



KNOXVILLE REGIONAL

July 7, 2023

Tennessee Department of Transportation  
James K. Polk Building, Suite 1800  
505 Deaderick Street  
Nashville, TN 37243-0349

SUBJECT: Amendment to project 23-2020-005 (Foothills Mall Drive Extension, Ph. 2)

Dear TDOT,

The Knoxville Regional TPO requests concurrence by TDOT to amend the FY 2023-2026 TIP concerning the following project:

**Amendment 23-2020-005 (Foothills Mall Drive Extension, Ph. 2)** - Amend project to revise the project termini, description and length. Project termini are revised from "Foch St. to McCammon Ave." to "Foch St. to near Bessemer St.". The project length is increased to 0.76 miles and the project description is revised to "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". No funding changes are included with this amendment and the total project cost is unchanged.

This amendment has been incorporated into our FY 2023-2026 TIP. The project pages, expenditure summary sheets, air quality conformity summary, air quality conformity determination approval (FHWA), resolution, planning process self-certification, TDOT concurrence and other pertinent information are included. If you have any questions, please contact me at (865) 215-3825.

Sincerely,

Craig Luebke, AICP  
Senior Transportation Planner



|                  |                     |                               |                           |
|------------------|---------------------|-------------------------------|---------------------------|
| <b><u>ID</u></b> | <b><u>PIN #</u></b> | <b><u>Length in Miles</u></b> | <b><u>Lead Agency</u></b> |
| 23-2020-005      | 132946.00           | 0.66                          | City of Maryville         |

**County:**

Blount

**Route**

-

**Total Project Cost**

\$6,190,000.00

**Project Name:**

Foothills Mall Dr. Extension Ph. 2

**Termini**

Foch St. to McCammon Ave.

**Project Description**

Construct new 2-lane road with center turn lane and sidewalks.

**Long Range Plan #**

10-260

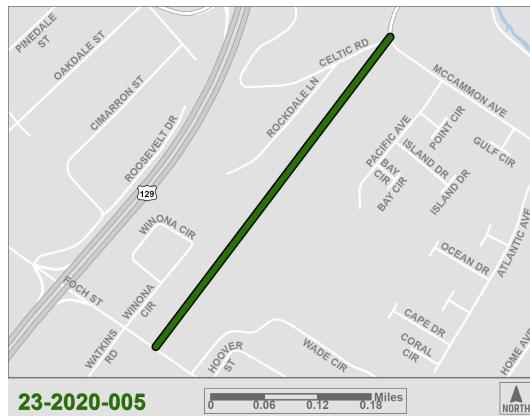
**Conformity Status**

Non-Exempt

| FY           | Phase | Fund Code | Total Funds        | Federal Funds      | State Funds | Local Funds        |
|--------------|-------|-----------|--------------------|--------------------|-------------|--------------------|
| 2023         | PE-D  | L-STBG    | \$208,000          | \$166,400          | \$0         | \$41,600           |
| 2024         | ROW   | L-STBG    | \$882,000          | \$705,600          | \$0         | \$176,400          |
| 2025         | CONST | L-STBG    | \$5,000,000        | \$4,000,000        | \$0         | \$1,000,000        |
| <b>Total</b> |       |           | <b>\$6,090,000</b> | <b>\$4,872,000</b> | <b>\$0</b>  | <b>\$1,218,000</b> |

**Comments:**

\$80,000 federal L-STBG previously obligated





|             |              |                        |                    |
|-------------|--------------|------------------------|--------------------|
| <b>ID</b>   | <b>PIN #</b> | <b>Length in Miles</b> | <b>Lead Agency</b> |
| 23-2020-005 | 132946.00    | 0.76                   | City of Maryville  |

**County:**

Blount

**Route**

-

**Total Project Cost**

\$6,190,000.00

**Project Name:**

Foothills Mall Dr. Extension Ph. 2

**Termini**

Foch St. to near Bessemer St.

**Project Description**

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.

