

Transportation Improvement Program (TIP)

FY 2020-2023



Knoxville Regional
Transportation Planning Organization

Note: Document reflects project pages as amended/modified as of 10/13/2020.

Knoxville Regional Transportation Planning Organization

Fiscal Year 2020 – 2023 Transportation Improvement Program

Adopted by

The TPO Technical Committee on October 8, 2019

The TPO Executive Board on October 23, 2019

KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION

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For additional information on Title VI and Environmental Justice 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:

Knoxville Regional Transportation Planning Organization

Attention: Title VI Coordinator

400 Main Street, Suite 403

Knoxville, TN 37902

Telephone: (865) 215-2500

**A RESOLUTION BY THE EXECUTIVE BOARD OF THE KNOXVILLE REGIONAL
TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FY 2020-2023 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 financially constrained FY 2020-2023 TIP conforms to the applicable air quality regulations of the Clean Air Act Amendments of 1990 and the FAST Act by relying on a previous regional emissions analysis; 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 2020-2023 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

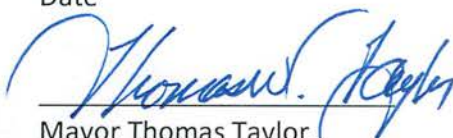
WHEREAS, the FY 2020-2023 TIP has been prepared by the participating agencies and the TPO Technical Committee recommends that this TIP be adopted by the Executive Board; and

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 2020-2023 Transportation Improvement Program.

October 23, 2019

Date



Mayor Thomas Taylor
City of Maryville
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. Section 1101 (b) of the FAST-ACT (Pub. L 114-357) and 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.




Mayor Thomas Taylor
City of Maryville
Knoxville Regional TPO Executive Board Chair

Date: 10/23/19



Jeffrey A. Welch, AICP
Director
Knoxville Regional TPO

Date: 10/23/19



Ronnie Porter
Director, TDOT Program Development &
Administration Division

Date: 10/30/19

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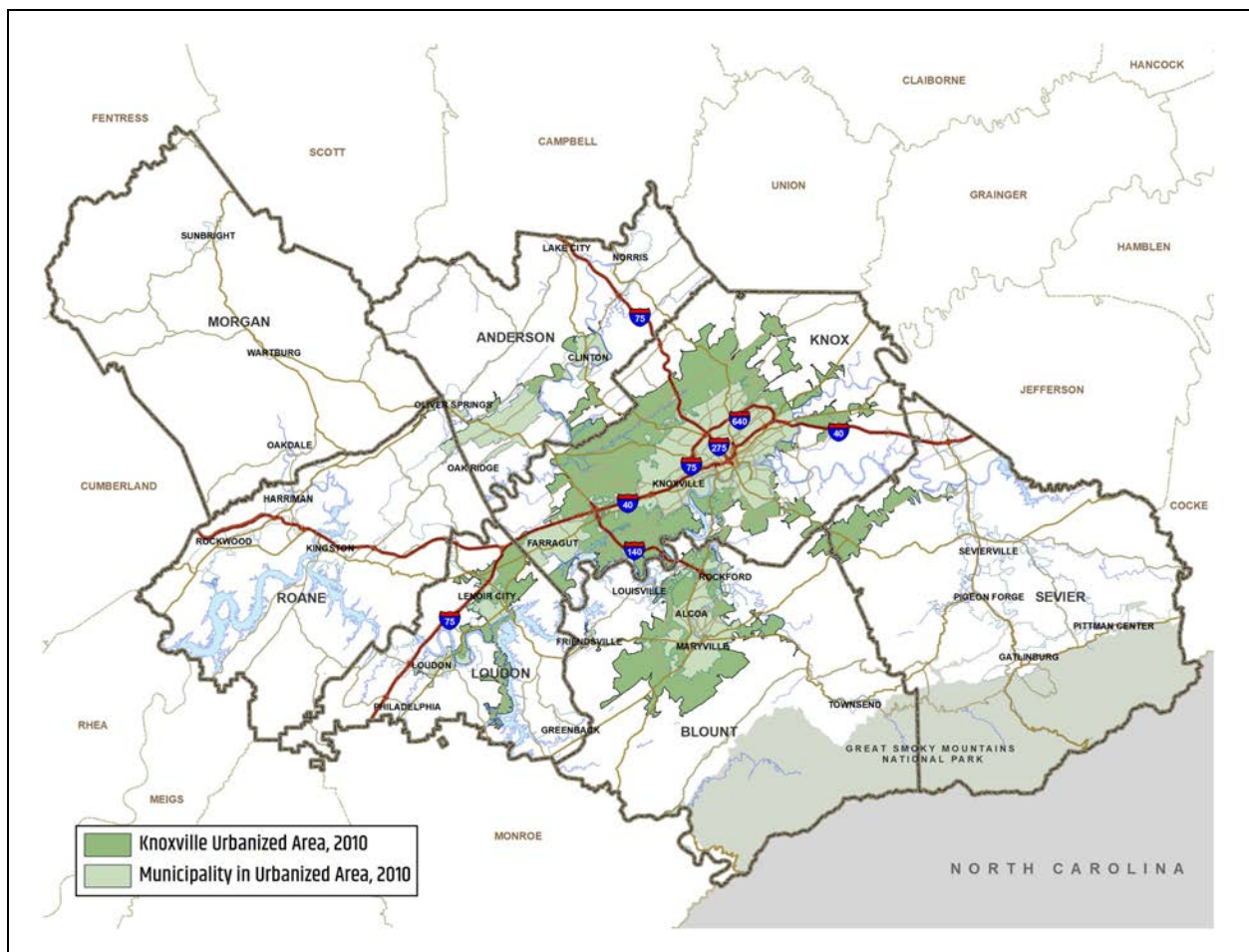
1.0 INTRODUCTION

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 the transportation planning for the TPO Planning Area.

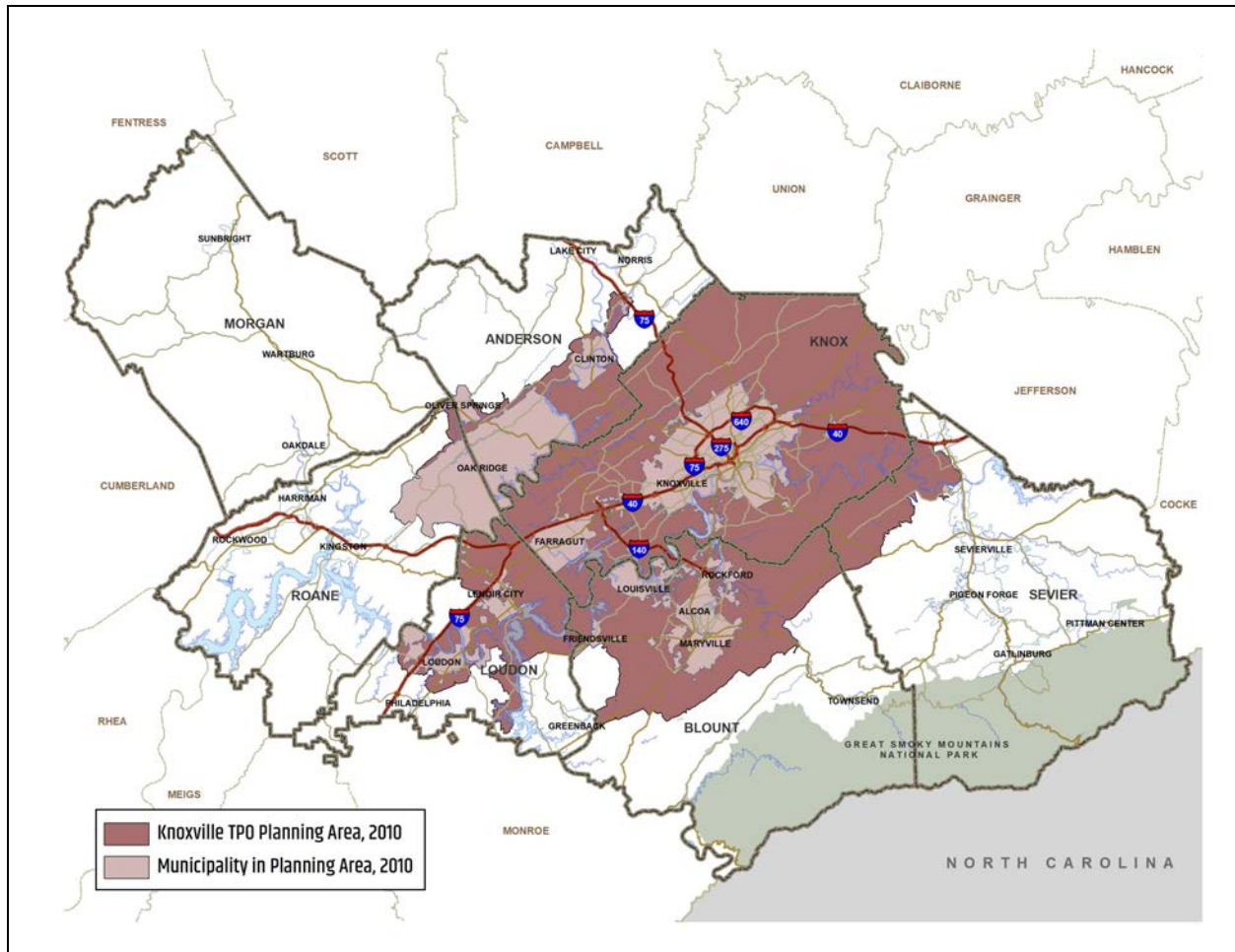
This area is based on the federally designated Knoxville Urbanized Area (UZA). The Knoxville UZA includes a number of jurisdictions, namely the City of Knoxville, Knox County, and parts of Anderson, Blount, Loudon, and Sevier Counties. Since 2000, the Knoxville Urbanized Area population grew 33 percent to 558,696 in 2010, while land area increased 29 percent to 437 square miles. The most recent census estimate of 589,676 in 2017 indicates continued population growth in the region.

FIGURE 1 - Map of 2010 Knoxville Urbanized Area



The TPO Planning Area encompasses the existing Knoxville UZA, along with contiguous area expected to be urbanized within 20-years and had an estimated 2010 population of 657,109. The planning area determines what projects are included in the Transportation Improvement Program (TIP).

FIGURE 2 - Map of 2010 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 December of 2015, the FAST Act (Fixing America’s Surface Transportation Act) 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 2020. Specifically, Metropolitan TIPs are addressed in 23 U.S.C. Section 134, 23 CFR Part 450, 49 U.S.C. Section 5303, and 49 CFR Part 613 of the federal codes.

The FAST Act largely carries over policies from its predecessor known as "MAP-21" (Moving Ahead for Progress in the 21st Century Act) with only minor changes to the transportation planning process. One change is the addition of two planning factors for a new total of ten planning factors that the TPO must provide consideration of in its transportation plans. The TPO's Long Range Regional Mobility Plan 2040 addresses all of the FAST Act 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 FAST Act 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) 2020 – 2023 and is an update to the FY 2017 – 2020 TIP, which was adopted on October 26, 2016. The next TIP is anticipated to cover FY 2023 – 2026, with development initiated in late 2021. 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 Board and Executive Committee 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 quarterly 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 is initiated with the FY 2020-2023 TIP cycle. The TPO will retain a minimum of five percent of L-STBG sub-allocated funds in reserve to cover cost overruns within the local program of projects. At the discretion of TPO Staff, L-STBG funds (if available) may be programmed to cover the cost overrun of a project and the Technical Committee and Executive Board will be notified. 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.

2.0 TIP DEVELOPMENT

2.1 Process and FY 2020-2023 Timeline

The FY 2020-2023 TIP process was initiated in January 2019 with notice to the TPO Technical Committee and a concurrent call for new and rollover STBG and STBG-TA projects released to local jurisdictions and media on January 22, 2019.

The following is a timeline for the 2020-2023 TIP development process:

Call for New/Rollover TIP projects	January 22, 2019
Project applications due to TPO	March, 1, 2019
Technical Committee reviews prioritized projects	May - June 2019
TDOT Review (30 business days)	July 11 - August 21, 2019
Interagency Consultation Review (30 calendar days)	August 19 - September 17, 2019
FHWA Review (20 business days)	August 23 - September 20, 2019
Formal Public Comment Period (30 calendar days)	September 23 - October 22, 2019
Public Meetings	May/September/October 2019
Technical Committee final recommendation	October 8, 2019
Executive Board adoption	October 23, 2019

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 FAST Act amended the Surface Transportation Program (STP) contained in 23 U.S.C. 133, and changed the program name to the “Surface Transportation Block Grant Program”.

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

- Is the project in the current FY 2017-2020 TIP
- Is the project included in the 2040 Mobility Plan
- 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 L-STBG funds (see **Appendix B** for both applications).

The following is a summary of the project selection process that was used for the 2040 Mobility Plan update and continued with the FY 2020-2023 TIP:

Selection criteria and scoring system were established with feedback from the public, Mobility Advisory Committee, and TPO Technical Committee (see Mobility Plan 2040 for more details). All projects were scored using the selection criteria. Quantitative data was used whenever available to eliminate subjectivity. For the first time, projects that are considered within community (i.e. smaller in scale) were scored differently than community to region projects (i.e. larger projects).

- Within community 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.
- Community to region projects support strategic, multimodal connections between community centers and regional economic centers.
 - Examples: major roadway projects, long corridor projects, regional greenways, and regional transit.

The scoring criterion were established to mirror the Mobility Plan 2040 Goals. The following are brief descriptions of each scoring criterion and how points were generally assigned:

Table 1 - Mobility Plan Selection Criteria and Point System

GOAL	SCORING DESCRIPTION	COMMUNITY TO REGION POINTS	WITHIN COMMUNITY POINTS
Goal 1: Maintenance & Efficiency	Roughly two-thirds of points were awarded based on whether the project improved the efficiency of an existing roadway rather than new construction, maximum points were awarded for projects that minimized environmental impacts. Therefore, a simple resurfacing project would receive more points than a major roadway widening project. The other one-third of points were based on the roadway functional classification to give more weight to projects that are on roadways of more regional significance	19	19
Goal 2: More Options	Points were awarded based on the inclusion of transit accommodation, sidewalks, bike lanes, and/or greenway trails within the project. This was combined with the level of population and employment density calculated with the “Preservation of Places” goal to assess the level of connectivity between major origins and destinations. Projects with additional lanes were given slightly fewer points than a comparable minor reconstruction project because of increases in vehicle speeds and crossing distance which degrade safety for people walking and bicycling.	17	18

GOAL	SCORING DESCRIPTION	COMMUNITY TO REGION POINTS	WITHIN COMMUNITY POINTS
Goal 3: Safety & Security	The majority of points were awarded based on existing crash rates on a scale developed by a percentile ranking process relative to all projects. If a project was on a new route it was given only the minimum points possible unless it could be specifically tied to a parallel route that was being bypassed and its crash rate. Additional points were awarded if accommodations for alternative modes were provided. Security/emergency response points were based on the functional class of the roadway.	13	16
Goal 4: Health & Environment	The majority of points for this category were based on a clear demonstration of the project promoting active transportation and whether stormwater mitigation was addressed. A small number of points were also given based on a subjective assessment of the project's potential impact on idling reduction to reduce air pollution.	10	13
Goal 5: Equitable Access	Points were awarded based on project location relative to the Priority Population status (Moderate, High or Very High).	9	13
Goal 6: Congestion Reduction	The Knoxville Regional Travel Demand Model was used to determine the roadway's current volume-to-capacity ratio that would be affected by the project and a portion of the points in this category were assigned based on that relative congestion level. The other portion of points in this category were assigned based on the type of project and whether it specifically targeted congestion reduction, as opposed to having a safety or economic development emphasis. Additionally, maximum points were given to project types that would address congestion through demand management or operations. Projects that address congested corridors and the goals of the Congestion Management Process (CMP) were given additional weighting under this criterion. The CMP is documented in the Mobility Plan 2040 and a specific set of congested corridors were identified in Appendix H of that Plan and provided to the jurisdictions as part of the TIP project application process.	12	8
Goal 7: Preservation of Places	A geographic analysis was performed to determine the existing population and employment density within the immediate area around each project and a relative scale was developed to convert this measure to appropriate points. This measure was used to determine whether the project was located in a more established area rather than spreading out to undeveloped locations.	11	9
Goal 8: Economy & Freight	Points were awarded based on the amount of employment within one mile of project location and relative percentile ranking. The percent of truck traffic was also used to assign points specifically for projects submitted in the Community to Region category.	9	4

2.2.2 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM – TRANSPORTATION ALTERNATIVES (STBG-TA) FUNDS

The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant program funding for transportation alternatives (STBG-TA). 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.

STBG-TA funds were solicited and prioritized alongside STBG projects with the January 22nd call for projects. Project evaluation was based on the Mobility Plan Selection Criteria described in **Table 1**.

2.2.3 SECTION 5307, 5310, AND 5339 TRANSIT FUNDS

The City of Knoxville is the Designated Recipient for 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 an agreement with the other urban area transit agencies (Knox CAC Transit and the East Tennessee Human Resource Agency) on how to distribute the Section 5307 funding. The City of Knoxville/KAT is the recipient of all of the Section 5339 funds. Starting in 2013, the City of Knoxville requested the TPO help manage a 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.

The TPO is the Designated Recipient for 5310 funds (Enhanced Mobility for Seniors and Individuals with Disabilities). Both non-profits and local transit agencies can apply for the funding. The application process may or may not occur at the same time as the TIP call-for-projects and depends on when funding is available by Congress. The TPO holds a publicly advertised call-for-projects and posts the application on the TPO website. Applications are then evaluated and scored using established criteria. TPO staff, working with a sub-committee of the Technical Committee, prioritize 5310 projects in keeping with the recommendations in the Knoxville Regional Human Services Transportation Coordinated Plan. The sub-committee’s ranked list of all eligible applications is then presented to the full Technical Committee for consideration. Finally, the recommendation of the Technical Committee is presented to the Executive Board for final approval and inclusion in the TIP. The TPO’s Section 5310 Program Management Plan provides additional guidance on applying for funding and lists project eligibility. The Section 5310 application and criteria are included in **Appendix B**.

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.

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 2040, the STIP, TDOT’s 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 Environmental Justice

The TPO is responsible for ensuring that transportation policies, programs, and projects in the urban area do not have an adverse effect, especially on those persons protected under Title VI of the 1964 Civil Rights Act and the Environmental Justice laws established under Executive Order 12898 in 1994. Title VI is part of the Civil Rights Act of 1964 that ensures 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. Executive Order 12898, signed in 1994, directs every federal agency to make EJ part of its mission by identifying and addressing the effects of all programs, policies, and activities on minority populations and low-income populations. The U.S. Department of Transportation (DOT) EJ initiatives under DOT Order 5610.2(a) that was issued in 1997 and updated in 2012 accomplish this goal by involving the potentially affected public in developing transportation projects that fit harmoniously within their communities without sacrificing safety or mobility.

There are 160 projects in the Knoxville Regional Mobility Plan with a total cost of \$4.4 billion. Of that total, 59 projects are located within or directly adjacent to Title VI designated areas for a total cost of \$1.5 billion or 34.3 percent.

For local project evaluation, applicants are required to complete Section 4 regarding Equitable Access on the TIP application. Applicants are asked to provide a description of how the project improves access and mobility for Priority Populations, including access to employment centers, community facilities, retail, grocery and other services. 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 B). 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 those living in designated Title VI areas.

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 through the current FAST Act. 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 FAST Act, 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 - FAST Act Performance Measures

Rulemaking	National Goal	Performance Area	Performance Measures
FHWA PM1	Safety	Injuries & Fatalities	<ul style="list-style-type: none"> • 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
		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

Table 2 - FAST Act Performance Measures, Continued

Rulemaking	National Goal	Performance Area	Performance Measures
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
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 number reportable 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", the first of which is from 2018 to 2021. 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). 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). The Knoxville urban area is

in good shape with each class either meeting the target, or being within 3-5% of the target. The only vehicle class of concern was Light Duty Cutaways, with a backlog of 35% of vehicles in need of replacement. TIP funding will help keep the TAM Targets for the Knoxville urban area at acceptable levels, or being no worse than the current status. For Light Duty Cutaways, the backlog should be reduced from 35%. 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 and a one-year deadline of July 20, 2020 has been set for compliance with the rule.

The Knoxville TPO adopted performance targets for the PM1 Safety measures in December 2017, choosing to support the statewide targets established by TDOT through a collaborative process. Addenda to the Mobility Plan and FY 2017-2020 TIP were adopted in June 2018. The addenda expanded the discussion of Performance Based Planning, incorporated the PM1 and Transit Asset Management targets, and introduced the pending PM2 and PM3 measures covering Bridge Infrastructure Condition and System Performance. PM2 and PM3 targets were adopted, and the MTP/TIP Addenda updated, in October 2018. TPO staff actively participated in TDOT's PM1 targets annual update, resulting in adjusted safety targets for the 5-year period from 2015-2019 effective on 8/31/18. The TPO Executive Board again elected to support the statewide PM1 targets February 2019, with the MTP/TIP Addenda updated to reflect same in July 2019. The Federal Highway Safety Improvement Program (HSIP) directs funding to projects consistent with the Strategic Highway Safety Plan, supporting progress toward PM1 targets. TPO adopted performance targets are included in **Appendix G**.

