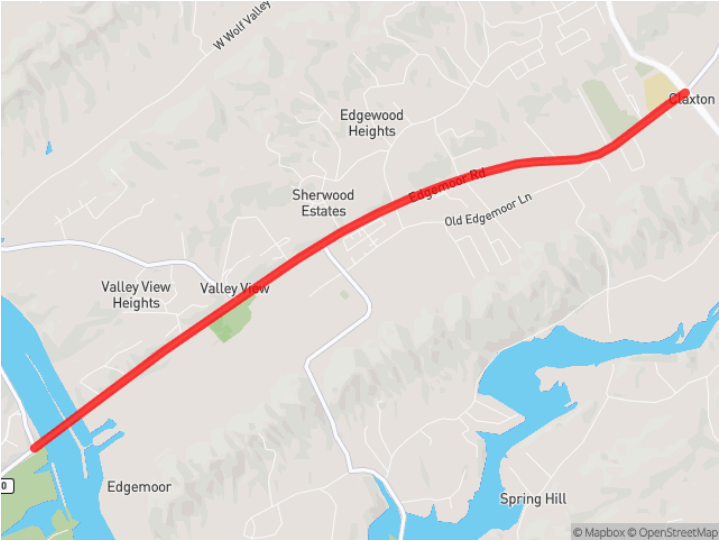


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	HPP	-	\$7,505,145	-	-	-	-	\$7,505,145
ROW	LOCAL	-	\$22,500,000	-	-	-	-	\$22,500,000
ROW	STBG-L	-	\$10,000,000	-	-	-	-	\$10,000,000
Total ROW		-	\$40,005,145	-	-	-	-	\$40,005,145
Total Programmed		-	\$40,005,145	-	-	-	-	\$40,005,145

26-2017-037a - Edgemoor Road (SR-170) - East Segment

Widening 2 lanes to 4 lanes with median and; or center turn lane. Also includes bicycle; pedestrian facilities and a new bridge over the Clinch River. (Split into two segments for PE,ROW, and Construction on PINs 124121.01 and.02)

Lead Agency:	TDOT
Conformity Status:	Non-Exempt
Total Project Cost:	\$269,336,003
PIN:	124121.02
County:	Anderson
Termini:	Edgemoor Road (SR-170), From near Melton Lake Drive to SR-9 (US-25W, Clinton Highway) (IA) (TMA)
Long Range Plan #:	09-101b
Length:	3.63
Route:	SR-170
Notes:	-
Performance Measures:	PM-1, PM-2, PM-3

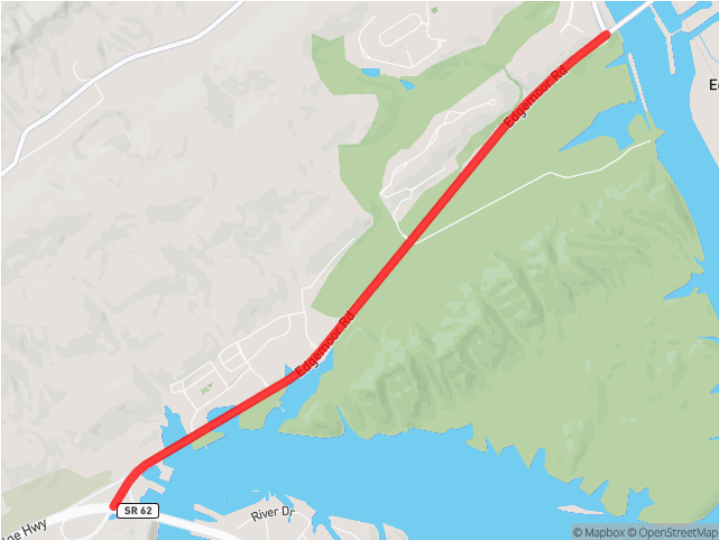


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-D	STATE	-	\$600,000	-	-	-	-	\$600,000
PE-D	STBG-S	-	\$2,400,000	-	-	-	-	\$2,400,000
Total PE-D		-	\$3,000,000	-	-	-	-	\$3,000,000
ROW	STATE	-	\$19,304,241	-	-	-	-	\$19,304,241
ROW	STBG-S	-	\$21,768,813	-	-	-	-	\$21,768,813
Total ROW		-	\$41,073,054	-	-	-	-	\$41,073,054
CONST	STATE	-	-	-	-	\$45,033,898	-	\$45,033,898
CONST	STBG-S	-	-	-	-	\$180,135,591	-	\$180,135,591
Total CONST		-	-	-	-	\$225,169,489	-	\$225,169,489
Total Programmed		-	\$44,073,054	-	-	\$225,169,489	-	\$269,242,543

26-2017-037b - Edgemoor Road (SR-170) - West Segment

Widening SR-170 from 2 lanes to 4 lanes with median and/or center turn lane. Improvements also include bicycle and pedestrian facilities. (Split into two segments for PE,ROW, and Construction on PINs 124121.01 and.02)

Lead Agency:	TDOT
Conformity Status:	Non-Exempt
Total Project Cost:	\$105,134,456
PIN:	124121.01
County:	Anderson
Termini:	Edgemoor Road (SR-170), From SR-62 (Oak Ridge Highway) to near Melton Lake Drive (IA)(TMA)
Long Range Plan #:	09-101a
Length:	2.55
Route:	SR-170
Notes:	-
Performance Measures:	PM-1, PM-2, PM-3

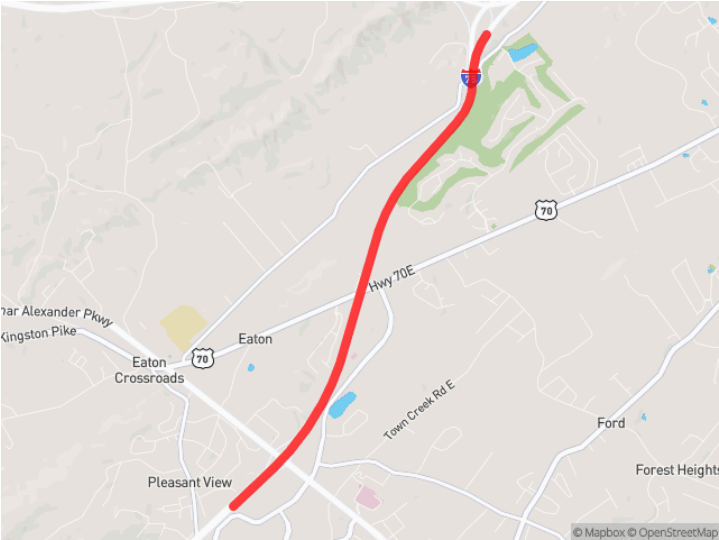


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-D	NHPP	-	\$1,008,000	-	-	-	-	\$1,008,000
PE-D	STATE	-	\$252,000	-	-	-	-	\$252,000
Total PE-D		-	\$1,260,000	-	-	-	-	\$1,260,000
ROW	NHPP	-	\$5,470,165	-	-	-	-	\$5,470,165
ROW	STATE	-	\$1,367,542	-	-	-	-	\$1,367,542
Total ROW		-	\$6,837,707	-	-	-	-	\$6,837,707
CONST	STATE	-	-	-	-	\$19,374,244	-	\$19,374,244
CONST	STBG-S	-	-	-	-	\$77,496,975	-	\$77,496,975
Total CONST		-	-	-	-	\$96,871,219	-	\$96,871,219
Total Programmed		-	\$8,097,707	-	-	\$96,871,219	-	\$104,968,926

26-2023-005 - Loudon Rural I-75 Widening from Exit 81 to I-40

Widen 4-lane to 6-lane

Lead Agency:	TDOT
Conformity Status:	Non-Exempt
Total Project Cost:	\$195,000,010
PIN:	124480.05
County:	Loudon
Termini:	I-75, From SR-73, Exit 81, to I-40 Interchange (TMA)
Long Range Plan #:	21-400a
Length:	3.48
Route:	-
Notes:	-
Performance Measures:	PM-2, PM-3

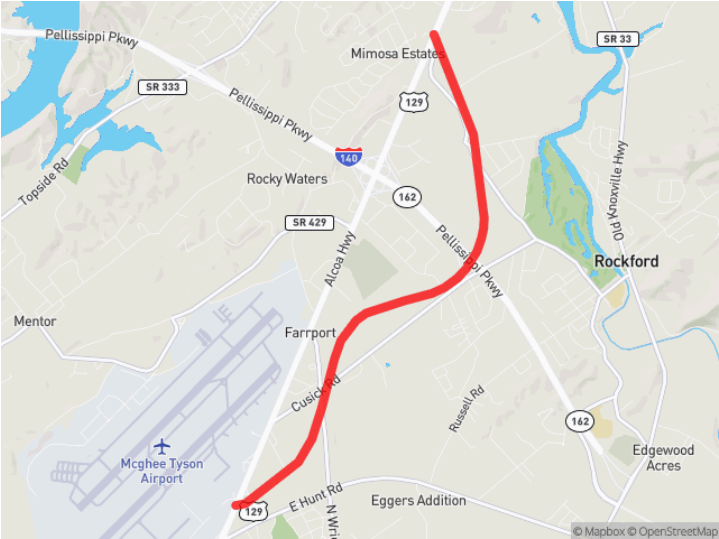


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CONST	NHPP	-	-	\$74,457,000	-	-	-	\$74,457,000
CONST	STATE	-	-	\$8,273,000	-	-	-	\$8,273,000
Total CONST		-	-	\$82,730,000	-	-	-	\$82,730,000
Total Programmed		-	-	\$82,730,000	-	-	-	\$82,730,000

26-2026-015 - Relocated Alcoa Highway (SR-115/US-129)

Stage construction including grade, drain, base, pave, signal, lighting, ITS, greenway, retaining wall, noise walls, and bridge. Complete tie-ins at existing SR-115 at Tyson Blvd and proposed interchange at Singleton Station Road as well as all remaining work.

Lead Agency:	TDOT
Conformity Status:	Non-Exempt
Total Project Cost:	\$150,302,689
PIN:	101651.05
County:	Blount
Termini:	(Relocated Alcoa Highway), from Proposed Interchange at Tyson Blvd to Existing SR-115 at South Singleton Station Road Stage 2 (IA)(TMA)
Long Range Plan #:	09-257
Length:	4.9
Route:	SR-115/US-129
Notes:	-
Performance Measures:	PM-1, PM-3



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CONST	NHPP	-	-	-	\$120,242,151	-	-	\$120,242,151
CONST	STATE	-	-	-	\$30,060,538	-	-	\$30,060,538
Total CONST		-	-	-	\$150,302,689	-	-	\$150,302,689
Total Programmed		-	-	-	\$150,302,689	-	-	\$150,302,689

26-2026-301 - Highway Safety Improvement Program Grouping

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

Lead Agency	TDOT
Conformity Status	Exempt
Total Project Cost	\$5,636,000
PIN	126777.00
County	Anderson, Blount, Knox, Loudon, Roane, Sevier
Termini	KNOXVILLE TPO - GROUPING
Long Range Plan #	24-705a
Length	-
Route	-
Notes	-
Performance Measures	PM-1

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N/PE-D/ ROW/CN	HSIP	-	\$1,648,530	\$1,394,910	\$1,014,480	\$1,014,480	-	\$5,072,400
PE-N/PE-D/ ROW/CN	STATE	-	\$183,170	\$154,990	\$112,720	\$112,720	-	\$563,600
Total PE-N/PE-D/ROW/CN		-	\$1,831,700	\$1,549,900	\$1,127,200	\$1,127,200	-	\$5,636,000
Total Pro- grammed		-	\$1,831,700	\$1,549,900	\$1,127,200	\$1,127,200	-	\$5,636,000

26-2026-302 - Surface Transportation System Preservation and Operation Grouping

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

Lead Agency	TDOT
Conformity Status	Exempt
Total Project Cost	\$27,283,000
PIN	126776.00
County	Anderson, Blount, Knox, Loudon, Roane, Sevier
Termini	KNOXVILLE TPO - GROUPING
Long Range Plan #	-
Length	-
Route	-
Notes	-
Performance Measures	PM-2

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N/PE-D/ ROW/CN	STATE	-	\$2,182,640	\$1,909,810	\$1,091,320	\$272,830	-	\$5,456,600
PE-N/PE-D/ ROW/CN	STBG-S	-	\$8,730,560	\$7,639,240	\$4,365,280	\$1,091,320	-	\$21,826,400
Total PE-N/PE-D/ROW/CN		-	\$10,913,200	\$9,549,050	\$5,456,600	\$1,364,150	-	\$27,283,000
Total Pro- grammed		-	\$10,913,200	\$9,549,050	\$5,456,600	\$1,364,150	-	\$27,283,000

26-2026-303 - National Highway System Preservation and Operation Grouping

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

Lead Agency	TDOT
Conformity Status	Exempt
Total Project Cost	\$48,789,440
PIN	126775.00
County	Anderson, Blount, Knox, Loudon, Roane, Sevier
Termini	KNOXVILLE TPO - GROUPING
Long Range Plan #	24-704a
Length	-
Route	-
Notes	-
Performance Measures	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N/PE-D/ ROW/CN	NHPP	-	\$16,205,204	\$7,308,954	\$13,840,276	\$1,677,118	-	\$39,031,552
PE-N/PE-D/ ROW/CN	STATE	-	\$4,051,301	\$1,827,238	\$3,460,069	\$419,280	-	\$9,757,888
Total PE-N/PE-D/ROW/CN		-	\$20,256,505	\$9,136,192	\$17,300,345	\$2,096,398	-	\$48,789,440
Total Pro- grammed		-	\$20,256,505	\$9,136,192	\$17,300,345	\$2,096,398	-	\$48,789,440

8.3.11 TRANSIT PROJECTS

26-2026-200 - Section 5307 Funds

5307 formula transit funding is for public transportation capital; planning; job access and reverse commute projects; as well as operating expenses in certain circumstances.

Lead Agency	City of Knoxville
Conformity Status	Exempt
Total Project Cost	\$47,034,569
PIN	-
County	-
Termini	TPO Planning Area
Long Range Plan #	-
Length	-
Route	-
Notes	Apportionment years are aligned with fiscal year programming.
Performance Measures	TAM

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Purchase	LOCAL	-	\$1,137,764	\$1,162,795	\$1,188,377	\$1,214,521	-	\$4,703,457
Purchase	Section 5307	-	\$9,102,114	\$9,302,361	\$9,507,013	\$9,716,167	-	\$37,627,655
Purchase	STATE	-	\$1,137,764	\$1,162,795	\$1,188,377	\$1,214,521	-	\$4,703,457
Total Purchase		-	\$11,377,642	\$11,627,951	\$11,883,767	\$12,145,209	-	\$47,034,569
Total Programmed		-	\$11,377,642	\$11,627,951	\$11,883,767	\$12,145,209	-	\$47,034,569

26-2026-201 - Section 5310 Funds

5310 formula transit funding is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act complementary paratransit services. Funding may be used for capital projects at an 80% federal and 20% local match, for operating assistance at a 50% federal and 50% local match, and administration at 100% federal funding.

Lead Agency	Knoxville Knox County CAC
Conformity Status	Exempt
Total Project Cost	\$4,424,828
PIN	-
County	-
Termini	TPO Planning Area
Long Range Plan #	-
Length	-
Route	-
Notes	Apportionment years are aligned with fiscal year programming.
Performance Measures	TAM

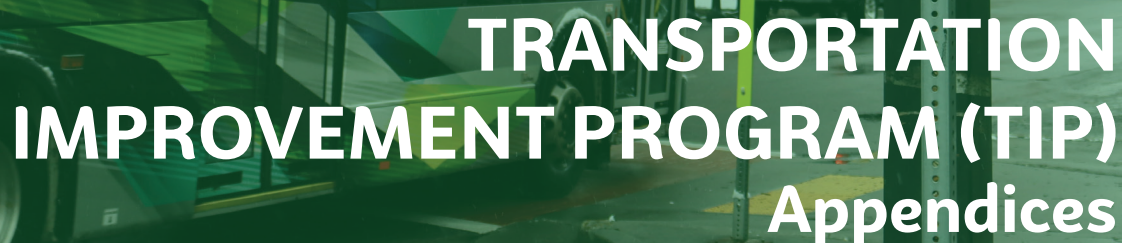
Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Purchase	LOCAL	-	\$107,036	\$109,391	\$111,798	\$114,257	-	\$442,482
Purchase	Section 5310	-	\$856,291	\$875,129	\$894,383	\$914,059	-	\$3,539,862
Purchase	STATE	-	\$107,036	\$109,391	\$111,798	\$114,257	-	\$442,482
Total Purchase		-	\$1,070,363	\$1,093,911	\$1,117,979	\$1,142,573	-	\$4,424,826
Total Programmed		-	\$1,070,363	\$1,093,911	\$1,117,979	\$1,142,573	-	\$4,424,826

26-2026-202 - Section 5339 Funds

5339 formula or discretionary transit funding is to provide capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Lead Agency	City of Knoxville
Conformity Status	Exempt
Total Project Cost	\$3,993,306
PIN	-
County	-
Termini	City of Knoxville
Long Range Plan #	-
Length	-
Route	-
Notes	Apportionment years are aligned with fiscal year programming.
Performance Measures	TAM

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Purchase	LOCAL	-	\$96,598	\$98,723	\$100,895	\$103,115	-	\$399,331
Purchase	Section 5339	-	\$772,783	\$789,784	\$807,160	\$824,917	-	\$3,194,644
Purchase	STATE	-	\$96,598	\$98,723	\$100,895	\$103,115	-	\$399,331
Total Purchase		-	\$965,979	\$987,230	\$1,008,950	\$1,031,147	-	\$3,993,306
Total Programmed		-	\$965,979	\$987,230	\$1,008,950	\$1,031,147	-	\$3,993,306



TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Appendices

APPENDICES

APPENDIX A

PUBLIC COMMENTS	A1
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APPENDIX B

FY 2026-2029 TIP NEW PROJECT APPLICATION	B1
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APPENDIX C

MOBILITY PLAN 2050 PROJECT EVALUATION CRITERIA MEMO	C1
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PRIORITY POPULATIONS MAP	C21

APPENDIX D

FY 2023-2026 TIP PROJECT STATUS	D1
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APPENDIX E

AIR QUALITY CONFORMITY DETERMINATION	E1
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APPENDIX F

ADA TRANSITION PLAN STATUS UPDATE	F1
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APPENDIX A

PUBLIC COMMENTS
(PENDING)

APPENDIX B

FY 2026-2029 TIP NEW PROJECT APPLICATION

CURRENT TIP PROJECT ROLLOVER FORM

CALL FOR PROJECTS SUMMARY INFORMATION



Call for Projects Application Form

Mobility Plan 2050 Goals

The following goals, reaffirmed for the 2050 Mobility Plan, will guide the selection of projects for the FY 2026 – 2029 TIP.

Technical Advisory Committee (TAC) members were polled to assign weights of relative importance to these goals as they pertain to **small/local projects** and **large/regional projects**. The results are shared below (**small/local** / **large/regional**):

Safety & Security: (21 / 17) Reduce the rate of crashes with serious injuries and fatalities. Reduce the region's vulnerability to incidents and threats.

Congestion Reduction: (15 / 19) Use our system more efficiently through technology like traffic signal coordination, real time traffic info, and emergency response vehicles.

Maintenance & Efficiency: (14 / 15) Preserve and maintain our existing infrastructure through repaving projects, bridge replacements, access management, sidewalk repairs, and intersection improvements.

Health & Environment: (13 / 12) Minimize negative impacts on the environment and people's health, and increase access to active transportation / physical activity for all ages.

Equitable Access: (11 / 9) Connect communities to opportunities and services throughout the region, particularly areas with higher proportions of low income, senior, and minority populations.

More Options (mode choice): (10 / 6) Improve access to services and employment with bicycle and pedestrian facilities, and transit services.

Preservation of Place: (8 / 8) Preserve natural and cultural areas and places that make our region unique (e.g., mountains, open space, farmland, viewsheds, small communities).

Economy & Freight: (8 / 14) Improve intermodal connections to help move freight to and through the region. Reduce delay on major freight corridors

This application is for new TIP projects only. Eligible current FY 2023-2026 TIP projects are to submit the Call for Projects Rollover Form. Fiscal Year 2026 funds are available no earlier than January 1, 2026. Please read through the entire application prior to filling out any fields.

Please submit this application along with any additional supporting materials via email to the Knoxville Regional TPO.

ATTN: Craig Luebke

By e-mail: craig.luebke@knoxplanning.org (include 2026 TIP Project Application in the subject line)

By mail: City/County Building, Suite 403 | 400 Main Street | Knoxville, TN 37902

DEADLINE: FRIDAY, FEBRUARY 28, 2025

PROJECT APPLICATION FORM

FY 2026 – 2029 TIP

PROJECT NAME:		
LEAD AGENCY:		
New Project	Existing Mobility Plan Project - Enter 2050 Mobility Plan ID# Here:	
COUNTIES/MUNICIPALITIES:		
FACILITY NAME:		
TERMINI (If Applicable): Include a map	FROM:	LENGTH:
	TO:	
GENERAL DESCRIPTION:		

PHASES COMPLETED (SELECT ALL THAT APPLY):

- | | |
|---|--|
| <input type="checkbox"/> PE - NEPA | <input type="checkbox"/> All ROW Acquired |
| <input type="checkbox"/> PE - Design | <input type="checkbox"/> Portion of Construction |
| <input type="checkbox"/> Partial ROW Acquired | |

PURPOSE & NEED

Utilize the box on the following page to address the purpose and need of the proposed project. Additional sheets can be attached, if necessary.

Purpose:

- The Purpose is analogous to the problem. It is the “what” of the proposal.
- The Purpose should be stated as the positive outcome that is expected.
- It should avoid stating a solution as a purpose—as in—the purpose of the project is to build a bypass. Rather, it should indicate what transportation problem(s) are being addressed.
- Where appropriate, it should be stated broadly enough so that more than one mode can be considered and multi-modal solutions are not dismissed prematurely. This should tie back to the “MPO strategy” in terms of modal options.

Need:

- Should establish the evidence that the problem exists, or will exist if projected population and planned land use growth are realized.
- Should be factually and numerically based, i.e. performance measures, latest planning assumptions, crash data, VMT, etc.
- Should support the assertion made in the purpose statement. For example, if the purpose statement is based on safety improvements, the need statement should support the assertion that there is or will be a safety problem to be corrected which would be supported by crash data/analysis.

Local Support / Consistency with Plans

Use the box below to answer the following questions.

- Is the project consistent with local, state, or other regional plans for growth and preservation (economic development, land use, natural features preservation, etc.)?
- Has the project been endorsed locally through the adoption of official instruments such as, but not limited to, a local major thoroughfare plan, transportation element of a comprehensive plan?
- If on a state route, is the project endorsed or supported by TDOT?

Please fill out one of the following Scope of Work sections: **Roadway**, **Transit**, or **Pedestrian and Bicycle**.

ROADWAY PROJECT SCOPE OF WORK

- ☐ Roadway Widening (Additional Through Lanes)
- ☐ Roadway Widening (No Additional Through Lanes)
- ☐ ITS Improvements and/or Operational
- ☐ Safety/Access improvements
- ☐ Intersection Improvements
- ☐ New Roadway / Roadway Extension
- ☐ Other _____

How are you accommodating bicyclists and pedestrians?

- | | |
|--|---|
| <input type="checkbox"/> Bicycle Lane* | <input type="checkbox"/> Sidewalk |
| <input type="checkbox"/> Ped. Refuge | <input type="checkbox"/> Ped. Indication (Signal) |
| <input type="checkbox"/> Marked Crosswalks | <input type="checkbox"/> Benches |
| <input type="checkbox"/> Greenway | <input type="checkbox"/> Bicycle Parking |
| <input type="checkbox"/> Other _____ | |

* Please follow [FHWA Bikeway Selection Guide document](#)

Land Uses Within ¼ Mile of Facility:

Below, check boxes **at left** to indicate if these land uses are present within ¼ mile of your proposed facility. Check boxes **at right** to indicate if there will be a direct pedestrian connection between your proposed facility and the land uses. If "Some," please explain in the additional information field below.

- | | | | |
|--|------------------------------|-----------------------------|-------------------------------|
| <input type="checkbox"/> Public park/greenway | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Some |
| <input type="checkbox"/> School | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Some |
| <input type="checkbox"/> Library | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Some |
| <input type="checkbox"/> Transit Stop | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Some |
| <input type="checkbox"/> Multifamily residential | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Some |

How are you accommodating transit users?