**Long Range Plan #**

10-260

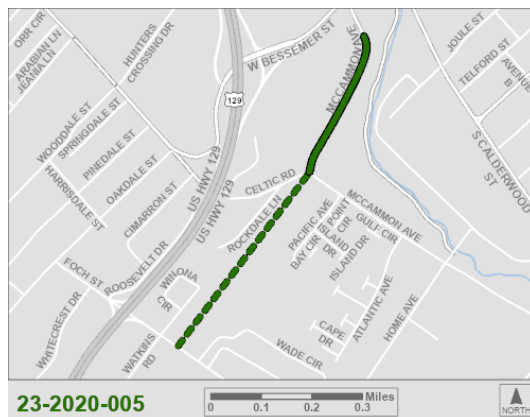
**Conformity Status**

Non-Exempt

| FY           | Phase | Fund Code | Total Funds        | Federal Funds      | State Funds | Local Funds        |
|--------------|-------|-----------|--------------------|--------------------|-------------|--------------------|
| 2023         | PE-D  | L-STBG    | \$208,000          | \$166,400          | \$0         | \$41,600           |
| 2024         | ROW   | L-STBG    | \$882,000          | \$705,600          | \$0         | \$176,400          |
| 2025         | CONST | L-STBG    | \$5,000,000        | \$4,000,000        | \$0         | \$1,000,000        |
| <b>Total</b> |       |           | <b>\$6,090,000</b> | <b>\$4,872,000</b> | <b>\$0</b>  | <b>\$1,218,000</b> |

**Comments:**

\$80,000 federal L-STBG previously obligated  
Amend project to revise the project termini, description and length. Project termini are revised from "Foch St. to McCammon Ave." to "Foch St. to near Bessemer St.". The project length is increased to 0.76 miles and the project description is revised to "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". No funding changes are included with this amendment and the total project cost is unchanged.