Performance based programming for the FY 2020-2023 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 quarterly project review meetings with local project sponsors in the third quarter of FY 2018. These meetings allow project sponsor 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 quarterly. This regular project review has been well received as a strategy to approach the FAST Act planning factor of reduced project delays.

2.7 Connections to Other Planning Activities, Documents and Programs

The Mobility Plan 2040, the region's Metropolitan Transportation Plan (MTP), charts the region's vision for the movement of people and good over the next two decades. To realize its goals, Mobility Plan 2040 calls for a greater 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 MTP was heavily informed by Plan East Tennessee (PlanET), a foundational planning effort in establishing a broader regional perspective. PlanET was developed with the participation of over 30 agency partners and thousands of people across the region.

The FY 2020-2023 TIP serves to implement Mobility Plan 2040 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 2018-2019 documents the development of the FY 2020-2023 TIP as a transportation programming task, and reiterates a focus on addressing local challenges such as the link between land-use and transportation planning as identified in Mobility Plan 2040.

ADA Transition Plan development/updates continue for local agencies across the TPO region. The TIP Call for Projects Application required that project sponsors document their Transition Plan status with any application for funding. **Appendix F** lists the ADA Transition Plan status of local agencies in the TPO Planning Area, with remarks noting the state of progress toward meeting a December 2019 completion date.

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), and the Knoxville Urban Area Incident Management Taskforce that explores new initiatives and seeks to increase incident management efficiency in support of the Tennessee SHSP. Also, the TPO's principles and priorities are harmonized with TDOT's 25-Year Transportation Policy 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, our leadership of the East Tennessee Regional Mayors Caucus, and staff participation in groups such as East Tennessee Quality Growth and the Smoky Mountain Regional Greenway Council.

3.0 PUBLIC INVOLVEMENT

3.1 Public Involvement Process

The public involvement process for the FY 2020-2023 TIP is in accordance with policies and procedures outlined in the TPO's The 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 Facebook page. 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 2020-2023 TIP at Technical Committee meetings and Executive Board meetings from May through October. 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.

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 2020-2023 TIP:

- **Draft TIP Local Project List Review** – May 14, 2019 at 9:00am at the Technical Committee meeting in the City County Building in downtown Knoxville; and
- **Draft TIP Local Project List Review** – May 22, 2017 at 9:00am at the Executive Board meeting in the City County Building in downtown Knoxville; and
- **Draft TIP** – September 25, 2019, at 9:00 a.m. at the Executive Board meeting in the City County Building in downtown Knoxville; and
- **TIP approval recommendation** – October 8, 2019, at 9:00 a.m. at the Technical Committee meeting in the City County Building in downtown Knoxville; and
- **TIP approval** – October 23, 2019, 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. The Knoxville Region is meeting the current (2012) Annual PM_{2.5} Standard of 12 micrograms per cubic meter and the 1997 Standard has been revoked by EPA since it is less stringent than the new standard. 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 2020-2023 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 PM_{2.5}, 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 Blount and Loudon 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. The MOA specifies that the KRTPO is responsible for compiling a single Conformity Determination Report for the entire Nonattainment/Maintenance Area.

The Conformity Rule allows for the reliance on a previous regional emissions analysis for conformity determinations on TIPs that are consistent with the transportation plan. However, a formal conformity determination is still required through documentation of how the requirements specified in 40 CFR 93.122 (g) are satisfied. This documentation can be in the form of an abbreviated narrative known as a “Short Conformity Report”. EPA has also issued specific guidance on how conformity can be demonstrated for the 1997 Ozone Standard Orphan Areas, which does not require a regional emissions analysis.

Conformity has been demonstrated for the Knoxville TPO FY 2020-2023 TIP by relying on a previous regional emissions analysis that was conducted for the 2040 Mobility Plan since all of the projects in this TIP are consistent with, and came from the 2040 Mobility Plan that has a conformity finding approved by U.S. DOT on November 19, 2018 for the most recent full regional emissions analysis. Please see **Appendix D** of this document for more information on the conformity determination being made for this TIP. Conformity for the TDOT FY 2020-2023 Statewide Transportation Improvement Program (STIP) and the FY 2020-2023 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 and included in **Appendix D**.

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 **Appendix D**.

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 3 provides a list of federal funding sources under the current legislation (FAST Act) and the required match for projects in the FY 2020-2023 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/fastact/factsheets/federalsharefs.cfm> for additional information on Federal share.

TABLE 3 - Federal Funding Under FAST Act

FUNDING PROGRAM	ABBREVIATION	SOURCE	FUNDING SHARE
Surface Transportation Block Grant Program – State	STBG	FHWA	80% Federal, 20% Match
Surface Transportation Block Grant Program – Local	L-STBG	FHWA	80% Federal, 20% Match
Congestion Mitigation and Air Quality Improvement Program	CMAQ	FHWA	100% Federal or 80% Federal, 20% Match
Highway Infrastructure Program	HIP	FHWA	80% Federal, 20% Match
National Highway Performance Program	NHPP	FHWA	80% Federal, 20% Match
Highway Safety Improvement Program (includes penalty and repurposed funds)	HSIP, PHISIP, RHSIP	FHWA	90% Federal, 10% Match
National Highway Freight Program	NHFP	FHWA	90% Federal, 10% State or 80% Federal, 20% State
Federal Lands Access Program	FLAP	FHWA	100% Federal or 80% Federal, 20% State
Federal Lands Transportation Program	FLTP	FHWA	100% Federal, 0% Match
Emergency Relief Program	ERP	FHWA	80% Federal, 20% Match
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

TABLE 3 - Federal Funding Under FAST Act, Continued

FUNDING PROGRAM	ABBREVIATION	SOURCE	FUNDING SHARE
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 4** lists federal funds that were carried over from previous transportation bills.

TABLE 4 - 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 5** lists the current state funded programs available through TDOT.

TABLE 5 - State Funded Programs

FUNDING PROGRAM	ABBREVIATION	SOURCE	FUNDING SHARE
Local Interstate Connector	LIC	TDOT	50% State, 50% Local Match
State Industrial Access Road	SIA	TDOT	100% State, 0% Local Match (Construction) 50% State, 50% Local Match (ROW)
Interchange Lighting	IL	TDOT	50% State, 50% Local Match
Multimodal Access Grant	STA	TDOT	95% State, 5% Local Match

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

Local jurisdictions were directed to accurately account for project inflation costs by using a 5 percent inflation rate for each year (2020-2023) based on consultation with TDOT and taking into consideration rising bid prices. Ultimate project cost estimates were left to the judgment of the sponsoring agency due to primary project knowledge and the variety of inflationary pressures by project type and schedule. **Table 6** is a summary of expenditures for all projects in the FY 2020-2023 TIP by funding source and fiscal year. All revenues and expenditures reflect year of expenditure dollars.

TABLE 6 - Knoxville Regional TPO Summary of Programmed Expenditures – FY 2020-2023

FUNDING SOURCE	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL	SHARE (%)
CMAQ	\$31,577,753	\$5,511,676	\$6,059,000	\$0	\$43,148,429	8.74
HIP	\$3,494,244	\$0	\$0	\$0	\$3,494,244	0.71
HPP	\$9,873,250	\$0	\$0	\$0	\$9,873,250	2.00
HSIP	\$7,866,100	\$2,187,500	\$1,312,500	\$875,000	\$12,241,100	2.48
LIC	\$602,500	\$0	\$0	\$0	\$602,500	0.12
LOCAL	\$3,000,000	\$8,000,000	\$0	\$0	\$11,000,000	2.23
L-STBG	\$32,587,372	\$17,475,778	\$24,090,138	\$17,005,685	\$91,158,973	18.46
L-STBG-TA	\$0	\$250,000	\$2,622,500	\$625,000	\$3,497,500	0.71
NHPP	\$122,850,000	\$73,910,000	\$14,160,000	\$15,544,000	\$226,464,000	45.87
PHSIP	\$41,625	\$34,688	\$20,813	\$13,875	\$111,001	0.02
RHSIP	\$39,950	\$32,900	\$14,100	\$7,050	\$94,000	0.02
SECTION 5307	\$8,666,341	\$8,666,341	\$8,666,341	\$8,666,341	\$34,665,364	7.02
SECTION 5310	\$861,825	\$861,825	\$861,825	\$861,825	\$3,447,300	0.70
SECTION 5339	\$931,120	\$931,120	\$931,120	\$931,120	\$3,742,480	0.75
S-STBG	\$24,796,063	\$9,500,000	\$9,300,000	\$2,100,000	\$45,696,063	9.26
S-STBG-TA	\$0	\$890,565	\$0	\$3,581,436	\$4,472,001	0.91
Total	\$247,188,143	\$128,252,393	\$68,038,337	\$50,211,332	\$493,690,205	100.00
Federal	\$200,263,955	\$96,636,595	\$55,083,339	\$39,542,699	\$391,526,588	79.31
State	\$33,230,621	\$17,823,233	\$5,233,816	\$6,114,161	\$62,401,831	12.64
Local	\$13,231,176	\$13,330,174	\$7,258,791	\$4,092,081	\$37,912,222	7.68
Other	\$462,391	\$462,391	\$462,391	\$462,391	\$1,849,564	0.37

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

Table 7 is a summary of revenues for all projects in the TIP by funding source and fiscal year. Revenues for TDOT-managed federal funds (e.g., HPP, NHPP, STP, etc.) are provided by TDOT and equal to the programmed amount for

the same period in the expenditures table above. TPO-managed federal funds (L-STBG, L-STBG-TA, Section 5307, 5310, 5339, and CMAQ) are programmed annually in the TIP according to FY 2020 apportionments for each respective fund along with any unobligated balance from previous fiscal years. Revenue is held flat through the TIP period for TPO-allocated federal revenues (L-STBG and L-STBG-TA) based on uncertainty with regard to funding levels following the expiration of the FAST Act at the end of fiscal year 2020. TPO expenditures in the table above do not exceed the revenues for the same period in the table below.

TABLE 7 - Knoxville Regional TPO Summary of Total Revenues – FY 2020-2023

FUNDING SOURCE	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL	SHARE (%)
CMAQ	\$31,577,753	\$5,511,676	\$6,059,000	\$0	\$43,148,429	8.74
HIP	\$3,494,244	\$0	\$0	\$0	\$3,494,244	0.71
HPP	\$9,873,250	\$0	\$0	\$0	\$9,873,250	2.00
HSIP	\$7,866,100	\$2,187,500	\$1,312,500	\$875,000	\$12,241,100	2.48
LIC	\$602,500	\$0	\$0	\$0	\$602,500	0.12
LOCAL	\$3,000,000	\$8,000,000	\$0	\$0	\$11,000,000	2.23
L-STBG	\$32,587,372	\$17,475,778	\$24,090,138	\$17,005,685	\$91,158,973	18.46
L-STBG-TA	\$0	\$250,000	\$2,622,500	\$625,000	\$3,497,500	0.71
NHPP	\$122,850,000	\$73,910,000	\$14,160,000	\$15,544,000	\$226,464,000	45.87
PHSIP	\$41,625	\$34,688	\$20,813	\$13,875	\$111,001	0.02
RHSIP	\$39,950	\$32,900	\$14,100	\$7,050	\$94,000	0.02
SECTION 5307	\$8,666,341	\$8,666,341	\$8,666,341	\$8,666,341	\$34,665,364	7.02
SECTION 5310	\$861,825	\$861,825	\$861,825	\$861,825	\$3,447,300	0.70
SECTION 5339	\$931,120	\$931,120	\$931,120	\$931,120	\$3,742,480	0.75
S-STBG	\$24,796,063	\$9,500,000	\$9,300,000	\$2,100,000	\$45,696,063	9.26
S-STBG-TA	\$0	\$890,565	\$0	\$3,581,436	\$4,472,001	0.91
Total	\$247,188,143	\$128,252,393	\$68,038,337	\$50,211,332	\$493,690,205	100.00
Federal	\$200,263,955	\$96,636,595	\$55,083,339	\$39,542,699	\$391,526,588	79.31
State	\$33,230,621	\$17,823,233	\$5,233,816	\$6,114,161	\$62,401,831	12.64
Local	\$13,231,176	\$13,330,174	\$7,258,791	\$4,092,081	\$37,912,222	7.68
Other	\$462,391	\$462,391	\$462,391	\$462,391	\$1,849,564	0.37

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

In 2020, the annual allocation of L-STBG funds to the TPO Planning Area from TDOT is projected to be \$11,685,300. With zero revenue growth projected, this amount is projected for each fiscal year of the FY 2020-2023 TIP. As a result, **Table 8** provides a summary of L-STBG funds for the four-years of the TIP. For purposes of this TIP, the starting L-STBG balance was projected to be \$28,757,226 as of 1/1/2020. Beginning with the opening balance, each subsequent year (FY 2020-2023) adds the annual allocation, plus any balance carry over and then subtracts out the

programmed project expenditures. The remaining balance of L-STBG funds each year is financially constrained. Additionally, the 5% L-STBG program reserve amount remains available in each program year.

TABLE 8 - FY 2020–2023 Local Surface Transportation Block Grant (L-STBG) Revenues and Expenditures

LOCAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDS	OPENING BALANCE	FY 2020 ALLOCATION	FY 2021 ALLOCATION	FY 2022 ALLOCATION	FY 2023 ALLOCATION
Annual Allocation		\$11,685,300	\$11,685,300	\$11,685,300	\$11,685,300
Allocation + Balance Carry Over	\$28,757,226	\$40,442,526	\$26,070,877	\$24,137,501	\$16,550,690
Expenditures		\$26,056,949	\$13,618,677	\$19,272,111	\$13,604,548
Balance		\$14,385,577	\$12,452,201	\$4,865,390	\$2,946,141

Note: The FY 2019 federal allocation of L-STBG funds was \$11,235.865.

Concerning transit funds, FTA’s allocation to the TPO in 2019 for Section 5307 was \$6,325,808, Section 5310 was \$579,378, and Section 5339 was \$744,896. Again, the 2019 allocation for each transit fund was applied to the fiscal years of the FY 2020-2023 TIP (see **Table 9**) with no inflation rate used. 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 9 - Fiscal Year 2020 – 2023 FTA Transit Funds Revenues

FTA TRANSIT FUNDS	FY 2020 ALLOCATION	FY 2021 ALLOCATION	FY 2022 ALLOCATION	FY 2023 ALLOCATION
SECTION 5307 – Urbanized Area Formula Grant	\$6,325,808	\$6,325,808	\$6,325,808	\$6,325,808
SECTION 5310 – Mobility of Seniors and Disabilities	\$579,378	\$579,378	\$579,378	\$579,378
SECTION 5339 – Bus and Bus Facilities Program	\$744,896	\$744,896	\$744,896	\$744,896

Notes: The FY 2019 allocation of Section 5307 funds to the Knoxville TPO was \$6,325,808. The FY 2019 allocation of Section 5310 funds to the Knoxville TPO was \$579,378. The FY 2019 allocation of Section 5339 funds to the Knoxville TPO was \$744,896.

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 10** is a list of FY 2018/2019 annual operations and maintenance costs from the jurisdictions in the TPO Planning Area, along with the major transit provider - Knoxville Area Transit.

TABLE 10 - TPO Planning Area Annual Operations and Maintenance Costs

JURISDICTION	ANNUAL O&M COSTS (FY 2019)	FEDERAL AID ROADWAY MILEAGE (LANE MILES)
Anderson County*	\$2,285,800	49.2
City of Clinton	\$560,000	21.0
City of Oak Ridge	\$2,216,000	109.2
Blount County*	\$3,117,000	225.8
City of Alcoa	\$331,000	76.7
City of Maryville	\$488,000	70.8
Knox County	\$5,500,000	501.5
Town of Farragut	\$670,000	51.4
City of Knoxville	\$8,600,000	448.6
Loudon County*	\$696,000	106.9
Lenoir City	\$300,250	43.9
City of Loudon	\$180,500	23.8
Sevier County*	\$3,076,600	39.5
TDOT**	\$6,500,000	2,027.7
Knoxville Area Transit (KAT)	\$5,350,330	N/A
Total TPO Planning Area	\$39,871,480	3,579.4

*** 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 in order 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 20-2020-302 and 20-2020-303 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 “Maintenance and Repair Grouping” (Project ID 20-2020-307) that programs some federal STBG funding to federal-aid eligible roadways for activities such as resurfacing. The TPO staff is also actively promoting a data-driven approach to asset management and recently conducted a survey to determine pavement management practices at each local jurisdiction. As a result of this survey, a determination was made to pursue development of a formal region-wide Pavement Management System (PMS). The intent of the PMS is to conduct an inventory of pavement conditions and develop a range of pavement preservation and restoration strategies that can be implemented under various budget scenarios to improve the prioritization process for local jurisdictions. The PMS is being funded with 80% federal STBG funds and the 20% match will be provided by the local jurisdictions that choose to participate.

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 11 - 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 (including Transportation Alternatives (L-STBGA-TA) funded projects), planning reports and studies, and maintenance and repair projects that comply with 23 CFR 450.326(h). Descriptions of TPO managed groupings can be found on the project pages. **Appendix E** includes descriptions of TDOT's statewide groupings.

6.4 TPO Amendment/ Administrative Modification Overview

Once TPO staff receives a request for TIP amendment/administrative modification from a local jurisdiction or TDOT, staff determines if the change is an amendment or and administrative modification. If an amendment, the TPO will advertise the TIP change in the local papers for comment at the Technical Committee meeting. The comment period for an amendment is a minimum 14 days. The Interagency Consultation reviews the amendment for air conformity

determination. After the Technical Committee recommends approval of the amendment, it is advertised again in the local papers for a hearing at the Executive Board meeting. Once the Executive Board adopts the amendment, it is emailed to the TDOT. If there is objection to the amendment either from the public or by the Committees, the TPO will take appropriate action regarding the comments. If the change is an administrative modification, the TPO will provide TDOT with the appropriate documentation to make the modification and TDOT will forward it onto FHWA/FTA. A summary of administrative modifications is provided to the TPO Technical Committee and Executive Board periodically throughout the year.

7.0 GLOSSARY & ACRONYMS

7.1 Phase of Work Abbreviations/Glossary

CON or CN (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 or RW: 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

Section 5307	Section 5307 Urbanized Area Formula
Section 5310	Section 5310 Mobility of Seniors and Disabilities
Section 5339	Section 5339 Bus and Bus Facilities
ACPHSIP	Accelerated Construction Penalty Highway Safety Improvement
CMAQ	Program Congestion Mitigation and Air Quality
HIP	Highway Infrastructure Program
HPP	High Priority Project
HSIP	Highway Safety Improvement Program
LOCAL	Local Project
LIC	Local Interstate Connector Program

L-STBG	Local Surface Transportation Block Grant Program
L-STBG-TA	Local Surface Transportation Block Grant – Transportation Alternatives Program
NHPP	National Highway Performance Program
RPHSIP	Repurposed Penalty Highway Safety Improvement Program
S-STBG	State Surface Transportation Block Grant Program
S-STBG-TA	Transportation Alternatives Program
STA	State Funds (including Multimodal Access Grant Program)

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
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

Knoxville Regional Transportation Planning Organization TRANSPORTATION IMPROVEMENT PROGRAM FY 2014-2017

Project number assigned by the TPO

TIP No.

TDOT PIN

Project Name

Lead Agency

Total Project Cost

Number of times project amended or adjusted

Revision No.

Project number assigned by TDOT

Revision No.

Project number assigned in the TPO's LRTP

LRTP No.

Name of the project

The agency responsible for the project

Counties in which the project will be implemented

Municipality or agency to receive project

If project triggers air quality conformity (non-exempt) or not (exempt)

Additional notes about the project

Other funds programmed to the project

What was changed in most recent revision to this project

Previous project number assigned by the TPO (if applicable)

Total cost to complete the project, inclusive of all phases

Length of project (miles)

Description of the projects, which includes type of improvements

Extent of the project (beginning and ending points)

Project Description

Termini/Intersection

Counties

City/Agency

Length (miles)

Conformity Status

Additional Details

Federal fiscal year (starts October, ends September of next year)

Type of funding programmed to the project

Total (federal, state, local) funds programmed to the project

Local funds programmed to the project

Programmed Funds

EY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total			<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Phase of the project (PE, ROW, CONST, etc.)

Date of the most recent revision to this project

Federal funds programmed to the project

State funds programmed to the project

Revision Date

Revision Details

Previous TIP No.

Revision Date

Revision Details

Previous TIP No.

A note about TPO TIP numbers: the first two digits of the TIP number reference this TIP document, for which all projects begin with the number 20. The next four numbers indicate the earliest TIP in which the project was programmed. The final three numbers are the project's unique identifier, which follows a project from its initial TIP entry. In general, 300 series projects are project groupings, 200 series are transit oriented, while the 000 and 100 series range are available for assignment to road projects, as well as various studies.