- ☐ Mixed-Traffic Transit Route
- ☐ Transit Landings or Bulb-Out
- ☐ Transit Shelters
- ☐ NA – transit service not available

Please utilize the box below to provide additional information about the proposed project's scope of work. If applicable, provide the proposed cross-section, including current number of lanes, proposed number of lanes and proposed medians or center turn lanes proposed Improvements in the box below.

Roadway Project Performance Measures:

The TIP must link investment priorities to Mobility Plan targets and adopted Performance Measures. Check to indicate adopted Performance Measures (PMs) for which the project will provide a benefit.

- ☐ PM1 – Safety (# of Fatalities, Fatality Rate, Number of Serious Injuries, Serious Injury Rate, # of Non-motorized Fatalities & Serious Injuries)
- ☐ PM2 – Pavement and Infrastructure Condition (While Interstate and NHS pavement condition and NHS bridge condition are the national PM2 Measures, please note if the proposed project will provide improvements outside the Interstate/NHS systems)
- ☐ PM3 – System Performance (Non-Interstate NHS Reliability, Freight Reliability, Traffic Congestion, Emissions Reductions)

Please utilize the box below to provide additional information about the project's impact on the selected measure(s).

TRANSIT PROJECT SCOPE OF WORK

Proposed Improvements:

- ☐ Transit Vehicle Purchase
- ☐ Facility Improvements
- ☐ Passenger Amenities
- ☐ Intelligent Transportation Systems (ITS)
- ☐ Other _____

Vehicle Use:

- ☐ Replacement
- ☐ Vanpool
- ☐ ADA Services
- ☐ Expand Vehicle Fleet
- ☐ Express Services
- ☐ Other _____

TYPE OF VEHICLE: _____

CAPACITY OF VEHICLE: _____

Please utilize the box below to provide additional information about the proposed project's scope of work.

Transit Project Performance Measures:

The TIP must link investment priorities to Mobility Plan targets and adopted Performance Measures. Check to indicate adopted Transit Asset Management (TAM) Measures for which the project will provide a benefit.

- ☐ Transit Rolling Stock
- ☐ Transit Equipment – Non-Revenue Vehicles
- ☐ Transit Equipment – Over \$50,000/Owned
- ☐ Transit Facilities – All Buildings or Structures

Please utilize the box below to provide additional information about the project's impact on the selected measure(s).

BICYCLE OR PEDESTRIAN PROJECT SCOPE OF WORK

Proposed Improvements:

- ☐ New Facility
- ☐ Extension/Connector
- ☐ Amenities/Upgrades
- ☐ Safety/ADA Improvements
- ☐ Safe Routes to School program
- ☐ Other _____

Type:

- ☐ Bicycle Lanes* ☐ Sidewalks
- ☐ Shared-Use Trail (Greenway)
- ☐ Education
- ☐ Other _____

Land Uses Within ¼ Mile of Facility:

Below, check boxes at left to indicate if these land uses are present within ¼ mile of your proposed facility.

- | | | | |
|---------------------------------------|------------------------------|-----------------------------|-------------------------------|
| <input type="checkbox"/> Public Park | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Some |
| <input type="checkbox"/> School | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Some |
| <input type="checkbox"/> Library | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Some |
| <input type="checkbox"/> Transit Stop | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Some |
| <input type="checkbox"/> Retail | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Some |
| <input type="checkbox"/> Office | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Some |
| <input type="checkbox"/> Residential | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Some |
| <input type="checkbox"/> Other _____ | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Some |

Check “Yes, No, or Some” at right to indicate if there will be a direct Bike/Ped connection between your proposed facility and these land uses. If “Some,” explain in the additional information field below.

* Please follow [FHWA Bikeway Selection Guide document](#)

Proposed Features:

- ☐ Pedestrian Refuge
- ☐ Marked Crosswalks
- ☐ Pedestrian Indication (Signal)
- ☐ Benches
- ☐ Bicycle Parking
- ☐ Other _____

Please utilize the box below to provide additional information about the proposed project’s scope of work. Project must serve a transportation purpose.

Bicycle or Pedestrian Project Performance Measures:

The TIP must link investment priorities to Mobility Plan targets and adopted Performance Measures. Check to indicate adopted Performance Measures (PMs) for which the project will provide a benefit.

- ☐ PM1 – Safety (# of Fatalities, Fatality Rate, Number of Serious Injuries, Serious Injury Rate, # of Non-motorized Fatalities & Serious Injuries)
- ☐ PM2 – Pavement and Infrastructure Condition (While Interstate and NHS pavement condition and NHS bridge condition are the national PM2 Measures, please note if the proposed project will provide improvements outside the Interstate/NHS systems)
- ☐ PM3 – System Performance (Non-Interstate NHS Reliability, Freight Reliability, Traffic Congestion, Emissions Reductions)

Please utilize the box below to provide additional information about the project's impact on the selected measure(s).

PROJECT COSTS, FUNDING, & SCHEDULE

BUDGET WORKSHEET:

PREVIOUSLY OBLIGATED PROJECT COSTS:

PHASE OF WORK	FISCAL YEAR OBLIGATED	FEDERAL	STATE	LOCAL	OTHER/ PRIVATE	TOTAL
PE-NEPA						
PE-Design						
Right-of-Way						
Construction (Incl. CEI/TDOT ES)						
TOTAL Previously Obligated						

COST BY PHASE: REQUEST FOR FY 2026-2029 TIP

PHASE OF WORK	FEDERAL FISCAL YEAR	FEDERAL	STATE	LOCAL	OTHER/ PRIVATE	TOTAL
Study/Other						
PE-NEPA						
PE-Design						
Right-of-Way						
Construction (Incl. CEI/TDOT ES)						
Transit Capital						
Transit Capital						
Transit Capital						
Transit Capital						
TOTAL						

Note: Programming requests should reflect the scheduled federal fiscal year (Oct. 1 – Sep. 30) of notice to proceed/ obligation in FFY 2025 dollars. TPO staff will apply the appropriate inflation rate to project YOY costs.

TOTAL PROJECT COST ESTIMATE: _____

Note: Total project cost includes previously obligated phase costs, plus requested programming costs.

Source of Cost Estimate:

- ☐ Rough Planning Est. ☐ Planning Report ☐ Preliminary Eng.
☐ TDOT Estimator Tool ☐ Other _____

Are Matching Funds Available?

- ☐ YES, Funds are locally programmed
☐ YES, Funds will be locally programmed
☐ NO
☐ Other _____

Federal Funding Source Requested:

- ☐ Surface Transportation Block Grant (STBG)
☐ Surface Transportation Block Grant Transportation Alternatives (STBG-TA)
☐ Carbon Reduction Program (CRP)
☐ Congestion Mitigation and Air Quality Improvement (CMAQ PM 2.5)

ANTICIPATED PROJECT SCHEDULE (ASSUME FUNDING IS AVAILABLE BEGINNING 1/1/2026)

Project Initiation (Month/Year): _____
PE-NEPA Obligated (Month/Year): _____
PE-Design Obligated (Month/Year): _____
ROW Obligated (Month/Year): _____
CONST Obligated (Month/Year): _____
Transit Project Obligated (Month/Year): _____

ABOUT YOU

Name: _____ E-mail: _____
Title: _____ Phone: _____
Department: _____
Agency / Organization: _____

ATTACHMENTS

Please include ALL relevant attachments with this application, including the following:

- ☐ Cost Estimate / Methodology ☐ Other: _____
☐ Map of Project (If Applicable)



FY 2026-2029

Transportation Improvement Program

Current TIP Project Rollover Form

This form is for rollover eligible current FY 2023-2026 TIP projects only. Rollover projects must have obligated federal funds for a phase of project development. New TIP projects are to submit the FY 2026 – 2029 Call for Projects Application. Fiscal Year 2026 funds are available no earlier than January 1, 2026. Please read through the entire form prior to filling out any fields.

Please submit this rollover form along with any additional supporting materials via email to the Knoxville Regional TPO.

ATTN: Craig Luebke

By e-mail: craig.luebke@knoxplanning.org (include 2026 TIP Project Rollover in the subject line)

By mail: City/County Building, Suite 403 | 400 Main Street | Knoxville, TN 37902

DEADLINE: FRIDAY, FEBRUARY 28, 2025

CURRENT TIP PROJECT ROLLOVER FORM

FY 2026 – 2029 TIP

PROJECT NAME:		
LEAD AGENCY:		
Existing TIP Project – Enter 2023-2026 TIP # here:		
COUNTIES/MUNICIPALITIES:		
FACILITY NAME:		
TERMINI (If Applicable): Include a map	FROM:	LENGTH:
	TO:	
GENERAL DESCRIPTION:		

PHASES COMPLETED (SELECT ALL THAT APPLY):

- | | |
|---|--|
| <input type="checkbox"/> PE - NEPA | <input type="checkbox"/> All ROW Acquired |
| <input type="checkbox"/> PE - Design | <input type="checkbox"/> Portion of Construction |
| <input type="checkbox"/> Partial ROW Acquired | |

PERFORMANCE MEASURES (SELECT ALL THAT APPLY):

The TIP must link investment priorities to Mobility Plan targets and adopted Performance Measures. Check to indicate adopted Performance Measures (PMs)/Transit Asset Management Measures for which the project will provide a benefit.

- ☐ PM1 – Safety (# of Fatalities, Fatality Rate, Number of Serious Injuries, Serious Injury Rate, # of Non-motorized Fatalities & Serious Injuries)
- ☐ PM2 – Pavement and Infrastructure Condition (While Interstate and NHS pavement condition and NHS bridge condition are the national PM2 Measures, please note if the proposed project will provide improvements outside the Interstate/NHS systems)
- ☐ PM3 – System Performance (Non-Interstate NHS Reliability, Freight Reliability, Traffic Congestion, Emissions Reductions)
- ☐ Transit Rolling Stock
- ☐ Transit Equipment – Non-Revenue Vehicles
- ☐ Transit Equipment – Over \$50,000/Owned
- ☐ Transit Facilities – All Buildings or Structures

Please utilize the box below to provide additional information about the project's impact on the selected measure(s).

PROJECT COSTS, FUNDING, & SCHEDULE						
BUDGET WORKSHEET:						
PREVIOUSLY OBLIGATED PROJECT COSTS:						
PHASE OF WORK	YEAR OBLIGATED	FEDERAL	STATE	LOCAL	OTHER/PRIVATE	TOTAL
PE-NEPA						
PE-Design						
Right-of-Way						
Construction (Incl. CEI/TDOT ES)						
TOTAL Previously Obligated						
COST BY PHASE: REQUEST FOR FY 2026-2029 TIP						
PHASE OF WORK	FISCAL YEAR	FEDERAL	STATE	LOCAL	OTHER/PRIVATE	TOTAL
PE-NEPA						
PE-Design						
Right-of-Way						
Construction (Incl. CEI/TDOT ES)						
Transit Capital						
Transit Capital						
Transit Capital						
Transit Capital						
TOTAL						

Note: Programming requests should reflect the scheduled federal fiscal year (Oct. 1 – Sep. 30) of notice to proceed/obligation in FFY 2025 dollars. TPO staff will apply the appropriate inflation rate to project YOY costs.

TOTAL PROJECT COST ESTIMATE: _____

Note: Total project cost includes previously obligated phase costs, plus requested programming costs.

Current Federal Funding Source: _____

Source of Cost Estimate:

- ☐ Rough Planning Est.
- ☐ Planning Report
- ☐ Preliminary Eng.
- ☐ TDOT Estimator Tool
- ☐ Other _____

Are Matching Funds Available?

- ☐ YES, Funds are locally programmed
- ☐ YES, Funds will be locally programmed
- ☐ NO
- ☐ Other _____

Additional Federal Funding Source Requested:

- ☐ Surface Transportation Block Grant (STBG)
- ☐ Surface Transportation Block Grant - Transportation Alternatives (STBG-TA)
- ☐ Carbon Reduction Program (CRP)
- ☐ Congestion Mitigation and Air Quality Improvement (CMAQ PM 2.5)

ANTICIPATED PROJECT SCHEDULE (ASSUME FUNDING IS AVAILABLE BEGINNING 1/1/2026)

Project Initiation (Month/Year): _____
PE-NEPA Obligated (Month/Year): _____
PE-Design Obligated (Month/Year): _____
ROW Obligated (Month/Year): _____
CONST Obligated (Month/Year): _____
Transit Project Obligated (Month/Year): _____

ABOUT YOU

Name: _____ E-mail: _____
Title: _____ Phone: _____
Department: _____
Agency / Organization: _____

ATTACHMENTS

Please include ALL relevant attachments with this application, including the following:

- ☐ Cost Estimate / Methodology ☐ Map of Project (If Applicable)
☐ Other: _____



FY 2026 – 2029 TIP Call for Projects

Surface Transportation Block Grant (STBG), Surface Transportation Block Grant – Transportation Alternatives (STBG-TA), Carbon Reduction Program (CRP) & Congestion Mitigation and Air Quality Improvement (CMAQ PM 2.5) Funds

The Knoxville Regional Transportation Planning Organization (TPO) is currently developing the Fiscal Year 2026-2029 Transportation Improvement Program (TIP). The TIP is updated on a three-year cycle and covers a period of four years. Therefore, the current FY 2023-2026 TIP will transition to a new FY 2026-2029 TIP. This call for projects allows jurisdictions to apply for new projects, or roll over and update unobligated phases of projects currently programmed in the FY 2023-2026 TIP.

Project Eligibility: STBG projects to improve roadway safety, capacity, operations, or other conditions must be located facilities identified on the federal functional classification system as an Urban Minor Collector or higher. Bicycle/Pedestrian and other multimodal projects (e.g., sidewalks, greenways, transit) are not required to be on the federal functional classification system.

CRP funding is available for projects that support the reduction of transportation emissions.

CMAQ funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

In addition, projects should be included in the fiscally constrained project list of the Knoxville TPO's Metropolitan Transportation Plan (*Mobility Plan 2050*). In some instances, projects not individually listed, yet consistent with Mobility Plan 2050, may be eligible to proceed. Projects not currently included in the Mobility Plan fiscally constrained project list should be considered for the TIP only when new funds have been identified to advance the project.

If you have questions regarding project eligibility, please contact TPO staff to discuss.

Funding Available:

Local Surface Transportation Block Grant (L-STBG): TPO staff projects a federal fund balance of approximately \$70.2 million in FY 2026 available to program projects rolled over from the current



TIP, cover funding shortfalls in rollover projects and fund new projects. Fiscal years 2027 through 2029 are projected to have approximately \$14 million available annually.

Local Surface Transportation Block Grant Transportation Alternatives Program (L-STBG-TA):

Approximately \$5.2M is available to program projects rolled over from the current TIP, cover funding shortfalls in rollover projects and fund new projects in FY 2026. Fiscal years 2027 through 2029 are projected to have approximately \$1.7M available annually.

Carbon Reduction Program (CRP): Approximately \$2.6M is available to program projects rolled over from the current TIP, cover funding shortfalls in rollover projects and fund new projects in FY 2026. Fiscal years 2027 through 2029 are projected to have approximately \$1.7 available annually.

Funding Contingency Reserve Consideration – See funding tables below for projected revenue balances and available funding after accounting for funding contingency reserve amounts.

Fiscal Year 2026-2029 L-STBG Forecast (Federal Amounts)					
TPO STBG Funds	Opening Balance	FY 2026	FY 2027	FY 2028	FY 2029
Annual Allocation		\$13.6M	\$13.9M	\$14.2M	\$14.5M
Allocation + Balance Carry Over	\$70.2M	\$83.8M	\$45.1M	\$45.2M	\$55.7M
Projected Rollover Programming		\$52.5M	\$14.1M	\$4.0M	\$0
Balance		\$31.3M	\$31.1M	\$41.2M	\$55.7M
Funding Contingency Reserve (based on proposed update to 10% reserve)					\$12.6M
Available					\$43.0M

Fiscal Year 2026-2029 L-STBG-TA Forecast (Federal Amounts)					
TPO STBG-TA Funds	Opening Balance	FY 2026	FY 2027	FY 2028	FY 2029
Annual Allocation		\$1.6M	\$1.7M	\$1.7M	\$1.7M
Allocation + Balance Carry Over	\$5.2M	\$6.8M	\$1.9M	\$0	\$4.4M
Projected Rollover Programming		\$5.6M	\$1.9M	\$0	\$0
Balance		\$1.2M	\$944K	\$2.6M	\$4.4M
Funding Contingency Reserve (based on proposed update to 10% reserve)					\$1.2M
Available					\$3.2M

Fiscal Year 2026-2029 CRP Forecast (Federal Amounts)					
TPO CRP Funds	Opening Balance	FY 2026	FY 2027	FY 2028	FY 2029
Annual Allocation		\$1.6M	\$1.7M	\$1.7M	\$1.7M
Allocation + Balance Carry Over	\$2.6M	\$4.2M	\$5.4M	\$7.1M	\$4.3M
Projected Rollover Programming		\$431K	\$0	\$4.5M	\$0
Balance		\$3.8M	\$5.4M	\$2.6M	\$4.3M
Funding Contingency Reserve (based on proposed update to 10% reserve)					\$930K
Available					\$3.4M

Final revenue amounts will be determined by authorizations from the federal transportation bill. Carryover funds may be impacted by cost increases within the current TIP program.

Congestion Mitigation and Air Quality Improvement (CMAQ) PM 2.5 Program: While the TPO has not received programming authority for CMAQ PM 2.5 funds beyond 2025, this project call serves as an opportunity to develop a project list from which the TPO can coordinate with the TDOT Air Quality Office to seek programming authority in FY 2026 and beyond.



Project Cost Estimates:

Construction phase estimates must include an appropriate contingency factor, as well as construction engineering & inspection and TDOT oversight costs.

Year of expenditure consideration: Project costs are programmed in the TIP in year of expenditure dollars. Please provide project costs in current year (FY 2025) dollars. From this baseline, TPO staff will apply the following inflation rates to project a year of expenditure cost for future years.

- FY 2026 – 5.5% FY 2027 – 4.5% FY 2028/29 – 3.5%

The current TDOT project cost estimator tool will be provided with the application materials.

Project cost totals should reflect all previously obligated costs.

Application Process:

- **Timeline –**

Begin Call for Projects – January 17, 2025

End Call for Projects – Friday, February 28, 2025

TPO Staff Scoring and Project Selection Recommendation – March, 2025

Draft TIP to Technical Committee/Executive Board for Review – June, 2025

Final TIP Technical Committee Recommendation/Executive Board Adoption – October, 2025

- **Application Forms** – New projects (those not rolled over from FY 2026-2029 TIP) will submit a full application form. Projects programmed in the current TIP (and eligible for rollover programming, as determined by TIP Policies) will submit a simplified project rollover/update form. Please contact TPO staff for any questions about the application forms, or to verify which form to complete.
- **Fiscal Year for Programming Requests** – TIP programming should reflect the federal fiscal year (October 1 – September 30).
- **Evaluation Criteria** – New projects will be scored based on the goals and factors developed as part of the Mobility Plan 2050 and identified on the Application Form as well as included as part of this information supplement.

APPENDIX C

MOBILITY PLAN 2050 PROJECT EVALUATION CRITERIA MEMO

PROJECT LIST

PROJECT SCORES

PRIORITY POPULATIONS MAP

To: Mike Conger, KRTPO
Knoxville, TN

From: Timothy Tresohlavy
Stantec

Project/File: Knoxville Regional TPO - Mobility 2050 Date: December 2024

Reference: Mobility 2050 - Evaluation Criteria

OVERVIEW

Prioritizing transportation projects is necessary because the TPO region has more project needs than available funding. A data-driven process is employed to evaluate and assign scores according to criteria that align with the TPO's established goals for the region. The desired outcome is a relative priority list (e.g., near-term, mid-term, long-term), not an absolute list of projects for construction (e.g., 1st, 2nd, or 3rd projects to be built in sequence).

KRTPO Regional Goals

The Knoxville Regional Transportation Planning Organization (KRTPO) established its eight (8) goals at the beginning of this Mobility Plan 2050 project. Technical Advisory Committee (TAC) members were polled to assign weights of relative importance to these goals as they pertain to **small/local projects** and **large/regional projects**. The results are shared below (**small/local** / **large/regional**):

Safety & Security: (21 / 17) Reduce the rate of crashes with serious injuries and fatalities. Reduce the region's vulnerability to incidents and threats.

Congestion Reduction: (15 / 19) Use our system more efficiently through technology like traffic signal coordination, real time traffic info, and emergency response vehicles.

Maintenance & Efficiency: (14 / 15) Preserve and maintain our existing infrastructure through repaving projects, bridge replacements, access management, sidewalk repairs, and intersection improvements.

Health & Environment: (13 / 12) Minimize negative impacts on the environment and people's health, and increase access to active transportation / physical activity for all ages.

Equitable Access: (11 / 9) Connect communities to opportunities and services throughout the region, particularly areas with higher proportions of low income, senior, and minority populations.

More Options (mode choice): (10 / 6) Improve access to services and employment with bicycle and pedestrian facilities, and transit services.

Preservation of Place: (8 / 8) Preserve natural and cultural areas and places that make our region unique (e.g., mountains, open space, farmland, viewsheds, small communities).

Economy & Freight: (8 / 14) Improve intermodal connections to help move freight to and through the region. Reduce delay on major freight corridors.

Reference: Mobility 2050 - Evaluation Criteria

Evaluation Criteria

Evaluation criteria are the measurable geographic features that relate these eight goals with available GIS data resources. Often the measurable element is a quantity or value of features, proximity (distance) from features, percentage of the total project length, or a raster surface generated in ArcGIS (e.g., crash density raster). Geospatial tools within ArcGIS were utilized, notably Select by Location, Spatial Join, and Extract Values to Points.

Our proposed data-driven process for prioritizing projects will involve the following (proposed) data sources (e.g., GIS datasets), and this memo serves as the documentation for which data sources are best aligned with each criteria. We propose ~18 criteria in total, several of these were utilized in the Mobility 2045 plan:

Proposed Data Sources for Evaluation

Safety and Security (S)

- S1: % of project (length) that coincides with the high-injury network Tier 1
- S2: % of project (length) that coincides with the high-injury network Tier 2
- S3: Interactive map points – speeding or safety issues shared by the public – converted to raster

Congestion Reduction (C)

- C1: Level of Travel Time Reliability (LOTR) – value based on project segment and proximity – this is limited to corridors that are on the National Highway System (NHS routes)
- C2: Expected volume over capacity (v/c) – highest value along project segment
- Interactive map points – congestion issues pointed out by the public. Scored based on frequency and proximity – converted to raster

Maintenance and Efficiency (M)

- M1: Crosses a bridge rated as 'Poor' or 'Critical' condition
- M2: Interactive map points for maintenance issues – scored based on frequency of comments on project corridor – converted to raster

Health and Environment (H)

- H1: Proximity to existing high-quality bikeway or pedway facilities
- H2: Project avoids potential impact with environmental resources (e.g., floodplains, wetlands, slopes) - score based on proximity, where closer receives a worse score

Equitable Access (E)

- E1: Priority population – scored by priority populations (block group index value)
- E2: USDOT areas of persistent poverty – from Justice40 initiative

More Options (O)

- O1: Bikeway / Pedway / Transit service / multimodal project improvement, weighted by population density area(s)
- O2: Connecting with or proximate to existing Transit service area / Pedway infrastructure – scored based on proximity
- O3: Interactive map points for barriers to walking/biking – converted to raster

Preservation of Place (P)

Reference: Mobility 2050 - Evaluation Criteria

- P1: Project avoids potential impact with cultural resources, like parks, historic areas - scored based on proximity, where closer receives a worse score

Economy and Freight (F)

- F1: Density of freight facilities (points converted to raster density) nearby to the project or corridor
- F2: Density of employment (points converted to raster density) nearby to the project or corridor

Local Priority (L)

- L1: Project is identified in other local plans – higher score if included in several plans / prior MTP

Normalization Formula

Values and range of values across each of these criteria will be different, and therefore a normalization formula will be applied to each criteria that converts the lowest and highest values to a 1-10 scale. The average normalized value for each of the goals will be calculated for each individual project because some project types (e.g., new location roadways) will not have a value for every criteria (e.g., presence on a Tier 1 high injury network).

Weights will be applied for **small/local** and **large/regional** projects in accordance with the weighted values above, and a **total score** will be summed. Projects will be sorted from relatively highest to lowest total score, and shared with the Technical Advisory Committee as the objective, data-driven process for prioritization.