eSTIP Fiscal Constraints Report for STIP Period 2023  
Knoxville MPO

ORIGINAL

| Fund Code | Fiscal Year | Budget Total  | Programmed Funds | Federal Funding | State Funding | Local Funding | Federal Carryover | Remaining Balance |
|-----------|-------------|---------------|------------------|-----------------|---------------|---------------|-------------------|-------------------|
| CMAQ      | 2023        | \$18,140,511  | \$18,140,511     | \$18,060,458    | \$0           | \$80,053      | \$0               | \$0               |
| CMAQ      | 2024        | \$8,570,478   | \$8,570,478      | \$8,023,236     | \$0           | \$547,242     | \$0               | \$0               |
| CMAQ      | 2025        | \$2,692,360   | \$2,692,360      | \$2,692,360     | \$0           | \$0           | \$0               | \$0               |
| CRP       | 2023        | \$3,713,388   | \$3,095,000      | \$3,094,388     | \$0           | \$619,000     | \$1,530,360       | \$618,388         |
| CRP       | 2024        | \$2,439,425   | \$1,113,000      | \$2,216,825     | \$0           | \$222,600     | \$618,388         | \$1,326,425       |
| CRP       | 2025        | \$2,960,027   | \$0              | \$2,960,027     | \$0           | \$0           | \$1,326,425       | \$2,960,027       |
| CRP       | 2026        | \$5,104,568   | \$2,375,000      | \$4,629,568     | \$0           | \$475,000     | \$2,960,027       | \$2,729,568       |
| HIP       | 2023        | \$1,539,845   | \$1,539,845      | \$1,231,876     | \$0           | \$307,969     | \$0               | \$0               |
| HPP       | 2023        | \$9,228,762   | \$9,228,762      | \$7,410,730     | \$1,818,032   | \$0           | \$0               | \$0               |
| HSIP      | 2023        | \$4,000,000   | \$4,000,000      | \$3,600,000     | \$400,000     | \$0           | \$0               | \$0               |
| HSIP      | 2024        | \$500,000     | \$500,000        | \$450,000       | \$50,000      | \$0           | \$0               | \$0               |
| HSIP      | 2025        | \$250,000     | \$250,000        | \$225,000       | \$25,000      | \$0           | \$0               | \$0               |
| HSIP      | 2026        | \$250,000     | \$250,000        | \$225,000       | \$25,000      | \$0           | \$0               | \$0               |
| HSIP-R    | 2023        | \$10,000      | \$10,000         | \$9,000         | \$1,000       | \$0           | \$0               | \$0               |
| HSIP-R    | 2024        | \$10,000      | \$10,000         | \$9,000         | \$1,000       | \$0           | \$0               | \$0               |
| HSIP-R    | 2025        | \$10,000      | \$10,000         | \$9,000         | \$1,000       | \$0           | \$0               | \$0               |
| HSIP-R    | 2026        | \$10,000      | \$10,000         | \$9,000         | \$1,000       | \$0           | \$0               | \$0               |
| L-STBG    | 2023        | \$66,935,782  | \$26,465,003     | \$61,670,559    | \$782,000     | \$4,483,223   | \$48,659,355      | \$40,470,779      |
| L-STBG    | 2024        | \$62,167,529  | \$41,996,500     | \$53,768,229    | \$335,400     | \$8,063,900   | \$40,470,779      | \$20,171,029      |
| L-STBG    | 2025        | \$36,756,923  | \$14,979,500     | \$33,761,023    | \$0           | \$2,995,900   | \$20,171,029      | \$21,777,423      |
| L-STBG    | 2026        | \$42,819,447  | \$35,765,250     | \$35,666,397    | \$1,741,950   | \$5,411,100   | \$21,777,423      | \$7,054,197       |
| L-STBG-TA | 2023        | \$4,024,488   | \$3,000,000      | \$3,424,488     | \$0           | \$600,000     | \$1,866,097       | \$1,024,488       |
| L-STBG-TA | 2024        | \$3,260,164   | \$3,215,000      | \$2,617,164     | \$0           | \$643,000     | \$1,024,488       | \$45,164          |
| L-STBG-TA | 2025        | \$1,932,878   | \$1,300,000      | \$1,672,878     | \$0           | \$260,000     | \$45,164          | \$632,878         |
| L-STBG-TA | 2026        | \$2,796,402   | \$2,500,000      | \$2,296,402     | \$0           | \$500,000     | \$632,878         | \$296,402         |
| LOCAL     | 2023        | \$9,145,222   | \$9,145,222      | \$0             | \$0           | \$9,145,222   | \$0               | \$0               |
| LOCAL     | 2025        | \$15,300,000  | \$15,300,000     | \$0             | \$0           | \$15,300,000  | \$0               | \$0               |
| MMAG      | 2023        | \$1,285,000   | \$1,285,000      | \$0             | \$950,000     | \$335,000     | \$0               | \$0               |
| MMAG      | 2026        | \$762,000     | \$762,000        | \$0             | \$723,900     | \$38,100      | \$0               | \$0               |
| NHPP      | 2023        | \$258,559,660 | \$258,559,660    | \$206,847,728   | \$51,711,932  | \$0           | \$0               | \$0               |
| NHPP      | 2024        | \$37,561,600  | \$37,561,600     | \$30,049,280    | \$7,512,320   | \$0           | \$0               | \$0               |
| NHPP      | 2025        | \$15,152,000  | \$15,152,000     | \$12,121,600    | \$3,030,400   | \$0           | \$0               | \$0               |
| NHPP      | 2026        | \$12,008,400  | \$12,008,400     | \$9,606,720     | \$2,401,680   | \$0           | \$0               | \$0               |
| PHSIP     | 2023        | \$0           | \$0              | \$0             | \$0           | \$0           | \$0               | \$0               |
| PHSIP     | 2024        | \$304,152     | \$304,152        | \$304,152       | \$0           | \$0           | \$0               | \$0               |