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 2017-2020 TIP is documented in **Appendix C**.

8.3 Local Projects

8.3.1 Blount County Projects

Knoxville Regional Transportation Planning Organization TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-060	Revision No.	1	Mobility Plan No.	09-211
TDOT PIN	126705.00		STIP No.		
Project Name	Morganton Rd. Roadway Improvement				
Lead Agency	Blount County				
Total Project Cost	\$9,070,690				

Project Description	Reconstruct two lane section of Morganton Rd. with shoulders, totaling 2.3 miles in length. HPP, TN-280.				
Termini/Intersection	Morganton Rd. from Foothills Mall Dr. to William Blount Dr. (SR-335)				
Counties	Blount				
City/Agency	Blount County				
Length	2.3	(miles)	Conformity Status	Exempt	

Additional Details	\$200,000 federal HPP previously obligated for this project.
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-D	HPP	\$411,400	\$411,400	\$0	\$0	\$0
2020	ROW	HPP	\$138,472	\$138,472	\$0	\$0	\$0
2020	ROW	L-STBG	\$1,279,168	\$1,023,334	\$0	\$255,834	\$0
2022	CON	L-STBG	\$7,041,650	\$5,633,320	\$0	\$1,408,330	\$0
Total			\$8,870,690	\$7,206,526	\$0	\$1,664,164	\$0

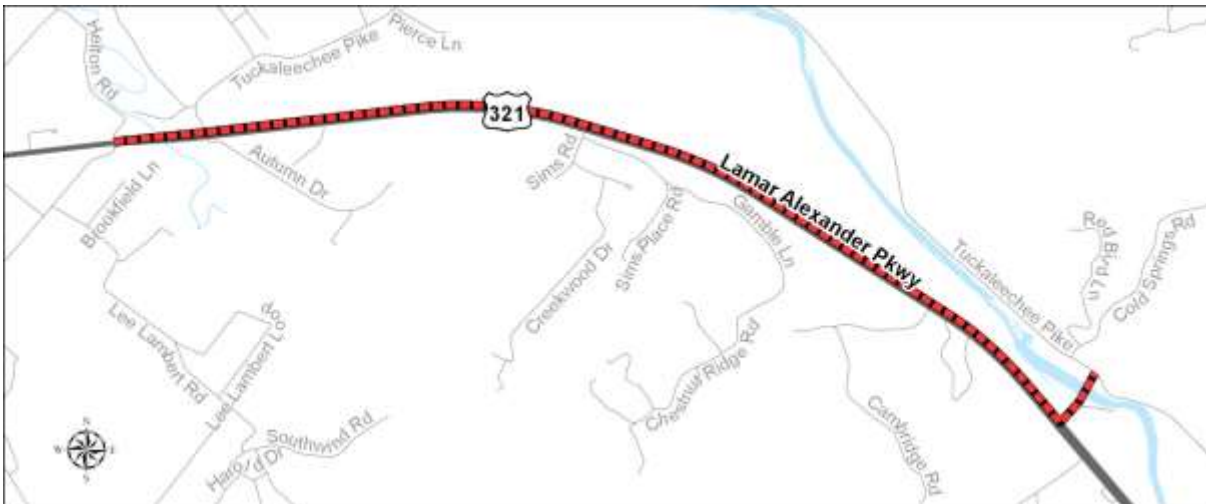
Revision Date	4/2/2020
Revision Details	Modify project to add PE-D phase in FY 2020 and correct ROW phase amounts. This modification adds \$411,272 HPP (\$411,272 federal) and \$128 L-STBG (\$102 federal/\$26 local) to the TIP. PE-D funds were anticipated to be obligated out of the previous TIP; however, this did not occur. HPP funded ROW is also corrected to reflect 100% federal funding for the programmed \$138,472. L-STBG funded ROW is corrected to reflect the revise project contract. The total project cost remains \$9,070,690.
Previous TIP No.	2011-030, 2014-060, 17-2014-060



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-048	Revision No.	0	Mobility Plan No.	Consistent with Mobility Plan Goal 2		
TDOT PIN	127121.00			STIP No.			
Project Name	Blount County Greenway Trail - Phase 1						
Lead Agency	Blount County						
Total Project Cost	\$2,910,119						
Project Description	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.						
Termini/Intersection	Maryville City Limits on US 321 at NW corner of Helton Rd. to Perry's Mill Parking area - also includes bike access link to Old Walland Hwy.						
Counties	Blount						
City/Agency							
Length	3.3	(miles)	Conformity Status		Exempt		
Additional Details							
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	PE-D	L-STBG	\$40,000	\$32,000	\$0	\$8,000	\$0
Total			\$40,000	\$32,000	\$0	\$8,000	\$0
Revision Date							
Revision Details							
Previous TIP No.	17-2017-048						

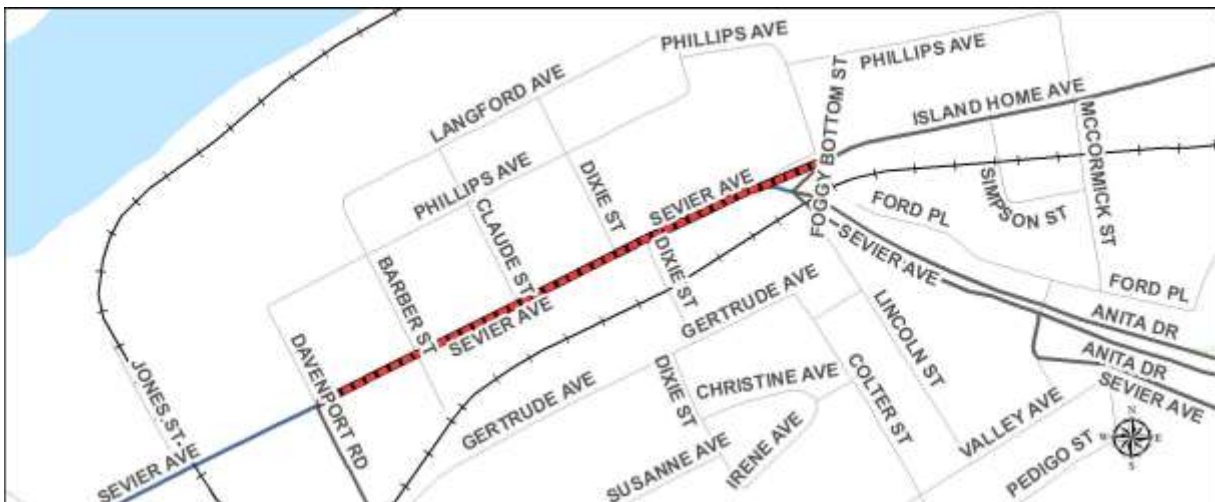


8.3.2 City of Knoxville Projects

Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-032	Revision No.	1	Mobility Plan No.	09-617		
TDOT PIN	109677.00	STIP No.					
Project Name	Sevier Avenue - South Knoxville Waterfront Roadway Improvements						
Lead Agency	City of Knoxville						
Total Project Cost	\$10,031,908						
Project Description	The project consists of roadway streetscape improvements and utility relocations along Sevier Ave. and will include a new roundabout constructed at the intersection of Foggy Bottom/Sevier Ave./Island Home Ave. No additional lanes will be constructed.						
Termini/Intersection	Sevier Ave from Davenport Rd to new roundabout at Island Home Ave (0.32 miles)						
Counties	Knox						
City/Agency	City of Knoxville						
Length	0.32	(miles)	Conformity Status	Exempt			
Additional Details	\$652,000 federal funds previously obligated to this project.						
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	ROW	L-STBG	\$350,000	\$280,000	\$0	\$70,000	\$0
2021	CON	L-STBG	\$2,170,845	\$1,736,676	\$0	\$434,169	\$0
2021	CON	S-STBG	\$6,696,063	\$5,356,850	\$0	\$1,339,213	\$0
Total			\$9,216,908	\$7,373,526	\$0	\$1,843,382	\$0
Revision Date	9/4/2020						
Revision Details	Modify project to add ROW costs totaling \$350,000 (\$280,000 federal L-STBG/\$60,000 local) in FY 2020 and revise the construction phase from FY 2020 to FY 2021. Additional details are revised to reflect \$652,000 federal funds previously obligated to this project. Project name revised to reflect Sevier Avenue as primary reference. The total project cost is increased to \$10,031,908.						
Previous TIP No.	2006-137, 2008-009, 2011-032, 2014-032, 17-2014-032						



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-037	Revision No.	0	Mobility Plan No.	09-616
TDOT PIN	101008.00	STIP No.			
Project Name	Pleasant Ridge Rd.				
Lead Agency	City of Knoxville				
Total Project Cost	\$7,124,309				

Project Description	Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities				
Termini/Intersection	Merchant Dr to Knoxville City limits (Country Brook Dr)				
Counties	Knox				
City/Agency	Knoxville				
Length	1.6	(miles)	Conformity Status	Exempt	

Additional Details	Reassess current design and NEPA documents to determine whether modification and updates are needed to meet current federal, state and local regulations.				
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	CON	HIP	\$3,493,844	\$2,795,395	\$0	\$698,449	\$0
2020	CON	L-STBG	\$955,756	\$764,605	\$0	\$191,151	\$0
Total			\$4,450,000	\$3,560,000	\$0	\$890,000	\$0

Revision Date	
Revision Details	
Previous TIP No.	2002-031, 2004-021, 2006-018, 2008-040, 2011-047, 2014-037, 17-2014-037



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-038	Revision No.	0	Mobility Plan No.	09-615	
TDOT PIN	043090.00	STIP No.				
Project Name	Washington Pike					
Lead Agency	City of Knoxville					
Total Project Cost	\$15,146,000					

Project Description	Widen from 2-lanes to 4-lanes including pedestrian and bicycle facilities.				
Termini/Intersection	North of I-640 to Murphy Road				
Counties	Knox				
City/Agency	City of Knoxville				
Length	1.7	(miles)	Conformity Status	Non-Exempt	

Additional Details	\$1,244,480 Federal L-STP funds previously obligated for this project.				
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2021	ROW	L-STBG	\$1,000,000	\$800,000	\$0	\$200,000	\$0
Total			\$1,000,000	\$800,000	\$0	\$200,000	\$0

Revision Date	
Revision Details	
Previous TIP No.	2006-022, 2008-053, 2014-038, 17-2014-038



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-042	Revision No.	1	Mobility Plan No.	13-602		
TDOT PIN	120004.00	STIP No.					
Project Name	Traffic Control Equipment Upgrade - Knoxville						
Lead Agency	City of Knoxville						
Total Project Cost	\$12,166,000						
Project Description	Purchase, installation and integration of signal controllers, signal monitors, closed loop equipment and software. Includes development of new signal timing plans for the new equipment and software. Includes DSRC, data probing hardware, enhanced vehicle detection, battery backup, etc. (elements formerly listed under PIN#s 128832.00, 128834.00).						
Termini/Intersection	Kingston Pike (US-70/SR-1) from Huxley Rd. to Metron Center Way (11.7 mi.), Broadway (US-441/SR-33) from Jackson Ave. to Foley Dr. (7.1 mi.), West Town Way from Montvue Rd. to Buckingham Dr. (0.38 mi.) and Tazewell Pike/Old Broadway from Old Broadway to I-640 EB exit ramp (0.32 mi.)						
Counties	Knox						
City/Agency	City of Knoxville						
Length	19.5	(miles)	Conformity Status	Exempt			
Additional Details	\$824,880 federal L-STP funds previously obligated.						
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	CON	CMAQ	\$5,166,000	\$5,166,000	\$0	\$0	\$0
2020	CON	L-STBG	\$5,075,000	\$4,060,000	\$0	\$1,015,000	\$0
2020	PE-D	L-STBG	\$893,900	\$715,120	\$0	\$178,780	\$0
Total			\$11,134,900	\$9,941,120	\$0	\$1,193,780	\$0
Revision Date	6/11/2020						
Revision Details	<p>Modify project to consolidate related projects (PIN#s 128832.00 and 128834.00), revise the project description to reflect the combined scope and revise funding to reflect all funding, including previously unobligated funds. The project description is revised to reflect a consolidated scope incorporating work previously listed across three projects. The termini are revised to reflect the overall project limits along the corridors of Kingston Pike (Huxley Road to Metron Center) and Broadway Street (Jackson Avenue to Foley Drive), as well as associated work on West Town Way and Tazewell Pike/Old Broadway Street. The project length is corrected to 19.5 miles. The revised project includes a PE-D phase totaling \$893,900 (\$715,120 federal L-STBG/\$178,780 local) in FY 2020 and FY 2020 CN phase totaling \$10,241,000 (\$4,060,000 federal L-STBG/\$5,166,000 federal CMAQ/ \$1,015,000 local). This modification adds \$618,900 L-STBG (\$495,120 federal/\$123,780 local) to the TIP. The added funds were anticipated to be obligated out of the previous TIP; however, this did not occur. The \$5,166,000 CMAQ funds added to the project are not funding additions to the TIP. The funds are consolidated from TIP project #s 20-2017-058 and 20-2017-060, which are removed with this modification. The total project cost is revised to \$12,166,000.</p>						
Previous TIP No.	2006-111, 2008-051, 2011-057, 2014-042, 17-2014-042						



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-073	Revision No.	0	Mobility Plan No.	13-852
TDOT PIN	113061.02	STIP No.			
Project Name	Knoxville South Waterfront Pedestrian/Bicycle Bridge				
Lead Agency	City of Knoxville				
Total Project Cost	\$36,000,000				

Project Description	Connect the south waterfront to University of Tennessee and the north waterfront trails.				
Termini/Intersection	Clancy Ave. to Upper Concourse of UT Thompson Boling Arena				
Counties	Knox				
City/Agency	City of Knoxville				
Length	0.3	(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2023	PE-D	L-STBG	\$500,000	\$400,000	\$0	\$100,000	\$0
Total			\$500,000	\$400,000	\$0	\$100,000	\$0

Revision Date					
Revision Details					
Previous TIP No.	2011-043, 2014-073, 17-2014-073				



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-078	Revision No.	1	Mobility Plan No.	13-1003
TDOT PIN	120004.01	STIP No.			
Project Name	Chapman Highway Advanced Traffic Management System				
Lead Agency	City of Knoxville				
Total Project Cost	\$3,179,000				
Project Description	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).				
Termini/Intersection	Chapman Hwy (US-441/SR-71) from Mountain Grove Dr to Blount Ave				
Counties	Knox				
City/Agency	City of Knoxville				
Length	6.3	(miles)	Conformity Status	Exempt	
Additional Details	\$215,000 federal CMAQ funds previously obligated. Advanced Traffic Management Systems (ATMS) is a component of the Intelligent Transportation Systems (ITS) integrates technology to improve the flow of traffic and improve safety.				

Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	CON	CMAQ	\$2,864,000	\$2,864,000	\$0	\$0	\$0
2020	PE-D	CMAQ	\$75,000	\$75,000	\$0	\$0	\$0
2020	ROW	CMAQ	\$25,000	\$25,000	\$0	\$0	\$0
Total			\$2,964,000	\$2,964,000	\$0	\$0	\$0

Revision Date	6/11/2020
Revision Details	<p>Modify project to consolidate related project (PIN# 128835.00), revise the project description to reflect the combined scope and revise funding and project cost totals. The project description is revised to reflect a consolidated scope incorporating work previously listed across two projects. The revised project includes a PE-D phase totaling \$75,000 (\$75,000 federal CMAQ) in FY 2020, ROW phase totaling \$25,000 (\$25,000 federal CMAQ) in FY 2020 and FY 2020 CN phase totaling \$2,864,000 (\$2,864,000 federal CMAQ). This modification does not add funding to the TIP. The \$1,194,000 CMAQ funds added to the project are consolidated from TIP project # 20-2017-059, which is removed with this modification. The total project cost is revised to \$3,179,000.</p>
Previous TIP No.	2014-078, 17-2014-078



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-080	Revision No.	1	Mobility Plan No.	13-1004		
TDOT PIN	122977.00	STIP No.					
Project Name	Liberty Street Multimodal Project						
Lead Agency	City of Knoxville						
Total Project Cost	\$1,961,730						
Project Description	Install sidewalks on Liberty St, from Sutherland Ave to Division St., and bicycle facilities on Division St, from Sutherland Ave to Liberty St.						
Termini/Intersection	Liberty Street from Middlebrook Pike to Sutherland Avenue						
Counties	Knox						
City/Agency	City of Knoxville						
Length	1.1	(miles)		Conformity Status	Exempt		
Additional Details	\$333,629 federal TAP funds and \$256,000 federal L-STBG previously obligated for this project.						
Programmed Funds							
FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	CON	L-STBG	\$1,223,944	\$979,155	\$0	\$244,789	\$0
2020	PE-N	L-STBG	\$750	\$600	\$0	\$150	\$0
Total			\$1,224,694	\$979,755	\$0	\$244,939	\$0
Revision Date	4/2/2020						
Revision Details	Modify project to remove the ROW phase, revise the construction cost estimate to \$1,223,944 (\$979,155 federal/\$244,789 local) and add \$750 L-STBG (\$600 federal/\$150 local) for NEPA costs. The required ROW funds have been obligated for this project. Previously obligated funds are corrected to reflect \$589,629 federal. The total project cost is corrected to \$1,961,730.						
Previous TIP No.	2014-080, 17-2014-080						



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-009	Revision No.	2	Mobility Plan No.	13-838
TDOT PIN	125623.00	STIP No.			
Project Name	First Creek Greenway - Broadway Streetscape				
Lead Agency	City of Knoxville				
Total Project Cost	\$2,604,148				

Project Description	Construct a new shared use path extending First Creek Greenway from near Cecil Ave to near Woodland Ave				
Termini/Intersection	Woodland Ave to Cecil Ave				
Counties	Knox				
City/Agency	City of Knoxville				
Length	0.3	(miles)	Conformity Status	Exempt	

Additional Details	\$240,000 federal (\$40,000 L-STBG-A/\$200,000 L-STBG) previously obligated for this project.				
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-N	L-STBG	\$18,600	\$14,880	\$0	\$3,720	\$0
2020	ROW	L-STBG	\$500,000	\$400,000	\$0	\$100,000	\$0
2021	CON	L-STBG	\$1,785,548	\$1,428,438	\$0	\$357,110	\$0
Total			\$2,304,148	\$1,843,318	\$0	\$460,830	\$0

Revision Date	5/8/2020
Revision Details	Modify project to transfer \$18,600 L-STBG funding (\$14,880 federal/\$3,720 local) from the construction to NEPA phase in FY 2020. The funding shift results in no net increase to the TIP. The total project cost remains \$2,604,148.
Previous TIP No.	17-2017-009



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-011	Revision No.	1	Mobility Plan No.	17-901		
TDOT PIN	128777.00	STIP No.					
Project Name	East Knox Greenway - Phase 1						
Lead Agency	City of Knoxville						
Total Project Cost	\$2,185,825						
Project Description	Construct a new shared use path connecting First Creek Greenway to Knoxville Botanical Gardens and Arboretum						
Termini/Intersection	Willow Ave to Knoxville Botanical Gardens						
Counties	Knox						
City/Agency	City of Knoxville						
Length	1.6	(miles)	Conformity Status	Exempt			
Additional Details	\$40,800 federal L-STBG funds previously obligated to this project.						
Programmed Funds							
FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-N/PE-D	L-STBG	\$449,000	\$359,200	\$0	\$89,800	\$0
2022	CON	L-STBG	\$1,686,825	\$1,349,460	\$0	\$337,365	\$0
Total			\$2,135,825	\$1,708,660	\$0	\$427,165	\$0
Revision Date	7/20/2020						
Revision Details	Modify project to add NEPA costs and reflect revised PE-N/PE-D phase totaling \$449,000 (359,200 federal L-STBG/\$89,800 local) in FY 2020. This modification adds \$329,000 L-STBG (\$263,200 federal/\$65,800 local). Additional details are revised to reflect \$40,800 federal funds previously obligated to this project. The total project cost is increased to \$2,185,825.						
Previous TIP No.	17-2017-011						



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-017	Revision No.	0	Mobility Plan No.	17-608
TDOT PIN		STIP No.			
Project Name	Magnolia Avenue Streetscape - Phase 3 and 4				
Lead Agency	City of Knoxville				
Total Project Cost	\$17,464,000				

Project Description	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.				
Termini/Intersection	N. Bertrand St to Cherry St				
Counties	Knox				
City/Agency	City of Knoxville				
Length	0.9	(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds							
FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2021	PE-D	L-STBG	\$900,000	\$720,000	\$0	\$180,000	\$0
Total			\$900,000	\$720,000	\$0	\$180,000	\$0

Revision Date					
Revision Details					
Previous TIP No.	17-2017-017				



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-028	Revision No.	0	Mobility Plan No.	17-1006
TDOT PIN	125460.00	STIP No.			
Project Name	Accelerated Bus Corridor Stops/Passenger Information Systems Install				
Lead Agency	City of Knoxville				
Total Project Cost	\$7,049,000				