TAC members are expected and encouraged to apply a subjective, manual adjustment process to further refine the list of projects accordingly.

Regards,

STANTEC CONSULTING SERVICES INC.



Timothy Tresohlavy AICP, GISP
Senior Transportation Planner
Mobile: 252-258-5193
timothy.tresohlavy@stantec.com

Attachment:

Summary Table of GIS Evaluation Criteria

Reference: Mobility 2050 - Evaluation Criteria

	Evaluation Criteria	Geoprocessing	Scores	Normalized	High Value	Note
S – Safety & Security						
S1	% project (length) that coincides with HIN tier 1	Select by Location +100'	0-0.69	Normalized	Good	
S2	% project (length) that coincides with HIN tier 2	Select by Location +100'	0-1.0	Normalized	Good	
S3	Interactive map points - speeding or safety issues	Extract Values to Points	Max Raster	Raster	Good	Kernel Density raster
C - Congestion Reduction						
C1	Level of Travel Time Reliability (LOTTR)	Spatial Join (< 500')	0-3.29	Normalized	Good	
C2	Expected volume over capacity (v/c)	Spatial Join (< 500')	0-1.65	Normalized	Good	Highest / max value along segment
C3	Interactive map points - congestion issues	Extract Values to Points	Max Raster	Raster	Good	Converted to raster
M - Maintenance & Efficiency						
M1	Crossed a bridge rated as 'Poor' or 'Critical' condition	Select by Location + 500'	0-10	Proximity	Good	
M2	Interactive map points - maintenance issues	Extract Values to Points	Raster	Raster	Good	Converted to raster
H - Health & Environment						
H1	Proximity to existing high-quality bikeway or pedway	Select by Location +100'	0-1.0	Normalized	Good	
H2	Avoids potential impact with environmental resources	Select by Location +100' (inverse)		Proximity	Bad	Inverse distance calculation (% corridor > 500' from flood hazard)
E - Equitable Access						
E1	Priority population Index value	Spatial Join	-2.5-3.5	Normalized	Good	Local data resource
E2	USDOT Persistent Poverty locations	Select by Location + 100'	0-1.0	Normalized	Good	USDOT dataset for grant funding
O - More Options						
O1	Population density for transit	Spatial Join	36-6360	Normalized	Good	Average population density (not Min, Max)
O2	Connecting with existing transit service area	Select by Location	0-1.0	Proximity	Good	--
O3	Interactive map points - barriers to walking / biking	Extract Values to Points	Raster	Raster	Good	Converted to raster
P - Preservation of Place						
P1	Avoids potential impact with cultural resources	Select by Location +100' (inverse)		Proximity	Bad	Inverse distance calculation (% corridor > 500' from flood hazard)
F - Economy & Freight						
F1	Density of freight facilities	Extract Values to Points	Raster	Raster	Good	Add NHFN as points; Kernel Density raster
L - Local Priority						
L1	Identified in other local plans	Rollover projects from 2045	0-10	--	Good	Manual assignment



Appendix A

Recommended Projects List

Contents

***Project List Descriptions**

***Projects by Horizon Year**

***Project Evaluation / Prioritization**

Project List Descriptions

The following pages organize the fiscally constrained projects by county with a map and then a detailed project table. The illustrative projects for the region are included in a single map and table at the conclusion of this section. In addition, all projects can be viewed in an online ArcExperience page at the following website: [Knoxville Regional TPO Mobility Plan 2050](#). In the tables that follow, project details are provided as follows:

- ▶ **KRMP ID** – The Knoxville Regional Mobility Plan ID number is a unique ID to help track projects over the course of Mobility Plan updates and through other TPO processes (e.g., the Transportation Improvement Program). The first two digits represent the year in which the project was first included in a Mobility Plan, and the following three digits indicate the county in which the project is located as follows:
 - 100's – Anderson County/Oak Ridge
 - 200's – Blount County
 - 400's – Loudon County
 - 500's – Sevier County
 - 600's – Knox County
 - 800's and above – indicate an ITS or non-roadway project
- ▶ **Project Name** – Lists the primary project facility involved and possibly a short description of the type of work.
- ▶ **Agency** – Lists the implementing agency, typically the municipal or county government where the project is located or TDOT.
- ▶ **Facility Name** – Lists the facility name on which the project is located.
- ▶ **From** – Lists the approximate beginning termini of the project, typically a major roadway facility or intersection.
- ▶ **To** – Lists the approximate ending termini of the project, typically a major roadway facility or intersection.
- ▶ **Length** – The length of the project in number of miles where applicable. Note that a listing of “N/A” in this column could either mean “not applicable” such as the case of a planning study or “not available” such as the case of a spot intersection or interchange reconstruction project in which the exact roadway segment length affected cannot usually be determined at this stage of project development.

► **Description** – Lists the major scope of work that is being proposed. Further explanation of some of the primary generalized descriptions included in the roadway project list are as follows:

- **Construct New Roadway** (any number of lanes) – Entails constructing a roadway on a new location. Roadways that are envisioned to include full access control are denoted as a “freeway.” The final design will determine the median configuration in terms of either a continuous center turn lane or non-traversable raised median and the accommodation of bicyclists and pedestrians.
- **Widen Roadway** (from x lanes to y lanes) – Entails addition of motor vehicle capacity through construction of additional through travel lanes on an existing roadway. Multilane facilities will generally include either a non-traversable median or a center turn lane. The final design will determine the median configuration and accommodation of bicyclists and pedestrians through sidewalks and/or bike lanes.
- **Reconstruct two-lane road** – Entails the improvement of an existing two-lane roadway to bring it up to modern standards in terms of lane and shoulder widths and geometric design chiefly to enhance the safety of the roadway. This may also involve the construction of turn lanes at major intersections necessary for safety to remove stopped vehicles from the travel lanes. The final design will determine the median configuration and accommodation of bicyclists and pedestrians through sidewalks and/or bike lanes.
- **Add Center Turn Lane** – Entails addition of a continuous two-way left turn lane on an existing undivided roadway of two or more lanes, also usually involves reconstructing the roadway to modern design standards for lane and shoulder width and geometric design. The final design will determine the median configuration and accommodation of bicyclists and pedestrians through sidewalks and/or bike lanes.
- **Replace Bridge** – Entails the replacement of an existing bridge that has been determined to be structurally deficient. The new bridge may include safety enhancements such as wider lanes and shoulders but will not have more through lanes than the previous structure had unless otherwise noted.
- **Intersection Improvements** – Entails the modification of a single intersection to improve safety and operations including the possible addition of separate turn lanes, realignment of approaches or traffic signal.

- ▶ **Horizon Year** – Lists the anticipated timeframe for project completion between now and the future horizon year of 2050. In the funding analysis, the TPO looks at project implementation in five-year timeframes spanning the entire planning horizon, or 2025 – 2050. When summarizing this information for the Mobility Plan, projects are grouped into three distinct horizons covering 2025 – 2030, 2031 – 2035, 2036 – 2040, 2041 – 2045 and 2046 – 2050. For example, projects with a horizon year of 2035 are expected to be completed between January 2031 and December of 2035.
- ▶ **Horizon Year Cost** – This is the projected total cost of all phases of the project including both federal (if applicable) and state/local matching funds. This cost has been inflated to the horizon year of implementation. The horizon year cost is derived by taking the current year estimated cost and applying an inflation factor for the number of years until anticipated project implementation.
- ▶ **Proposed Funding Source** – In order to determine fiscal constraint of the Mobility Plan, the TPO must assign a proposed funding source to each project to ensure that total costs would be less than or equal to total revenues. TPO staff proposes funding sources based on the project type and the eligibility restrictions of certain funding categories.

KNOXVILLE REGIONAL TPO - Mobility 2050 Projects List

KRMP ID	HORIZON YEAR	PRIORITY SCORE	PROJECT NAME	PROJECT TYPE	COUNTY	LEAD AGENCY	FACILITY NAME	TERMINI	DESCRIPTION	Horizon Year Cost	Proposed Funding Source	LENGTH MILES
19-604	2026	61.31	Knox County Advanced Traffic Management System - Phase 2	ITS	Knox	Knox County	various	Multiple locations	Continues implementation of County's Advanced Traffic Management Systems (ATMS) which are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations.	\$ 1,587,100	CMAQ	-
21-700	2026	59.26	Smart Trips	Study	Knox	TPO	various	Throughout TPO Planning Area	Continuation of Smart Trips program that encourages alternatives to driving alone through an online ridematching and logging database, incentives, marketing and outreach. Operations funds are used for rideshare	\$ 1,083,250	CMAQ	-
13-858	2026	58.02	Knoxville Northwest Greenway Connector - Phase 2	Bike/Ped	Knox	Knoxville		Middlebrook Pk. at Third Creek Rd. to SR 62 Western Ave. pedestrian	New trail connecting from Middlebrook Pk. at Third Creek Rd. to SR 62 Western Ave. pedestrian bridge. ADA upgrades and pedestrian lighting.	\$ 5,552,664	S-STBG-TA	1.7
24-1000	2026	57.83	Knoxville-Knox County CAC Transit Capital Project	Transit	Knox	Knox County CAC	n/a	Transit Vehicle Purchase	Purchase of demand response transit vehicles for fleet replacement	\$ 390,000	CRP	-
24-1001	2026	57.81	Purchase KAT Vehicles - Fixed Route Buses	Transit	Knox	KAT	n/a	Transit Vehicle Purchase	Purchase of fixed-route buses for fleet replacement or minor expansion)	\$ 8,500,000	CMAQ	-
24-1002	2026	57.81	Purchase KAT Paratransit Vans	Transit	Knox	KAT	n/a	Transit Vehicle Purchase	Transit Capital Purchase - Paratransit van replacement	\$ 600,000	CRP	-
21-801	2026	36.93	Gibbs Schools Pedestrian Bridge	Bike/Ped	Knox	Knox County		near Gibbs schools	Pedestrian Bridge over Tazewell Pk to serve Gibbs Elementary, Middle, and High Schools	\$ 2,902,214	S-STBG-TA	-
13-602	2030	88.95	Traffic Control Equipment Upgrade - Knoxville (Advanced Traffic Management System - Broadway)	ITS	Knox	Knoxville		Jackson Avenue to Colonial Circle	Advanced Traffic Management Systems (ATMS) are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations.	\$ 8,057,509	CMAQ	5.4
17-1006	2030	88.57	Accelerated Bus Corridor Stops/Passenger Information Systems Install	Transit	Knox	Knoxville	N Broadway, portions of Church Ave, Henley St, Garden Dr, Jacksboro Pike, and Essary Dr.	Knoxville Station to N Broadway at Colonial Circle	ABC corridor improvements include Transit Signal Priority (TSP), bus queue jump lanes, new ABC Stations (Standard and Basic), and additional pedestrian improvements along the corridor.	\$ 15,072,381	CMAQ	8.10
19-603	2030	86.43	Traffic Signal Improvements for the U.T. Area (UT ATMS)	ITS	Knox	Knoxville	Varies	Various Routes surrounding UT campus	Includes Advanced Traffic Management Systems (ATMS) which are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations.	\$ 6,674,113	CMAQ	-
17-608a	2030	79.02	Magnolia Avenue Streetscape - Phase 3	Roadway	Knox	Knoxville	Magnolia Ave	N. Bertrand St to N. Kyle St	Construct streetscape improvements in the existing right of way that include raised medians replacing center left-turn lane, signal improvements, bike	\$ 5,921,211	L-STBG	0.2
19-606	2030	78.33	Woodland Ave. Complete Street	Bike/Ped	Knox	Knoxville	Woodland Ave	N. Broadway to Glenwood Ave	Construction of a complete street project on Woodland Avenue from SR-33 to West Glenwood for approximately 0.5 miles. Project will also include bicycle lanes, pedestrian crossing improvements, sidewalks, and other ADA upgrades.	\$ 4,345,278	SS4A	0.5
13-1003	2030	77.40	Chapman Highway Advanced Traffic Management System	ITS	Knox	Knoxville	Chapman Hwy	Mountain Grove Dr to Blount Ave	Advanced Traffic Management Systems (ATMS) are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations	\$ 4,620,926	CMAQ	6.3
24-617	2030	75.60	Traffic Control Equipment Upgrade - Knoxville (Advanced Traffic Management System - Kingston Pike)	ITS	Knox	Knoxville	Kingston Pike (SR-1, US-11)	Huxley Rd to Metron Center Way	Advanced Traffic Management Systems (ATMS) are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations.	\$ 12,626,804	CMAQ	
17-901	2030	74.38	East Knox Greenway	Bike/Ped	Knox	Knoxville		Willow Ave to Knoxville Botanical Gardens	Construct a new shared use path connecting First Creek Greenway to Knoxville Botanical Gardens and Arboretum	\$ 6,036,083	L-STBG	1.3
13-838	2030	71.57	First Creek Greenway - Broadway Streetscape	Bike/Ped	Knox	Knoxville		Woodland Ave to Cecil Ave	Construct a new shared use path extending First Creek Greenway from near Cecil Ave to near Woodland Ave	\$ 6,673,577	SS4A	0.3
21-800	2030	69.86	South Knoxville Bridge Greenway	Bike/Ped	Knox	Knoxville		Anita Dr to Morningside Greenway at Riverside Dr	Construct multi-modal path along James White Pkwy	\$ 4,877,479	CRP	0.6

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KRMP ID	HORIZON YEAR	PRIORITY SCORE	PROJECT NAME	PROJECT TYPE	COUNTY	LEAD AGENCY	FACILITY NAME	TERMINI	DESCRIPTION	Horizon Year Cost	Proposed Funding Source	LENGTH MILES
09-242	2030	66.90	W Broadway Ave (SR-33/US-411) Improvements	Roadway	Blount	Maryville	W Broadway Ave (SR-33/US-411)	S Cedar St to US 321	Construct additional westbound left turn lane at intersection with Lamar Alexander Pkwy and convert continuous center turn lane to additional westbound through lane along W Broadway Avenue. Project includes construction of new shared use path and other beneficial pedestrian improvements.	\$ 7,630,501	L-STBG	0.5
21-606	2030	65.79	Urban Wilderness Gateway Park	Roadway	Knox	Knoxville		Sevierville Pk to Bridge over TN River	Approximately 1.2 mile realignment of roadway combining all lanes to the existing southbound roadway. Interchange realignment at southern project terminus, southbound realignment at the northern terminus, extension of Gateway Park with a shared-use path that connects N/S project boundary areas and adjacent neighborhood connections.	\$ 25,837,747	RCN	1.2
23-803	2030	63.50	Neyland Drive Pedestrian Connection	Bike/Ped	Knox	Knoxville	SR-1 (Neyland Dr)	Joan Cronan Way to Lake Loudoun Blvd	Design and construction of a sidewalk, with intersection and signal improvements to Neyland Dr/Lake Loudoun Blvd and Joan Cronan Way	\$ 1,399,076	S-STBG-TA	
24-706a	2030	59.74	Travel Congestion & Clean Air Improvement Grouping (Local)	NA	NA	TPO	various	Throughout TPO Planning Area	This grouping will be used to fund projects to reduce traffic congestion and improve air quality throughout the Knoxville TPO planning area. Such projects include diesel engine retrofits, traffic flow improvements, transportation control measures, transit improvements, bicycle and	\$ 6,599,716	CMAQ	-
24-702a	2030	59.26	Pavement Preservation & Resurfacing Program Grouping (Local)	Roadway	NA	TPO	various	Throughout TPO Planning Area	Projects for preservation, rehabilitation, resurfacing and restoration	\$ 6,599,716	L-STBG	-
24-703a	2030	59.26	Safety Improvements Program Grouping (Local)	NA	NA	TPO	various	Throughout TPO Planning Area	Projects that correct or improve a hazardous road location or feature or address a highway safety problem	\$ 6,599,716	L-STBG	-
18-500	2030	58.71	Boyds Creek Highway (SR 338) at Old Knoxville Highway Intersection Improvements	Roadway	Sevier	Sevierville	Boyds Creek Highway (SR 338)	Intersection of Boyds Creek Hwy (SR 338) at Old Knoxville Hwy	Reconfigure existing intersection to improve safety and operations through geometric layout changes, addition of turn lanes, and installation of a new traffic signal.	\$ 1,475,683	L-STBG	-
13-833	2030	56.86	Maryville to Townsend Greenway - Phase 1 (Brown Creek)	Bike/Ped	Blount	Maryville	Maryville/Alcoa Greenway Trail	Harper Ave Trailhead to US 321	Construct a new shared use path between the existing Maryville/Alcoa Greenway at Aluminum Avenue to Lamar Alexander Pkwy along Brown	\$ 4,550,671	L-STBG-TA	1.2
09-625	2030	55.60	Schaad Rd Widening	Roadway	Knox	Knox County	Schaad Rd	Oak Ridge Hwy (SR-62) to Pleasant Ridge Rd	Widen from 2 to 4 lanes with addition of sidewalks	\$ 28,974,589	LOCAL	1.5
10-260	2030	53.86	Foothills Mall Drive Extension - Phase 2	Roadway	Blount	Maryville	Foothills Mall Drive	Foch Street to McCammon Ave	Construct new 2-lane road with turn lanes where needed from Foch St. to McCammon Ave., at Celtic Rd. and Reconstruct McCammon Ave. to an improved 2-lane roadway with curb & gutter to tie in with previous improvements near the Bessemer St. intersection. Project includes a multi-use path on one side throughout.	\$ 7,185,882	L-STBG	0.7
09-615	2030	53.45	Washington Pike	Roadway	Knox	Knoxville	Washington Pk	I-640 to Murphy Rd	Widen from 2-lanes to 3/4-lanes with median/center turn lane and including pedestrian and bicycle facilities.	\$ 31,997,282	L-STBG	1.7
19-100	2030	51.33	Oak Ridge Signal Timing Optimization Program - Phase 3	ITS	Anderson	Oak Ridge	(11) signalized intersections along Illinois Ave (SR 62) and Lafayette Drive	Multiple locations	Continues implementation of City's Advanced Traffic Management Systems (ATMS) which are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations	\$ 3,982,321	CMAQ	3.4
24-705a	2030	49.64	Safety Improvements Program Grouping (TDOT)	NA	NA	TDOT	various	Throughout TPO Planning Area	Projects that correct or improve a hazardous road location or feature or address a highway safety problem.	\$ 12,832,780	HSIP	-
24-621	2030	49.07	Hardin Valley Road Widening	Roadway	Knox	Knox County	Hardin Valley Rd	Near Pellissippi Pkwy to Campbell Station Rd	Widen from 3-lanes to 5-lanes	\$ 18,864,391	LOCAL	2.1
24-704a	2030	47.62	NHS Preservation/Operations Grouping (TDOT)	Roadway	NA	TDOT	various	Throughout TPO Planning Area	Projects for preservation, rehabilitation, resurfacing and restoration of federal aid roadways	\$ 158,071,289	NHPP	-
24-604	2030	47.00	Clinton Hwy at W. Beaver Creek Dr Intersection	Roadway	Knox	TDOT	Clinton Hwy	at W. Beaver Creek Dr Intersection	Intersection realignment includes pavement, ROW purchases, utility relocation signalization	\$ 3,218,741	HSIP	-
23-802	2030	46.71	Norwood Tri-County Blvd. Pedestrian Mobility & Safety Project	Bike/Ped	Anderson	Anderson County	SR-62/SR-61 (East Tri-County Blvd.)	Midway Dr. to Gail Lane	Construct sidewalk from Midway Drive to Gail Lane	\$ 1,032,312	S-STBG-TA	

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13-830	2030	44.86	Oak Ridge Rails to Trails	Bike/Ped	Anderson	Oak Ridge	Abandoned rail line	Melton Lake Rd/Greenway to Scarboro Rd	Construction of a greenway along old rail line along Belgrade Road, Warehouse Road, Fairbanks Road beginning at the intersection of Oak Ridge Turnpike and Elza Gate and terminating at a new trailhead south of Briarcliff	\$ 3,366,568	L-STBG-TA	4.5
13-601	2030	44.05	Union Rd/N Hobbs Rd Reconstruction	Roadway	Knox	Farragut	Union Rd/N. Hobbs Rd	Everett Rd to Kingston Pike (SR-1)	Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities	\$ 9,170,996	L-STBG	1.0
18-202	2030	43.93	Blount County Greenway Trail - Phase 1	Bike/Ped	Blount	Blount County		US 321 at NW corner of Helton Rd to Perry's Mill Parking Area	Greenway trail contained completely within US Highway 321 right-of-way from Helton Road to Perry's Mill Parking area. It will also include additional bike access link to Old Walland Highway across Melrose Station Bridge.	\$ 5,514,206	HIP	3.3
24-606	2030	42.43	Lovell Rd (SR-131) at Parkside Dr Intersection	Roadway	Knox	TDOT	Lovell Rd (SR-131)	at Parkside Dr Intersection	Turn Lanes, Restriping, Signal Modifications, Sidewalk and Pedestrian Improvements	\$ 1,753,607	HSIP	-
24-605	2030	39.50	W. Emory Rd (SR-131) at Harrell Rd/Carpenter Rd Intersection	Roadway	Knox	TDOT	W. Emory Rd (SR-131)	at Harrell Rd/Carpenter Rd Intersection	SR-131 at Harrell Rd/Carpenter Rd-Clearing, earthwork, drainage, structure, paving, signing, pavement markings, signalization	\$ 4,154,647	HSIP	-
21-602	2030	39.43	Intersection Improvement at Beaver Ridge Road and West Emory Road	Roadway	Knox	TDOT		Intersection of Beaver Ridge Rd at W. Emory Rd	Installation of turn lanes and signalization at Beaver Ridge Rd and W. Emory Rd in Karns	\$ 2,472,686	State	-
09-652	2030	36.76	I-75 at Emory Rd (SR-131) Interchange	Roadway	Knox	TDOT	I-75 at Emory Rd (SR-131) Interchange	Interchange at Emory Rd (SR-131) - Exit 112	Reconfigure existing interchange to a Diverging Diamond Interchange to improve capacity, safety and operations.	\$ 33,300,000	10-YR Plan/TMA	-
13-215	2030	35.62	Louisville Rd (SR-333/SR-334) Reconstruction - Phase 1	Roadway	Blount	TDOT	Louisville Rd (SR-333)	Louisville Loop Rd to Topside Rd	Reconstruct 2-lane roadway	\$ 17,413,284	State	1.2
23-804	2030	29.05	Powell High School Greenway	Bike/Ped	Knox	Knox County		W Emory Rd to Powell Dr (SR-131)	Construct greenway	\$ 2,234,502	S-STBG-TA	
23-801	2030	27.43	Gibbs Ferry Park	Bike/Ped	Anderson	Anderson County	Gibbs Ferry Park	Gibbs Ferry Park	Gibbs Ferry Park Improvements and Trailhead	\$ 2,393,050	FLAP	
09-630	2030	24.98	Virtue Road/Boyd Station Road Improvements - Phase 2	Roadway	Knox	Farragut	Virtue Rd/Boyd Station Rd	Willow Cove Way to 1200' S of Needlegrass Ln	Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities	\$ 10,641,838	L-STBG	1.1
24-610	2035	91.12	Chapman Hwy Segment 1a	Roadway	Knox	TDOT	Chapman Hwy	From Blount Ave to Woodlawn Pk	Add/Improve Multimodal Accommodations (Sidewalk and Multiuse path), Intersection & Drainage Improvements	\$ 29,725,907	SS4A	0.7
24-602	2035	86.33	Broadway/Hall of Fame Intersection Improvement Project	Roadway	Knox	Knoxville	Broadway	Intersection of Broadway and Hall of Fame Dr	Reconstruct and replace existing interchange with a two-lane roundabout. Improve sidewalks connecting to project and add safer pedestrian crossings at approaches to roundabout	\$ 12,589,796	S-STBG	-
24-619	2035	81.74	Kingston Pike Transit Signal Priority	ITS/Transit	Knox	Knoxville	Cumberland Ave./Kingston Pike	Henley St. to N Seven Oaks Dr.	Transit Signal Priority (TSP) improvements along the corridor.	\$ 7,274,104	CMAQ	
24-618	2035	77.40	Chapman Highway Transit Signal Priority	ITS/Transit	Knox	Knoxville	Chapman Hwy	Blount Ave. to Mountain Grove Dr.	Transit Signal Priority (TSP) improvements along the corridor	\$ 2,378,073	CMAQ	
17-608b	2035	74.83	Magnolia Avenue Streetscape - Phase 4	Roadway	Knox	Knoxville	Magnolia Ave	N. Kyle St to Spruce St	Construct streetscape improvements in the existing right of way that include raised medians replacing center left-turn lane, signal improvements, bike lanes, improved sidewalks, bus pull-offs, and amenities	\$ 9,275,217	L-STBG	0.3
21-605	2035	72.62	James White Parkway corridor improvements	Roadway	Knox	Knoxville		Various Routes	Address vehicular, pedestrian, and cyclist needs in local roadway network adjacent to James White Pkwy. Includes: Hillwood Ave from Anita Dr to Island Home Ave, Anita Dr from Sevier Ave to Hillwood Ave and Sevierville Pk from Woodlawn Pk to Sevier Ave	\$ 7,187,854	L-STBG-TA	1.2
17-850	2035	62.90	South Waterfront Greenway - East of Suttree	Bike/Ped	Knox	Knoxville		Suttree Landing Park to Island Home Ave Riverwalk	Construct riverwalk trail connecting the 0.10 mile section of cantilevered riverwalk along Island Home Avenue to Suttree Landing Park riverwalk that is just east of Foggy Bottom Street along the Tennessee River.	\$ 9,861,160	L-STBG-TA	0.6
24-200	2035	62.19	North Hall Road (SR-35) Corridor Improvements	Roadway	Blount	Alcoa	N Hall Rd (SR-35)	Associates Blvd to City Limits (south of Gill St)	Corridor-wide improvements from Hall Road (SR-35) Corridor Study report including spot intersection turn lane additions, bike and pedestrian facilities,	\$ 21,118,124	L-STBG	1.8
17-911	2035	58.02	Tyson Fort Sanders Bike Connection	Bike/Ped	Knox	Knoxville		Fort Sanders Neighborhood to Tyson Park	Construct new shared use path between Fort Sanders Neighborhood and Tyson Park	\$ 9,302,460	CRP	0.5
24-208	2035	57.60	West Bessemer Street Widening	Roadway	Blount	Alcoa	W Bessemer Street	Calderwood Rd to N Hall Rd	Widen from 2 to 5 lane cross section with center turn lane. Includes sidewalk	\$ 20,024,150	L-STBG	0.4