eSTIP Fiscal Constraints Report for STIP Period 2023  
Knoxville MPO

ORIGINAL

| Fund Code    | Fiscal Year | Budget Total | Programmed Funds | Federal Funding | State Funding | Local Funding | Federal Carryover | Remaining Balance |
|--------------|-------------|--------------|------------------|-----------------|---------------|---------------|-------------------|-------------------|
| PHSIP        | 2025        | \$0          | \$0              | \$0             | \$0           | \$0           | \$0               | \$0               |
| PHSIP        | 2026        | \$0          | \$0              | \$0             | \$0           | \$0           | \$0               | \$0               |
| S-STBG-TA    | 2023        | \$2,331,436  | \$2,331,436      | \$1,865,149     | \$0           | \$466,287     | \$0               | \$0               |
| S-STBG-TA    | 2025        | \$1,302,693  | \$1,302,693      | \$1,042,154     | \$0           | \$260,539     | \$0               | \$0               |
| SECTION 5307 | 2023        | \$10,657,041 | \$10,657,041     | \$8,525,633     | \$1,065,704   | \$1,065,704   | \$0               | \$0               |
| SECTION 5307 | 2024        | \$10,891,497 | \$10,891,497     | \$8,713,197     | \$1,089,150   | \$1,089,150   | \$0               | \$0               |
| SECTION 5307 | 2025        | \$11,131,109 | \$11,131,109     | \$8,904,887     | \$1,113,111   | \$1,113,111   | \$0               | \$0               |
| SECTION 5307 | 2026        | \$11,375,993 | \$11,375,993     | \$9,100,795     | \$1,137,599   | \$1,137,599   | \$0               | \$0               |
| SECTION 5310 | 2023        | \$1,074,456  | \$1,074,456      | \$859,564       | \$107,446     | \$107,446     | \$0               | \$0               |
| SECTION 5310 | 2024        | \$1,098,092  | \$1,098,092      | \$878,474       | \$109,809     | \$109,809     | \$0               | \$0               |
| SECTION 5310 | 2025        | \$1,122,251  | \$1,122,251      | \$897,801       | \$112,225     | \$112,225     | \$0               | \$0               |
| SECTION 5310 | 2026        | \$1,146,940  | \$1,146,940      | \$917,552       | \$114,694     | \$114,694     | \$0               | \$0               |
| SECTION 5339 | 2023        | \$878,320    | \$878,320        | \$702,656       | \$87,832      | \$87,832      | \$0               | \$0               |
| SECTION 5339 | 2024        | \$897,642    | \$897,642        | \$718,114       | \$89,764      | \$89,764      | \$0               | \$0               |
| SECTION 5339 | 2025        | \$917,391    | \$917,391        | \$733,913       | \$91,739      | \$91,739      | \$0               | \$0               |
| SECTION 5339 | 2026        | \$937,573    | \$937,573        | \$750,059       | \$93,757      | \$93,757      | \$0               | \$0               |
| STBG         | 2023        | \$33,332,343 | \$33,332,343     | \$26,665,874    | \$5,327,256   | \$1,339,213   | \$0               | \$0               |
| STBG         | 2024        | \$15,469,245 | \$15,469,245     | \$12,375,396    | \$3,093,849   | \$0           | \$0               | \$0               |
| STBG         | 2025        | \$5,068,140  | \$5,068,140      | \$4,054,512     | \$1,013,628   | \$0           | \$0               | \$0               |
| STBG         | 2026        | \$1,267,035  | \$1,267,035      | \$1,013,628     | \$253,407     | \$0           | \$0               | \$0               |