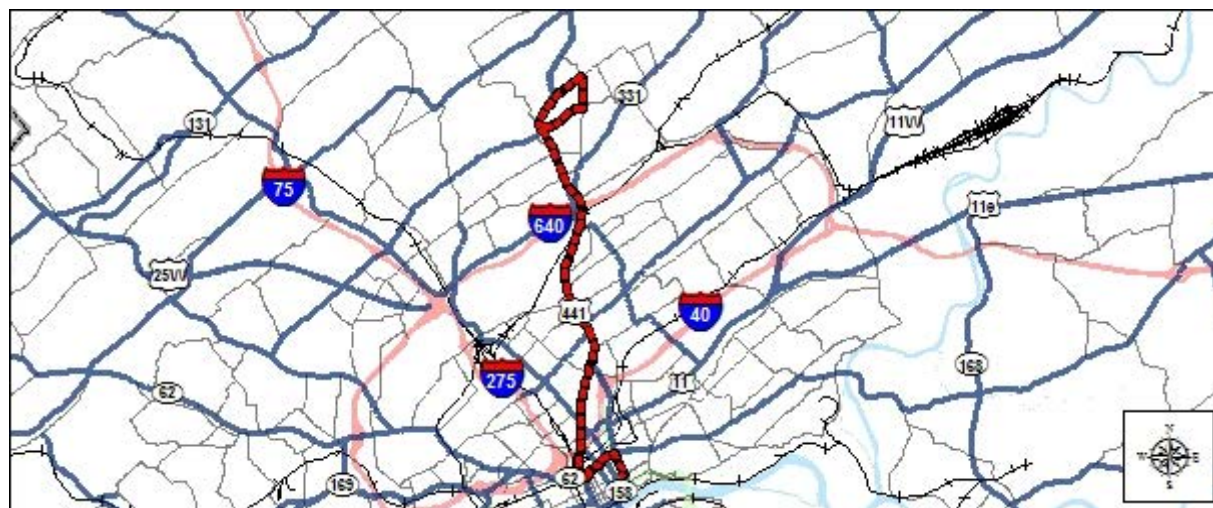
Project Description	The project will consist of six BRT bus stops (one for each direction totaling 12 stations), Passenger Information Systems (PIS) at each station, TSP software integrated into the City's ATMS central software, and a number of queue jump locations, which will be determined during preliminary design efforts.				
Termini/Intersection	KAT Route 22 which includes portions of North Broadway, Summit Hill Drive, and South Hall of Fame Drive. The southern Termini is Knoxville Station and northern termini is North Broadway @ Colonial Circle.				
Counties	Knox				
City/Agency	City of Knoxville				
Length	6.5	(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-D	CMAQ	\$325,000	\$304,947	\$0	\$20,053	\$0
2021	ROW	CMAQ	\$199,999	\$187,659	\$0	\$12,340	\$0
2022	CON	CMAQ	\$6,059,000	\$5,530,394	\$0	\$528,606	\$0
Total			\$6,583,999	\$6,023,000	\$0	\$560,999	\$0

Revision Date					
Revision Details					
Previous TIP No.	17-2017-028				



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-047	Revision No.	0	Mobility Plan No.	17-910
TDOT PIN				STIP No.	
Project Name	Tazewell Pike Sidewalk				
Lead Agency	City of Knoxville				
Total Project Cost	\$997,500				

Project Description	Construct sidewalk along Tazewell Pike from Old Broadway to Jacksboro Pike.				
Termini/Intersection	Old Broadway to Jacksboro Pk				
Counties	Knox				
City/Agency	City of Knoxville				
Length	0.6	(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2021	PE-D	L-STBG-TA	\$100,000	\$80,000	\$0	\$20,000	\$0
2021	PE-N	L-STBG-TA	\$50,000	\$40,000	\$0	\$10,000	\$0
2021	ROW	L-STBG-TA	\$100,000	\$80,000	\$0	\$20,000	\$0
2022	CON	L-STBG-TA	\$747,500	\$598,000	\$0	\$149,500	\$0
Total			\$997,500	\$798,000	\$0	\$199,500	\$0

Revision Date					
Revision Details					
Previous TIP No.	17-2017-047				



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-049	Revision No.	0	Mobility Plan No.	17-850
TDOT PIN	127815.00	STIP No.			
Project Name	South Waterfront Greenway - East of Suttree				
Lead Agency	City of Knoxville				
Total Project Cost	\$7,893,311				

Project Description	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.				
Termini/Intersection	Suttree Landing Park to Island Home Avenue Riverwalk				
Counties	Knox				
City/Agency	City of Knoxville				
Length	0.6	(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-D	L-STBG	\$92,000	\$73,600	\$0	\$18,400	\$0
2021	ROW	L-STBG	\$1,000,000	\$800,000	\$0	\$200,000	\$0
2022	CON	L-STBG	\$6,525,311	\$5,220,249	\$0	\$1,305,062	\$0
Total			\$7,617,311	\$6,093,849	\$0	\$1,523,462	\$0

Revision Date					
Revision Details					
Previous TIP No.	17-2017-049				



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-051	Revision No.	2	Mobility Plan No.	18-603
TDOT PIN	127958.00	STIP No.			
Project Name	Middlebrook Pike (SR-169) ATMS Expansion				
Lead Agency	City of Knoxville				
Total Project Cost	\$2,430,000				

Project Description	Purchase, installation and integration of fiber optics, signal controllers, signal monitors, closed loop equipment, enhanced detection, DSRC, traffic signal cable and software. Project also includes development of new signal timing plans for the new equipment and software.				
Termini/Intersection	Middlebrook Pike (SR-169)/University Ave. from College Street to Joe Hinton Road.				
Counties	Knox				
City/Agency	City of Knoxville				
Length	6.5	(miles)	Conformity Status	Exempt	
Additional Details	\$30,000 federal CMAQ funds previously obligated to this project.				

Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	CON	CMAQ	\$1,934,652	\$1,934,652	\$0	\$0	\$0
2020	PE-N/PE-D	CMAQ	\$465,348	\$465,348	\$0	\$0	\$0
Total			\$2,400,000	\$2,400,000	\$0	\$0	\$0

Revision Date	9/2/2020
Revision Details	Modify project to reflect correct eastern project terminus as College Street, not Western Avenue. This correction is processed as an administrative modification per consultation with TDOT & FHWA. There are no changes to project schedule, funding or total cost.
Previous TIP No.	17-2017-051



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-059	Revision No.	0	Mobility Plan No.	Consistent with Goal 1
TDOT PIN	128835.00	STIP No.			
Project Name	Chapman Hwy DSRC and Enhanced Detection Traffic Signal Improvements				
Lead Agency	City of Knoxville				
Total Project Cost	\$1,194,000				

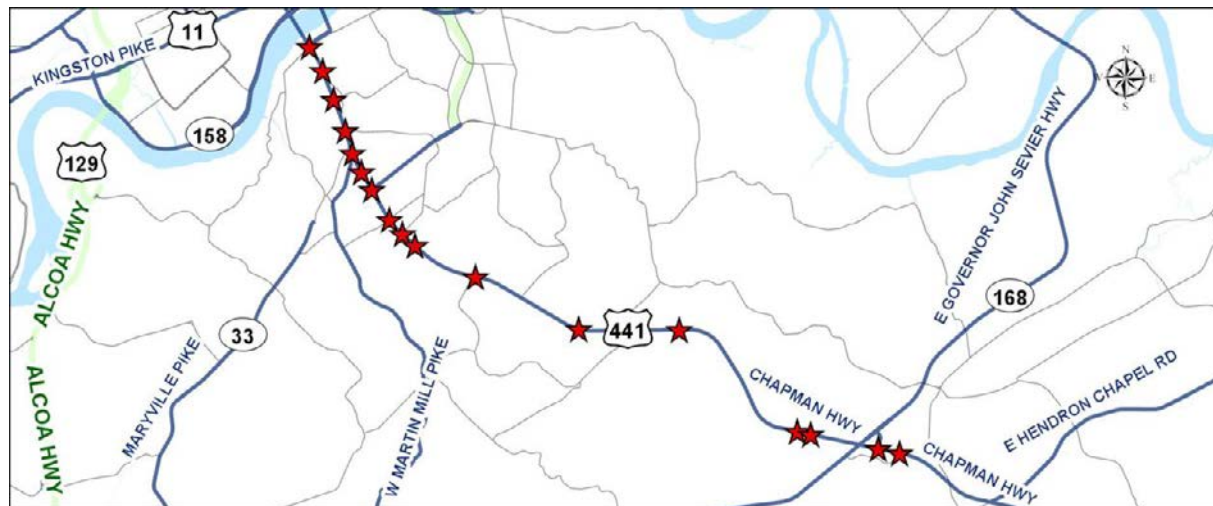
Project Description	Signal upgrades at existing installations including DSRC, data probing hardware, enhanced vehicle detection, battery backup, etc.				
Termini/Intersection	Chapman Hwy from Blount Ave to Mountain Grove Dr (17 traffic signals)				
Counties	Knox				
City/Agency	City of Knoxville				
Length	6.4	(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	CON	CMAQ	\$1,111,976	\$1,111,976	\$0	\$0	\$0
2020	PE-D	CMAQ	\$57,024	\$57,024	\$0	\$0	\$0
2020	PE-N	CMAQ	\$25,000	\$25,000	\$0	\$0	\$0
Total			\$1,194,000	\$1,194,000	\$0	\$0	\$0

Revision Date					
Revision Details					
Previous TIP No.	17-2017-059				



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-061	Revision No.	0	Mobility Plan No.	Consistent with Goal 1
TDOT PIN	128836.00	STIP No.			
Project Name	Traffic Signal Improvements for the U.T. Area				
Lead Agency	City of Knoxville				
Total Project Cost	\$2,967,000				

Project Description	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.				
Termini/Intersection	A total of 39 signals will be upgraded along Cumberland Ave, Neyland Dr, 17th St/Ailor, Western Ave and Joe Johnson Dr. Signal improvements along Henley St will connect two ongoing projects between Broadway and Chapman Highway.				
Counties	Knox				
City/Agency	City of Knoxville				
Length	0	(miles)	Conformity Status	Exempt	
Additional Details					

Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-D	CMAQ	\$185,323	\$185,323	\$0	\$0	\$0
2020	PE-N	CMAQ	\$25,000	\$25,000	\$0	\$0	\$0
2021	CON	CMAQ	\$2,756,677	\$2,756,677	\$0	\$0	\$0
Total			\$2,967,000	\$2,967,000	\$0	\$0	\$0

Revision Date	
Revision Details	
Previous TIP No.	17-2017-061



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-003	Revision No.	0	Mobility Plan No.	Consistent with Mobility Plan Goal 2
TDOT PIN				STIP No.	
Project Name	Middlebrook Pike Complete Street				
Lead Agency	City of Knoxville				
Total Project Cost	\$6,810,000				

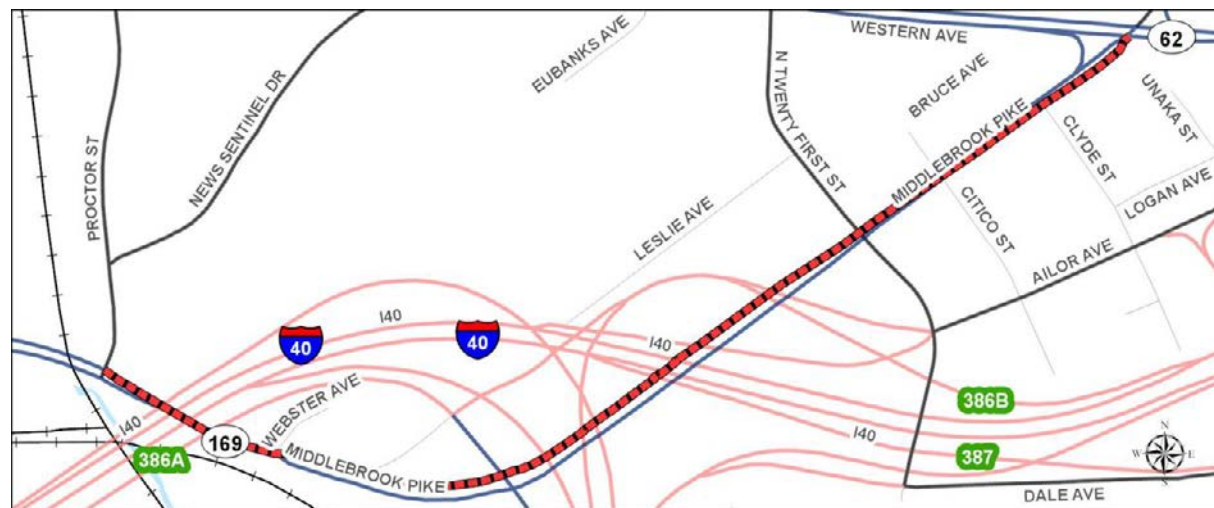
Project Description	Install protected bicycle facilities, improve sidewalks and upgrade bike/pedestrian treatments at three intersections. Project connects existing bike/ped facilities on University Avenue to the greenway on Middlebrook Pike at Proctor Street.				
Termini/Intersection	Western Ave. to Proctor St.				
Counties	Knox				
City/Agency	City of Knoxville				
Length	0.85	(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-N	L-STBG	\$450,000	\$360,000	\$0	\$90,000	\$0
2021	PE-D	L-STBG	\$800,000	\$640,000	\$0	\$160,000	\$0
2022	ROW	L-STBG	\$960,000	\$768,000	\$0	\$192,000	\$0
Total			\$2,210,000	\$1,768,000	\$0	\$442,000	\$0

Revision Date					
Revision Details					
Previous TIP No.					



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-004	Revision No.	0	Mobility Plan No.	Consistent with Mobility Plan Goal 2
TDOT PIN				STIP No.	
Project Name	Woodland Ave. Complete Street				
Lead Agency	City of Knoxville				
Total Project Cost	\$2,500,000				

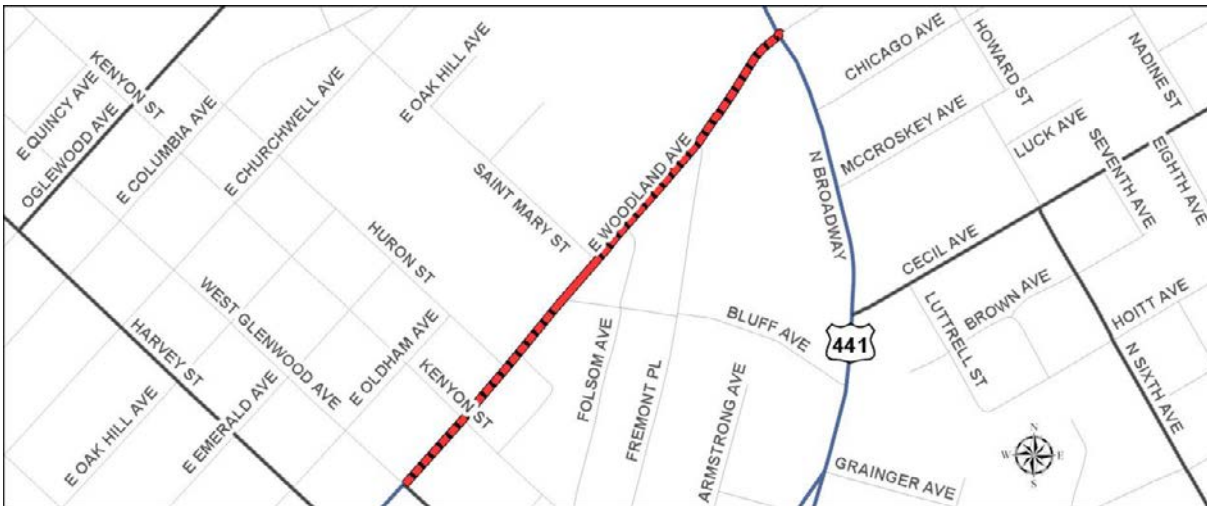
Project Description	Install bike lanes, sidewalks, and pedestrian crossing improvements. Project connects a greenway to existing bike lanes.				
Termini/Intersection	N. Broadway to West Glenwood Ave.				
Counties	Knox				
City/Agency					
Length	0.5	(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2022	CON	L-STBG-TA	\$1,875,000	\$1,500,000	\$0	\$375,000	\$0
2023	CON	L-STBG-TA	\$625,000	\$500,000	\$0	\$125,000	\$0
Total			\$2,500,000	\$2,000,000	\$0	\$500,000	\$0

Revision Date					
Revision Details					
Previous TIP No.					



8.3.3 City of Lenoir City Projects

Knoxville Regional Transportation Planning Organization TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-015	Revision No.	1	Mobility Plan No.	13-401		
TDOT PIN	120439.00	STIP No.					
Project Name	Simpson Road Reconstruction						
Lead Agency	City of Lenoir City						
Total Project Cost	\$1,656,725						
Project Description	Reconstruct 2-lane roadway from 18 feet to 26 feet; constructing left turn lanes at selected locations and include sidewalk on one side.						
Termini/Intersection	Simpson Rd. from U.S. 321 to Shaw Ferry Rd.						
Counties	Loudon						
City/Agency	City of Lenoir City						
Length	0.7	(miles)	Conformity Status	Exempt			
Additional Details	Lenoir City is project lead. Project limits extend into Loudon County jurisdiction and there is a project agreement for Loudon County to contribute to the project's local match. \$234,016 in federal funds have been previously obligated for this project.						
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	CON	L-STBG	\$1,364,205	\$1,091,364	\$0	\$272,841	\$0
Total			\$1,364,205	\$1,091,364	\$0	\$272,841	\$0
Revision Date	4/17/2020						
Revision Details	Modification corrected on 4/20/20 to reflect revised CN phase totaling \$1,364,205 (\$1,091,364 federal L-STBG/\$272,841 local) in FY 2020. This modification adds \$90,205 L-STBG (\$72,164 federal/\$18,041 local) to the TIP to cover full CEI costs not captured with previous construction estimate. The total project cost is increased to \$1,656,725.						
Previous TIP No.	2014-015, 17-2014-015						



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-232	Revision No.	1	Mobility Plan No.	13-812		
TDOT PIN	121453.00	STIP No.					
Project Name	Lenoir City ITS: Signal System Design						
Lead Agency	City of Lenoir City						
Total Project Cost	\$1,877,340						
Project Description	The project is to design and implement an ITS signal system for 20 coordinated signals along US-231/SR 73 and US-11/SR 2.						
Termini/Intersection	U.S. 11 from G St. to U.S. 321 (1.2 mi.) and U.S. 321 from U.S. 11 to I-75 SB ramps (2.7 mi.)						
Counties	Loudon						
City/Agency	City of Lenoir City						
Length	3.9	(miles)	Conformity Status	Exempt			
Additional Details	ADA costs estimated to be \$106,244 will be covered with 80/20 CMAQ with TDOT providing the 20% match. \$169,500 federal CMAQ funds previously obligated for this project.						
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	CON	CMAQ	\$106,224	\$84,979	\$21,245	\$0	\$0
2020	CON	CMAQ	\$1,601,616	\$1,601,616	\$0	\$0	\$0
Total			\$1,707,840	\$1,686,595	\$21,245	\$0	\$0
Revision Date	7/21/2020						
Revision Details	Modify project to revise construction cost estimate totaling \$1,707,840 (\$1,686,595 federal CMAQ/\$21,245 local) in FY 2020. This modification adds \$522,595 CMAQ (\$522,595 federal) to the TIP. The total project cost is increased to \$1,877,340.						
Previous TIP No.	2014-232, 17-2014-232						



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-041	Revision No.	1	Mobility Plan No.	18-400
TDOT PIN	125455.00	STIP No.			
Project Name	I-75 Exit 81 Interchange Lighting Enhancement				
Lead Agency	City of Lenoir City				
Total Project Cost	\$1,160,000				

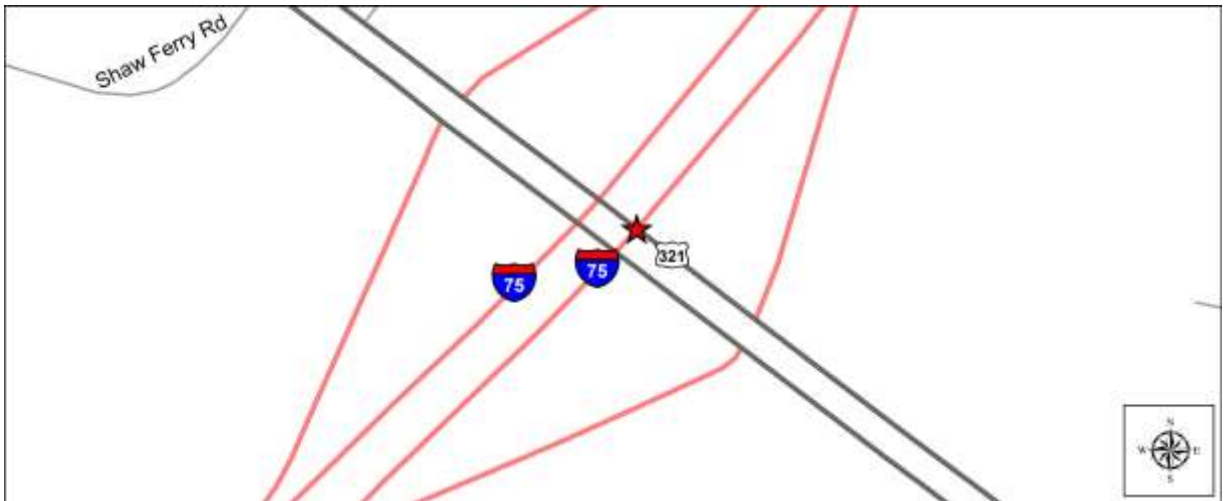
Project Description	Add high mast lighting to Interstate 75 at Exit 81 to improve safety conditions at night and during fog events.				
Termini/Intersection	I-75 at Exit 81 (US 321)				
Counties	Loudon				
City/Agency	City of Lenoir City				
Length	0	(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	CON	L-STBG	\$961,000	\$384,400	\$480,500	\$96,100	\$0
2020	PE-N/PE-D	L-STBG	\$179,000	\$71,600	\$89,500	\$17,900	\$0
Total			\$1,140,000	\$456,000	\$570,000	\$114,000	\$0