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13-852	2035	57.14	Knoxville South Waterfront Pedestrian/Bicycle Bridge	Bike/Ped	Knox	Knoxville	South Waterfront Pedestrian Bridge	Clancy Ave to UT	Construct a new pedestrian/bicycle bridge over the Tennessee River connecting the South Knoxville Waterfront redevelopment area to the University of Tennessee.	\$ 83,931,973	RAISE	0.3
24-207	2035	56.26	SR-336 (Montvale Road) Improvements from US-321 to Miller Ave.	Roadway	Blount	Maryville	SR-336 (Montvale Road)	From Miller Ave to US 321/SR-73 W Lamar Alexander Pkwy	Widen 0.20 mile section of SR-336 (Montvale Road) from Miller Avenue to SR-73/US-321, including bridge replacements on Montvale Road and Mountain View Avenue, with a new traffic signal at Mountain View Avenue.	\$ 18,817,815	S-STBG	0.2
13-101	2035	54.36	Emory Valley Road at Melton Lake Drive Roundabout	Roadway	Anderson	Oak Ridge	Emory Valley Road at Melton Lake Dr Intersection	Intersection of Emory Valley Rd at Melton Lake Dr	Construct roundabout	\$ 1,589,821	CRP	-
09-637	2035	54.26	Lovell Rd Widening (SR-131)	Roadway	Knox	TDOT	Lovell Rd (SR-131)	Cedardale Ln to Middlebrook Pk	Widen 2-lane to 4-lane, including pedestrian and bicycle facilities.	\$ 49,535,477	L-STBG	1.7
09-689	2035	52.12	Papermill Drive Complete Street	Roadway	Knox	Knoxville	Papermill Dr	Weisgarber Rd to Kingston Pike (SR-1)	Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities	\$ 32,173,923	L-STBG	0.6
18-200b	2035	51.90	Alcoa Hwy (SR-115/US-129) ITS Expansion - Phase 2	ITS	Knox	TDOT	Alcoa Hwy (SR-115/US-129)	Topside Rd to Cherokee Trail Interchange	ITS Smartway Geographic Expansion	\$ 3,871,362	NHPP	5.6
21-802	2035	51.00	Adair to Old Broadway Connection	Bike/Ped	Knox	Knoxville		Old Broadway to N Broadway	Construct new multiuse path to connect existing path on Old Broadway to north of Adair Drive	\$ 3,399,958	L-STBG-TA	0.2
09-101b	2035	50.95	Edgemoor Road (SR-170) - East Segment	Roadway	Anderson	TDOT	Edgemoor Rd (SR-170)	Melton Lake Dr to Clinton Hwy (US-25W/SR-9)	Widen from 2-lanes to 4-lanes with median and/or center turn lane. Also includes bicycle/pedestrian facilities and a new bridge over the Clinch River.	\$ 250,600,000	10-YR Plan/TMA	3.6
13-208	2035	50.93	Harvest Lane Extension	Roadway	Blount	Alcoa	Harvest Ln	Existing Harvest Ln terminus to Louisville Rd (SR-334)	Construct new 2-lane road with sidewalks	\$ 3,073,327	L-STBG	0.2
09-212	2035	49.19	Old Knoxville Hwy (SR-33) Roundabout	Roadway	Blount	TDOT	Old Knoxville Hwy (SR-33)	Intersection of SR-33 and Old Knoxville Pike	Construct a Roundabout at the Intersection of East Broadway and Old Knoxville Pike at the Eagleton Ballfield	\$ 4,546,315	L-STBG	-
21-400a	2035	49.19	I-75 Widening	Roadway	Loudon	TDOT	I-75	US-321 (SR-73) at Exit 81 to Junction of I-40 at I-75	Widen 4-lane to 6-lane, may also include Bridge over I-75 NBL, LM 4.51 which is PIN 124480.01, also I-40 from LM 4.11 to 4.73	\$ 97,400,000	10-YR Plan/TMA	3.4
24-607	2035	45.50	Tazewell Pike at Ridgeview and Carter	Roadway	Knox	Knox County	SR-331/Tazewell Pike	SR-331 at Ridgeview Rd and Carter Road	Realignment of Carter Rd and Ridgeview Rd with Tazewell Pike to join them together in a four legged intersection to improve safety and sight distance.	\$ 13,896,964	L-STBG	-
24-401	2035	45.33	Old Hwy 95	Roadway	Loudon	Lenoir City	Old Hwy 95	6th Ave. to Town Creek Pkwy	Reconstruct roadway 1.15 miles to include two twelve foot lanes curb and gutter with drainage improvements. Sidewalks and street lighting will be installed on one side of the street. Intersections along the corridor with have alignments shifted to standard designs.	\$ 7,930,324	L-STBG	1.2
09-101a	2035	44.05	Edgemoor Road (SR-170) - West Segment	Roadway	Anderson	TDOT	Edgemoor Rd (SR-170)	Oak Ridge Hwy (SR-62) to Melton Lake Dr	Widen from 2-lanes to 4-lanes with median and/or center turn lane. Also includes bicycle/pedestrian facilities	\$ 97,200,000	10-YR Plan/TMA	2.6
24-500	2035	43.93	Boyds Creek Highway (SR 338) at Wade Road (Seymour High School) Turn Lanes	Roadway	Sevier	TDOT	Boyds Creek Highway (SR 338)	Intersection of Boyds Creek Hwy (SR 338) at Wade Rd	Restriping a right turn lane on Boyds Creek Hwy from Wade Rd to the entrance of Seymour High School and installing a westbound left turn lane on Wade Rd	\$ 993,195	Seymour STBG	-
17-403	2035	43.29	Grove Street Improvements	Roadway	Loudon	City of Loudon	Grove St	US-11 to SR-72	Reconstruct, milling, and resurfacing 1.32 mile of roadway with drainage improvements including curb and gutter throughout. Sidewalks repairs and installed with ADA improvements. Intersection improvements at SR72 including turn lanes and intersection improvement downtown at US11.	\$ 8,424,476	L-STBG	1.3
09-257	2035	42.33	Relocated Alcoa Hwy (SR-115/US-129) - Stage 2	Roadway	Blount	TDOT	Relocated Alcoa Hwy (SR-115/US-129)	Proposed Interchange at Tyson Blvd to Existing SR-115 at S. Singleton Station Rd	Construct new 4-lane divided highway with auxiliary lanes and new interchanges at McGhee Tyson Airport access, Wright Rd, Pellissippi Pkwy (SR-162) and Singleton Station Rd. Stage construction including grade, drain, base, pave, signal lighting, ITS, greenway, retaining wall, noise walls and bridges. Project to be constructed in two stages: Stage 1 was let to construction in August 2023. Stage 2 completes tie-ins at existing SR-115 at Tyson Blvd and proposed interchange at Singleton Station Road as well as all remaining work.	\$ 123,400,000	10-YR Plan/TMA	4.9

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21-604	2035	41.71	Tazewell Pike and Fairview Road Intersection Realignment	Roadway	Knox	TDOT		Intersection of Tazewell Pk at Fairview Rd	Tazewell Pk and Fairview Rd Intersection Realignment (Intersection improvement with turn lanes and traffic signal)	\$ 2,972,967	L-STBG	-
24-501	2035	41.00	Boyds Creek Highway (SR 338) at Porterfield Gap Rd Turn Lanes	Roadway	Sevier	TDOT	Boyds Creek Highway (SR 338)	Intersection of Boyds Creek Hwy (SR 338) at Porterfield Gap Rd	Adding a turn lane on Boyds Creek Hwy at the Porterfield Gap Rd intersection	\$ 1,541,865	Seymour STBG	-
22-600	2035	39.50	Everett Road Widening	Roadway	Knox	Knox County	Everett Rd	El Camino Ln to Buttermilk Rd	Widen from 2 to 4 lanes with median and/or center turn lane, including bicycle and pedestrian facilities	\$ 15,387,528	L-STBG	0.8
13-210	2035	37.36	North Park Blvd & Airbase Rd Safety Improvements	Roadway	Blount	Alcoa	Intersection of North Park Blvd/Airbase Rd at Alcoa Hwy (US-129/SR-115)	Intesection of North Park Blvd at Airbase Rd	Realign North Park Boulevard to Airbase Road	\$ 12,686,867	L-STBG	0.3
24-800	2035	37.36	Aspire Park Support Project Greenway Connection	Bike/Ped	Anderson	TDOT	US-25W, Clinch Avenue	From near Carden Farm Drive to near Yarnell Road	Construct Shared use path with grass strip behind curb and gutter	\$ 12,958,846	State	
17-407	2035	36.57	US 11 at Industrial Park Drive Intersection Improvement	Roadway	Loudon	Lenoir City	US 11 at Industrial Park Dr	Intersection of US 11 at Industrial Park Dr	Intersection improvements including turn lanes and new traffic signal	\$ 1,339,737	L-STBG	0.2
21-101	2035	35.79	West End Corridor Intersection Improvements	Roadway	Roane	Oak Ridge	Oak Ridge Turnpike (SR 95)	Renovare Boulevard to Broadberry Avenue at Gallaher Road (SR 58)	Intersection improvements along Oak Ridge Turnpike (SR-95/SR-58) at Renovare Blvd, Novus Dr, Heritage Center Blvd, and Broadberry Ave at Gallaher Rd)	\$ 3,247,847	L-STBG	-
13-214	2035	35.21	Old Lowes Ferry Rd at Louisville Rd (SR-333) Intersection Improvements	Roadway	Blount	Louisville	Intersection of Old Lowes Ferry Rd at Louisville Rd (SR-333)	Instersection of Old Lowes Ferry Rd at Louisville Rd (SR-333)	Realign intersection and add turn lanes	\$ 1,026,221	L-STBG	-
13-218	2035	34.50	Middlesettlements Rd at Miser Station Rd Intersection Improvements	Roadway	Blount	Blount County	Intersection of Middlesettlements Rd at Miser Station Rd	Intersection of Middlesettlements Rd at Miser Station Rd	Realign intersection and add turn lanes	\$ 1,119,093	L-STBG	-
17-416	2035	16.98	Muddy Creek Road Intersection Realignment	Roadway	Loudon	Loudon County	Muddy Creek Rd at Virtue Rd	Intersection of Muddy Creek Rd at Virtue Rd	Realign intersection and add turn lanes.	\$ 2,017,165	L-STBG	0.1
17-608c	2040	86.67	Magnolia Avenue Streetscape - Phase 5	Roadway	Knox	Knoxville	Magnolia Ave	Spruce St to N. Cherry St	Construct streetscape improvements in the existing right of way that include raised medians replacing center left-turn lane, signal improvements, bike lanes, improved sidewalks, bus pull-offs, and amenities	\$ 16,283,351	L-STBG	0.4
24-620	2040	78.43	Magnolia Ave. Transit Signal Priority	ITS/Transit	Knox	Knoxville	Magnolia Ave	N Hall of Fame Dr. to N Cherry St.	Transit Signal Priority (TSP) improvements along the corridor	\$ 1,179,943	CMAQ	
24-706b	2040	59.74	Travel Congestion & Clean Air Improvement Grouping (Local)	NA	NA	TPO	various	Throughout TPO Planning Area	This grouping will be used to fund projects to reduce traffic congestion and improve air quality throughout the Knoxville TPO planning area. Such	\$ 14,878,570	CMAQ	-
09-654	2040	59.26	I-75/I-640/I-275 Interchange	Roadway	Knox	TDOT	I-75/I-640/I-275 Interchange	Interchange at I-640/I-275/75 - Exit 3	Interchange reconstruction along with the addition of auxilary lanes in each direction on I-75.	\$ 523,000,000	10-YR Plan/TMA	0.6
24-702b	2040	59.26	Pavement Preservation & Resurfacing Program Grouping (Local)	Roadway	NA	TPO	various	Throughout TPO Planning Area	Projects for preservation, rehabilitation, resurfacing and restoration	\$ 2,000,000	L-STBG	-
24-703b	2040	59.26	Safety Improvements Program Grouping (Local)	NA	NA	TPO	various	Throughout TPO Planning Area	Projects that correct or improve a hazardous road location or feature or address a highway safety problem	\$ 3,000,000	L-STBG	-
24-209	2040	57.38	Realignment of SR-35 / US-411 (Sevierville Road)	Roadway	Blount	Maryville	Sevierville Road / US-411 SR-35	500 ft W of Washington St along US 321/SR-73 to Walnut St	Construction of 2640 ft.(0.50 mi.) of new roadway on new alignment to realign Sevierville Road to become the fourth leg of the signalized intersection with US-321 / SR-73 Lamar Alexander Parkway.	\$ 28,023,513	S-STBG	0.5
13-855	2040	57.07	First Creek Greenway - North Knox	Bike/Ped	Knox	Knoxville		Edgewood Park to Mineral Springs Ave	Construct a new shared use path along First Creek connecting Edgewood Park to the proposed First Creek Greenway - Old Broadway segment at Mineral Springs Avenue	\$ 5,381,273	L-STBG-TA	1.3
24-203	2040	55.90	US-129 Interchange Reconstruction at US-411/SR-33	Roadway	Blount	Maryville	US-129 Bypass/SR-115	From West of Montgomery Ln to S of Mall Rd	Removal of the existing, grade-separated rural interchange between US-129/SR-115 at US-411/SR-33. Reconstruct a conventional,four-leg, urban, at-	\$ 26,087,778	NHPP	-
09-691	2040	51.62	I-40/75 Widening	Roadway	Knox	Farragut	I-40/75	I-40/75 Interchange to Campbell Station Rd Interchange	Widen from 6 to 8 lanes	\$ 60,239,768	NHPP	5.3

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KRMP ID	HORIZON YEAR	PRIORITY SCORE	PROJECT NAME	PROJECT TYPE	COUNTY	LEAD AGENCY	FACILITY NAME	TERMINI	DESCRIPTION	Horizon Year Cost	Proposed Funding Source	LENGTH MILES
09-629	2040	51.14	Interchange of I-40/75 at Campbell Station Rd	Roadway	Knox	TDOT	Interchange of I-40/75 at Campbell Station Rd	Interchange at Campbell Station Rd	Reconstruct existing interchange to a diverging diamond with new alignment to improve capacity, safety and operations. Project includes widening of Campbell Station Road through the interchange from 3 through lanes to 5	\$ 202,275,925	NHPP	0.4
10-700	2040	49.74	Campbell Station Rd Improvements	Roadway	Knox	Knox County	Campbell Station Road	I-40 to Hardin Valley Road	Widening and realignment of Campbell Station Rd from I-40 to Hardin Valley Rd	\$ 41,484,726	L-STBG	3.3
24-705b	2040	49.64	Safety Improvements Program Grouping (TDOT)	NA	NA	TDOT	various	Throughout TPO Planning Area	Projects that correct or improve a hazardous road location or feature or address a highway safety problem.	\$ 28,930,552	HSIP	-
24-704b	2040	47.62	NHS Preservation/Operations Grouping (TDOT)	Roadway	NA	TDOT	various	Throughout TPO Planning Area	Projects for preservation, rehabilitation, resurfacing and restoration of federal aid roadways	\$ 162,211,616	NHPP	-
09-651	2040	46.62	I-40/I-75/Watt Rd Interchange	Roadway	Knox	TDOT	I-40 at Watt Rd Interchange	Interchange at Watt Rd	Reconstruct existing interchange to a Single Point Urban Interchange(SPUI) to improve capacity, safety and operations. Project includes widening of Watt Rd through the interchange from 3-lanes to 4-lanes plus turn lanes between Palestine Ln and Everett Rd	\$ 61,800,000	10-YR Plan/TMA	0.5
09-232	2040	41.24	Pellissippi Pkwy (SR-162) Extension	Roadway	Blount	TDOT	Pellissippi Pkwy (SR-162)	Old Knoxville Hwy (SR-33) to Lamar Alexander Pkwy (US-321/SR-73)	Construct new 4-lane highway	\$ 338,500,000	10-YR Plan/TMA	4.4
09-216	2040	40.57	Alcoa Hwy (SR-115/US-129) Widening	Roadway	Blount	TDOT	Alcoa Hwy (SR-115/US-129)	Pellissippi Pkwy (SR-162) to south of Little River	Reconstruct SR-115 from 4-lanes to 6-lanes, including a frontage road system with two new interchanges at Singleton Station Road and Topside Road (SR-333), modify the existing SR-115 and SR-162 interchange, and construct a multi-use path. Includes ITS expansion.	\$ 155,962,310	NHPP	2.7
09-649	2040	40.07	Pellissippi Pkwy (SR-162)/Oak Ridge Hwy Interchange	Roadway	Knox	TDOT	Pellissippi Pkwy (SR-162)/Oak Ridge Hwy Interchange	Interchange at Oak Ridge Hwy (SR-62) to	Reconstruct interchange to a Single Point Urban Interchange and provide connection to Solway Rd	\$ 65,534,126	NHPP	0.5
24-608	2040	39.12	Harvey Road Realignment and Railroad Overpass	Roadway	Knox	Knox County	Harvey Rd	Harvey at Sanderling Ln to McFee at Red Poppy Dr	Overpass connecting Harvey Rd to Mcfee Rd.	\$ 19,595,480	L-STBG	0.2
09-658	2045	65.17	Northshore Drive at Kingston Pike Intersection Improvements	Roadway	Knox	TDOT	Northshore Dr at Kingston Pk	Intersection of Northshore Dr at Kingston Pk	Intersection improvements including additional turn lanes and sidewalk extensions. Replace bridge over Fourth Creek on Kingston Pike.	\$ 34,724,519	NHPP	0.5
24-201	2045	58.71	Foch Street Improvements	Roadway	Blount	Maryville	Foch Street	Foothills Mall Dr to US 321/SR-73 (W Lamar Alexander Pkwy)	Re-align Foch Street to the signalized intersection with US-321 and connect Home Avenue at a "T" intersection. Improve roadway with auxiliary turn	\$ 3,871,637	L-STBG	0.5
24-205	2045	52.31	Home Avenue Widening	Roadway	Blount	Maryville	Home Ave	McCammon Ave to Foch St	Widen 0.4 mile (2,300 ft.) of Home Avenue to 2-12 ft lanes with auxiliary turn lanes where needed with concrete curb & gutter and sidewalk on both sides from McCammon Avenue to Foch Street.	\$ 3,421,447	L-STBG	0.4
09-638	2045	44.07	Oak Ridge Hwy (SR-62)	Roadway	Knox	TDOT	Oak Ridge Hwy (SR-62)	Schaad Rd to Byington Beaver Ridge Rd	Widen from 2 to 4 lanes	\$ 120,964,099	NHPP	4.2
09-213	2045	43.57	Old Niles Ferry Road Reconstruction	Roadway	Blount	Blount County	Old Niles Ferry Rd	Calderwood Hwy (SR-115) to Maryville City Limits	Reconstruct 2-lane road with addition of turn lanes	\$ 22,100,625	L-STBG	3.3
09-202	2045	42.79	Robert C Jackson Dr Extension - Phase I	Roadway	Blount	Alcoa	Robert C. Jackson Dr	Middlesettlements Rd to Louisville Rd (SR-334)	Construct new 4-lane roadway	\$ 32,036,420	L-STBG	0.7
09-209	2045	34.36	Ellejoy Rd Reconstruction	Roadway	Blount	Blount County	Ellejoy Road	River Ford Road to Jeffries Hollow Road	Reconstruct 2-lane road with addition of turn lanes	\$ 35,545,757	L-STBG	3.7
21-601	2050	94.05	I-40 Westbound Interchange at I-275	Roadway	Knox	TDOT	I-40	I-275 to Near I-640	Interchange access improvements and extension of two existing lanes from US129 entrance ramp to WB mainline such that one lane continues through on I-40 mainline	\$ 161,389,113	NHPP	2.0
24-611	2050	83.12	Chapman Hwy Segment 1b	Roadway	Knox	TDOT	Chapman Hwy	Woodlawn Pk N to Fronda Ln	Add/Improve Multimodal Accommodations (Sidewalk and Multiuse path), Intersection & Drainage Improvements	\$ 32,577,259	NHPP	1.1
17-202	2050	61.81	US 129 Widening	Roadway	Blount	TDOT	US-129 (SR-115)	Hall Rd (SR-35) to US 321	Widen from 4 to 6 lanes	\$ 64,498,818	NHPP	2.9