**eSTIP Fiscal Constraints Report for STIP Period 2023  
Knoxville MPO**

AMENDED

| <b>Fund Code</b> | <b>Fiscal Year</b> | <b>Budget Total</b> | <b>Programmed Funds</b> | <b>Federal Funding</b> | <b>State Funding</b> | <b>Local Funding</b> | <b>Federal Carryover</b> | <b>Remaining Balance</b> |
|------------------|--------------------|---------------------|-------------------------|------------------------|----------------------|----------------------|--------------------------|--------------------------|
| CMAQ             | 2023               | \$18,140,511        | \$18,140,511            | \$18,060,458           | \$0                  | \$80,053             | \$0                      | \$0                      |
| CMAQ             | 2024               | \$8,570,478         | \$8,570,478             | \$8,023,236            | \$0                  | \$547,242            | \$0                      | \$0                      |
| CMAQ             | 2025               | \$2,692,360         | \$2,692,360             | \$2,692,360            | \$0                  | \$0                  | \$0                      | \$0                      |
| CRP              | 2023               | \$3,713,388         | \$3,095,000             | \$3,094,388            | \$0                  | \$619,000            | \$1,530,360              | \$618,388                |
| CRP              | 2024               | \$2,439,425         | \$1,113,000             | \$2,216,825            | \$0                  | \$222,600            | \$618,388                | \$1,326,425              |
| CRP              | 2025               | \$2,960,027         | \$0                     | \$2,960,027            | \$0                  | \$0                  | \$1,326,425              | \$2,960,027              |
| CRP              | 2026               | \$5,104,568         | \$2,375,000             | \$4,629,568            | \$0                  | \$475,000            | \$2,960,027              | \$2,729,568              |
| HIP              | 2023               | \$1,539,845         | \$1,539,845             | \$1,231,876            | \$0                  | \$307,969            | \$0                      | \$0                      |
| HPP              | 2023               | \$9,228,762         | \$9,228,762             | \$7,410,730            | \$1,818,032          | \$0                  | \$0                      | \$0                      |
| HSIP             | 2023               | \$4,000,000         | \$4,000,000             | \$3,600,000            | \$400,000            | \$0                  | \$0                      | \$0                      |
| HSIP             | 2024               | \$500,000           | \$500,000               | \$450,000              | \$50,000             | \$0                  | \$0                      | \$0                      |
| HSIP             | 2025               | \$250,000           | \$250,000               | \$225,000              | \$25,000             | \$0                  | \$0                      | \$0                      |
| HSIP             | 2026               | \$250,000           | \$250,000               | \$225,000              | \$25,000             | \$0                  | \$0                      | \$0                      |
| HSIP-R           | 2023               | \$10,000            | \$10,000                | \$9,000                | \$1,000              | \$0                  | \$0                      | \$0                      |
| HSIP-R           | 2024               | \$10,000            | \$10,000                | \$9,000                | \$1,000              | \$0                  | \$0                      | \$0                      |
| HSIP-R           | 2025               | \$10,000            | \$10,000                | \$9,000                | \$1,000              | \$0                  | \$0                      | \$0                      |
| HSIP-R           | 2026               | \$10,000            | \$10,000                | \$9,000                | \$1,000              | \$0                  | \$0                      | \$0                      |
| L-STBG           | 2023               | \$66,935,782        | \$26,465,003            | \$61,670,559           | \$782,000            | \$4,483,223          | \$48,659,355             | \$40,470,779             |
| L-STBG           | 2024               | \$62,167,529        | \$41,996,500            | \$53,768,229           | \$335,400            | \$8,063,900          | \$40,470,779             | \$20,171,029             |
| L-STBG           | 2025               | \$36,756,923        | \$14,979,500            | \$33,761,023           | \$0                  | \$2,995,900          | \$20,171,029             | \$21,777,423             |
| L-STBG           | 2026               | \$42,819,447        | \$35,765,250            | \$35,666,397           | \$1,741,950          | \$5,411,100          | \$21,777,423             | \$7,054,197              |
| L-STBG-TA        | 2023               | \$4,024,488         | \$3,000,000             | \$3,424,488            | \$0                  | \$600,000            | \$1,866,097              | \$1,024,488              |
| L-STBG-TA        | 2024               | \$3,260,164         | \$3,215,000             | \$2,617,164            | \$0                  | \$643,000            | \$1,024,488              | \$45,164                 |
| L-STBG-TA        | 2025               | \$1,932,878         | \$1,300,000             | \$1,672,878            | \$0                  | \$260,000            | \$45,164                 | \$632,878                |
| L-STBG-TA        | 2026               | \$2,796,402         | \$2,500,000             | \$2,296,402            | \$0                  | \$500,000            | \$632,878                | \$296,402                |
| LOCAL            | 2023               | \$9,145,222         | \$9,145,222             | \$0                    | \$0                  | \$9,145,222          | \$0                      | \$0                      |
| LOCAL            | 2025               | \$15,300,000        | \$15,300,000            | \$0                    | \$0                  | \$15,300,000         | \$0                      | \$0                      |
| MMAG             | 2023               | \$1,285,000         | \$1,285,000             | \$0                    | \$950,000            | \$335,000            | \$0                      | \$0                      |
| MMAG             | 2026               | \$762,000           | \$762,000               | \$0                    | \$723,900            | \$38,100             | \$0                      | \$0                      |
| NHPP             | 2023               | \$258,559,660       | \$258,559,660           | \$206,847,728          | \$51,711,932         | \$0                  | \$0                      | \$0                      |
| NHPP             | 2024               | \$37,561,600        | \$37,561,600            | \$30,049,280           | \$7,512,320          | \$0                  | \$0                      | \$0                      |
| NHPP             | 2025               | \$15,152,000        | \$15,152,000            | \$12,121,600           | \$3,030,400          | \$0                  | \$0                      | \$0                      |
| NHPP             | 2026               | \$12,008,400        | \$12,008,400            | \$9,606,720            | \$2,401,680          | \$0                  | \$0                      | \$0                      |
| PHSIP            | 2023               | \$0                 | \$0                     | \$0                    | \$0                  | \$0                  | \$0                      | \$0                      |
| PHSIP            | 2024               | \$304,152           | \$304,152               | \$304,152              | \$0                  | \$0                  | \$0                      | \$0                      |