Revision Date	8/21/2020
Revision Details	<p>Modify project to revise construction and PE-N/PE-D costs, as well as revise the construction year from FY 2021 to FY 2020. FY 2020 PE-N/PE-D is revised to include NEPA and updated PE-D estimate totaling \$179,000 (\$71,600 federal L-STBG/\$89,500 state/\$17,900 local). Construction is moved from FY 2021 to FY 2020 at a cost of \$961,000 (\$384,400 federal L-STBG/\$480,500 state/\$96,100 local). Local match for construction is corrected to reflect 10% of the phase cost. This modification adds \$270,410 L-STBG (\$134,567 federal/\$220,230 state/\$-84,387 local) to the TIP. The total project cost is increased to \$1,160,000.</p>
Previous TIP No.	17-2017-041



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-062	Revision No.	1	Mobility Plan No.	Consistent with Goal 1
TDOT PIN	128840.00	STIP No.			
Project Name	Lenoir City CMAQ ITS Phase II				
Lead Agency	City of Lenoir City				
Total Project Cost	\$2,310,400				

Project Description	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.				
Termini/Intersection	"US-321 / SR-73 /SR-2 US-321 at US-70 US-321 at I-40 Ramps. (22 Traffic signals)"				
Counties	Loudon				
City/Agency	City of Lenoir City				
Length	8.6	(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	CON	CMAQ	\$2,210,400	\$2,210,400	\$0	\$0	\$0
2020	PE-D	CMAQ	\$95,000	\$95,000	\$0	\$0	\$0
2020	PE-N	CMAQ	\$5,000	\$5,000	\$0	\$0	\$0
Total			\$2,310,400	\$2,310,400	\$0	\$0	\$0

Revision Date	4/1/2020
Revision Details	Modify project to add PE-N phase in FY 2020. This modification adds \$5,000 CMAQ (\$5,000 federal) to the TIP. The added PE-D funds were anticipated to be obligated out of the previous TIP; however, this did not occur. The project schedule and costs are unchanged. The total project cost remains \$2,310,400.
Previous TIP No.	17-2017-062



8.3.4 City of Loudon Projects

Knoxville Regional Transportation Planning Organization TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-009	Revision No.	1	Mobility Plan No.	13-402		
TDOT PIN	118671.00		STIP No.				
Project Name	Queener Rd. Reconstruction						
Lead Agency	City of Loudon						
Total Project Cost	\$3,312,166						
Project Description	Reconstruct 2-lane roadway - widen from 15.8 feet to 26 feet, reduce curves.						
Termini/Intersection	Queener Rd from SR-72 to River Rd.						
Counties	Loudon						
City/Agency	Loudon County						
Length	0.7	(miles)	Conformity Status	Exempt			
Additional Details	\$58,000 federal L-STP/L-STBG funds previously obligated for this project.						
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	PE-D/RW/CN	LIC	\$171,958	\$0	\$85,979	\$85,979	\$0
2020	PE-D/RW/CN	L-STBG	\$2,995,208	\$1,198,083	\$1,497,604	\$299,521	\$0
Total			\$3,167,166	\$1,198,083	\$1,583,583	\$385,500	\$0
Revision Date	7/22/2020						
Revision Details	Amend project to reflect current project development and construction cost estimates, with updates to federal, local and state LIC matching funds. A total of \$1,874,666 is added to the project cost (\$646,083 federal L-STBG/\$981,083 state LIC/\$247,500 local). This amendment increases the total project cost to a corrected total of \$3,312,166.						
Previous TIP No.	2014-009, 17-2014-009						



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-079	Revision No.	0	Mobility Plan No.	17-802		
TDOT PIN	122610.00	STIP No.					
Project Name	City of Loudon Traffic Flow Improvement Project						
Lead Agency	City of Loudon						
Total Project Cost	\$1,385,009						
Project Description	Replace outdated infrastructure at seven signalized intersections, including updating vehicle detection, signal system communication and coordination.						
Termini/Intersection	Signalized intersections within city limits on U.S. Hwy 11 and State Route 72. U.S. 11 from SR 72 to Blair Bend Rd. (2.7 mi.) and SR 72 from Stekee St. to Carding Machine Rd. (1.3 mi.)						
Counties	Loudon						
City/Agency	City of Loudon						
Length	4	(miles)	Conformity Status	Exempt			
Additional Details	ADA costs estimated to be \$208,045 will be covered with 80/20 CMAQ with TDOT providing the 20% match. \$109,100 federal CMAQ funds previously obligated for this project.						
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	CON	CMAQ	\$208,045	\$166,436	\$41,609	\$0	\$0
2020	PE-D/CN	CMAQ	\$1,067,864	\$1,067,864	\$0	\$0	\$0
Total			\$1,275,909	\$1,234,300	\$41,609	\$0	\$0
Revision Date	3/25/2020						
Revision Details	Amend TIP to add this exempt project for design and construction in FY 2020. PE/CN costs are estimated at \$1,067,864 (100% CMAQ) and \$208,045 (\$166,436 federal CMAQ/\$41,609 state). \$109,100 in federal funds have been previously obligated for this project. The total project cost is \$1,385,009.						
Previous TIP No.	2014-079, 17-2014-079						



8.3.5 City of Maryville Projects

Knoxville Regional Transportation Planning Organization TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-042	Revision No.	1	Mobility Plan No.	09-223		
TDOT PIN	127933.00	STIP No.					
Project Name	Carpenters Grade Road Widening and Intersection Improvements						
Lead Agency	City of Maryville						
Total Project Cost	\$3,821,000						
Project Description	Reconstruct 2-lane road with addition of turn lanes and sidewalk. Construct a signalized intersection at Peterson Ln, Cochran Rd and Raulston Rd intersection.						
Termini/Intersection	Raulston Rd/Peterson Ln to Cochran Rd						
Counties	Blount						
City/Agency	City of Maryville						
Length	0.89	(miles)		Conformity Status	Exempt		
Additional Details	\$48,000 federal L-STBG funds previously obligated for this project.						
Programmed Funds							
FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-N/PE-D	L-STBG	\$285,000	\$228,000	\$0	\$57,000	\$0
2021	ROW	L-STBG	\$650,000	\$520,000	\$0	\$130,000	\$0
2023	CON	L-STBG	\$2,826,000	\$2,260,800	\$0	\$565,200	\$0
Total			\$3,761,000	\$3,008,800	\$0	\$752,200	\$0
Revision Date	3/24/2020						
Revision Details	Amend project to description to reflect construction of a signalized intersection instead of a roundabout at the Raulston Road/Peterson Lane intersection. The project schedule and costs are unchanged. Additional details are revised to reflect \$48,000 federal funds previously obligated to this project. The total project cost remains \$3,821,000						
Previous TIP No.	17-2017-042						



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-006	Revision No.	1	Mobility Plan No.	13-833
TDOT PIN		STIP No.			
Project Name	Maryville to Townsend Greenway - Phase 1 (Brown Creek)				
Lead Agency	City of Maryville				
Total Project Cost	\$1,873,285				

Project Description	Construction of a shared use path/Greenway from an existing trailhead at Harper Ave. (near Aluminum Ave.) to Lamar Alexander Pkwy along Brown Creek.				
Termini/Intersection	Harper Ave Trailhead to East Lamar Alexander Pkwy (US 321)				
Counties	Blount				
City/Agency	City of Maryville				
Length	1.25	(miles)	Conformity Status	Exempt	

Additional Details	
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-D	L-STBG	\$109,341	\$87,473	\$0	\$21,868	\$0
2020	PE-N	L-STBG	\$67,016	\$53,613	\$0	\$13,403	\$0
2021	ROW	L-STBG	\$516,723	\$413,378	\$0	\$103,345	\$0
2022	CON	L-STBG	\$1,180,205	\$944,164	\$0	\$236,041	\$0
Total			\$1,873,285	\$1,498,628	\$0	\$374,657	\$0

Revision Date	4/8/2020
Revision Details	Modify project to add PE-N phase in FY 2020. This modification adds \$67,016 L-STBG (\$53,613 federal/ \$13,403 local) to the TIP. The added PE-N funds were anticipated to be obligated out of the previous TIP; however, this did not occur. The project schedule and costs are unchanged. The total project cost remains \$1,873,285.
Previous TIP No.	17-2017-006



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-005	Revision No.	0	Mobility Plan No.	10-260
TDOT PIN			STIP No.		
Project Name	Foothills Mall Dr. Extension Ph. 2				
Lead Agency	City of Maryville				
Total Project Cost	\$4,285,420				

Project Description	Construct new 2-lane road with center turn lane and sidewalks.				
Termini/Intersection	Foch St. to McCammon Ave.				
Counties	Blount				
City/Agency	City of Maryville				
Length	0.66	(miles)	Conformity Status	Non-Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2021	PE-N	L-STBG	\$100,000	\$80,000	\$0	\$20,000	\$0
2022	PE-D	L-STBG	\$208,000	\$166,400	\$0	\$41,600	\$0
Total			\$308,000	\$246,400	\$0	\$61,600	\$0

Revision Date					
Revision Details					
Previous TIP No.					



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-006	Revision No.	0	Mobility Plan No.	09-242
TDOT PIN				STIP No.	
Project Name	SR-33 West Broadway Ave. Widening				
Lead Agency	City of Maryville				
Total Project Cost	\$5,209,500				

Project Description	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.				
Termini/Intersection	US 321 (Lamar Alexander Pkwy.) to South Cedar St.				
Counties	Blount				
City/Agency	City of Maryville				
Length	0.45	(miles)	Conformity Status	Non-Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2022	PE-N	L-STBG	\$110,000	\$88,000	\$0	\$22,000	\$0
2023	PE-D	L-STBG	\$422,900	\$338,320	\$0	\$84,580	\$0
Total			\$532,900	\$426,320	\$0	\$106,580	\$0

Revision Date					
Revision Details					
Previous TIP No.					



8.3.6 City of Oak Ridge Projects

Knoxville Regional Transportation Planning Organization TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-046	Revision No.	1	Mobility Plan No.	13-830		
TDOT PIN	125624.00	STIP No.					
Project Name	Oak Ridge Rails to Trails						
Lead Agency	City of Oak Ridge						
Total Project Cost	\$4,431,825						
Project Description	Rails to Trails project on abandoned rails from Elza Gate Park at the Oak Ridge Turnpike to the Y-12 National Security Complex on Scarboro Road, and along Belgrade Road, Warehouse Road, Fairbanks Road, and Lafayette Drive.						
Termini/Intersection	Melton Lake Rd./Greenway to Scarboro Rd./Y-12 National Security Complex						
Counties	Anderson						
City/Agency	City of Oak Ridge						
Length	4.5	(miles)	Conformity Status	Exempt			
Additional Details	\$169,029 federal funds previously obligated to this project.						
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	CON	L-STBG	\$3,073,508	\$2,458,806	\$0	\$614,702	\$0
2020	PE-D	L-STBG	\$147,030	\$117,624	\$0	\$29,406	\$0
2020	ROW	L-STBG	\$1,000,000	\$800,000	\$0	\$200,000	\$0
Total			\$4,220,538	\$3,376,430	\$0	\$844,108	\$0
Revision Date	3/31/2020						
Revision Details	Modify project to add PE-D phase in FY 2020. This modification adds \$147,030 L-STBG (\$117,624 federal/\$29,406 local). The added PE-D funds were anticipated to be obligated out of the previous TIP; however, this did not occur. The project schedule and costs are unchanged. Additional details are revised to reflect \$169,029 federal funds previously obligated to this project. The total project cost remains \$4,431,825						
Previous TIP No.	17-2017-046						



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-053	Revision No.	1	Mobility Plan No.	13-802		
TDOT PIN	127949.00	STIP No.					
Project Name	Oak Ridge Signal Timing Optimization Ph. 2						
Lead Agency	City of Oak Ridge						
Total Project Cost	\$2,855,400						
Project Description	Signal improvement to include installation of advanced traffic controllers at eleven (11) intersections, fiber optic cable to connect all fourteen (14) signals to the City's existing fiber network, non-intrusive vehicle detection, the establishment of a traffic operations center to be located in the City Central Services Complex, and the reconstruction of two (2) signals to include mast arms.						
Termini/Intersection	Oak Ridge Turnpike (SR-95) from Illinois Ave. (SR-62) to Florida Ave./Fairbanks Ave. Includes approx. 0.15 mi. along Georgia Ave.						
Counties	Anderson						
City/Agency	City of Oak Ridge						
Length	2.85	(miles)		Conformity Status	Exempt		
Additional Details	\$167,000 federal CMAQ previously obligated for this project.						
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	CON	CMAQ	\$2,573,400	\$2,573,400	\$0	\$0	\$0
2020	PE-D	CMAQ	\$115,000	\$115,000	\$0	\$0	\$0
Total			\$2,688,400	\$2,688,400	\$0	\$0	\$0
Revision Date	4/6/2020						
Revision Details	Modify project to add PE-D phase in FY 2020. This modification adds \$115,000 CMAQ (\$115,000 federal) to the TIP. The added PE-D funds were anticipated to be obligated out of the previous TIP; however, this did not occur. The project schedule and costs are unchanged. Additional details are revised to reflect \$167,000 federal funds previously obligated to this project. The total project cost remains \$2,855,400.						
Previous TIP No.	17-2017-053						



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-064	Revision No.	0	Mobility Plan No.	Consistent with Goal 1	
TDOT PIN	128830.00	STIP No.				
Project Name	Oak Ridge Signal Timing Optimization Program: Phase III					
Lead Agency	City of Oak Ridge					
Total Project Cost	\$2,955,000					

Project Description 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.

Termini/Intersection Project is primarily located along Illinois Ave (SR 62) and Lafayette Dr. The project includes the following (11) signalized intersections: Illinois Ave (SR 62) at Robertsville Rd; Illinois Ave (SR 62) at Ivanhoe Rd/Ivanhoe Lane; Illinois Ave (SR 62) at ORAU Way/Tulsa Rd; Illinois Ave (SR 62) at Tulane Av/Tuskegee Dr; Illinois Ave (SR 62) at East Tulsa Rd; Illinois Ave (SR 62) at South Rutgers Ave; Illinois Ave (SR 62) at Woodland Terrace; Illinois Ave (SR 62) at Lafayette Dr/Scarboro Rd; Lafayette Dr at Manchester Rd/Hendrix Dr; Lafayette Dr at Emory Valley Rd; Lafayette Dr at Laboratory Rd

Counties Anderson

City/Agency City of Oak Ridge

Length 3.44 (miles) **Conformity Status** Exempt

Additional Details

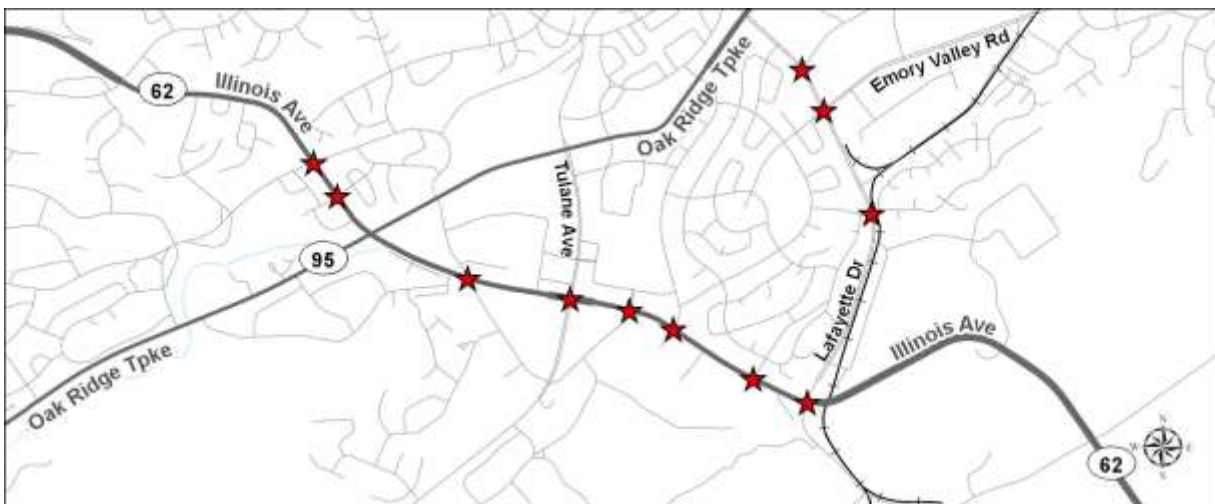
Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-N/PE-D	CMAQ	\$400,000	\$400,000	\$0	\$0	\$0
2021	CON	CMAQ	\$2,555,000	\$2,500,000	\$0	\$55,000	\$0
Total			\$2,955,000	\$2,900,000	\$0	\$55,000	\$0

Revision Date

Revision Details

Previous TIP No. 17-2017-064



8.3.7 Town of Oliver Springs Projects

Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

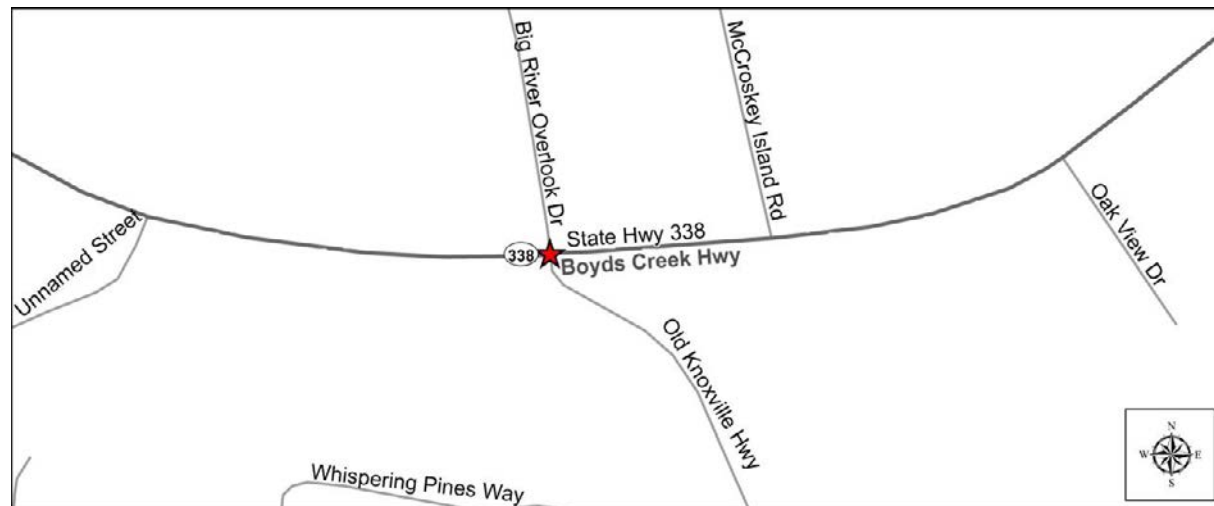
TIP No.	20-2017-043	Revision No.	1	Mobility Plan No.	18-100		
TDOT PIN	127485.00	STIP No.					
Project Name	SR 61 at SR 62 Intersection at Winter Gap						
Lead Agency	City of Oliver Springs						
Total Project Cost	\$235,500						
Project Description	Replace outdated traffic signal equipment (controller, signal heads and detection) with modern equipment and either radar or video detection to avoid the problems with in pavement detection loops that are subject to breaking. It will also upgrade from span wire to full mast arms and upgrade pavement markings to enhance safety.						
Termini/Intersection	SR 61 at SR 62						
Counties	Roane						
City/Agency	City of Oliver Springs						
Length			(miles)	Conformity Status	Exempt		
Additional Details	\$4,000 federal funds previously obligated to this project.						
Programmed Funds							
FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	CON	L-STBG	\$220,500	\$176,400	\$44,100	\$0	\$0
2020	PE-D	L-STBG	\$10,000	\$8,000	\$2,000	\$0	\$0
Total			\$230,500	\$184,400	\$46,100	\$0	\$0
Revision Date	5/21/2020						
Revision Details	Modify project to add PE-D phase in FY 2020. This modification adds \$10,000 L-STBG (\$8,000 federal/\$2,000 state) to the TIP. The added PE-D funds were anticipated to be obligated out of the previous TIP; however, this did not occur. Additional details are revised to reflect \$4,000 federal funds previously obligated to this project. The total project cost is corrected to \$235,500 to reflect construction estimate increase for year of expenditure as programmed in original adopted TIP.						
Previous TIP No.	17-2017-043						