KNOXVILLE REGIONAL TPO - Mobility 2050 Projects List

KRMP ID	HORIZON YEAR	PRIORITY SCORE	PROJECT NAME	PROJECT TYPE	COUNTY	LEAD AGENCY	FACILITY NAME	TERMINI	DESCRIPTION	Horizon Year Cost	Proposed Funding Source	LENGTH MILES
24-706c	2050	59.74	Travel Congestion & Clean Air Improvement Grouping (Local)	NA	NA	TPO	various	Throughout TPO Planning Area	This grouping will be used to fund projects to reduce traffic congestion and improve air quality throughout the Knoxville TPO planning area. Such projects include diesel engine retrofits, traffic flow improvements, transportation control measures, transit improvements, bicycle and pedestrian facilities and programs, travel demand management, alternative fuels and vehicles, and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area.	\$ 21,604,027	CMAQ	-
24-702c	2050	59.26	Pavement Preservation & Resurfacing Program Grouping (Local)	Roadway	NA	TPO	various	Throughout TPO Planning Area	Projects for preservation, rehabilitation, resurfacing and restoration	\$ 21,604,027	L-STBG	-
24-703c	2050	59.26	Safety Improvements Program Grouping (Local)	NA	NA	TPO	various	Throughout TPO Planning Area	Projects that correct or improve a hazardous road location or feature or address a highway safety problem	\$ 21,604,027	L-STBG	-
24-612	2050	58.57	Chapman Hwy Segment 2	Roadway	Knox	TDOT	Chapman Hwy	Fronda Ln to Colonial Dr	Widen to add Center Turn Lane, Add Multiuse Path, Drainage & Intersection Improvements	\$ 35,158,189	NHPP	1.5
09-220	2050	57.40	Home Avenue Extension	Roadway	Blount	Alcoa	Home Ave	McCammon Ave to Calderwood St	Construct new 2-lane road with center turn lane to extend Home Ave through existing shopping center to Calderwood St	\$ 15,937,248	L-STBG	0.2
09-647	2050	56.12	Pellissippi Pkwy (SR-162)	Roadway	Knox	Knox County	Pellissippi Pkwy (SR-162)	Edgemoor Rd (SR-170) to Dutchtown Rd	Corridor safety and capacity improvements to include access control, interchange reconstruction, frontage roads, additional/auxiliary lanes and provision for a shared use path	\$ 223,472,777	NHPP	6.0
13-603	2050	54.38	I-40/75 Auxiliary Lanes	Roadway	Knox	TDOT	I-40/75	Campbell Station Rd Interchange to Lovell Rd Interchange	Construct eastbound and westbound auxiliary lanes between interchanges	\$ 28,232,809	NHPP	1.4
24-615	2050	51.98	Chapman Hwy Segment 5	Roadway	Knox	TDOT	Chapman Hwy	Nixon Rd to Mountain Grove Dr	Add Multimodal Accommodations (Sidewalk and Multiuse path), Intersection & Drainage Improvements	\$ 26,983,093	NHPP	1.2
24-614	2050	51.55	Chapman Hwy Segment 4	Roadway	Knox	TDOT	Chapman Hwy	Chapman Ford Crossing to Nixon Rd	Widen to add Center Turn Lane, Add Multiuse Path, Drainage & Intersection Improvements	\$ 22,006,832	NHPP	1.1
21-400c	2050	51.52	I-75 Widening (Loudon) - Segment 3	Roadway	Loudon	TDOT	I-75	SR-72 (Exit 72) to Sugar Limb Rd (SR-324) at Exit 76	Widen 4-lane to 6-lane	\$ 168,393,344	NHPP	5.5
24-705c	2050	49.64	Safety Improvements Program Grouping (TDOT)	NA	NA	TDOT	various	Throughout TPO Planning Area	Projects that correct or improve a hazardous road location or feature or address a highway safety problem.	\$ 42,007,831	HSIP	-
24-613	2050	49.48	Chapman Hwy Segment 3	Roadway	Knox	TDOT	Chapman Hwy	Colonial Dr to Chapman Ford Crossing	Widen to add Center Turn Lane, Add Multiuse Path & Sidewalk, Drainage & Intersection Improvements	\$ 22,310,102	NHPP	0.8
24-704c	2050	47.62	NHS Preservation/Operations Grouping (TDOT)	Roadway	NA	TDOT	various	Throughout TPO Planning Area	Projects for preservation, rehabilitation, resurfacing and restoration of federal aid roadways	\$ 45,226,432	NHPP	-
24-616	2050	43.98	Chapman Hwy Segment 6	Roadway	Knox	TDOT	Chapman Hwy	Mountain Grove Dr to Hendron Chapel Dr	Widen to add Center Turn Lane, Drainage & Intersection Improvements	\$ 15,387,641	NHPP	0.8
18-600	2050	43.95	I-75 ITS Expansion	ITS	Knox	TDOT	I-75	MM 109.6 to SR-61 (Exit 122)	ITS expansion includes the deployment of CCTV cameras at critical interchanges. Install power and communications infrastructure and at Least	\$ 11,365,430	NHPP	13.0
09-673	2050	43.81	Oak Ridge Hwy (SR-62)	Roadway	Knox	Knox County	Oak Ridge Hwy (SR-62)	Byington Beaver Ridge Rd (SR-131) to Pellissippi Pkwy (SR-162)	Widen from 2 to 4 lanes	\$ 116,893,452	NHPP	4.2
24-210	2050	42.38	Chapman Hwy Segment 7	Roadway	Sevier	TDOT	Chapman Hwy	Burnett Station Rd / Old Sevierville Pk to Macon Ln	Widen to add Center Turn Lane, Drainage & Intersection Improvements	\$ 21,716,748	NHPP	1.0
21-400d	2050	41.88	I-75 Widening (Loudon) - Segment 4	Roadway	Loudon	TDOT	I-75	Sugar Limb Rd (SR-324) at Exit 76 to SR-311 (SR-73) at Exit 81	Widen 4-lane to 6-lane	\$ 146,854,661	NHPP	4.8
09-207	2050	41.36	Wrights Ferry Road Center Turn Lane Improvements	Roadway	Blount	Alcoa	Wrights Ferry Road	Airbase Rd to Topside Rd	Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities	\$ 33,652,989	L-STBG	1.4
09-692	2050	39.69	I-75 Widening	Roadway	Knox	TDOT	I-75	Emory Rd (SR-131) to Raccoon Valley Rd (SR-170)	Widen from 4 to 6 lanes	\$ 341,531,186	NHPP	4.9

KNOXVILLE REGIONAL TPO - Mobility 2050 Projects List

KRMP ID	HORIZON YEAR	PRIORITY SCORE	PROJECT NAME	PROJECT TYPE	COUNTY	LEAD AGENCY	FACILITY NAME	TERMINI	DESCRIPTION	Horizon Year Cost	Proposed Funding Source	LENGTH MILES
19-605	Illustrative	86.31	Middlebrook Pike Complete Street	Bike/Ped	Knox	Knoxville	Middlebrook Pk	Western Ave to Proctor St	Install protected bicycle facilities, improve sidewalks and upgrade bike/pedestrian treatments at three intersections. Project connects existing bike/ped facilities on University Avenue to the greenway on Middlebrook	\$ -	L-STBG-TA	0.9
21-600	Illustrative	63.74	Magnolia Ave/Rutledge Pike/Asheville Hwy Interchange Improvements	Roadway	Knox	TDOT		Intersection of Magnolia Ave/Rutledge Pk/Asheville Hwy	Construct interchange improvements to consist of intersection improvements, bike lanes and enhanced sidewalks	\$ -	S-STBG	-
09-262	Illustrative	58.55	Montvale Rd (SR-336) Widening	Roadway	Blount	TDOT	Montvale Road (SR-336)	Montvale Station Rd to US 321	Widen existing roadway to 2 - 12 foot travel lanes with a 12 foot center turn lane including curb and gutter, sidewalk and a multiuse path. Close SR-73 EB and WB access to Highland Ave. to construct EB right-turn lane near Highland Ave.	\$ -	S-STBG	0.6
13-203	Illustrative	52.36	Robert C Jackson Dr Extension - Phase 2	Roadway	Blount	Alcoa	Robert C. Jackson Dr	Louisville Rd (SR-334) to US 129 Bypass (SR-115)	Construct new 4-lane roadway and grade separated interchange connecting US-129 and Associates Boulevard	\$ -	L-STBG	0.5
09-234	Illustrative	49.86	Wildwood Rd Reconstruction	Roadway	Blount	Blount County	Wildwood Road	Maryville City Limits to Sevierville Rd	Reconstruct 2-lane road with addition of turn lanes	\$ -	L-STBG	6.1
09-248	Illustrative	48.38	Topside Road (SR-333) Improvements	Roadway	Blount	TDOT	Topside Rd (SR-333)	Wrights Ferry Rd to Alcoa Hwy (SR-115/US-129)	Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities	\$ -	S-STBG	2.2
09-646	Illustrative	48.12	Northshore Dr (SR-332)	Roadway	Knox	Knox County	Northshore Dr (SR-332)	Pellissippi Pkwy (SR-162) to Concord Rd (SR-332)	Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities	\$ -	S-STBG	4.5
21-603	Illustrative	47.50	Strawberry Plains Pike Improvements	Roadway	Knox	Knox County	Strawberry Plains Pike	I-40 to Gov. John Sevier Highway	Widening of Strawberry Plains Pk from Governor John Sevier Hwy to I-40)	\$ -	L-STBG	3.4
09-244	Illustrative	46.36	Peppermint Rd Intersection Reconstruction	Roadway	Blount	Blount County	Peppermint Road	Peppermint Rd at Sevierville Rd Intersection	Reconstruct Intersection of Peppermint Road and Sevierville Road with the proper Turn Lanes.	\$ -	L-STBG	-
09-680	Illustrative	46.36	Northshore Drive Improvements	Roadway	Knox	Knox County	Northshore Drive	Concord Rd to Harvey Road	Widen from 2 to 4-lanes	\$ -	L-STBG	3.6
24-400	Illustrative	45.76	Simpson Road	Roadway	Loudon	Lenoir City	Simpson Rd	US 321 to Old Hwy 95	Reconstruct roadway 0.45 miles to include two twelve foot lanes curb and gutter with drainage improvements	\$ -	L-STBG	0.5
09-645	Illustrative	45.62	Northshore Dr (SR-332)	Roadway	Knox	Knox County	Northshore Dr (SR-332)	Morrell Rd to Ebenezer Rd	Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities	\$ -	S-STBG	3.5
24-204	Illustrative	44.86	Marilyn Road Extension	Roadway	Blount	Alcoa	Marilyn Road	Current termini to Davies St	Road Way extension to connect to Hall Community	\$ -	L-STBG	0.1
09-249	Illustrative	44.57	Montvale Rd (SR-336) Reconstruction	Roadway	Blount	TDOT	Montvale Road (SR-336)	Six Mile Rd to Blockhouse Rd	Reconstruct 2-lane road with addition of turn lanes	\$ -	S-STBG	1.6
24-609	Illustrative	44.26	W Emory Rd Widening	Roadway	Knox	TDOT	W. Emory Rd	Clinton Hwy to Karns Valley Dr	Widen W Emory Rd from 2 lanes to 5 lanes (with a TWLTL) with multimodal facilities from the intersection with Clinton Highway through to Karns Valley Dr.	\$ -	S-STBG	4.4
21-400b	Illustrative	43.50	I-75 Widening (Loudon) - Segment 2	Roadway	Loudon	TDOT	I-75	Pond Creek Rd (SR-323) at Exit 68 to SR-72 (Exit 72)	Widen 4-lane to 6-lane	\$ -	NHPP	2.4
09-643	Illustrative	43.10	Emory Rd (SR-131)	Roadway	Knox	TDOT	Emory Rd (SR-131)	Maynardville Hwy (SR-33) to Tazewell Pk (SR-331)	Widen from 2 to 4 lanes with median and/or center turn lane, including bicycle and pedestrian facilities	\$ -	S-STBG	4.8
09-644	Illustrative	43.02	Gov John Sevier Hwy (SR-168)	Roadway	Knox	Knox County	Gov John Sevier Hwy (SR-168)	Alcoa Hwy (SR-115/US-129) to Chapman Hwy (US-441/SR-71)	Widen from 3 to 4-lane divided roadway	\$ -	S-STBG	6.5
24-202	Illustrative	42.50	Centennial Park Blvd Extension	Roadway	Blount	Alcoa	Centennial Park Blvd	Tesla Blvd to Faraday Street	Construct new two lane boulevard	\$ -	L-STBG	0.3
09-229	Illustrative	42.36	Morganton Rd Reconstruction - Phase 2	Roadway	Blount	Blount County	Morganton Rd	Walker Rd to William Blount Drive (SR-335)	Reconstruct 2-lane roadway with addition of turn lanes	\$ -	L-STBG	3.3
24-601	Illustrative	39.62	Northshore Drive & Westland Drive/Lyons View Pike Roundabout	Roadway	Knox	Knoxville	Northshore Dr	Intersection of Northshore Drive & Westland Drive/Lyons View Pike	Convert signalized intersection to a two-lane roundabout; construct islands with crosswalks and warning signage on all approaches. Includes sidewalk connection to existing sidewalks & greenway path.	\$ -	CRP	-
09-221	Illustrative	39.14	Burnett Station Rd Reconstruction	Roadway	Blount	Blount County	Burnett Station Road	Sevierville Road/SR 35/US 411 to Chapman Highway/SR 71/US 441	Reconstruction of 2-lane road with addition of turn lanes	\$ -	L-STBG	4.4

KNOXVILLE REGIONAL TPO - Mobility 2050 Projects List

KRMP ID	HORIZON YEAR	PRIORITY SCORE	PROJECT NAME	PROJECT TYPE	COUNTY	LEAD AGENCY	FACILITY NAME	TERMINI	DESCRIPTION	Horizon Year Cost	Proposed Funding Source	LENGTH MILES
13-216	Illustrative	39.05	Louisville Rd (SR-333) Reconstruction - Phase 2	Roadway	Blount	Louisville	Louisville Rd (SR-333)	Topside Rd to Old Lowes Ferry Rd	Reconstruct 2-lane road with addition of turn lanes	\$ -	S-STBG	2.9
24-402	Illustrative	38.57	Highland Park Dr	Roadway	Loudon	Lenoir City	Highland Park Dr	US 321 to SR-2/US 11	Reconstruct roadway 0.26 miles to include two twelve foot lanes curb and gutter with drainage improvements	\$ -	L-STBG	0.3
24-206	Illustrative	38.29	Sam Houston School Rd Widening	Roadway	Blount	Alcoa	Sam Houston School Rd	SR-33 to Wildwood Rd	Roadway widening to add center turn lane and intersection Improvements	\$ -	L-STBG	2.7
21-206	Illustrative	38.14	Morganton Road - Phase 4	Roadway	Blount	Blount County	Morganton Rd	Henry Lane to Loudon County Line	Reconstruct 2-lane roadway with addition of turn lanes	\$ -	L-STBG	2.4
09-227	Illustrative	37.64	Mentor Rd Reconstruction	Roadway	Blount	Louisville	Mentor Road	Louisville Road/SR 334 to Wrights Ferry Road	Reconstruct 2-lane roadway with addition of turn lanes	\$ -	L-STBG	3.2
21-205	Illustrative	37.21	Morganton Road - Phase 3	Roadway	Blount	Blount County	Morganton Rd	Walker Road to Henry Lane	Reconstruct 2-lane roadway with addition of turn lanes	\$ -	L-STBG	2.3
21-207	Illustrative	35.21	Ralph Phelps Road	Roadway	Blount	Blount County	Ralph Phelps Road	Lowes Ferry to Louisville Road	Reconstruct 2-lane road with addition of turn lanes	\$ -	L-STBG	1.8
09-204	Illustrative	34.76	Pellissippi Place Access Road Extension	Roadway	Blount	Alcoa	Pellissippi Place	Wildwood Rd to Pellissippi Place Existing Terminus	Construct new 2-lane road with center turn lane or median and bicycle/pedestrian facilities	\$ -	L-STBG	1.2
21-200	Illustrative	34.36	Jeffries Hollow Road	Roadway	Blount	Blount County	Jeffries Hollow Road	Ellejoy Road to Boling Road	Reconstruct 2-lane roadway with addition of turn lanes	\$ -	L-STBG	1.4
09-675	Illustrative	33.55	Maryville Pk (SR-33)	Roadway	Knox	Knox County	Maryville Pk (SR-33)	Gov John Sevier Hwy (SR-168) to Blount County Line	Reconstruct 2-lane road with addition of turn lanes	\$ -	S-STBG	1.2

Evaluation Criteria performed December 2024 - prior to finalized list of projects by horizon year

APPENDICES | C18

Evaluation Criteria performed December 2024 - prior to finalized list of projects by horizon year

APPENDICES | C19

TAC members voted on weights				
Evaluation Criteria		Local	Regional	
1	Safety & Security	21%	17%	
2	Congestion Reduction	15%	19%	
3	Maintenance & Efficiency	14%	15%	
4	Health & Environment	13%	12%	
5	Equitable Access	11%	9%	
6	More Options	10%	6%	
7	Preservation of Place	8%	8%	
8	Economy & Freight	8%	14%	
9	Local Priority			
		100%	100%	

GIS process

Spatial join Join attribute tables if features are overlapping

Generate Points Along Lines represent linear projects as a series of points

Kernel Density create raster from points

Extract Values to Points (raster)

Raw scores were normalized from 1-10 scale

Sum of normalized scores became the Total Cumulative Score

Highest Cumulative Score represents the highest priority

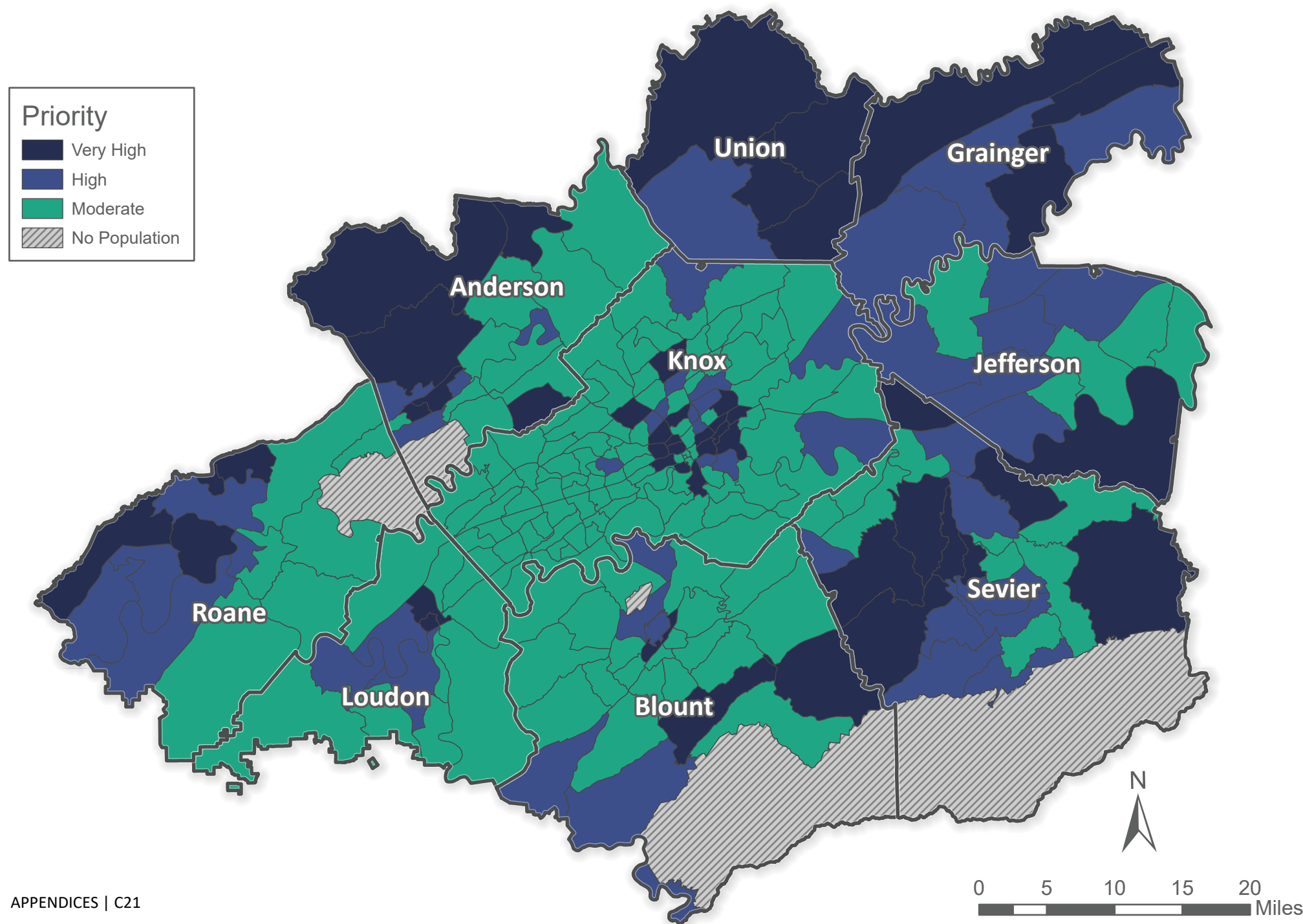
Manual process

Local Priority scores were added manually by Advisory Committee members

Documentation of GIS Geospatial process for each criteria

S	Safety & Security	Geoprocess	Scores	Normalized	High Values ...	Note
S1	% project (length) that coincides with HIN tier 1	Select by Location +100'	0-0.69	Normalized	Good	
S2	% project (length) that coincides with HIN tier 2	Select by Location +100'	0-1.0	Normalized	Good	
S3	Interactive map points - speeding or safety issues	Extract Values to Points	Max Raster	Raster	Good	Kernel Density raster
C	Congestion Reduction					
C1	Level of Travel Time Reliability (LOTTR)	Spatial Join (< 500')	0-3.29	Normalized	Good	
C2	Expected volume over capacity (v/c)	Spatial Join (< 500')	0-1.65	Normalized	Good	Highest / max value along segment
C3	Interactive map points - congestion issues	Extract Values to Points	Max Raster	Raster	Good	Converted to raster
M	Maintenance & Efficiency					
M1	Crossed a bridge rated as 'Poor' or 'Critical' condition	Select by Location + 500'	0-10	Proximity	Good	
M2	Interactive map points - maintenance issues	Extract Values to Points	Raster	Raster	Good	Converted to raster
H	Health & Environment					
H1	Proximity to existing high-quality bikeway or pedway facility	Select by Location +100'	0-1.0	Normalized	Good	
H2	Avoids potential impact with environmental resources	Select by Location +100' (inverse)		Proximity	Bad	Inverse distance calculation (% corridor > 500' from flood hazard)
E	Equitable Access					
E1	Priority population Index value	Spatial Join	-2.5-3.5	Normalized	Good	Local data resource
E2	USDOT Persistent Poverty locations	Select by Location + 100'	0-1.0	Normalized	Good	USDOT dataset for grant funding
O	More Options					
O1	Population density for transit	Spatial Join	36-6360	Normalized	Good	Average population density (not Min, Max)
O2	Connecting with existing transit service area	Select by Location	0-1.0	Proximity	Good	--
O3	Interactive map points - barriers to walking / biking	Extract Values to Points	Raster	Raster	Good	Converted to raster
P	Preservation of Place					
P1	Avoids potential impact with cultural resources	Select by Location +100' (inverse)		Proximity	Bad	Inverse distance calculation (% corridor > 500' from flood hazard)
F	Economy & Freight					
F1	Density of freight facilities	Extract Values to Points	Raster	Raster	Good	Add NHFN as points; Kernel Density raster
F2	Density of employment	--	--	--	--	--
L	Local Priority					
L1	Identified in other local plans	Rollover projects from 2045	0-10	--	Good	Manual assignment

Priority Populations: Composite Score, 2022



APPENDIX D

FY 2026-2029 TIP PROJECT STATUS

FY 2023-2026 TIP Project Status

TIP ID	Project Name/Route	Description	Lead Agency	Project Status
23-2011-082	Montvale Rd. (SR 336)	Widen existing roadway to 2 - 12 foot travel lanes with a 12 foot center turn lane including curb and gutter, sidewalk and a multiuse path.	TDOT	Removed from TIP
23-2014-002	Lovell Rd. (SR-131) Widening	Widen 2-lane to 4-lane, including pedestrian and bicycle facilities.	Knox County	Carried Forward
23-2014-006	Schaad Rd. Widening	Widen 2-lane to 4-lane	Knox County	Carried Forward
23-2014-025	Pellissippi Pkwy. (SR-162) Extension	HPP #TN053 (Section 1602-TEA21). Construct new 4 lane.	TDOT	Carried Forward
23-2014-032	South Knoxville Waterfront Roadway Improvements	The project consists of roadway streetscape improvements to Sevier Ave. consisting of new/improved curbs and sidewalks, bike lanes, planters, pavement marking for on-street parallel parking, utility placement, and handicap access improvements. No addition	City of Knoxville	Under CN
23-2014-037	Pleasant Ridge Rd.	Add Center Turn Lane	City of Knoxville	Under CN
23-2014-038	Washington Pk.	Widen from 2-lanes to 4-lanes including pedestrian and bicycle facilities.	City of Knoxville	Carried Forward
23-2014-042	Traffic Control Equipment Upgrade - Knoxville	Purchase of signal controllers, signal monitors, closed loop equipment and software.	City of Knoxville	CN Phase Carried Forward under 26-2026-308
23-2014-059	Sevierville Rd.	Reconstruct Sevierville Rd. (SR-35) from two lanes to three lanes, curb and gutter, and sidewalks with intersection improvements.	City of Maryville	Removed from TIP
23-2014-060	Morganton Rd. Roadway Improvement	Reconstruct two lane section of Morganton Rd. with shoulders, totaling 2.3 miles in length. HPP, TN-280.	Blount County	Removed from TIP
23-2014-069	Alcoa Hwy. (SR-115 / US-129)	Widen 4-lane to 6-lane including pedestrian and bicycle facilities from Woodson Dr. to Cherokee Trail interchange.	TDOT	Under CN
23-2014-078	Chapman Highway Advanced Traffic Management System	Expand the City of Knoxville's Advanced Traffic Management System along Chapman Highway. Advanced Traffic Management Systems (ATMS) is a component of the Intelligent Transportation Systems (ITS) integrates technology to improve the flow of traffic and safety. Signal upgrades to include dedicated short range communications (DSRC), data probing hardware, enhanced vehicle detection, battery backup, etc. (elements formerly listed under PIN# 128835.00).	City of Knoxville	\$2,814,000 CMAQ balance listed in Travel Congestion & Clean Air Improvement Grouping notes pending consultation with TDOT for programming authorization & additional funding to cover estimated CN cost.
23-2014-080	Liberty Street Multimodal Project	Addition of sidewalks and bicycle facilities along Liberty and Division Streets.	City of Knoxville	Under CN
23-2014-082	Union Road/N. Hobbs Road Improvements	Reconstruct 2-lane roadways including accommodations for pedestrians and bicycles. Proposed cross section is two 12' lanes with turn lanes as needed at major intersections, bicycle lanes, curb & gutter, sidewalk and/or greenway.	Town of Farragut	Carried Forward
23-2017-005	SR-115 (US 129 Widening	Widen from 4 to 6 lanes within existing right-of-way. Hall Rd (SR-35) to US 321.	TDOT	Removed from TIP
23-2017-017	Magnolia Ave Streetscape - Phase 3	Construct streetscape improvements in the existing right of way that include raised medians replacing center left-turn lane, signal improvements, bike lanes, improved sidewalks, bus pull-offs, and amenities.	City of Knoxville	Carried Forward
23-2017-028	Accelerated Bus Corridor Stops/Passenger Information Systems Install	ABC corridor improvements include Transit Signal Priority (TSP), ABC Stations and other ABC elements. This includes the capability (through signal system and bus operations hardware and software modifications) of instituting TSP and/or que jumps at up to 33 signalized intersections. The project will include the construction of 14 new standard ABC stations, 13 new basic ABC stations and improvements to the Fountain City Superstop, and additional improvements to make pedestrian and transit travel in the corridor easier.	City of Knoxville	\$5,335,577 CMAQ balance listed in Travel Congestion & Clean Air Improvement Grouping notes pending consultation with TDOT for programming authorization & additional funding to cover estimated CN cost.
23-2017-036	Emory Rd (SR-131)	Widen from 2-lanes to 4-lanes with median and/or center turn lane, and including bicycle/pedestrian facilities. From SR-331 to SR-33	TDOT	Removed from TIP
23-2017-037a	Edgemoor Road (SR-170)	Widen from 2-lanes to 4-lanes with median and/or center turn lane. Also includes bicycle/pedestrian facilities and a new bridge over the Clinch River. Melton Lake Drive to SR-9/US-25W (Clinton Hwy).	TDOT	Carried Forward
23-2017-037b	Edgemoor Road (SR-170)	Widen from 2-lanes to 4-lanes with median and/or center turn lane. Also includes bicycle/pedestrian facilities. SR-62 (Oak Ridge Hwy) to near Melton Lake Dr.	TDOT	Carried Forward