**eSTIP Fiscal Constraints Report for STIP Period 2023  
Knoxville MPO**

AMENDED

| <b>Fund Code</b> | <b>Fiscal Year</b> | <b>Budget Total</b> | <b>Programmed Funds</b> | <b>Federal Funding</b> | <b>State Funding</b> | <b>Local Funding</b> | <b>Federal Carryover</b> | <b>Remaining Balance</b> |
|------------------|--------------------|---------------------|-------------------------|------------------------|----------------------|----------------------|--------------------------|--------------------------|
| PHSIP            | 2025               | \$0                 | \$0                     | \$0                    | \$0                  | \$0                  | \$0                      | \$0                      |
| PHSIP            | 2026               | \$0                 | \$0                     | \$0                    | \$0                  | \$0                  | \$0                      | \$0                      |
| S-STBG-TA        | 2023               | \$2,331,436         | \$2,331,436             | \$1,865,149            | \$0                  | \$466,287            | \$0                      | \$0                      |
| S-STBG-TA        | 2025               | \$1,302,693         | \$1,302,693             | \$1,042,154            | \$0                  | \$260,539            | \$0                      | \$0                      |
| SECTION 5307     | 2023               | \$10,657,041        | \$10,657,041            | \$8,525,633            | \$1,065,704          | \$1,065,704          | \$0                      | \$0                      |
| SECTION 5307     | 2024               | \$10,891,497        | \$10,891,497            | \$8,713,197            | \$1,089,150          | \$1,089,150          | \$0                      | \$0                      |
| SECTION 5307     | 2025               | \$11,131,109        | \$11,131,109            | \$8,904,887            | \$1,113,111          | \$1,113,111          | \$0                      | \$0                      |
| SECTION 5307     | 2026               | \$11,375,993        | \$11,375,993            | \$9,100,795            | \$1,137,599          | \$1,137,599          | \$0                      | \$0                      |
| SECTION 5310     | 2023               | \$1,074,456         | \$1,074,456             | \$859,564              | \$107,446            | \$107,446            | \$0                      | \$0                      |
| SECTION 5310     | 2024               | \$1,098,092         | \$1,098,092             | \$878,474              | \$109,809            | \$109,809            | \$0                      | \$0                      |
| SECTION 5310     | 2025               | \$1,122,251         | \$1,122,251             | \$897,801              | \$112,225            | \$112,225            | \$0                      | \$0                      |
| SECTION 5310     | 2026               | \$1,146,940         | \$1,146,940             | \$917,552              | \$114,694            | \$114,694            | \$0                      | \$0                      |
| SECTION 5339     | 2023               | \$878,320           | \$878,320               | \$702,656              | \$87,832             | \$87,832             | \$0                      | \$0                      |
| SECTION 5339     | 2024               | \$897,642           | \$897,642               | \$718,114              | \$89,764             | \$89,764             | \$0                      | \$0                      |
| SECTION 5339     | 2025               | \$917,391           | \$917,391               | \$733,913              | \$91,739             | \$91,739             | \$0                      | \$0                      |
| SECTION 5339     | 2026               | \$937,573           | \$937,573               | \$750,059              | \$93,757             | \$93,757             | \$0                      | \$0                      |
| STBG             | 2023               | \$33,332,343        | \$33,332,343            | \$26,665,874           | \$5,327,256          | \$1,339,213          | \$0                      | \$0                      |
| STBG             | 2024               | \$15,469,245        | \$15,469,245            | \$12,375,396           | \$3,093,849          | \$0                  | \$0                      | \$0                      |
| STBG             | 2025               | \$5,068,140         | \$5,068,140             | \$4,054,512            | \$1,013,628          | \$0                  | \$0                      | \$0                      |
| STBG             | 2026               | \$1,267,035         | \$1,267,035             | \$1,013,628            | \$253,407            | \$0                  | \$0                      | \$0                      |

NOTE: Fiscal Constraints Report run on 4/12/23 and reflects:  
No changes to report with this amendment.

**TRANSPORTATION IMPROVEMENT PROGRAM  
Transportation Conformity Summary Report**

**Project Amendments:**

On July April 26, 2023, the Knoxville Regional TPO Executive Board voted to approve the following amendment to the Knoxville Regional FY 2020 – 2023 Transportation Improvement Program (TIP).

| TIP #       | LRTP # | Project Name                         | Conformity Status |
|-------------|--------|--------------------------------------|-------------------|
| 23-2014-025 | 09-232 | Pellissippi Pkwy. (SR-162) Extension | Non-Exempt        |
| 23-2020-005 | 10-260 | Foothills Mall Dr. Extension Ph. 2   | Non-Exempt        |

**Air Quality Conformity Status:**

This amendment was subject to a conformity finding. An air quality conformity demonstration report was used to demonstrate conformity for the project and is included with this packet.