8.3.8 City of Sevierville Projects

Knoxville Regional Transportation Planning Organization TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-044	Revision No.	0	Mobility Plan No.	Consistent with Mobility Plan Goal 3		
TDOT PIN				STIP No.			
Project Name	Boyds Creek Highway (SR 338) at Old Knoxville Highway Intersection Improvements						
Lead Agency	City of Sevierville						
Total Project Cost	\$1,095,000						
Project Description	Reconfigure existing intersection to improve safety and operations through geometric layout changes, addition of turn lanes, and installation of a new traffic signal.						
Termini/Intersection	Boyds Creek Hwy (SR 338) at Old Knoxville Hwy Intersection						
Counties	Sevier						
City/Agency	City of Sevierville						
Length				(miles)	Conformity Status	Exempt	
Additional Details							
Programmed Funds							
FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-D	L-STBG	\$15,000	\$12,000	\$3,000	\$0	\$0
2021	ROW	L-STBG	\$210,000	\$168,000	\$42,000	\$0	\$0
2022	CON	L-STBG	\$810,000	\$648,000	\$162,000	\$0	\$0
Total			\$1,035,000	\$828,000	\$207,000	\$0	\$0
Revision Date							
Revision Details							
Previous TIP No.	17-2017-044						



8.3.9 Knox County Projects

Knoxville Regional Transportation Planning Organization TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-002	Revision No.	1	Mobility Plan No.	09-637		
TDOT PIN	121508.00	STIP No.					
Project Name	Lovell Rd. (SR-131) Widening						
Lead Agency	Knox County						
Total Project Cost	\$19,660,000						
Project Description	Widen 2-lane to 4-lane, including pedestrian and bicycle facilities.						
Termini/Intersection	Lovell Rd from Cedardale Ln. to Middlebrook Pk. (SR-169)						
Counties	Knox						
City/Agency	Knox County						
Length	1.7	(miles)	Conformity Status	Non-Exempt			
Additional Details	\$78,800 federal funds previously obligated to this project.						
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	PE-D	L-STBG	\$1,250,000	\$1,000,000	\$0	\$250,000	\$0
2021	ROW	L-STBG	\$2,718,000	\$2,174,400	\$543,600	\$0	\$0
Total			\$3,968,000	\$3,174,400	\$543,600	\$250,000	\$0
Revision Date	8/26/2020						
Revision Details	Modify project to revise the matching funds from local to state funding for ROW in FY 2021. L-STBG costs in FY 2021 are \$2,718,000 (\$2,174,400 federal/\$543,600 state). This action transfers \$543,600 from local to state match. There is no change in total cost or programmed funds. Additional details are revised to reflect \$78,800 federal funds previously obligated to this project. The total project cost remains \$19,660,000.						
Previous TIP No.	2014-002, 17-2014-002						



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-006	Revision No.	0	Mobility Plan No.	09-625
TDOT PIN	121731.00	STIP No.			
Project Name	Schaad Rd. Widening				
Lead Agency	Knox County				
Total Project Cost	\$11,500,000				

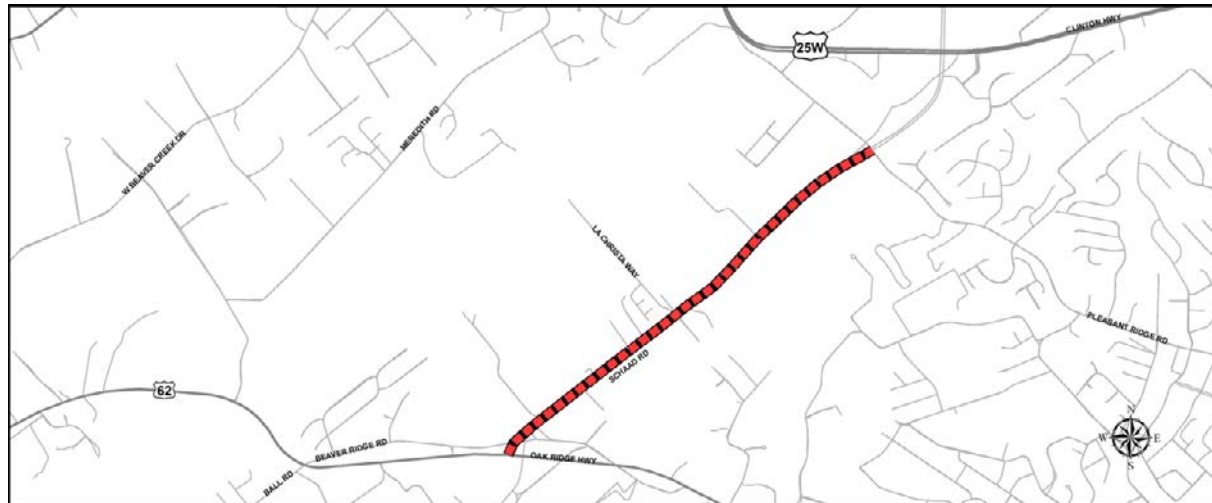
Project Description	Widen 2-lane to 4-lane				
Termini/Intersection	Schaad Rd. from Oak Ridge Hwy. (SR-62) to Pleasant Ridge Rd.				
Counties	Knox				
City/Agency	Knox County				
Length	1.5	(miles)	Conformity Status	Non-Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	ROW	LOCAL	\$3,000,000	\$0	\$0	\$3,000,000	\$0
2021	CON	LOCAL	\$8,000,000	\$0	\$0	\$8,000,000	\$0
Total			\$11,000,000	\$0	\$0	\$11,000,000	\$0

Revision Date					
Revision Details					
Previous TIP No.	2014-006, 17-2014-006				



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-229	Revision No.	1	Mobility Plan No.	13-816
TDOT PIN	121587.00	STIP No.			
Project Name	Knox County Advanced Traffic Management System - Phase 1				
Lead Agency	Knox County				
Total Project Cost	\$2,125,238				

Project Description	The project is to design and implement advanced traffic management system on two priority roads - Maynardville Pike and Cedar Bluff Road, and at the intersection of Norris Freeway and Emory Road.				
Termini/Intersection	Cedar Bluff Rd from Sherrill Blvd to Middlebrook Pk (SR-169) and Maynardville Pk from Rifle Range Rd to E. Emory Rd				
Counties	Knox				
City/Agency	Knox County				
Length	3.7	(miles)	Conformity Status	Exempt	
Additional Details	\$248,000 federal CMAQ funds previously obligated for this project.				

Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	CON	CMAQ	\$68,455	\$54,764	\$0	\$13,691	\$0
2020	CON	CMAQ	\$159,876	\$127,901	\$31,975	\$0	\$0
2020	CON	CMAQ	\$1,453,518	\$1,453,518	\$0	\$0	\$0
2020	CON	LOCAL	\$146,889	\$0	\$0	\$146,889	\$0
2020	PE-D	CMAQ	\$48,500	\$48,500	\$0	\$0	\$0
Total			\$1,877,238	\$1,684,683	\$31,975	\$160,580	\$0

Revision Date	9/16/2020
Revision Details	Modify project to reflect current design and construction cost estimates as well as correct local and state matching funds. This modification adds the PE-D phase to program additional costs. \$356,801 (\$194,683 federal CMAQ/\$1,538 state/\$160,580 local) is added to the project cost. This adjustment increases the total project cost to \$2,125,238.
Previous TIP No.	2014-229, 17-2014-229



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-063	Revision No.	0	Mobility Plan No.	Consistent with Goal 1
TDOT PIN	128833.00	STIP No.			
Project Name	Knox County Advanced Traffic Management System - Phase II				
Lead Agency	Knox County				
Total Project Cost	\$1,547,000				

Project Description	Installation of DSRC, video detection, and battery backups at all ten intersections from Phase I, and five new intersections; retime all 15 intersections; and install new signal cabinets and wireless interconnect at four new signals.				
Termini/Intersection	E. Emory Rd. (SR131) at Andersonville Pike, Norris Freeway (SR71/US4 441) at Sam Walton Way, Watt Rd I-40 EB and WB ramps, Maynardville Pk (SR 33/US 441) at Andersonville Pk., Maynardville Pk (9) and Norris Fwy (1)				
Counties	Knox				
City/Agency	Knox County				
Length	0	(miles)	Conformity Status	Exempt	
Additional Details					

Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	CON	CMAQ	\$1,406,500	\$1,406,500	\$0	\$0	\$0
2020	PE-N/PE-D	CMAQ	\$140,500	\$140,500	\$0	\$0	\$0
Total			\$1,547,000	\$1,547,000	\$0	\$0	\$0

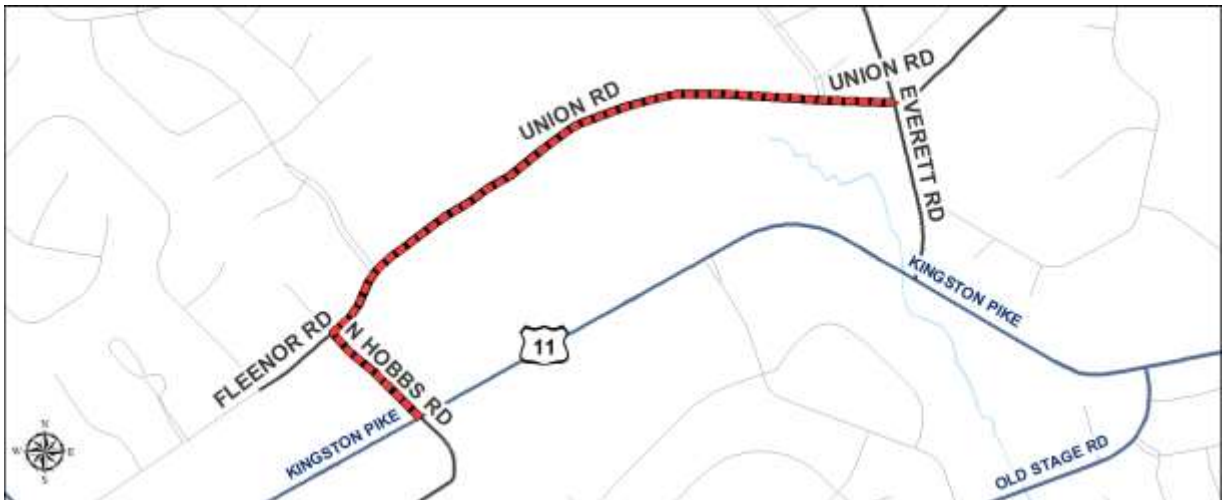
Revision Date	
Revision Details	
Previous TIP No.	17-2017-063



8.3.10 Town of Farragut Projects

Knoxville Regional Transportation Planning Organization TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-082	Revision No.	1	Mobility Plan No.	13-601		
TDOT PIN	125045.00	STIP No.					
Project Name	Union Road/N. Hobbs Road Improvements						
Lead Agency	Town of Farragut						
Total Project Cost	\$5,106,000						
Project Description	Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities.						
Termini/Intersection	Union Road from N. Hobbs Road to Everett Road (approx. 4,500 ft); N. Hobbs Road from Kingston Pike (SR-1) to Union Road (approx. 750 ft)						
Counties	Knox						
City/Agency	Town of Farragut						
Length	1	(miles)	Conformity Status		Exempt		
Additional Details	\$196,800 federal L-STP/L-STBG previously obligated for this project.						
Programmed Funds							
FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-N/PE-D	L-STBG	\$344,000	\$275,200	\$0	\$68,800	\$0
2020	ROW	L-STBG	\$870,000	\$696,000	\$0	\$174,000	\$0
2021	CON	L-STBG	\$3,646,000	\$2,916,800	\$0	\$729,200	\$0
Total			\$4,860,000	\$3,888,000	\$0	\$972,000	\$0
Revision Date	4/3/2020						
Revision Details	Modify project to add PE-N/PE-D phase in FY 2020 and revise ROW amount. This modification adds \$314,000 L-STBG (\$251,200 federal/\$62,800 local) to the TIP. These funds were anticipated to be obligated out of the previous TIP; however, this did not occur. The ROW phase is also revised to reflect \$30,000 L-STBG (\$24,000 federal/\$6,000 local) transferred to PE-N/PE-D. Additional details are updated to reflect \$196,800 federal previously obligated for this project. The total project cost remains \$5,106,000.						
Previous TIP No.	2014-082, 17-2014-082						



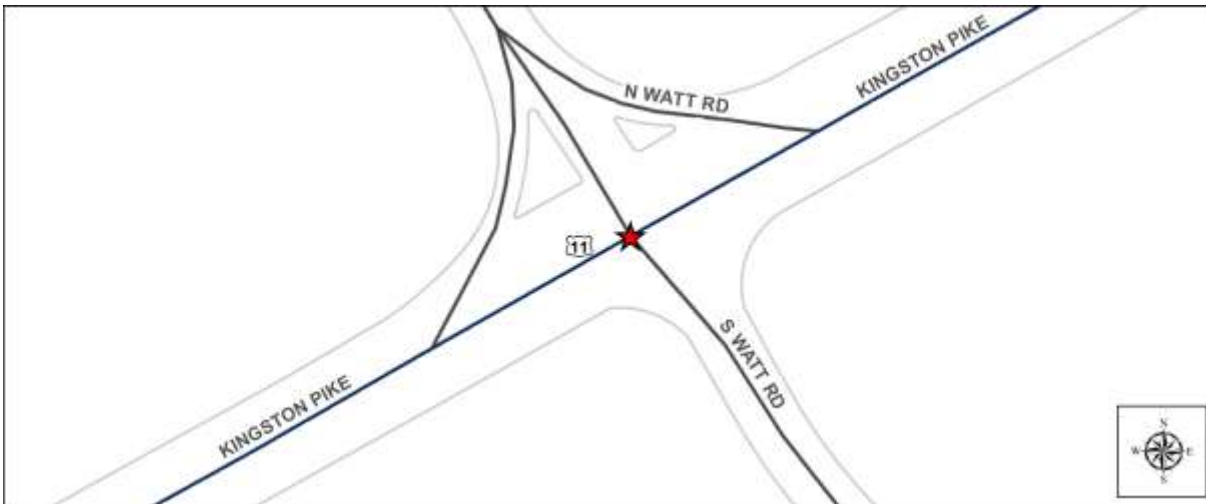
Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-45	Revision No.	0	Mobility Plan No.	Consistent with Mobility Plan Goal 3		
TDOT PIN	122323.00	STIP No.					
Project Name	Kingston Pike at Watt Road Intersection Improvements						
Lead Agency	Town of Farragut						
Total Project Cost	\$1,292,400						
Project Description	Intersection Improvements at the intersection of Kingston Pike (U.S. 11/70 (SR-1) at Watt Road						
Termini/Intersection	Kinston Pike (U.S. 11/70 (SR-1) at Watt Road						
Counties	Knox						
City/Agency	Town of Farragut						
Length		(miles)	Conformity Status		Exempt		
Additional Details							

Programmed Funds							
FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	CON	LOCAL	\$155,000	\$0	\$0	\$155,000	\$0
2020	CON	L-STBG	\$370,000	\$296,000	\$0	\$74,000	\$0
2020	CON	S-STBG	\$525,000	\$420,000	\$105,000	\$0	\$0
Total			\$1,050,000	\$716,000	\$105,000	\$229,000	\$0

Revision Date	3/25/2020
Revision Details	Amend TIP to add this exempt project for construction in FY 2020. This amendment adds \$1,050,000 (\$296,000 federal L-STBG/\$420,000 federal S-STBG/\$105,000 state/\$229,000 local). The total project cost is \$1,292,400.
Previous TIP No.	17-2017-045



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-024	Revision No.	0	Mobility Plan No.	13-813
TDOT PIN	125462.00	STIP No.			
Project Name	Town of Farragut Advanced Traffic Management System Phase 1				
Lead Agency	Town of Farragut				
Total Project Cost	\$7,020,000				

Project Description Upgrade Farragut's closed loop signal system to a centrally controlled signal system. The limits of the project includes all 26 signals in Farragut's signal system on Kingston Pike, Campbell Station Road, Concord Road, and Parkside Drive. The upgrades include new central traffic signal control software, new signal series controllers, ethernet communication upgrades, bringing pedestrian infrastructure up to current PROWAG standards, cabinet upgrades, detection upgrades, and replacing span wire signals at five intersections with mast arms. Phase 2 elements included with this project of the ATMS project will build upon Phase 1 to include the remaining cabinet, detection, signal head modification, and mast arm upgrades that were not originally included due to budget constraints. Additionally, DSRC equipment will be added to each intersection, and CCTV cameras will be installed at up to 5 intersections.

Termini/Intersection	Various				
Counties	Knox				
City/Agency	Town of Farragut				
Length		(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	CON	CMAQ	\$6,580,000	\$6,505,000	\$0	\$75,000	\$0
Total			\$6,580,000	\$6,505,000	\$0	\$75,000	\$0

Revision Date					
Revision Details					
Previous TIP No.	17-2017-024				



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-002	Revision No.	0	Mobility Plan No.	09-630
TDOT PIN		STIP No.			
Project Name	Virtue Road Improvements Ph. 2				
Lead Agency	Town of Farragut				
Total Project Cost	\$5,151,000				

Project Description	Widen Virtue Rd. to two 11' lanes with curb and gutter, and provide shared use path connection to existing and planned bike/ped facilities.				
Termini/Intersection	2200' south of Broadwood Dr. to Boyd Station Rd.				
Counties	Knox				
City/Agency					
Length	0.95	(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2021	PE-N	L-STBG	\$330,000	\$264,000	\$0	\$66,000	\$0
2022	PE-D	L-STBG	\$305,000	\$244,000	\$0	\$61,000	\$0
Total			\$635,000	\$508,000	\$0	\$127,000	\$0

Revision Date					
Revision Details					
Previous TIP No.					