FY 2023-2026 TIP Project Status

TIP ID	Project Name/Route	Description	Lead Agency	Project Status
23-2017-038	I-640/ I-275/ I-75 Interchange	Interchange reconstruction along with the addition of auxiliary lanes in each direction on I-75. Interchange at I-640/I-275 (Sharps Gap).	TDOT	Removed from TIP
23-2017-040	Chapman Hwy (SR-71/US-441) Operational and Safety Improvements	Intersection improvements and/or driveway improvements and/or left turn lanes at various locations throughout the project area. Blount Avenue to SR-338 (Boyds Creek Highway) in Seymour	TDOT	Removed from TIP
23-2017-042	Carpenters Grade Road Widening and Intersection Improvements	Reconstruct 2-lane road with addition of turn lanes and sidewalk. Construct roundabout at Peterson Ln, Cochran Rd and Raulston Rd intersection.	City of Maryville	Under CN
23-2017-044	Boyds Creek Highway (SR 338) at Old Knoxville Highway Intersection Improvements	Reconfigure existing intersection to improve safety and operations through geometric layout changes, addition of turn lanes, and installation of a new traffic signal.	City of Sevierville	Carried Forward
23-2017-050	I-140 ITS Expansion	ITS Expansion Project - includes the installation of a power and communication network and its devices such as CCTV cameras, DMS and RDS.	TDOT	Completed
23-2017-051	Middlebrook Pike (SR-169) ATMS Expansion	Expand the City of Knoxville's Advanced Traffic Management System along Middlebrook Pike/University Ave.	City of Knoxville	Under CN
23-2017-053	Oak Ridge Signal Timing Optimization Program Ph. 2	Installation of advanced traffic controllers at eleven (11) intersections, the installation fiber optic cable to connect all fourteen (14) signals within the City's existing fiber network, upgrade vehicle detection, and the establishment of a traffic oper	City of Oak Ridge	Under CN
23-2017-056	I-75	Widen from 4 to 6 lanes From near SR-131 (Emory Road) to near SR-170 (Raccoon Valley Road)	TDOT	Removed from TIP
23-2017-057	Pellissippi Pkwy (SR-162) Interchange at Oak Ridge Hwy (SR-62) in Solway (IA)	Interchange modification to include additional (new) ramp for westbound to southbound movement.	TDOT	Removed from TIP
23-2017-061	Traffic Signal Improvements for the U.T. Area	Addition of following elements: an ATMS data server, DSRC capable ATC controllers, high speed wireless network, and radio equipment. This proposal will increase ATMS capabilities and decrease traffic delay by being better able to sense traffic flow and provide SPaT and related data sharing features.	City of Knoxville	Carried Forward
23-2017-062	Lenoir City CMAQ ITS Phase II	The proposed project is a Phase II to the Lenoir City CMAQ ITS. It includes additional features not included in Phase I to enhance traffic flow and to reduce emissions. DSRC with Advanced Traffic Controllers with cellular modems / batteries will be installed along with radar detection devices.	City of Lenoir City	Under CN
23-2017-063	Knox County Advanced Traffic Management System - Phase II	Phase II includes installation of new traffic signal controllers, DSRC units, non-intrusive detection, wireless interconnect, malfunction management units (MMU), battery backups and the development of coordinated timings at twenty-three (23) intersections. Phase I overruns included for 11 signal controllers and MMUs, central signal software and DSRC.	Knox County	Under CN
23-2017-064	Oak Ridge Signal Timing Optimization Program: Phase III	Primary elements of include the installation of advanced traffic controllers (ATC) at ten (10) intersections, the installation/replacement of wireless interconnect at eleven (11) intersections, the replacement of loop detectors with non-intrusive radar vehicle detection at ten (10) intersections, installation of dedicated short-range communications (DSRC) equipment at eleven (11) intersections and the installation of flashing yellow arrow signal heads at ten (10) intersections. Additional improvements include replacing signal heads with more efficient LED signal heads, installing accessible pedestrian signals at all intersections, signing and marking upgrades, and the reconstruction of curb ramps that are not ADA compliant.	City of Oak Ridge	\$2,500,000 CMAQ balance listed in Travel Congestion & Clean Air Improvement Grouping notes pending consultation with TDOT for programming authorization.
23-2020-002	Virtue Road/Boyd Station Road Improvements Ph. 2	Widen Virtue Rd. to two 11' lanes with curb and gutter, and provide shared use path connection to existing and planned bike/ped facilities.	Town of Farragut	Carried Forward
23-2020-004	Woodland Ave. Complete Street	Install bike lanes, sidewalks, and pedestrian crossing improvements. Project connects a greenway to existing bike lanes.	City of Knoxville	Carried Forward
23-2020-005	Foothills Mall Dr. Extension Ph. 2	Construct new 2-lane road with center turn lane and sidewalks.	City of Maryville	Carried Forward

FY 2023-2026 TIP Project Status

TIP ID	Project Name/Route	Description	Lead Agency	Project Status
23-2020-006	SR-33 West Broadway Ave. Widening	Construct additional westbound left turn lane at intersection with Lamar Alexander Pkwy and convert continuous center turn lane to additional westbound through lane along W Broadway Avenue. Project includes construction of new shared use path and other bicycle/pedestrian enhancements.	City of Maryville	Carried Forward
23-2020-011	I-75 at Emory Road (SR-131) Interchange	Reconfigure interchange to a Diverging Diamond Interchange to improve capacity, safety and operations	TDOT	Carried Forward
23-2020-012	SR-115 (US-129) (Relocated Alcoa Highway)	Stage construction including grade, drain, base, pave, signal, lighting, ITS, greenway, retaining wall, natural stream design, and bridge, from S. of proposed Wright Rd. interchange to N. of proposed SR-162 (Pellissippi Pkwy.) interchange, providing local connectivity for existing routes and destinations.	TDOT	Under CN
23-2023-001	Urban Wilderness Gateway Park	Approximately 1.2 mile realignment of roadway combining all lanes to the existing southbound roadway. Interchange realignment at southern project terminus, southbound realignment at the northern terminus, extension of Gateway Park with a shared-use path that connects N/S project boundary areas and adjacent neighborhood connections.	City of Knoxville	Grant Rescinded - No Programming in FY 26-29 TIP
23-2023-005	I-75 Widening	From SR-73, Exit 81, to I-40 Interchange	TDOT	Carried Forward
23-2023-200	Section 5307 Funds	5307 formula transit funding is for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.	City of Knoxville	Program Continues
23-2023-201	Section 5310 Funds	5310 formula transit funding is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act complementary paratransit services.	TPO	Program Continues
23-2023-202	Section 5339 Funds	5339 formula or discretionary transit funding is to provide capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.	City of Knoxville	Program Continues
23-2023-203	ETHRA Transit Vehicle Replacement Project	ETHRA will purchase transit vehicles to replace medium duty 10 passenger vehicles and wheelchair cutaway vehicles that have met their useful life guidance of 5 years and/or 150,000 miles.	ETHRA	Funds obligated
23-2023-204	CAC Transit Vehicle Replacement	CAC will purchase replacement vehicles for demand response service.	CAC	Capital Program Continues
23-2023-205	Purchase KAT Vehicles - Fixed Route Buses	KAT purchase of heavy-duty transit vehicles (buses and trolleys) replacing those that have exceeded their useful life.	KAT	Funds obligated
23-2023-210	KAT Bus Engine Overhauls	Mid-life engine overhauls on 46 transit buses. An engine "overhaul" is a mid-life action on a major component that enables an asset to achieve its useful life and is an FTA-eligible activity under Circular 5010.1E.	KAT	Funds obligated
23-2023-301	Highway Safety Improvement Program (HSIP) Grouping	See Appendix E: TDOT Metropolitan Groupings Definitions for a more comprehensive list of activities included but not limited for eligibility.	TDOT	Carried Forward
23-2023-302	Surface Transportation System Preservation and Operation Grouping	See Appendix E: TDOT Metropolitan Groupings Definitions for a more comprehensive list of activities included but not limited for eligibility.	TDOT	Carried Forward
23-2023-303	National Highway System Preservation and Operation Grouping	See Appendix E: TDOT Metropolitan Groupings Definitions for a more comprehensive list of activities included but not limited for eligibility.	TDOT	Carried Forward
23-2023-305	STBG/STBG Transportation Alternatives (STBG-TA) Bike/Pedestrian Grouping	This grouping will be used to fund greenways, sidewalks, bike/pedestrian amenities, streetscaping, and to fund STBG - Transportation Alternatives projects, which provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects throughout the Knoxville TPO area.	Various	Carried Forward
23-2023-305	Blount County Greenway Trail - Phase 1	Greenway trail contained completely within US Highway 321 right-of-way from Heritage High School to Perry's Mill Parking area. It will also include additional bike access link to Old Walland Highway across Melrose Station Bridge.	Blount County	Carried Forward
23-2023--305	Gibbs Ferry Park	Improvements to Gibbs Ferry Park	Anderson County	Carried Forward

FY 2023-2026 TIP Project Status

TIP ID	Project Name/Route	Description	Lead Agency	Project Status
23-2023--305	SR-62/SR-61 (East Tri-County Blvd.) Sidewalks	Sidewalk installation along the north side of SR-61 (East Tri-County Blvd), from Browder Circle to Midway Drive. Includes crosswalk updates.	Anderson County	Carried Forward
23-2023--305	City of Clinton - Pedestrian Improvements Ph. 1 & 2	Sidewalk improvements along Main St. (from E. Broad St. to Market St), Market St. (from Cullom St to Main St), E. Broad St (Charles G Seivers Blvd to Main St), Cullom St. (Commerce St. to N. of Market St.).	City of Clinton	Under CN
23-2023--305	City of Clinton - Pedestrian Improvements Ph. 3	Sidewalk improvements to E. Broad Street and Main Street (Hwy 25) follow Main Street (Hwy 25) south to the intersection of S. Charles G. Seivers Blvd and ending at the Riverside Drive entrance of Lake Front Park.	City of Clinton	Removed from TIP
23-2023--305	First Creek at Austin Pedestrian Bridge and Connector	Multi-use path, including bridge over First Creek connecting Harriet Tubman Park to Patton Avenue/Stadium	Knoxville's Community Development Corporation (KCDC)	Grant Rescinded - No Programming in FY 26-29 TIP
23-2023--305	Stadium and Old City Connectors	Infrastructure in and around the stadium along with the construction of the Jackson Avenue Park to be located under James White Parkway and Hall of Fame Blvd., including improving the transportation infrastructure around the multi-use stadium. Funds will be used for complete streets components, utility relocation and cultural plaza.	KCDC/City of Knoxville	Grant Rescinded - No Programming in FY 26-29 TIP
23-2023--305	Cultural Corridor and Connectors	Infrastructure improvements on Hill Avenue, Summit Hill Drive, Dandridge Avenue and Morningside Park. Includes complete streets components, utility relocation and cultural plazas. Hill Avenue Connector, Summit Hill Connector, Dandridge Avenue Connector, Morningside Connector	KCDC/City of Knoxville	Grant Rescinded - No Programming in FY 26-29 TIP
23-2023--305	East Knox Greenway - Phase 1	Construct a new shared use path connecting First Creek Greenway to Knoxville Botanical Gardens and Arboretum	City of Knoxville	Carried Forward
23-2023-305	South Waterfront Greenway - East of Suttree	Construct riverwalk trail connecting the 0.10 mile section of cantilevered riverwalk along Island Home Avenue, to Suttree Landing Park riverwalk that is just east of Foggy Bottom Street along the Tennessee River.	City of Knoxville	Carried Forward
23-2023--305	First Creek Greenway - Broadway Streetscape	Construct a new shared use path extending First Creek Greenway from near Cecil Ave to near Woodland Ave	City of Knoxville	Carried Forward
23-2023--305	Fort Sanders Neighborhood to Tyson Park Connection	Shared use path between Fort Sanders Neighborhood and Tyson Park.	City of Knoxville	Carried Forward
23-2023--305	South Knoxville Bridge Greenway	Construct greenway on the South Knoxville Bridge to connect Anita Drive with Morningside Greenway	City of Knoxville	Carried Forward
23-2023-305	Knoxville South Waterfront Pedestrian/Bicycle Bridge	Connect the south waterfront to University of Tennessee and the north waterfront trails.	City of Knoxville	Carried Forward
23-2023--305	Neyland Drive Pedestrian Connection	Design and construct a sidewalk from Lake Loudoun Blvd to Joan Cronan Way. Install a new pedestrian crossing and signal at Joan Cronan Way and new pedestrian crossings at Lake Loudoun Blvd.	City of Knoxville	Carried Forward
23-2023--305	Northwest Greenway Connector - Ph. 2	New greenway connecting from Middlebrook Pk. at Third Creek Rd. to SR 62 Western Ave. pedestrian bridge.	City of Knoxville	\$1,865,149 S-STBG-TA balance listed in Bike & Ped Grouping notes pending additional funding to cover estimated CN cost.
23-2023--305	Maryville to Townsend Greenway - Phase 1 (Brown Creek)	Shared use path/Greenway from an existing trailhead at Harper Ave. (near Aluminum Ave) to Lamar Alexander Pkwy along Brown Creek.	City of Maryville	Carried Forward
23-2023-305	Oak Ridge Rails to Trails	Construct new shared use "rails-to-trails" path along an abandoned rail line through the City of Oak Ridge.	City of Oak Ridge	Carried Forward
23-2023-305	Gibbs School Pedestrian Bridge	Pedestrian bridge will connect three school campuses (Gibbs Elem., Middle, & HS) in northeast Knox County currently separated by Tazewell Pike (SR 131).	Knox County	\$1,938,334 S-STBG-TA balance listed in Bike & Ped Grouping notes pending additional funding to cover estimated CN cost.

FY 2023-2026 TIP Project Status

TIP ID	Project Name/Route	Description	Lead Agency	Project Status
23-2023-305	Powell High School Greenway	Extension of the Powell Highschool Greenway - connects Powell Dr to the existing section of the greenway on the west side of Powell High School. Includes a pedestrian bridge that spans Beaver Creek.	Knox County	Carried Forward
23-2023-306	Planning and Studies Grouping	This grouping will be used to fund planning reports and studies throughout the Knoxville TPO planning area.	Various	Carried Forward
23-2023-306	Knoxville TPO Regional Pavement Management System	Conduct a program using collected inventory and condition data to evaluate roadway pavements in all jurisdictions that want to participate for the purpose of establishing current and future resurfacing or other appropriate interim treatment needs and costs.	TPO	Program Continues
23-2023-307	Maintenance and Repair Grouping	Funds will be used for operation, maintenance, repair, or resurfacing works.	Various	Carried Forward
23-2023-308	Travel Congestion & Clean Air Improvement Grouping	This grouping will be used to fund projects to reduce traffic congestion and improve air quality throughout the Knoxville TPO planning area. Such projects include diesel engine retrofits, traffic flow improvements, transportation control measures, transit improvements, bicycle and pedestrian facilities and programs, travel demand management, alternative fuels and vehicles, and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area.	Various	Carried Forward

APPENDIX E

AIR QUALITY CONFORMITY DETERMINATION

E.1. Background and Purpose

The purpose of this section is to demonstrate that the Knoxville Regional Transportation Planning Organization (KRTPO) FY 2026-2029 Transportation Improvement Program (TIP) meets the Air Quality Conformity requirements (also known as transportation conformity) of the Clean Air Act and the Infrastructure Investment and Jobs Act (IIJA). The Knoxville Region is subject to transportation conformity due to it being designated as a “Maintenance Area” for the pollutants of fine particulate matter (PM_{2.5}) and ground-level ozone.

Transportation conformity is the process used to ensure that federal funds will not be spent on projects that cause or contribute to any new violations of the Nation Ambient Air Quality Standards (NAAQS); increase the frequency or severity of NAAQS violations; or delay timely attainments of the NAAQS or any required interim milestone.

E.2. Knoxville Region Current Air Quality Status

The Clean Air Act requires the United States Environmental Protection Agency (EPA) to set NAAQS for six “Criteria Pollutants” – Particulate Matter (PM), Ozone, Nitrogen Dioxide, Carbon Monoxide, Sulfur Dioxide, and Lead in order to protect human health and the environment from unsafe levels of these pollutants. These pollutants are regulated through the EPA setting maximum limits on exposure levels that must be reviewed periodically. Regions, which are found to be out of compliance with those limits, may be designated as a “Nonattainment Area”. Once a Nonattainment Area demonstrates compliance with the NAAQS it typically enters a 20-year period where it becomes known as a “Maintenance Area” and transportation conformity is still required as a mechanism to help ensure the standards will continue to be met.

Following are the applicable dates for current air quality designations and the geographic area covered by each for the Knoxville Region:

- 2008 8-Hour Ozone Standard – currently designated as a Maintenance Area. This standard became effective on July 20, 2012 and included the counties of Blount and Knox, plus a small portion of Anderson County surrounding the TVA Bull Run Fossil Plant. The EPA approved a re-designation of the area to Attainment effective on August 12, 2015.
- 2006 Daily PM_{2.5} Standard – currently designated as a Maintenance Area. This standard became effective on December 14, 2009 and included the identical geographic area as the 1997 Annual PM_{2.5} Standard. The EPA approved a re-designation of the area to Attainment effective on August 28, 2017.

Previous air quality designations that have since been revoked by EPA include the following:

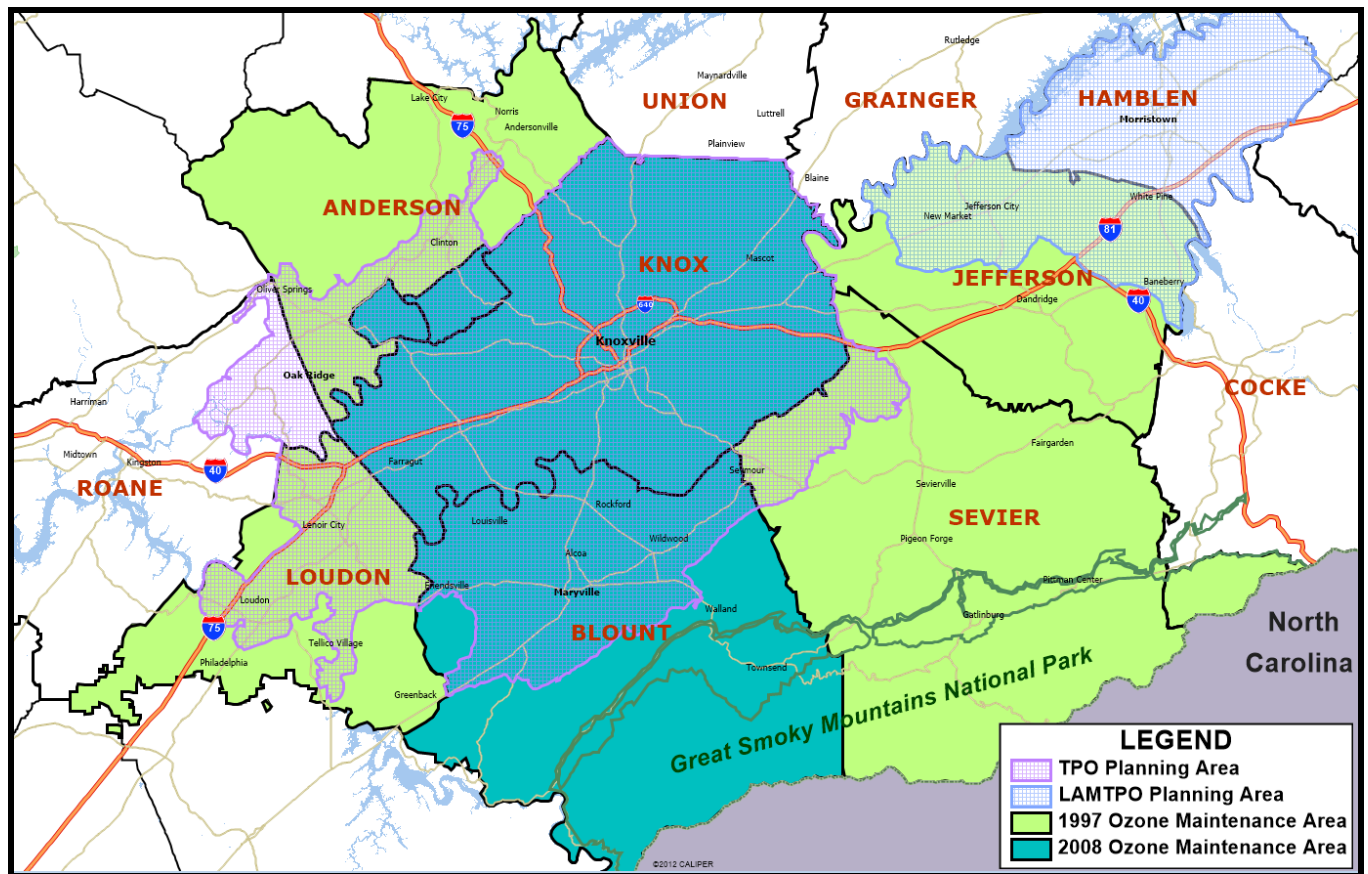
- 1997 8-Hour Ozone Standard – the Knoxville Region had been considered a Maintenance Area for this Standard, which encompassed all of the area within the 2008 8-Hour Ozone Standard Maintenance Area plus the balance of Anderson, Jefferson, Loudon, Sevier and a small portion of Cocke County within the Great Smoky Mountains National Park. The 1997 8-Hour Ozone Standard was revoked by EPA effective on April 6, 2015 however a court ruling issued on February 16, 2018 (*South Coast v. EPA*) stated that transportation conformity for this standard would still be required as an anti-backsliding measure effective for any actions starting one-year after the ruling (February 16, 2019). EPA has issued guidance on the format of the conformity documentation required to satisfy this requirement, which can be applied to just the so-called “orphan” area which is not covered by the 2008 8-Hour Ozone Standard. Section E.6. of this appendix covers conformity for the orphan area, which includes proposed transportation projects in both the Tennessee Department of Transportation (TDOT) FY 2026-2029 Statewide Transportation Improvement Program and the FY 2026-2029 Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) Transportation Improvement Program.