**Metropolitan Transportation Planning Process Certification:**

The Knoxville TPO Planning Process certification is included and certifies that every four years the transportation planning process addresses the major issues in the metropolitan planning area and is conducted in accordance with all applicable requirements.

**Resolution:**

The adopting resolution for these projects and air quality conformity determination is included.

**Public Participation:**

Public participation processes were in accordance with the Knoxville TPO's federally approved Public Participation Plan. Two public hearings were held on April 11, 2023 at the TPO Technical Committee Meeting, followed by April 26, 2023 at the TPO Executive Board meeting. No public comments were received.

**Interagency Consultation:**

The Knoxville Air Quality Interagency Consultation (IAC) group was consulted on a 29-day IAC review from February 24, 2023 until March 24, 2023 regarding review of the draft conformity determination report. IAC email correspondence regarding the amendment is included.





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Tennessee Division**

July 5, 2023

404 BNA Drive, Suite 508  
Nashville, Tennessee 37217  
Phone (615) 781-5770

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 26, 2023.

The Air Quality Conformity Determination covers the Knoxville, TN maintenance area for the 2008 8-hour ozone and the 2006 Daily PM<sub>2.5</sub> National Ambient Air Quality Standards (NAAQS) and addresses the planned transportation improvements from the amended Fiscal Year (FY) 2023–2026 Transportation Improvement Program (TIP).

Based on our review, we find the documents conform to the ozone and PM<sub>2.5</sub> NAAQS for Knoxville, Tennessee.

If you have any questions regarding this determination, please contact me at (615) 781-5777.

Sincerely,

**ZACHARY TYLER  
COLEMAN**

Digitally signed by ZACHARY  
TYLER COLEMAN  
Date: 2023.07.05 09:14:41 -05'00'

Zachary Coleman  
Transportation Planning Specialist  
FHWA TN Division

cc: Mayor Terry Frank, Executive Board Chair, Knoxville Regional TPO  
Mr. Sean Santalla, Program Development Team Leader, FHWA TN Division  
Mr. Andres Ramirez, General Engineer, FTA Region IV  
Ms. Dianna Myers, Environmental Scientist, EPA Region IV  
Mr. Stacy Morrison, OCT Planning Manager, TDOT  
Mr. Troy Ebbert, OCT Region 1 Planning Supervisor, TDOT

Mr. Jeff Welch, Director, Knoxville Regional TPO

Mr. Craig Luebke, Senior Transportation Planner, Knoxville Regional TPO

Mr. Mike Conger, Senior Transportation Engineer, Knoxville Regional TPO

Mr. Marc Corrigan, Environmental Consultant, TDEC

**A RESOLUTION BY THE EXECUTIVE BOARD  
OF THE KNOXVILLE REGIONAL  
TRANSPORTATION PLANNING ORGANIZATION (TPO)  
AMENDING THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the FY 2023-2026 Knoxville Regional Transportation Improvement Program was adopted on October 26, 2022; and

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 as needed; and

WHEREAS, the proposed project amendments were reviewed with the Knoxville-Area Air Quality Interagency Consultation Group with respect to air quality conformity requirements and are either exempt from, or were demonstrated to conform with the federal transportation air quality conformity regulations from the Clean Air Act; and

WHEREAS, a short conformity determination report was prepared for the air quality non-exempt project amendments which concluded that air quality conformity was demonstrated by relying on a previous regional emissions analysis; and

WHEREAS, the Knoxville Regional Transportation Planning Organization Technical Committee recommends approval of the Resolution, and

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

That the FY 2023-2026 Transportation Improvement Program be amended to include the following changes and that the Tennessee Department of Transportation include these amendments into the State Transportation Improvement Program:


**Attachment #4D: Draft Amendment 23-2014-025** (Pellissippi Pkwy. (SR-162) Extension) - Amend project to revise the project descriptive elements, increase programmed Right of Way funding and total project cost. The project length is increased to 4.9 miles and the termini description is revised to "(Pellissippi Parkway) from "near" SR-33 to SR-73 (US-321) (IA)". ROW phase costs in FY 2023 are revised to include \$20,709,838 (\$16,567,870 federal NHPP/\$4,141,968 state). This amendment adds \$20,709,838 (\$16,567,870 federal NHPP/\$4,141,968 state) to the project and the TIP. The total project cost is increased to a corrected \$184,200,000.