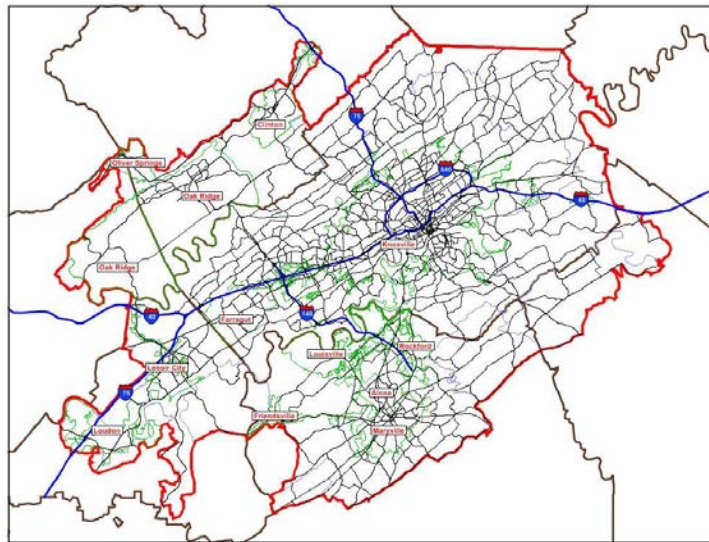


8.3.11 TPO/Planning Projects

Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

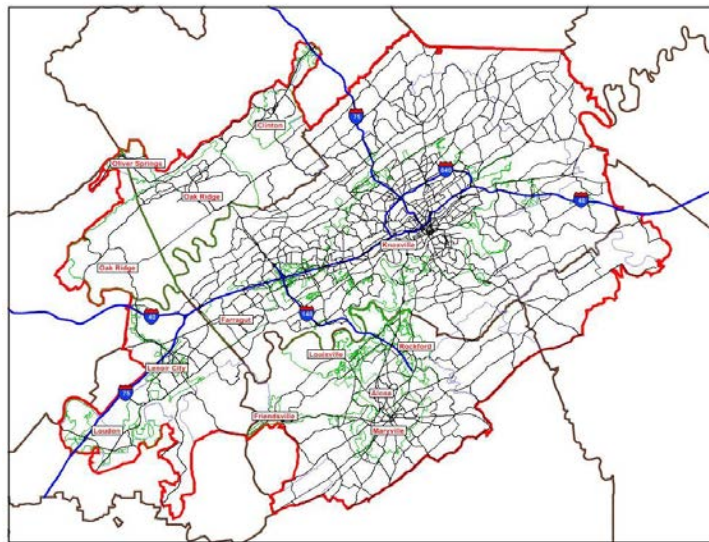
TIP No.	20-2014-207	Revision No.	0	Mobility Plan No.	Consistent with Mobility Plan Goal 2		
TDOT PIN	106867.01			STIP No.			
Project Name	Smart Trips - Comprehensive Program						
Lead Agency	TPO/MPC						
Total Project Cost	\$589,250						
Project Description	Coordinator works with businesses to assist them in developing or expanding worksite commute options, programs, and other incentives.						
Termini/Intersection	TPO Planning Area						
Counties	Knox						
City/Agency							
Length		(miles)		Conformity Status	Exempt		
Additional Details	The operations funds are used for rideshare operation. \$319,400 federal CMAQ funds previously obligated for this project.						
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	OPER	CMAQ	\$190,000	\$152,000	\$0	\$38,000	\$0
Total			\$190,000	\$152,000	\$0	\$38,000	\$0
Revision Date							
Revision Details							
Previous TIP No.	2014-207, 17-2014-2017						



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-209	Revision No.	0	Mobility Plan No.	Consistent with Mobility Plan Principle 3		
TDOT PIN	125453.00			STIP No.			
Project Name	Smart Trips - Ridesharing Program						
Lead Agency	TPO/Planning						
Total Project Cost	\$494,000						
Project Description	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 operations.						
Termini/Intersection	TPO Planning Area						
Counties	TPO Area						
City/Agency							
Length	0	(miles)	Conformity Status		Exempt		
Additional Details							
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	OPER	CMAQ	\$169,000	\$169,000	\$0	\$0	\$0
2020	OPER	CMAQ	\$165,000	\$165,000	\$0	\$0	\$0
Total			\$334,000	\$334,000	\$0	\$0	\$0
Revision Date							
Revision Details							
Previous TIP No.	17-2017-209						



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-001	Revision No.	0	Mobility Plan No.	Consistent with Mobility Plan Goal 1
TDOT PIN				STIP No.	
Project Name	Knoxville TPO Regional Pavement Management System				
Lead Agency	TPO				
Total Project Cost	\$625,000				

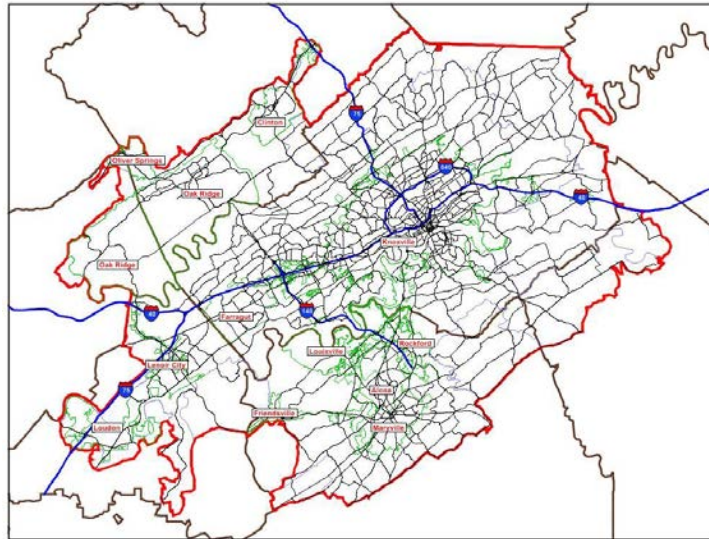
Project Description	Conduct a program using collected inventory and condition data to evaluate roadway pavements in all jurisdictions that want to participate for the purpose of establishing current and future resurfacing or other appropriate interim treatment needs and costs.				
Termini/Intersection	TPO Planning Area				
Counties	TPO Area				
City/Agency					
Length		(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds

<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	PE-N	L-STBG	\$625,000	\$500,000	\$0	\$125,000	\$0
Total			\$625,000	\$500,000	\$0	\$125,000	\$0

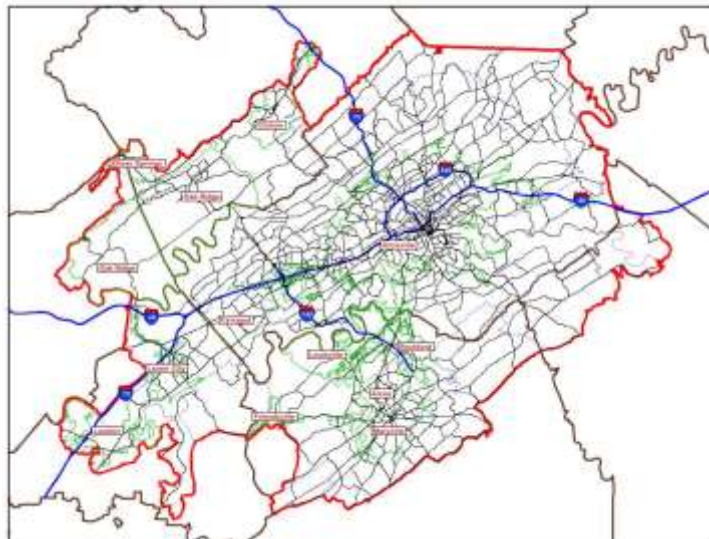
Revision Date					
Revision Details					
Previous TIP No.					



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

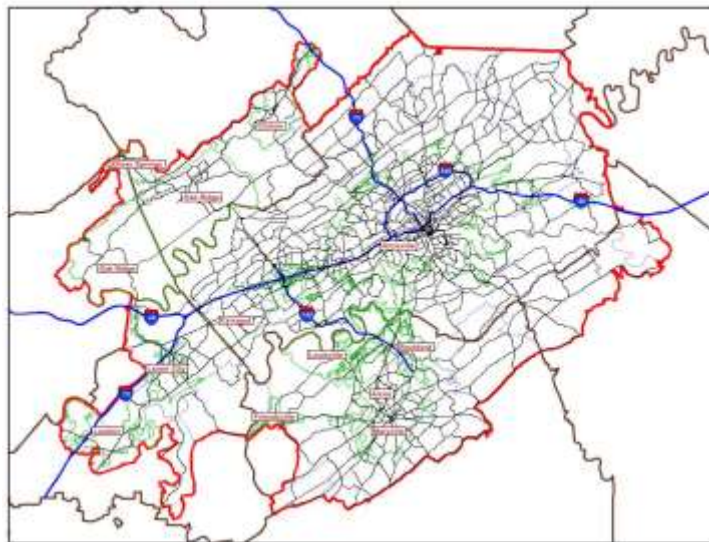
TIP No.	20-2020-400	Revision No.	0	Mobility Plan No.	Consistent with Mobility Plan Goal 2		
TDOT PIN				STIP No.			
Project Name	Bicycle Parking Program						
Lead Agency	TPO/MPC						
Total Project Cost	\$30,000						
Project Description	Purchase of bicycle racks for local businesses, public agencies, nonprofit organizations and additional destinations in the TPO planning area. Activities will also include public outreach/education and promotional efforts to raise awareness of the program.						
Termini/Intersection							
Counties	TPO Area						
City/Agency							
Length		(miles)		Conformity Status	Exempt		
Additional Details							
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	PUR	CMAQ	\$11,500	\$9,200	\$0	\$2,300	\$0
2021	PUR	CMAQ	\$9,250	\$7,400	\$0	\$1,850	\$0
2022	PUR	CMAQ	\$9,250	\$7,400	\$0	\$1,850	\$0
Total			\$30,000	\$24,000	\$0	\$6,000	\$0
Revision Date	8/26/2020						
Revision Details	Amend the TIP to add project to purchase bike racks for installation by local partner business/agencies throughout the TPO Planning Area. Program costs are \$11,500 in FY 2020; \$9,250 in FY 2021; and \$9,250 in FY 2022. This amendment adds \$30,000 CMAQ (\$24,000 federal/\$6,000 local) to the TIP. The total project cost is \$30,000.						
Previous TIP No.							



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-401	Revision No.	0	Mobility Plan No.	Consistent with Mobility Plan Goal 2		
TDOT PIN				STIP No.			
Project Name	Smart Trips - Comprehensive Program						
Lead Agency	TPO/MPC						
Total Project Cost	\$267,100						
Project Description	<p>The Smart Trips Comprehensive program communicates the value of alternative travel. The program focuses on the following modes of sustainable transportation: biking, walking, transit, telecommuting, and working a compressed work week. The program is coupled with the Smart Trips Ridesharing program, which promotes carpooling and vanpooling. Together, the goals of the Comprehensive and Ridesharing programs are to increase public awareness of sustainable transportation options and the value of minimizing vehicle trips to ultimately reduce carbon emissions.</p>						
Termini/Intersection							
Counties	TPO Area						
City/Agency							
Length		(miles)		Conformity Status	Exempt		
Additional Details							
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2021	OPER	CMAQ	\$82,000	\$65,600	\$0	\$16,400	\$0
2022	OPER	CMAQ	\$89,000	\$71,200	\$0	\$17,800	\$0
2023	OPER	CMAQ	\$96,100	\$76,880	\$0	\$19,220	\$0
Total			\$267,100	\$213,680	\$0	\$53,420	\$0
Revision Date	8/26/2020						
Revision Details	<p>Amend the TIP to add project operations/promotion of TDM program throughout the TPO Planning Area. Program costs are \$82,000 in FY 2021; \$89,000 in FY 2022; and \$96,100 in FY 2023. This amendment adds \$267,100 CMAQ (\$213,680 federal/\$53,420 local) to the TIP. The total project cost is \$267,100.</p>						
Previous TIP No.							



8.3.12 TPO Groupings

Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-305	Revision No.	3	Mobility Plan No.	Consistent with Mobility Plan Goal 2		
TDOT PIN				STIP No.			
Project Name	STBG/STBG Transportation Alternatives (STBG-TA) Bike/Pedestrian Grouping						
Lead Agency	Various						
Total Project Cost	\$10,656,363						
Project Description	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.						
Termini/Intersection							
Counties	TPO Area						
City/Agency							
Length		(miles)		Conformity Status	Exempt		
Additional Details							
Programmed Funds							
FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-N/PE-D/RW	L-STBG	\$1,240,000	\$992,000	\$0	\$248,000	\$0
2021	CON	S-STBG-TA	\$890,565	\$712,452	\$0	\$178,113	\$0
2021	ROW	L-STBG	\$200,000	\$160,000	\$0	\$40,000	\$0
2022	CON	L-STBG	\$4,000,000	\$3,200,000	\$0	\$800,000	\$0
2023	CON	S-STBG-TA	\$4,325,798	\$3,460,638	\$0	\$865,160	\$0
Total			\$10,656,363	\$8,525,090	\$0	\$2,131,273	\$0
Revision Date	5/8/2020						
Revision Details	Modify grouping to add City of Clinton Pedestrian Improvements Phase 1 & 2 project. This modification adds \$1,994,361 S-STBG-TA (\$1,595,489 federal/\$398,872 local) in FY 2023 to the grouping and increases the total grouping cost to \$10,656,363.						
Previous TIP No.	17-2017-305						

Grantee	Project Name	TDOT PIN	Fund Type	FY	Phase	Federal Funds
Blount County IDB	Denso Greenway Trail Extension	126658.00	S-STBG-TA	2021	CON	\$712,452
City of Knoxville	Fort Sanders Neighborhood to Tyson Park Connection	-	L-STBG	2020	PE-N	\$80,000
City of Knoxville	Fort Sanders Neighborhood to Tyson Park Connection	-	L-STBG	2020	PE-D	\$160,000
City of Knoxville	Fort Sanders Neighborhood to Tyson Park Connection	-	L-STBG	2021	ROW	\$160,000
City of Knoxville	Fort Sanders Neighborhood to Tyson Park Connection	-	L-STBG	2022	CON	\$3,200,000
City of Knoxville	Atlantic Avenue Sidewalk	126946.00	L-STBG	2020	ROW/CON	\$752,000
City of Knoxville	Northwest Greenway Connector - Ph. 2	126641.00	S-STBG-TA	2023	CON	\$1,865,149
City of Clinton	Pedestrian Improvements Ph. 1 & 2	128165.00	S-STBG-TA	2023	CON	\$1,595,489

Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-306	Revision No.	0	Mobility Plan No.	Consistent with Mobility Plan Goal 1		
TDOT PIN				STIP No.			
Project Name	Planning and Studies Grouping						
Lead Agency	Various						
Total Project Cost	\$1,567,500						
Project Description	This grouping will be used to fund planning reports and studies throughout the Knoxville TPO planning area.						
Termini/Intersection							
Counties	TPO Area						
City/Agency							
Length		(miles)		Conformity Status	Exempt		
Additional Details							
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	PLN	L-STBG	\$1,505,000	\$1,204,000	\$0	\$301,000	\$0
2022	PLN	L-STBG	\$62,500	\$50,000	\$0	\$12,500	\$0
Total			\$1,567,500	\$1,254,000	\$0	\$313,500	\$0
Revision Date							
Revision Details							
Previous TIP No.	17-2017-306						

Grantee	Project Name	TDOT PIN	Fund Type	FY	Phase	Federal Funds
Town of Farragut	Jamestown Boulevard Study	-	L-STBG	2020	PLN	\$64,000
City of Knoxville	Safer and Complete Streets Study	-	L-STBG	2020	PLN	\$200,000
City of Knoxville	Broadway Avenue Corridor Study	-	L-STBG	2020	PLN	\$160,000
City of Knoxville	James White Parkway/Urban Wilderness Corridor Study	-	L-STBG	2020	PLN	\$200,000
City of Knoxville	Papermill Drive Corridor Study	-	L-STBG	2020	PLN	\$80,000
Knox County	County-wide Transportation Study	-	L-STBG	2020	PLN	\$500,000
TPO	TVA Bull Run Site Study	-	L-STBG	2022	PLN	\$50,000

Knoxville Regional Transportation Planning Organization
TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-307	Revision No.	1	Mobility Plan No.	Consistent with Mobility Plan Goal 1		
TDOT PIN		STIP No.					
Project Name	Maintenance and Repair Grouping						
Lead Agency	Various						
Total Project Cost	\$1,286,109						
Project Description	Funds will be used for operation, maintenance, repair, or resurfacing works.						
Termini/Intersection							
Counties	TPO Area						
City/Agency							
Length		(miles)		Conformity Status	Exempt		
Additional Details							

Programmed Funds							
FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-N/PE-D/RW/CN	L-STBG	\$1,286,109	\$1,031,725	\$0	\$254,384	\$0
Total			\$1,286,109	\$1,031,725	\$0	\$254,384	\$0

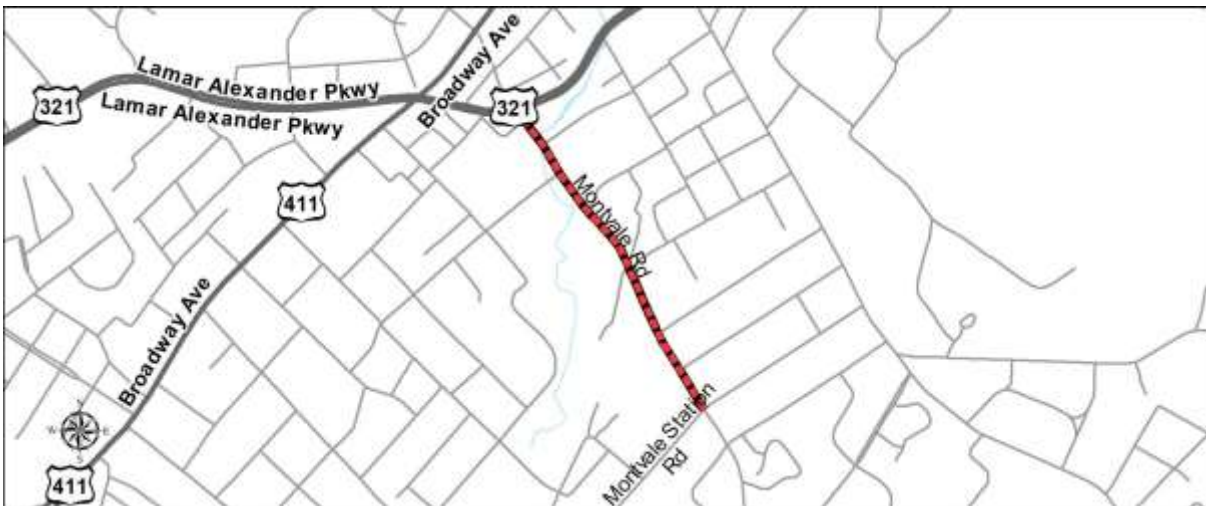
Revision Date	2/24/2020
Revision Details	Modify grouping to remove the Highland Avenue Resurfacing and Repair Existing Sidewalk project. The construction funding for Highland Avenue was obligated out of the FY 2017-2020 TIP. This modification reduces, and correctly lists, the total grouping cost to \$1,286,109.
Previous TIP No.	17-2017-307

Grantee	Project Name	TDOT PIN	Fund Type	FY	Phase	Federal Funds
Loudon County	Loudon Resurfacing	126732.00	L-STBG	2020	PE-N/PE-D ROW/CON	\$1,031,725

8.4 TDOT Projects

Knoxville Regional Transportation Planning Organization TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2011-082	Revision No.	1	Mobility Plan No.	09-262		
TDOT PIN	101725.02	STIP No.	2005060				
Project Name	Montvale Road (SR-336)						
Lead Agency	TDOT						
Total Project Cost	\$12,800,000						
Project Description	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.						
Termini/Intersection	(Montvale Road) Montvale Station Road to SR-73 (Lamar Alexander Parkway) (IA)						
Counties	Blount						
City/Agency	City of Maryville						
Length	0.6	(miles)	Conformity Status	Non-Exempt			
Additional Details							
Programmed Funds							
FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2021	ROW	S-STBG	\$5,300,000	\$4,240,000	\$1,060,000	\$0	\$0
2023	CON	S-STBG	\$6,500,000	\$5,200,000	\$1,300,000	\$0	\$0
Total			\$11,800,000	\$9,440,000	\$2,360,000	\$0	\$0
Revision Date	8/12/2020						
Revision Details	Modify project to move construction from FY 2022 to FY 2023 for budget purposes. The total project cost is increased to \$12,800,000 to account for previous phases.						
Previous TIP No.	2011-082, 17-2011-082						



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-003	Revision No.	1	Mobility Plan No.	09-216		
TDOT PIN	100241.01	STIP No.	2005025				
Project Name	Alcoa Hwy. (SR-115 / US-129)						
Lead Agency	TDOT						
Total Project Cost	\$107,150,000						
Project Description	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.						
Termini/Intersection	(Alcoa Highway), Pellissippi Parkway to south of Little River (IA)						
Counties	Blount						
City/Agency							
Length	2.71	(miles)	Conformity Status	Non-Exempt			
Additional Details							
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	ROW	NHPP	\$57,000,000	\$45,600,000	\$11,400,000	\$0	\$0
Total			\$57,000,000	\$45,600,000	\$11,400,000	\$0	\$0
Revision Date	3/25/2020						
Revision Details	Amend TIP to revise the project terminus description, project length and increase the ROW cost. The project description includes reconstructing from a 4-lane to a 6-lane facility, including a frontage road system with two (2) new interchanges (SR-115 at Singleton Station Road and SR-115 at Topside Road (SR-333)); modifying the existing SR-115 and SR-162 interchange, and constructing a multi-use path. The project length is 2.71 miles, and the entire project is in Blount County. The ROW cost increased from \$32,200,000 to \$57,000,000 in FY 2020. The total project cost increased from \$82,350,000 to \$107,150,000.						
Previous TIP No.	2008-002, 2011-003, 2014-003, 17-2014-003						



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-018	Revision No.	0	Mobility Plan No.	09-611		
TDOT PIN	103029.00	STIP No.					
Project Name	I-640 at N. Broadway Interchange						
Lead Agency	TDOT						
Total Project Cost	\$44,700,000						
Project Description	Reconstruct and relocate ramps at I-640 and Broadway						
Termini/Intersection	I-640 at N. Broadway interchange						
Counties	Knox						
City/Agency	City of Knoxville						
Length	1.09	(miles)	Conformity Status	Non-Exempt			
Additional Details							
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	CON	ACNHPP	\$27,000,000	\$0	\$27,000,000	\$0	\$0
Total			\$27,000,000	\$0	\$27,000,000	\$0	\$0
Revision Date	5/21/2020						
Revision Details	Administrative Modification to add project as per previous discussions between TDOT & FHWA staff. This project was let to contract on 2-12-16 and completed on 6-13-19. It is being amended into the current TIP for possible conversion from ACNHPP funding to NHPP funding. This modification adds \$27,000,000 ACNHPP funds (\$27,000,000 state) to the TIP.						
Previous TIP No.	2014-018						



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-025	Revision No.	0	Mobility Plan No.	09-232
TDOT PIN	101423.00	STIP No.	2005040		
Project Name	Pellissippi Pkwy. (SR-162) Extension				
Lead Agency	TDOT				
Total Project Cost	\$49,500,000				