- 1997 Annual PM2.5 Standard – the Knoxville Region was considered a Maintenance Area for this Standard and it covered the identical geography as with the 2006 Daily PM2.5 Standard. The Knoxville Region is meeting the current (2012) Annual PM2.5 Standard of 12 micrograms per cubic meter and the 1997 Standard (15 micrograms per cubic meter) has been revoked by EPA since it is less stringent than the newer standard. Transportation conformity for this Standard no longer applies.

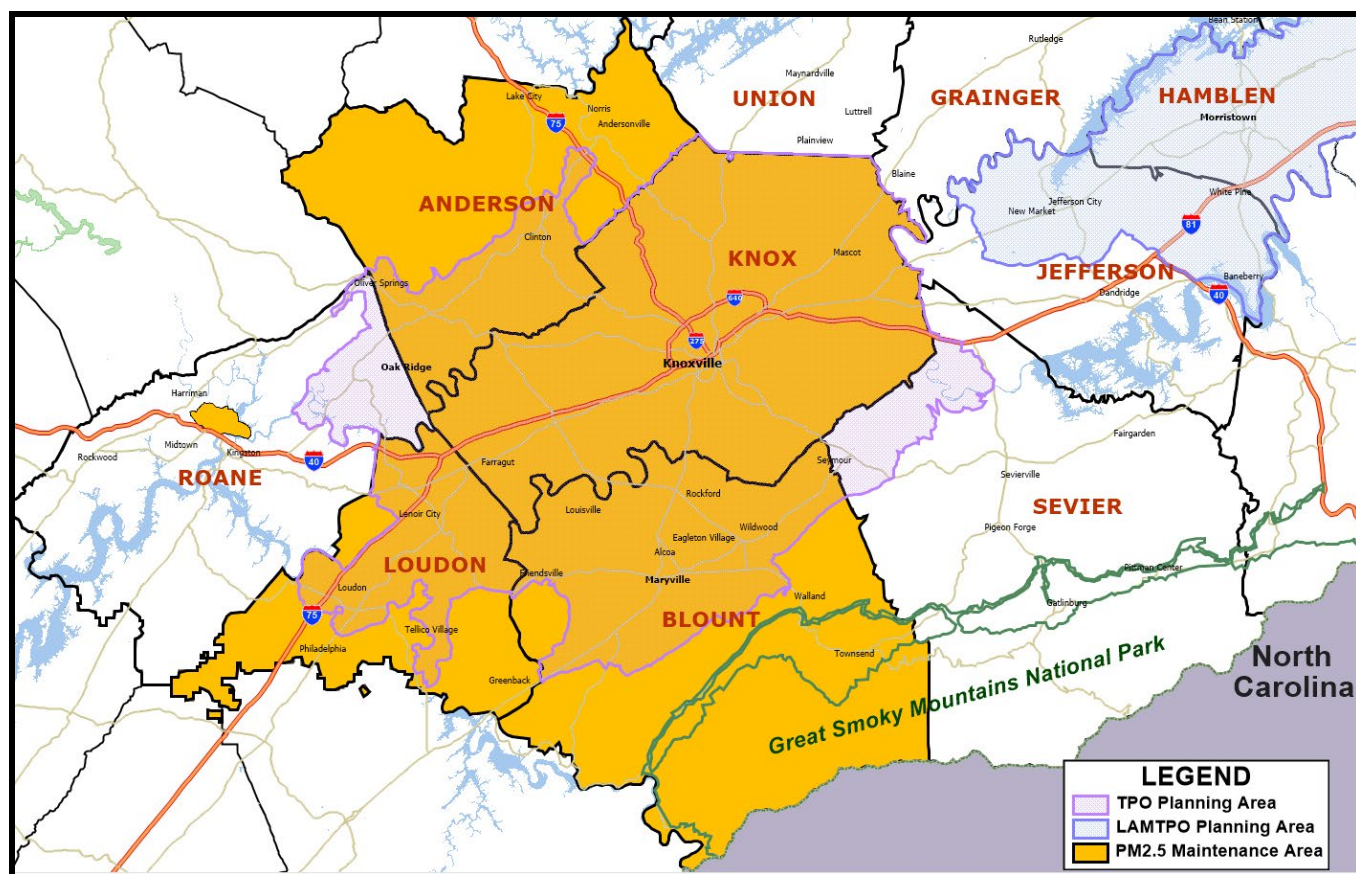
MAPS OF CURRENT KNOXVILLE REGION AIR QUALITY STATUS AND AREAS SUBJECT TO TRANSPORTATION CONFORMITY

The following maps show the geographical areas described in the above sections that have been designated as a Maintenance Area for both Ozone and PM2.5. They also show the “orphan area” that was previously designated as a Maintenance Area for the 1997 8-hour Ozone Standard and is once again subject to conformity and all of these areas are also shown in relation to the Metropolitan Planning Area boundary for the Knoxville Regional TPO and the Lakeway MTPO.

Map 1 – 2008 Ozone Maintenance Area and 1997 Ozone “Orphan” Maintenance Area



Map 2 – Former 1997 Annual and Current 2006 Daily PM2.5 Maintenance Area (Same Region)



E.3. Emissions Analysis Background

Transportation conformity is demonstrated through a technical process known as an “emissions analysis”, in which future estimates of emissions from the transportation system are compared against what has been determined to be sufficient to allow the area to re-attain the air quality standard. Different types of emissions are involved in the production of Ozone and PM2.5 pollution as described below:

- Ozone: Ozone is not directly emitted into the atmosphere; rather it is formed through a chemical reaction between “Volatile Organic Compounds” (VOC) and “Oxides of Nitrogen” (NOx) in the presence of sunlight. Mobile-sources contribute both sources of emissions – VOC are primarily formed from the evaporation of motor fuel, while NOx is formed from the internal combustion process and emitted in vehicle exhaust.
- There are some PM2.5 emissions, known as “Direct PM2.5”, that are directly emitted from motor vehicles. Direct PM2.5 emissions consist of elements contained in vehicle exhaust as well as particles resulting from brake and tire wear. In addition, it is believed that NOx emissions can contribute to secondary formation of PM2.5 so it is included in the emissions analysis.

E.4. Current Transportation Conformity Status

A conformity determination using a regional emissions analysis was made on the original Knoxville Regional Mobility Plan 2050 and approved by the U.S. DOT on May 30, 2025. A conformity finding for the FY 2023 – 2026 TIP was made on the same date as several TIP amendments were processed to ensure that the TIP maintained consistency with the Mobility Plan as is required. A full copy of the previous conformity determination requiring revised regional emissions analyses are available on the TPO website at:

<https://knoxmobility.org/resources/plan/adopted/Air%20Quality%20Conformity%20Determination%20Report.pdf>. That conformity determination also included a section regarding the demonstration of conformity for the orphan area without a regional emissions analysis and further information is included in section E.6 of this appendix.

E.5. Conformity Determination for 2008 Ozone Standard and 2006 PM2.5 Standard

E.5.a. Reliance on a Previous Regional Emissions Analysis – Overview

The conformity rule allows for the reliance on the previous regional emissions analysis for conformity determinations on TIPs that are consistent with the transportation plan. Section 93.122 (g) of the conformity rule specifies the requirements for reliance on the previous regional emissions analysis and its applicability is required to be documented in a formal conformity determination report for the updated TIP. This report satisfies that requirement as the subsequent sections document the applicability of 40 CFR 93.122 (g) for using a previous regional emissions analysis to demonstrate transportation conformity of the KRTPO FY 2026-2029 TIP for the 2008 Ozone and 2006 PM2.5 NAAQS.

E.5.b. Satisfaction of Section 93.122(g) Requirements for Reliance on Previous Regional Emissions Analysis

The following language shown in italics is directly from 40 CFR 93.122(g) regarding reliance on a previous regional emissions analysis. There are four requirements that must be met in order to rely on a previous regional emissions analysis to demonstrate conformity and the documentation that satisfies the requirements for conformity of the KRTPO FY 2026-2029 TIP is included below each one.

Conformity determinations for a new transportation plan and/or TIP may be demonstrated to satisfy the requirements of §§93.118 (“Motor vehicle emissions budget”) or 93.119 (“Interim emissions in areas without motor vehicle emissions budgets”) without new regional emissions analysis if the previous regional emissions analysis also applies to the new plan and/or TIP. This requires a demonstration that:

(i) The new plan and/or TIP contain all projects which must be started in the plan and TIP’s timeframes in order to achieve the highway and transit system envisioned by the transportation plan;

The FY 2026-2029 TIP contains projects directly from and consistent with the Mobility Plan 2050 that are projected to be started in the correct timeframes in order to achieve the highway and transit system envisioned by the transportation plan. Table E-1 at the end of this section contains a cross reference of the projects in the FY 2026-2029 TIP and their corresponding Mobility Plan project ID#’s, exempt and regional significance status and horizon year.

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

The regionally significant projects included in the TIP contain design concepts and scopes that are adequate to determine their contribution to the TIP’s regional emissions. The TPO maintains a regional travel demand forecasting model that is used to evaluate regionally significant project impacts on regional vehicle miles of travel and traffic operating characteristics in order to determine emissions impacts of proposed transportation projects. Refer to the individual project sheets and summary Table E-1 for applicable project scopes.

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

The TIP project scopes of each regionally significant project in the new TIP are consistent with those from the conforming Regional Mobility Plan 2050 as referenced in Table E-1.

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

The previous regional emissions analysis is consistent with the requirements of §93.118 (Criteria and procedures: Motor vehicle emissions budget). Conformity is applicable for the two NAAQS noted previously (2008 8-Hour Ozone Standard and 2006 Daily PM_{2.5} Standard). Please refer to the complete conformity determination report from the Mobility Plan 2050 described in Section E.4 for additional information regarding the procedures and results of the previous regional emissions analysis.

Additionally, all relevant planning assumptions included in the conformity determination for the Mobility Plan 2050 are still current and applicable.

E.6. Conformity Determination for 1997 8-Hour Ozone Standard Orphan Area

E.6.a. Overview of South Coast versus EPA Decision Conformity Ramifications

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“South Coast II,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. The Knoxville Region was designated as a “maintenance area” at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012.

Per the court’s decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. The US DOT made a 1997 ozone NAAQS conformity determination for the 2050 MTP’s for Knoxville and Lakeway on November 19, 2018 and the FY 2017 – 2020 TIPs. Conformity is required no less frequently than every four years as well as for MTP and TIP updates and amendments. This conformity determination report will address transportation conformity for the update of the TIP and STIP to cover fiscal years 2026 through 2029.

E.6.b. Applicable Geography included in 1997 8-Hour Ozone Orphan Area

This section of the conformity determination report is specifically intended to cover what is known as the “orphan area”, which are the parts of the 1997 8-hour Ozone Standard that were not included within the 2008 8-hour Ozone Standard nonattainment designation. Map 1 in Section D.2 above shows the geographies included in both the 1997 and 2008 8-hour Ozone Standards and their relationship to the planning areas for the KRTPO and LAMTPO. Areas entirely in green shading are considered part of the TDOT FY 2026-2029 rural area STIP, whereas those areas in green with either purple or blue overlay are covered by Knoxville and Lakeway respectively. The blue areas of Blount, Knox and portion of Anderson counties are subject to conformity as a maintenance area for the 2008 8-hour Ozone Standard and are therefore covered under Section E.5 of this appendix.

E.6.c. Orphan Area Conformity Requirements

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the Knoxville, Lakeway and TDOT FY 2026 – 2029 Transportation Improvement Programs can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

E.6.d. Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.

The Tennessee SIP does not include any TCMs, see also Section E.6.f.

E.6.e. Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with the Knoxville-Area Interagency Consultation group which includes federal partners such as FHWA, FTA, and EPA as well as state and local partners. Interagency consultation was conducted consistent with the Tennessee Conformity SIP and the conformity regulation's requirements at 40 CFR 93.105. Refer to Section E.7 of this appendix for additional information on interagency consultation.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. Refer to Section E.8 for additional information on public consultation.

E.6.f. Timely Implementation of TCMs

The Tennessee SIP does not include any TCMs, therefore this does not apply in the Knoxville Region.

E.6.g. Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The 2050 MTP's for the Knoxville and Lakeway areas and the FY 2026 – 2029 TIP's for KRTPO and LAMTPO and the TDOT FY 2026 – 2029 STIP are fiscally constrained, as demonstrated in applicable sections of the main planning documents for each.

E.6.h. Orphan Area Projects

Table E-2 at the end of this appendix provides a listing of the projects within the geography of the 1997 8-Hour Ozone Standard "orphan area" as shown on the map 1. These projects are from the FY 2026 – 2029 Transportation Improvement Program for the Knoxville Regional TPO or the Lakeway Area MTPO in the case of

projects from one of those MPO areas. Projects outside of the MPO areas are considered “rural area” projects and come from the FY 2026 – 2029 TDOT Statewide Transportation Improvement Program (STIP). Guidance from EPA indicates that IAC consultation is still required for projects within the orphan area to determine whether they are exempt or non-exempt, but a regional significance determination is no longer required since that aspect was only applicable to the regional emissions analysis requirement. A project listing within the conformity determination report noting the project’s exempt/non-exempt status is necessary because non-exempt projects need to have a conformity determination, and exempt projects do not. Also, if there’s a change to a non-exempt project, then the plan/TIP will need to be amended and a new conformity determination done for the plan/TIP. If there’s a change to an exempt project, determining conformity for the plan/TIP is not necessary.

E.7. Interagency Consultation Process and Comments

The Transportation Conformity Rule in 40 CFR Part 93.105 requires that Interagency Consultation (IAC) be a part of conformity determinations. Interagency Consultation allows for formal deliberation of any issues that arise as part of the conformity analysis and allows for input from all stakeholder agencies into the process. Specific consultation procedures are specified in the Tennessee Transportation Conformity Regulation found in 1200-3-34-.01(3) of the Tennessee State Code.

The Knoxville IAC group was provided a draft FY2026-2029 TIP and conformity determination for a 30-day review period between August 4, 2025 and September 2, 2025. An IAC conference call was held on August 11, 2025 to discuss the draft TIP and conformity determination. Minutes from the IAC call are provided at the end of this appendix. Comments that were received through the IAC consultation process along with the TPO staff’s response to each are as follows:

Comments from TDEC:

- In the CDR, Section E.9, should the “nonattainment” here be “maintenance” in the first paragraph?

Response: Yes, correction will be made to next version.

- In the TIP, in table 5, there are amounts of emissions reductions, but no units. Can the units be included (tons, pounds, kg, etc.)?

Response: Yes, the units are in kg/day and will be added to Table 5 in the main TIP document.

- In the PM2.5 section, there is a statement that that current annual standard is 12 ug/m3. The current standard is 9 ug/m3.

Response: This clarification will be made and text updated.

Comments from TDOT:

- A number of clarifying questions were raised which were responded to separately by the TPO
- In Table 5 of the main TIP document, changing the column names may benefit the reader.

Response: The years will be added to the column names to show the timeframes of the baseline (2021), midpoint (2023) and target (2025) periods

E.8. Public Involvement and Comments

A formal 30-day public comment period on the draft FY2026-2029 TIP was provided from **September 15, 2025 to October 14, 2025**. A public notice for the draft TIP and conformity determination was sent to regional newspapers including for the Lakeway area and links provided to the TPO website for public viewing. Public meetings were held on **September 9, 2025, September 24 and October 14, 2025**. Comments that were related specifically to the


conformity determination along with the TPO staff's response to each is included in Appendix A along with all other TIP public comments (TBD).

E.9. Summary

Currently there are no transportation control measures (TCMs) in the Tennessee SIP for the Knoxville 8-hour ozone and PM2.5 nonattainment areas. However, should TCMs be introduced in the area, nothing in the KRMP nor the Transportation Improvement Program will prohibit the timely implementation of any that are approved in the SIP for the Knoxville area.

The KRTPO FY 2026-2029 TIP has been demonstrated to conform with air quality regulations found in the Clean Air Act Amendments of 1990 and the FAST Act by relying on a previous regional emissions analysis. The projects included in the FY 2026-2029 TIP come directly from and are consistent with the current conforming long range transportation plan known as the Knoxville Regional Mobility Plan 2050, for which conformity was approved by the U.S. DOT on May 30, 2025 (conformity approval letter included as Figure E-1 on following page). A copy of the 10/22/2025 adopting resolution for the FY 2026-2029 TIP and accompanying conformity determination is included in the main body of the TIP document and the xx/xx/2025 adopting resolution by the LAMTPO Executive Board is included in this Appendix as Figure E-2.

Figure E-1: Previous Mobility Plan Regional Emissions Analysis Conformity Approval Letter:

 U.S. Department of Transportation Federal Highway Administration	Tennessee Division May 30, 2025	404 BNA Drive, Suite 508 Nashville, Tennessee 37217 Phone (615) 781-5770
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In Reply Refer To:
HPD-TN

Mr. Matt Meservy
Director, Long Range Planning Division
Tennessee Department of Transportation
James K. Polk Building, Suite 900
Nashville, TN 37243

Subject: Air Quality Conformity Determination for Knoxville, TN

Dear Mr. Meservy:

The Federal Highway Administration (FHWA) Tennessee Division and Federal Transit Administration (FTA) Region IV Office, in coordination with the Environmental Protection Agency (EPA) Region IV Office, have reviewed the Air Quality Conformity Determination adopted by the Knoxville Regional Transportation Planning Organization (KRTPO) Executive Board on April 30, 2025.

The Air Quality Conformity Determination covers the Knoxville, TN maintenance area for the 2008 8-hour ozone and the 2006 Daily PM_{2.5} National Ambient Air Quality Standards (NAAQS) and addresses 2025 Update of Metropolitan Transportation Plan, known as the Mobility Plan 2050 and FY 2023-2026 Transportation Improvement Program (TIP).

Based on our review, we find the documents conform to the ozone and PM_{2.5} NAAQS for Knoxville, Tennessee.

If you have any questions regarding this determination, please contact me at (615) 781-5788.

Sincerely,

SONYA
RICE BAKER

Sonya Baker
Safety Engineer

Digitally signed by
SONYA RICE BAKER
Date: 2025.05.30
07:58:43 -05'00'

cc: Mr. Gilberto De León, Acting Division Administrator, FHWA TN Division
Ms. Jacinda Russell, Field Operations Team Leader, FHWA TN Division
Mr. Andres Ramirez, Community Planner, FTA Region IV
Ms. Dianna Myers, Environmental Scientist, EPA Region IV
Ms. Simone Jarvis, Life Scientist, EPA Region IV
Ms. Ann Marie Anway, OCT MPO Team Lead, TDOT
Mr. Stacy Morrison, OCT Planning Manager, TDOT

Figure E-2: LAMTPO TIP Conformity Approval Resoulution

PENDING

Table E-1: 2026-2029 TIP Project Summary List/Mobility Plan 2050 ID Horizon Year Cross-Reference

NEW TIP ID	Project Name	Termini	Scope of Work	Length	Mobility Plan ID	Conformity Horizon Year	Conformity Status	Phase	Fiscal Year
26-2014-002	Lovell Road (SR-131) Widening	(Lovell Road), From Cedardale Lane to Middlebrook Pike In Knoxville	Widen 2-lane to 4-lane, including pedestrian and bicycle facilities.	1.70	09-637	2035	Non-Exempt	PE-D	2026
								ROW	2027
26-2014-006	Schaad Rd. Widening	Schaad Rd. from Oak Ridge Hwy. (SR-62) to Pleasant Ridge Rd.	Widen from 2-lane to 4-lane divided road with addition of median and sidewalks.	1.50	09-625	2035	Non-Exempt	ROW	2026
								CN	2026
26-2014-025	Pellissippi Pkwy. (SR-162) Extension	(Pellissippi Parkway), From near SR-33 to SR-73 (US-321)(TMA)	Construct new 4 lane	4.90	09-232	2040	Non-Exempt	ROW	2026
								ROW	2026
								ROW	2026
26-2014-042	Washington Pike Widening	Washington Pike, North of I-640 to Murphy Road	Widen from 2-lanes to 3/4-lanes with median/center turn lane and including bike/pedestrian facilities.	1.70	09-615	2035	Non-Exempt	CN	2026
26-2014-082	Union Road/N. Hobbs Road Improvements	Union Road, From North Hobbs Road to Everett Road and North Hobbs Road, From Union Road to SR-1 (US-11, Kingston Pike)	Reconstruct 2-lane road with addition of turn lanes and bike/pedestrian facilities	1.00	13-601	2035	Exempt	CN	2026
26-2017-017	Magnolia Ave Streetscape - Phase 3	(US-11/70, East Magnolia Avenue), From North Bertrand Street to North Kyle Street	Construct streetscape improvements along Magnolia Avenue from N. Bertrand Street. to N. Kyle Street. Improvements will include raised medians replacing center left-turn lanes, signal improvements, bike lanes, improved sidewalks, transit stops, and amenities.	0.24	17-608a	2035	Exempt	CN	2026
26-2017-037a	Edgemoor Road (SR-170) - East Segment	From near Melton Lake Drive to SR-9 (US-25W, Clinton Highway) (IA) (TMA)	Widening 2 lanes to 4 lanes with median and/or center turn lane. Also includes bicycle; pedestrian facilities and a new bridge over the Clinch River. (Split into two segments for PE,ROW, and Construction on PINs 124121.01 and.02)	3.63	09-101b	2035	Non-Exempt	PE-D	2026
								ROW	2026
								ROW	2026
26-2017-037b	Edgemoor Road (SR-170) - West Segment	From SR-62 (Oak Ridge Highway) to near Melton Lake Drive (IA)(TMA)	Widening SR-170 from 2 lanes to 4 lanes with median and/or center turn lane. Improvements also include bicycle and pedestrian facilities. (Split into two segments for PE,ROW, and Construction on PINs 124121.01 and.02)	2.55	09-101a	2035	Non-Exempt	PE-D	2026
								ROW	2026
26-2017-044	Boyds Creek Highway (SR-338) at Old Knoxville Highway Intersection Improvements	(Boyds Creek Highway), Intersection at Old Knoxville Highway, LM 10.58 in Sevierville	Reconfigure the existing intersection to improve safety operations through geometric layout changes, addition of turn lanes, and installation of a new traffic signal.		18-500	2035	Exempt	CN	2026
26-2020-002	Virtue Road/Boyd Station Road Improvements - Ph. 2	1200' south of Needlegrass Ln. to Willow Cove Way.	Widen Virtue Rd. to two 11' lanes with curb and gutter, and provide shared use path connection to existing and planned bike/ped facilities.	1.14	09-630	2035	Exempt	ROW	2026
								CN	2027
26-2020-004	Woodland Ave. Complete Street	Woodland Avenue, From SR-33 (US-441, North Broadway) to West Glenwood Street	Construction of a complete street project on Woodland Avenue from SR-33 to West Glenwood for approximately .5 miles. Project will also include bicycle lanes, pedestrian crossing improvements, sidewalks, and other ADA upgrades.	0.50	19-606	2035	Exempt	CN	2026
								CN	2026

Table E-1: 2026-2029 TIP Project Summary List/Mobility Plan 2050 ID Horizon Year Cross-Reference (continued)