**Attachment #4E: Draft Amendment 23-2020-005** (Foothills Mall Dr. Extension Ph. 2) - Amend project to revise the project termini, description and length. Project termini are revised from "Foch St. to McCammon Ave." to "Foch St. to near Bessemer St.". The project length is increased to 0.76 miles and the project description is revised to "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

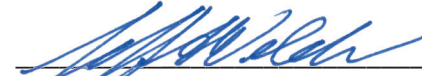
roadway with curb & gutter to tie in with previous improvements near the Bessemer St. intersection. Project includes a multi-use path on one side throughout". No funding changes are included with this amendment and the total project cost is unchanged.

April 26, 2023

Date



Mayor Terry Frank  
Anderson County  
TPO Executive Board Chair



Jeffrey A. Welch, AICP  
Director  
Knoxville Regional TPO

## **METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION**

In accordance with 23 CFR 450.336, the Knoxville Regional 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.

April 26, 2023

Date



\_\_\_\_\_  
Mayor Terry Frank  
Anderson County  
Knoxville Regional TPO Executive Board Chair



\_\_\_\_\_  
Jeffrey A. Welch, AICP  
Director  
Knoxville Regional TPO



Craig Luebke &lt;craig.luebke@knoxplanning.org&gt;

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**RE: [EXTERNAL] Draft April FY 23-26 TIP Amendment 1 Review 23-2014-025 Foothills Mall Extension Ph. 2**

1 message

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**Erin Rakus** <Erin.Rakus@tn.gov>

Mon, Apr 17, 2023 at 2:29 PM

To: Craig Luebke &lt;craig.luebke@knoxtpo.org&gt;

Cc: "Kim Y. Brymer" &lt;Kim.Y.Brymer@tn.gov&gt;, Robert Hayzlett &lt;Robert.Hayzlett@tn.gov&gt;, "jeff.welch@knoxtpo.org" &lt;jeff.welch@knoxtpo.org&gt;, Mike Conger &lt;mike.conger@knoxtpo.org&gt;, "Boone, Brian" &lt;bboone@maryville-tn.gov&gt;, "Stoltenberg, Kevin" &lt;ktstoltenberg@maryville-tn.gov&gt;

Good afternoon Craig,

I concur with this modification.

Thank you!

**Erin Rakus** | Program Monitor

Local Programs Development Office

James K. Polk Building, 6<sup>th</sup> Floor[505 Deaderick Street, Nashville, TN 37243](#)

p. 615-532-1191

[erin.rakus@tn.gov](mailto:erin.rakus@tn.gov)[www.tn.gov/tdot](http://www.tn.gov/tdot)

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**From:** Craig Luebke <craig.luebke@knoxtpo.org>**Sent:** Friday, April 14, 2023 2:22 PM**To:** Erin Rakus <Erin.Rakus@tn.gov>**Cc:** Kim Y. Brymer <Kim.Y.Brymer@tn.gov>; Robert Hayzlett <Robert.Hayzlett@tn.gov>; jeff.welch@knoxtpo.org; Mike Conger <mike.conger@knoxtpo.org>; Boone, Brian <bboone@maryville-tn.gov>; Stoltenberg, Kevin <ktstoltenberg@maryville-tn.gov>**Subject:** [EXTERNAL] Draft April FY 23-26 TIP Amendment 1 Review 23-2014-025 Foothills Mall Extension Ph. 2

**\*\*\* This is an EXTERNAL email. Please exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email - STS-Security. \*\*\***

Good afternoon Erin,

Please see the attached draft TIP Amendment to revise the project termini, description and length for this existing project in the draft FY 23-26 TIP.

Project termini are revised from "Foch St. to McCammon Ave." to "Foch St. to near Bessemer St.". The project length is increased to 0.76 miles and the project description is revised to "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". No funding changes are included with this amendment and the total project cost is unchanged.

This amendment was heard at our April 11 TPO Technical Committee meeting and will be an action item for our April 26th Executive Board meeting. It is contingent on the final federal approval of the FY 23-26 TIP.

I have included Program Development and City of Maryville project contacts so that they can review the amended project information as well.

Please respond with your concurrence/comments.

Thanks for your consultation.

--

Craig Luebke, AICP

Senior Transportation Planner

865.215.3825



**Knoxville-Knox County Planning | Knoxville Regional TPO**

400 Main Street, Suite 403 | Knoxville, TN 37902