NEW TIP ID	Project Name	Termini	Scope of Work	Length	Mobility Plan ID	Conformity Horizon Year	Conformity Status	Phase	Fiscal Year
26-2020-005	Foothills Mall Drive Extension Phase 2	From Foch St. to McCammon Ave.	Construction of a new 2-lane minor arterial roadway with turn lanes where needed with sidewalk and multi-use path for a length of approximately 0.76 miles. The intersection with Foch Street will be reconstructed as a roundabout.	0.76	10-260	2035	Non-Exempt	ROW	2026
								CN	2027
26-2020-006	SR-33 West Broadway Ave. Widening	From US-321(Lamar Alexander Pkwy.) to S. Cedar St.	Construction of an additional westbound left turn lane at the intersection with Lamar Alexander Pkwy and convert continuous center turn lane to an additional westbound through lane along W Broadway Avenue. Project includes construction of new shared use path and other bicycle/pedestrian enhancements	0.45	09-242	2035	Non-Exempt	ROW	2027
								CN	2029
26-2023-001	Urban Wilderness Gateway Park	From Sevierville Pike/Moody Ave. to bridge north of Anita Dr.	Approximately 1.2 mile realignment of roadway combining all lanes to the existing southbound roadway. Interchange realignment at southern project terminus, southbound realignment at the northern terminus, extension of Gateway Park with a shared-use path that connects N/S project boundary areas and adjacent neighborhood connections.	1.20	21-606	2035	Exempt	PE-D	2026
								ROW	2027
								CN	2027
26-2023-005	Loudon Rural I-75 Widening from Exit 81 to I-40	From SR-73, Exit 81, to I-40 Interchange Including I-40 from LM 4.11 to LM 4.73 (TMA)	Segment 4 of 4 of 124880.00 Including Bridge over I-75 at 4.51 (PIN 124880.01)	3.35	21-400a	2035	Non-Exempt	CN	2027
								CN	2027
26-2026-001	North Hall Road	Associates Blvd. to City of Alcoa/City of Maryville limits	Reconstruct roadway corridor with intersection and pedestrian improvements	1.80	24-200	2035	Exempt	PE-N	2028
								PE-D	2029
26-2026-002	North Park Blvd & Airbase Rd Safety Improvements	Intersection of North Park Blvd/Airbase Rd at Alcoa Hwy	Realign intersection and install traffic signal to improve overall intersection safety.	0.30	13-210	2035	Exempt	PE-N	2028
								PE-D	2029
26-2026-003	West Bessemer St. Widening	Calderwood St. to North Hall Rd.	Widen from 2 to 5 lane cross sections with center turn lane. Includes new sidewalk.	0.38	24-208	2035	Non-Exempt	PE-N	2026
								PE-D	2027
								ROW	2028
26-2026-004	Old Knoxville Hwy (SR-33) Roundabout	Intersection of SR-33 and Old Knoxville Pike	Construct a roundabout at the intersection of East Broadway and Old Knoxville Pike	-	09-212	2035	Exempt	PE-N	2026
								PE-D	2027
								ROW	2028
26-2026-005	Tazewell Pike (SR 331) and Fairview Road Intersection Realignment	Intersection of Tazewell Pike (SR 331) and Fairview Road	Re-alignment of the intersection at Tazewell Pike (SR 331) and Fairview Road. Intersection improvements with traffic signal and turn lanes.	-	21-604	2035	Exempt	PE-N	2026
								PE-D	2027
								ROW	2028
26-2026-006	Hardin Valley Road Widening	Near Pellissippi Pkwy to Campbell Station Rd	Widen from 3 to 5 lanes	2.10	24-621	2035	Non-Exempt	ROW	2026
								CN	2027

Table E-1: 2026-2029 TIP Project Summary List/Mobility Plan 2050 ID Horizon Year Cross-Reference (continued)

NEW TIP ID	Project Name	Termini	Scope of Work	Length	Mobility Plan ID	Conformity Horizon Year	Conformity Status	Phase	Fiscal Year
26-2026-007	Tazewell Pike (SR-331) at Ridgeview Rd/Carter Rd	From Carter Rd to Ridgeview Rd	Realignment of Carter Rd and Ridgeview Rd with Tazewell Pike to join them together in a four legged intersection to improve safety and sight distance.	0.25	24-607	2035	Exempt	PE-N	2026
								PE-D	2027
								ROW	2028
26-2026-008	Chapman Hwy Safety Improvements Phase 1 (SS4A)	From Blount Ave. to Ft. Dickerson Rd./Woodlawn Pike	Signal modification, redistribution of lane width, median and access management improvements, and separated bicycle and pedestrian facilities.	0.70	24-610	2035	Exempt	PE-N	2026
								PE-D	2027
								ROW	2028
								CN	2029
26-2026-009	Broadway/Hall of Fame Intersection Improvement Project	From E. Glenwood Ave. to Grainger Ave.	Replace interchange style intersection with a roundabout. Add pedestrian crossing infrastructure.	0.20	24-602	2035	Exempt	PE-N	2027
								PE-D	2027
								ROW	2028
26-2026-010	Magnolia Avenue Streetscape - Phase 4	From N. Kyle St. to Spruce St.	Construct streetscape improvements that include raised medians replacing center left-turn lane, signal improvements, bike lanes, improved sidewalks, transit stops, and amenities.	0.30	17-608b	2035	Exempt	PE-N	2026
								PE-D	2027
								ROW	2028
26-2026-011	Magnolia Avenue Streetscape - Phase 5	From Spruce St. to N. Cherry St.	Construct streetscape improvements that include raised medians replacing center left-turn lane, signal improvements, bike lanes, improved sidewalks, transit stops, and amenities.	0.40	17-608c	2040	Exempt	PE-N	2029
26-2026-012	Papermill Dr. Complete Street	From Weisgarber Rd. to Kingston Pike (SR-1)	Reconstruct 2-lane road with intersection improvements, addition of turn lanes and bicycle/pedestrian facilities	0.61	09-689	2035	Exempt	PE-N	2027
								PE-D	2028
26-2026-013	Old Hwy 95 Improvements	From E. 6th Ave. to Town Creek Pkwy./Harrison Rd.	Reconstruct roadway 1.15 miles to include two twelve foot lanes curb and gutter with drainage improvements. Sidewalks and street lighting will be installed on one side of the street. Intersections along the corridor with offsets will have alignments shifted to standard designs	1.15	24-401	2035	Exempt	PE-N	2026
								PE-D	2026
								ROW	2027
26-2026-014	SR-336 Montvale Road Improvements at US-321	From Miller Ave. to US-321/SR-73 (Lamar Alexander Pkwy.)	Widen 0.20 miles of SR-336 at US-321 including bridge replacements on Montvale Road and Mountain View Avenue, stream relocation of Pistol Creek, and new traffic signal installation on Montvale Road at Mountain View Avenue	0.20	24-207	2035	Exempt	PE-N	2029
26-2026-015	Relocated Alcoa Hwy. (SR-115/US-129)	(Relocated Alcoa Highway), from Proposed Interchange at Tyson Blvd to Existing SR-115 at South Singleton Station Road Stage 2 (IA)(TMA)	Stage construction including grade, drain, base, pave, signal, lighting, ITS, greenway, retaining wall, noise walls, and bridge. Complete tie-ins at existing SR-115 at Tyson Blvd and proposed interchange at Singleton Station Road as well as all remaining work.	4.90	09-257	2035	Non-Exempt	CN	2028

Table E-1: 2026-2029 TIP Project Summary List/Mobility Plan 2050 ID Horizon Year Cross-Reference (continued)

NEW TIP ID	Project Name	Termini	Scope of Work	Length	Mobility Plan ID	Conformity Horizon Year	Conformity Status	Phase	Fiscal Year
26-2026-302	Surface Transportation System Preservation and Operation Grouping	KNOXVILLE TPO - GROUPING	Preserve and improve the conditions and performance of Federal-aid highways and public roads, safety, traffic operations on Federal-aid highways, bridges and tunnels on public roads, and non-driver access to public transportation and enhanced mobility.		Consistent	N/A	Exempt	All phases	2026
								All phases	2027
								All phases	2028
								All phases	2029
26-2026-301	Highway Safety Improvement Program Grouping	KNOXVILLE TPO - GROUPING	Achieve the State's strategic or performance- based safety goals by reducing fatalities and serious injuries on all public roads. Upgrade railway- highway grade crossings to eliminating hazards and installing protective devices.		24-705a	N/A	Exempt	All phases	2026
								All phases	2027
								All phases	2028
								All phases	2029
26-2026-303	National Highway System Preservation and Operation Grouping	KNOXVILLE TPO - GROUPING	Support the good condition and performance of the National Highway System, construct new facilities that make progress achieving performance targets of the asset management plan, and increase facility resilience to mitigate the cost of natural disasters.		24-704a	N/A	Exempt	All phases	2026
								All phases	2027
								All phases	2028
								All phases	2029
26-2026-200	Section 5307 Funds	TPO Planning Area	5307 formula transit funding is for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.		Consistent	N/A	Exempt	Purchase	2026
								Purchase	2027
								Purchase	2028
								Purchase	2029
26-2026-201	Section 5310 Funds	TPO Planning Area	5310 formula transit funding is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act complementary paratransit services. Funding may be used for capital projects at an 80% federal and 20% local match, for operating assistance at a 50% federal and 50% local match, and administration at 100% federal funding.		Consistent	N/A	Exempt	Purchase	2026
								Purchase	2027
								Purchase	2028
								Purchase	2029
26-2026-202	Section 5339 Funds	City of Knoxville	5339 formula or discretionary transit funding is to provide capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.		Consistent	N/A	Exempt	Purchase	2026
								Purchase	2027
								Purchase	2028
								Purchase	2029
26-2026-305	Bicycle and Pedestrian Grouping	TPO Planning Area	This grouping will be used to fund greenways, sidewalks, bike/pedestrian amenities, streetscaping, and to fund STBG - Transportation Alternatives projects, which provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation throughout the Knoxville TPO area.		Consistent	N/A	Exempt	All phases	2026
								All phases	2027
								All phases	2028
								All phases	2029

Table E-1: 2026-2029 TIP Project Summary List/Mobility Plan 2050 ID Horizon Year Cross-Reference (continued)

NEW TIP ID	Project Name	Termini	Scope of Work	Length	Mobility Plan ID	Conformity Horizon Year	Conformity Status	Phase	Fiscal Year
26-2026-307	Preservation, Operations and Safety Grouping	TPO Planning Area	This grouping will be used for operation, maintenance, repair, resurfacing and safety projects throughout the Knoxville TPO area.		24-702a, 24-703a	N/A	Exempt	All phases	2026
								All phases	2027
								All phases	2028
								All phases	2029
26-2026-306	Planning and Studies Grouping	TPO Planning Area	This grouping will be used to fund planning reports and studies throughout the Knoxville TPO area.		Consistent	N/A	Exempt	All phases	2026
								All phases	2027
								All phases	2028
								All phases	2029
26-2026-308	Travel Congestion & Clean Air Improvement Grouping	TPO Planning Area	This grouping will be used to fund projects to reduce traffic congestion and improve air quality throughout the Knoxville TPO planning area. Such projects include Intelligent Transportation Systems (ITS), diesel engine retrofits, transit projects, traffic flow improvements, transportation control measures, bicycle and pedestrian facilities and programs, travel demand management, alternative fuels and vehicles, education and outreach programs and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the Knoxville TPO area.		24-706a	N/A	Exempt	All phases	2026
								All phases	2028
								All phases	2029
								All phases	2026
								All phases	2026
								All phases	2028
								All phases	2029

Table E-2 - Orphan Area Project Listing from KRTPO, LAMTPO and TDOT Transportation Improvement Programs

NEW TIP ID	Project Name	Termini	Scope of Work	Length	Mobility Plan ID	Conformity Horizon Year	Conformity Status	Phase	Fiscal Year
KRTPO #26-2017-044	Boyds Creek Highway (SR-338) at Old Knoxville Highway Intersection Improvements	(Boyds Creek Highway), Intersection at Old Knoxville Highway, LM 10.58 in Sevierville	Reconfigure the existing intersection to improve safety operations through geometric layout changes, addition of turn lanes, and installation of a new traffic signal.		18-500	2035	Exempt	CN	2026
KRTPO #26-2023-005	Loudon Rural I-75 Widening from Exit 81 to I-40	From SR-73, Exit 81, to I-40 Interchange Including I-40 from LM 4.11 to LM 4.73 (TMA)	Segment 4 of 4 of 124880.00 Including Bridge over I-75 at 4.51 (PIN 124880.01)	3.35	21-400a	2035	Non-Exempt	CN	2027
								CN	2027
KRTPO #26-2026-013	Old Hwy 95 Improvements	From E. 6th Ave. to Town Creek Pkwy./Harrison Rd.	Reconstruct roadway 1.15 miles to include two twelve foot lanes curb and gutter with drainage improvements. Sidewalks and street lighting will be installed on one side of the street. Intersections along the corridor with offsets will have alignments shifted to standard designs	1.15	24-401	2035	Exempt	PE-N	2026
								PE-D	2026
								ROW	2027
?	I-40 Bridge Replacement, Jefferson County	Bridge over French Broad River, LM 14.70	Replace Bridge	1.05	TDOT - 106301.00	2035	Exempt	CONST	2029
?	SR-35 Capacity and Operational Improvements in Sevierville; STIP: 23782035147	SR-448(North Parkway) to Eastgate Road (Includes SR-449 Intersection) in Sevierville	Capacity and Operational Improvements	1.24	TDOT - 106301.00	2035	Exempt	CONST	2026
23002449074	Sevier SR-449 EXT New Construction (Veterans Blvd (SR-449) Extension Phase 1)	(Veterans Blvd), From near SR-35 to near Robert Henderson Road (IA)(TMA)	Construct new 5 lane facility.	0.70	TDOT - 124788.00	2035	Non-Exempt	CONST	2026
?	Sevier SR-449, Extension (Veterans Blvd (SR-449) Extension Phase 2)	(Veterans Blvd), From Robert Henderson Road north of Pigeon River to SR-66 (TMA)	Design, acquire and construct a 4-lane median divided extension of SR-449 (Veterans Blvd) from Robert Henderson Road north of the Pigeon River to SR-66.	3.20	TDOT - 132674.00	2035	Non-Exempt	CONST	2027
23781040048	Sevier County I-40 Improvements (I-40 Exit 408)	New Interchange at Exit 408 and Connector Road from Dumplin Valley Road to SR-139 (TMA)	Construction of a new interchange near MM 408 on I-40. Construction of a new connector road through this interchange from Douglas Dam Rd (SR-139) to E Dumplin Vally Rd.	2.20	TDOT - 133581.00	2035	Non-Exempt	PE	2026
								ROW	2029
2010	Agricultural Park Blvd. resurfacing	Witt Boundary Rd to US Hwy 25E	Resurfacing, milling, grading, repaving, sidewalk ADA compliant (if needed) signage, striping	0.75	LAMTPO Resurfacing	N/A	Exempt		
3018	Branner Ave resurfacing	Ken Sparks Way to Old AJ Hwy	Resurface Branner Avenue including milling, grading, repaving, sidewalk ADA compliant if needed, striping, signage, stormwater drainage repair (ifneeded) It may include ITS traffic signal improvements (if needed)	0.33	LAMTPO Resurfacing	N/A	Exempt		

Table E-2 - Orphan Area Project Listing from KRTPO, LAMTPO and TDOT Transportation Improvement Programs (continued)

NEW TIP ID	Project Name	Termini	Scope of Work	Length	Mobility Plan ID	Conformity Horizon Year	Conformity Status	Phase	Fiscal Year
3020	Municipal Drive resurfacing	Old Andrew Johnson Hwy to Black Oak Rd	Resurface Municipal Drive including milling, grading, repaving, sidewalk ADA compliant if needed, striping, signage, stormwater drainage repair (if needed), It may include ITS traffic signal improvements (if needed)	0.59	LAMTPO Resurfacing	N/A	Exempt		
3021	Fate Rankin Rd resurfacing	From US Hwy 11E towards Night St (city's corporation boundary) for a distance of 3,000 feet	Resurface Fate Rankin Rd including milling, grading, repaving, sidewalk ADA compliant if needed, striping, signage, stormwater drainage repair (if needed), It may include ITS traffic signal improvements (if needed)	0.57	LAMTPO Resurfacing	N/A	Exempt		
3022	Old AJ Hwy resurfacing	SR 92 to Odyssey Rd	Resurface Old Andrew Johnson Hwy including milling, grading, repaving, sidewalk ADA compliant if needed, striping, signage, stormwater drainage repair (if needed). It may include ITS traffic signal improvements (if needed)	2.43	LAMTPO Resurfacing	N/A	Exempt		

Knoxville Area Interagency Consultation Group

August 11, 2025 2:00 PM Central, 3:00 PM Eastern Call

Notes

Roll Call

Knoxville TPO:

Mike Conger

Craig Luebke

Doug Burton

EPA:

Simone Jarvis Westin

Freund

FHWA:

Sonya Baker

Tennessee Department of Transportation:

Mohammad Molla

Tennessee Department of Environment & Conservation: Marc

Corrigan

Hannah Nodell Mark

A. Reynolds Michelle

Oakes

Knox County Air Quality Management:

Rebecca Larocque

Justin Mayer

Introduction

Marc Corrigan started the discussion by introducing himself and touching on the items for discussion: the Limited Maintenance Plan (LMP) and the Knoxville TPO's most recent TIP and associated conformity determination. He then introduced Hannah Nodell, with APC's Regulatory Development Section, the principal author of the LMP, to go over some of the LMP's high points.

Limited Maintenance Plan (LMP) Discussion

Hannah Nodell began the discussion of the LMP by reminding the IAC that the area was designated as nonattainment for the 2006 24-Hour PM_{2.5} NAAQS effective December 14, 2009. Then the area was redesignated to attainment for the 2006 24-Hour PM_{2.5} NAAQS effective September 27, 2017, which included Anderson, Blount, Knox, Loudon and a part of Roane County.

Hannah then discussed the PM_{2.5} air quality readings since 2015. She noted the spike seen in the 2016-2017 timeframe was attributable to the wildfires in the Gatlinburg area.

Hannah next outlined some of the key metrics that allow an area to pursue an LMP, including there being no increase in measured PM_{2.5} and monitored concentrations of PM_{2.5} have been stable. In the development of the LMP, TDEC APC and the Knox County AQMD followed EPA's 2022 LMP Guidance for PM areas.

One of the benefits to pursuing an LMP is that future-year emissions projections are not required. However, an attainment year emissions inventory must be included. Also, the LMP must commit to continuing to monitor for PM_{2.5}, contain contingency measures, as well as a number of other requirements.

Hannah continued in discussing a criterion for potential LMP areas in EPA's guidance document that outlines a statistical test of the design value to help provide for confidence in the area continuing to maintain the NAAQS. The results of the test indicate the Knoxville Area easily passes the test with a margin of safety.

Hannah went into some detail regarding a 2011 TVA Consent Decree with EPA. The consent decree included several commitments for TVA to install control technology and retirement of certain facilities.

Hannah also discussed the 2020 emissions inventory. This inventory covers all anthropogenic source sectors. Hannah indicated the inventory, because of the Covid pandemic, might have some anomalies in it, therefore other inventories were included: the 2014 NEI and 2022 EMP (Emissions Modeling Platform).

The contingency plan section of the LMP is largely a copy of the contingency plan section in the first maintenance plan.

Marc continued the discussion by outlining the reasons for the exclusion of a MVEB in this LMP. He outlined that PM2.5 air quality has improved in the maintenance area despite VMT growth. Marc then went over the VMT projections from the TPO's most recent CDR which indicate an expected modest increase in VMT over time into the future. Marc then brought it back around to the PM2.5 emissions projections from the Knoxville TPO's most recent CDR – including projections for 2026, 2035, 2040 and 2050 demonstrate lower emissions of PM2.5 and NOx over time.

It is for these reasons that no MVEB will be established in this LMP as provided for in 40 CFR 93.109.

Hannah finished up the LMP presentation by going through the proposed LMP schedule.

Questions/Comments Received

Mohammad asked about the inclusion of NH3 in the inventory. NH3, as well as the other pollutants (like SO2 and VOCs) are considered by EPA to be potential precursors to PM2.5 formation and are required pollutants in the inventories for PM2.5 maintenance areas. Ammonia combines with sulfates and nitrates to form ammonium sulfate and ammonium nitrates.

Mohammad asked about EPA's comment period, should it follow the IAC's comment period? EPA is a part of the IAC.

Mike asked about the schedule of the submission and approval of the LMP. It was indicated that after formal submission to EPA, they have 18 months to approve it. The exact timing is unknown at this point. Mike also asked about how transportation conformity would change after the LMP is approved. Conformity would continue for this NAAQS except for the need for a regional emissions analysis as outlined in CFR 93.109.

Mike asked about the exclusion of information in the LMP on changes to the TVA Kingston fossil plant. It was mentioned that due to litigation, the timing of any conversions at this time is unknown, therefore it was not included in the discussion.

Mike asked about inclusion of the 2023 NEI data. The 2023 NEI is not available yet.

Mohammad asked about the impact of neighboring states not doing enough – how is that addressed? Hannah mentioned the consent decree also impacted TVA facilities outside of Tennessee like the Widow's Creek and Colbert facilities in Alabama.

Knoxville TPO TIP Discussion

Mike discussed the 2026-2029 TIP and associated CDR. The TIP is updated at least every 3 years and covers a 4-year span. The TIP is a subset of the long-range Metropolitan Transportation Plan (MTP). This TIP is relying on a Short Conformity Determination Report (SCR) since it is a direct subset of the MTP for which a conformity determination was just approved and the projects in the TIP have not changed from those in the MTP.

The CDR covers all the applicable NAAQS: 2008 8-hour ozone, 1997 8-hour ozone and the 2006 Daily PM_{2.5} standard.

Mike briefly touched on the requirements in EPA's guidance for a conformity determination that relies on a previous regional emissions analysis as well as the conformity requirements related to the so-called Orphan Area for the 1997 8-hour Ozone Standard. Mike discussed the inclusion of the TIP project lists within the SCR that showed each project's MTP ID number as well as its horizon year to show that the TIP is consistent and a direct subset of the MTP. Mike wrapped up his presentation by giving an overview of the remaining schedule for the TIP update including the remaining IAC review period and subsequent public review which is still to be determined based on the TPO completing its TDOT and FHWA review periods. Mike noted that if those review periods went as currently planned then the TPO is expecting to take the TIP and SCR for adoption at its October 22, 2025 Executive Board meeting.

Mohammad asked about relevance to the 2015 ozone standard. Mike explained that Knoxville was not designated nonattainment for this NAAQS and does not need to determine conformity for it.

Mohammad also asked about needing to demonstrate conformity for the 1997 ozone NAAQS. Mike responded that the South Coast II decision made conformity apply for this NAAQS again to address the anti-backsliding provisions in the Clean Air Act.

Mohammad also asked about the counties shaded in green on the map in Mike's slides. This was the 'orphan' area for the 1997 8-hour ozone NAAQS that was determined by the South Coast II decision to still require conformity determinations. This is the area minus the area captured by the 2008 8-hour ozone NAAQS.

Mike asked about the second maintenance plan at EPA – when might the timing of this final approval be? Simone Jarvis indicated that it is still under EPA review. She would let us know something as soon as she hears about any action on this maintenance plan.

Mike stated that he could follow up with the IAC if desired on the topic of the previous meeting's discussion, which was a visioning workshop for the TPO's next generation

travel demand model. He stated that he could also provide another opportunity for IAC input on the SCR if the timing worked out to schedule that prior to the end of the IAC review period. Marc Corrigan replied that he would be interested in having an opportunity to review the draft report of the model scoping effort.

APPENDIX F

ADA TRANSITION PLAN STATUS UPDATE

ADA and ADA Transition Plan Status of Local Public Agencies

Agency	ADA Coordinator Identified	ADA Self-Evaluation	Transition Plan Status	Transition Plan Status Details
Anderson County	Yes	Yes	Complete	Complete 2019 (Self Cert update 2023)
Blount County	Yes	Yes	Complete	Complete 2019 (Self Cert update 2023)
Blount County IDB				Exempt - Fewer than 50 employees
City of Alcoa	Yes	Yes	Complete	Complete 2019 (Self Cert update 2023)
City of Clinton	Yes	Yes	Complete	Complete 2019 (Self Cert update 2024)
City of Knoxville	Yes	Yes	Complete	Complete 2019 (Self Cert update 2024)
City of Loudon	Yes	Yes	Complete	Complete 2021 (Self Cert update 2021)
City of Maryville	Yes	Yes	Complete	Complete 2019 (progress update for 2024)
City of Oak Ridge	Yes	Yes	Complete	Complete 2020 (progress update for 2021)
City of Sevierville	Yes	Yes	Complete	Complete 2020 (Self Cert update 2024)
Knoxville-Knox County Community Action Committee	Yes	Yes	Complete	CAC is covered in Knox County Transition Plan
Knox County	Yes	Yes	Complete	Complete 2019 (Self Cert update 2022)
Knoxville Area Transit	Yes	Yes	Complete	KAT is covered in City of Knoxville Transition Plan
Lenoir City	Yes	Yes	Complete	Complete 2020 (Self Cert update 2024)
Loudon County	Yes	Yes	Complete	Complete 2020 (Self Cert update 2023)
Sevier County	Yes	Yes	Complete	Complete 2019 (Self Cert update 2023)
Town of Farragut	Yes	Yes	Complete	Complete 2018 (Self Cert update 2023)
Louisville*				Exempt - Fewer than 50 employees
Rockford*				Exempt - Fewer than 50 employees
Oliver Springs*				Exempt - Fewer than 50 employees