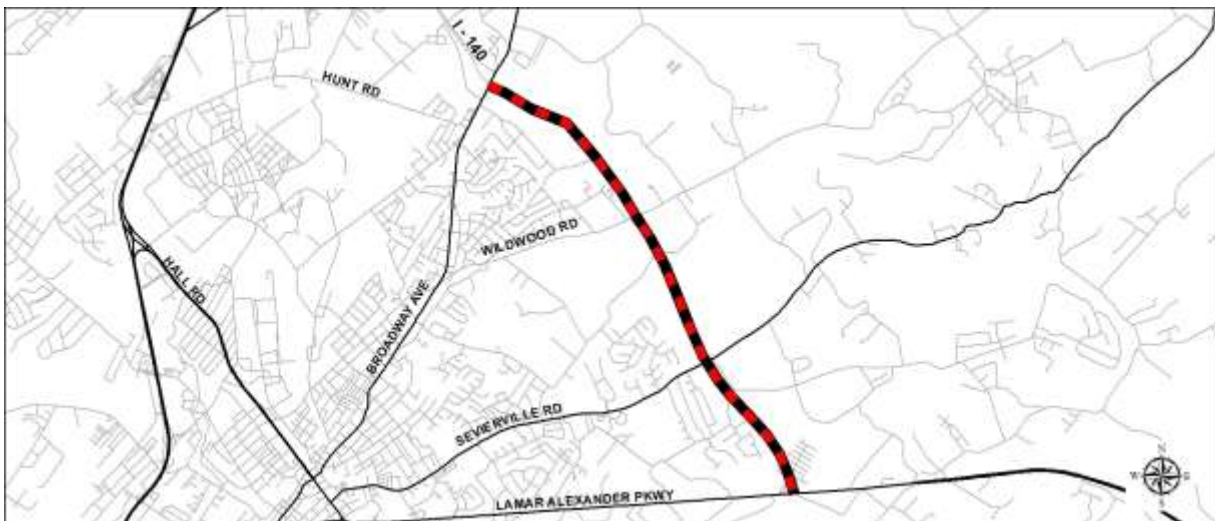
Project Description	HPP #TN053 (Section 1602-TEA21). Construct new 4 lane.				
Termini/Intersection	Old Knoxville Hwy (SR-33) to SR-73 (US-321)				
Counties	Blount				
City/Agency	Alcoa				
Length	4.4	(miles)	Conformity Status	Non-Exempt	

Additional Details	The construction funds are for staged construction.				
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	ROW	HPP	\$9,700,000	\$7,760,000	\$1,940,000	\$0	\$0
Total			\$9,700,000	\$7,760,000	\$1,940,000	\$0	\$0

Revision Date	
Revision Details	
Previous TIP No.	2002-030, 2004-020, 2006-017, 2008-039, 2011-025, 2014-025, 17-2014-025



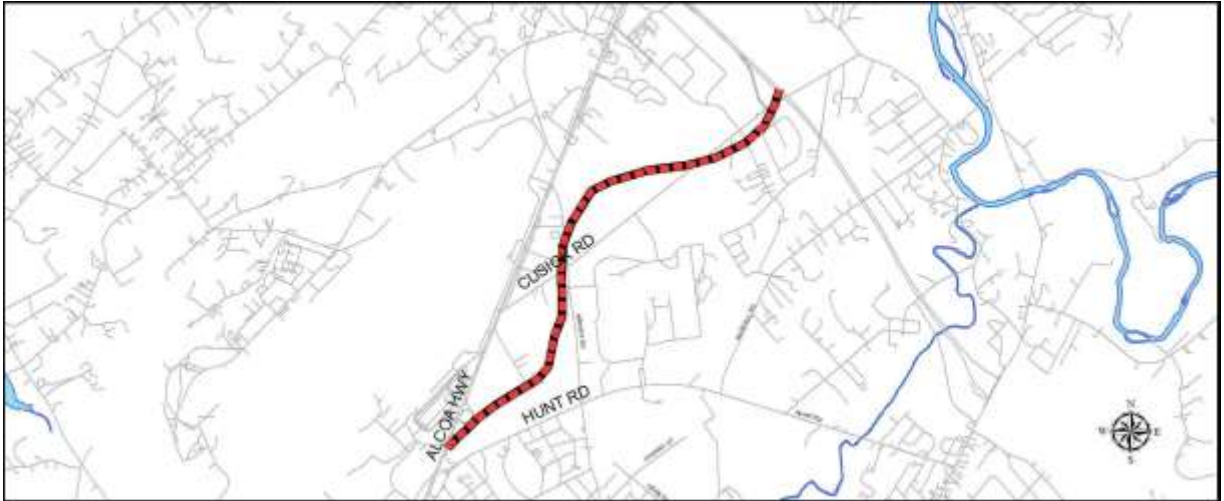
Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-035	Revision No.	1	Mobility Plan No.	09-257
TDOT PIN	101651.02	STIP No.	2005021		
Project Name	SR 115 / US 129 (Relocated Alcoa Hwy.)				
Lead Agency	TDOT				
Total Project Cost	\$100,000,000				
Project Description	New alignment, four lane divided facility, construct an interchange at Pellissippi Parkway (SR-162)				
Termini/Intersection	Proposed interchange at Tyson Blvd. to Pellissippi Pkwy (SR-162)				
Counties	Blount				
City/Agency	Blount County				
Length	2.9	(miles)	Conformity Status	Non-Exempt	
Additional Details					

Programmed Funds							
FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2022	CON	NHPP	\$67,500,000	\$54,000,000	\$13,500,000	\$0	\$0
Total			\$67,500,000	\$54,000,000	\$13,500,000	\$0	\$0

Revision Date	7/29/2020
Revision Details	Modify project to move CON from FY 2021 to FY 2022. This modification makes no changes to funding or total project cost.
Previous TIP No.	2008-152, 2011-037, 2014-035, 17-2014-035



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-059	Revision No.	1	Mobility Plan No.	09-214
TDOT PIN	113608.00	STIP No.			
Project Name	Sevierville Rd.				
Lead Agency	TDOT				
Total Project Cost	\$9,500,000				

Project Description	Reconstruct SR-35/US-411 from two lanes to three lanes, curb and gutter, and sidewalks with intersection improvements.				
Termini/Intersection	SR-35/US-411 from near S. Washington St. to near Walnut St.				
Counties	Blount				
City/Agency	City of Maryville				
Length	0.58	(miles)	Conformity Status	Non-Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-D	L-STBG	\$400,000	\$320,000	\$80,000	\$0	\$0
2020	ROW	L-STBG	\$3,700,000	\$2,960,000	\$740,000	\$0	\$0
2023	CON	L-STBG	\$5,000,000	\$4,000,000	\$1,000,000	\$0	\$0
Total			\$9,100,000	\$7,280,000	\$1,820,000	\$0	\$0

Revision Date	5/1/2020
Revision Details	Modify project to revise project description and termini to remove Sevierville Rd. reference to clarify the corridor as SR-35 (US-411) from near S. Washington St. to near Walnut St. The project length is also corrected from 0.40 mile to 0.58 mile. The project schedule and costs are unchanged. The total project cost remains \$9,500,000
Previous TIP No.	2011-029, 2014-059, 17-2014-059



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-069	Revision No.	1	Mobility Plan No.	09-653	
TDOT PIN	100241.03	STIP No.	2047085			
Project Name	Alcoa Hwy. (SR-115 / US-129)					
Lead Agency	TDOT					
Total Project Cost	\$88,504,000					
Project Description	Widen 4-lane to 6-lane including pedestrian and bicycle facilities.					
Termini/Intersection	From Woodson Dr. to Cherokee Trail interchange (IA)					
Counties	Knox					
City/Agency	City of Knoxville					
Length	1.6	(miles)	Conformity Status	Non-Exempt		
Additional Details						

Programmed Funds							
FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2021	CON	NHPP	\$72,800,000	\$58,240,000	\$14,560,000	\$0	\$0
Total			\$72,800,000	\$58,240,000	\$14,560,000	\$0	\$0

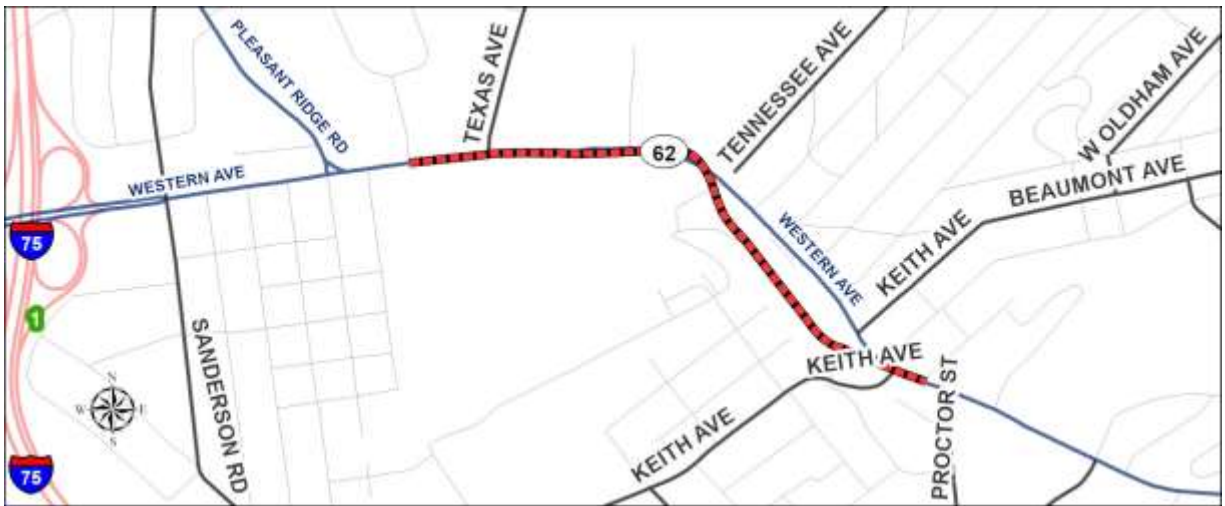
Revision Date	5/1/2020
Revision Details	Modify project to move construction phase from FY 2020 to FY 2021. The funding, project description and termini remain the same.
Previous TIP No.	2011-002, 2014-069, 17-2014-069



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2014-085	Revision No.	0	Mobility Plan No.	09-610		
TDOT PIN	101204.00	STIP No.					
Project Name	Western Avenue (SR-62)						
Lead Agency	TDOT						
Total Project Cost	\$59,484,000						
Project Description	Widen from 2 to 5 lanes						
Termini/Intersection	From Texas Avenue to Major Avenue						
Counties	Knox						
City/Agency	City of Knoxville						
Length	0.8	(miles)	Conformity Status	Non-Exempt			
Additional Details							
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	CON	ACNHPP	\$47,000,000	\$0	\$47,000,000	\$0	\$0
Total			\$47,000,000	\$0	\$47,000,000	\$0	\$0
Revision Date	5/21/2020						
Revision Details	Administrative Modification to add project per previous discussions between TDOT & FHWA staff. This project was let to contract on 10/7/16 and estimated completion is 6/7/2020. It is being administratively modified into the current TIP for possible conversion from ACNHPP funding to NHPP funding. This modification adds \$47,000,000 ACNHPP funds (\$47,000,000 state) to the TIP.						
Previous TIP No.	2002-035, 2004-024, 2006-024, 2008-058, 2011-045, 2014-085						



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-003	Revision No.	0	Mobility Plan No.	09-634
TDOT PIN	119719.00	STIP No.			
Project Name	Pellissippi Pkwy/Hardin Valley Interchange				
Lead Agency	TDOT				
Total Project Cost	\$6,770,100				

Project Description	Modify existing interchange to improve capacity, safety and operations. Add new northbound on-ramp in northeast quadrant.				
Termini/Intersection	Interchange at Hardin Valley Rd				
Counties	Knox				
City/Agency					
Length		(miles)	Conformity Status	Non-Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	CON	L-STBG	\$1,500,000	\$1,200,000	\$300,000	\$0	\$0
2020	PE-N/PE-D/RW/CN	HSIP	\$5,241,100	\$4,716,900	\$524,200	\$0	\$0
Total			\$6,741,100	\$5,916,900	\$824,200	\$0	\$0

Revision Date					
Revision Details					
Previous TIP No.	17-2017-003				



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-005	Revision No.	1	Mobility Plan No.	17-202		
TDOT PIN	124754.00	STIP No.	2005022				
Project Name	SR-115 (US-129) Widening						
Lead Agency	TDOT						
Total Project Cost	\$22,700,000						
Project Description	Widen from 4 to 6 lanes.						
Termini/Intersection	SR-73 (Lamar Alexander Pkwy) to SR-35 (Hall Road)						
Counties	Blount						
City/Agency	City of Maryville, City of Alcoa						
Length	2.9	(miles)	Conformity Status	Non-Exempt			
Additional Details							
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	PE-D	NHPP	\$400,000	\$320,000	\$80,000	\$0	\$0
2021	ROW	NHPP	\$600,000	\$480,000	\$120,000	\$0	\$0
Total			\$1,000,000	\$800,000	\$200,000	\$0	\$0
Revision Date						7/23/2020	
Revision Details						Modify project to move the ROW phase from FY 2020 to FY 2021 and remove "within existing right-of-way" from the Project Description. This modification makes no changes to project funding or total project cost.	
Previous TIP No.						17-2017-005	



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-034	Revision No.	0	Mobility Plan No.	Consistent with Mobility Plan Goal 1
TDOT PIN	124453.00	STIP No.	2047020		
Project Name	I-75 ITS Expansion				
Lead Agency	TDOT				
Total Project Cost	\$3,600,000				

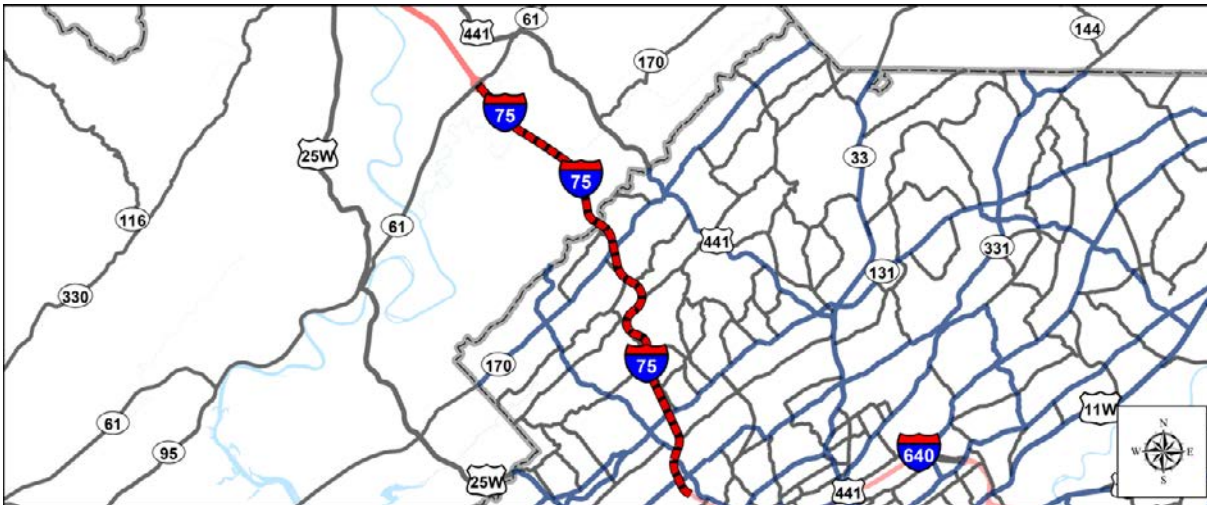
Project Description	ITS expansion includes the deployment of CCTV cameras at critical interchanges. Install power and communications infrastructure and at Least 2 CCTV Cameras at each Interchange.				
Termini/Intersection	ITS expansion, from near MM 109.6 to near SR-61 (Exit 122) (IA)				
Counties	Knox, Anderson				
City/Agency					
Length	13.03	(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-D	NHPP	\$70,000	\$63,000	\$7,000	\$0	\$0
Total			\$70,000	\$63,000	\$7,000	\$0	\$0

Revision Date					
Revision Details					
Previous TIP No.	17-2017-034				



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-035	Revision No.	0	Mobility Plan No.	Consistent with Mobility Plan Goal 1		
TDOT PIN	124474.00	STIP No.	2047010				
Project Name	I-40 ITS Expansion						
Lead Agency	TDOT						
Total Project Cost	\$3,350,000						
Project Description	ITS Expansion to include the installation of a power and communication network and ITS devices such as CCTV cameras, DMS and RDS.						
Termini/Intersection	ITS Expansion, from near Strawberry Plains Pike (Exit 398) interchange to near SR-66 (Sevierville, Exit 407) interchange (IA)						
Counties	Knox, Sevier						
City/Agency							
Length	10.16	(miles)	Conformity Status	Exempt			
Additional Details	Project to be let to contract by TDOT.						
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	CON	NHPP	\$2,900,000	\$2,610,000	\$290,000	\$0	\$0
Total			\$2,900,000	\$2,610,000	\$290,000	\$0	\$0
Revision Date							
Revision Details							
Previous TIP No.	17-2017-035						



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-036	Revision No.	0	Mobility Plan No.	09-643
TDOT PIN	124455.00	STIP No.	2047089		
Project Name	Emory Rd (SR-131)				
Lead Agency	TDOT				
Total Project Cost	\$70,600,000				

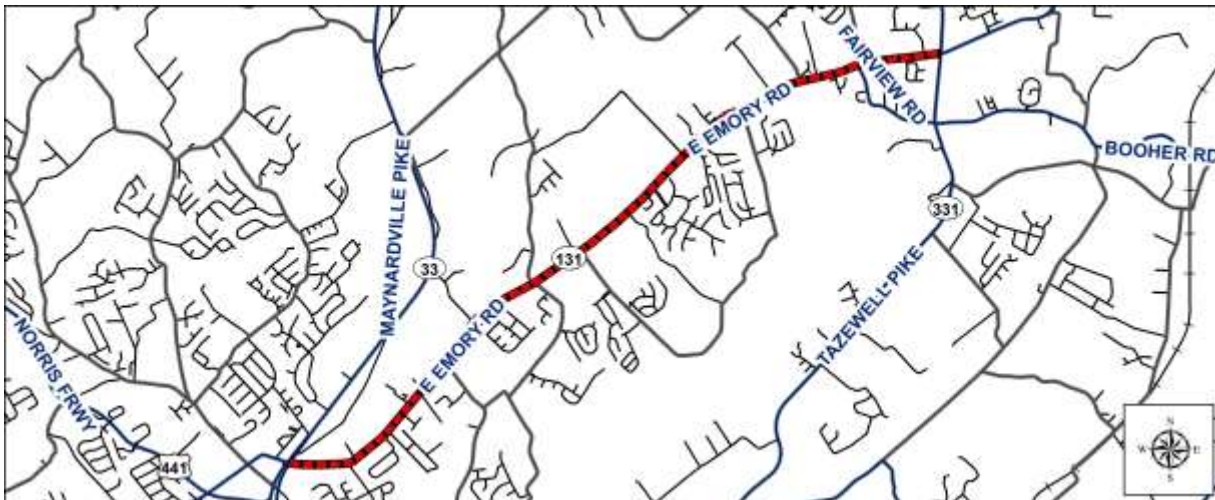
Project Description	Widen from 2-lanes to 4-lanes with median and/or center turn lane, and including bicycle/pedestrian facilities.				
Termini/Intersection	(East Emory Road), from near SR-33 to near SR-331 (IA)				
Counties	Knox				
City/Agency					
Length	4.8	(miles)	Conformity Status	Non-Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-D	S-STBG	\$4,200,000	\$3,360,000	\$840,000	\$0	\$0
Total			\$4,200,000	\$3,360,000	\$840,000	\$0	\$0

Revision Date					
Revision Details					
Previous TIP No.	17-2017-036				



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-037	Revision No.	0	Mobility Plan No.	09-101a&b
TDOT PIN	124121.00	STIP No.	2001010		
Project Name	Edgemoor Road (SR-170)				
Lead Agency	TDOT				
Total Project Cost	\$110,200,000				

Project Description	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.				
Termini/Intersection	SR-62 (Oak Ridge Hwy) TO SR-9/US-25W (Clinton Hwy).				
Counties	Anderson				
City/Agency					
Length	6.2	(miles)	Conformity Status	Non-Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-D	S-STBG	\$6,000,000	\$4,800,000	\$1,200,000	\$0	\$0
2020	PE-N	S-STBG	\$3,000,000	\$2,400,000	\$600,000	\$0	\$0
Total			\$9,000,000	\$7,200,000	\$1,800,000	\$0	\$0

Revision Date					
Revision Details					
Previous TIP No.	17-2017-037				



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-038	Revision No.	0	Mobility Plan No.	09-654
TDOT PIN	124443.00	STIP No.	2047015		
Project Name	I-640/ I-275/ I-75 Interchange				
Lead Agency	TDOT				
Total Project Cost	\$88,000,000				

Project Description	Interchange reconstruction along with the addition of auxiliary lanes in each direction on I-75.				
Termini/Intersection	Interchange at I-640/I-275 (Sharps Gap).				
Counties	Knox				
City/Agency					
Length	0.57	(miles)	Conformity Status	Non-Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2021	PE-N	NHPP	\$2,500,000	\$2,250,000	\$250,000	\$0	\$0
2022	PE-D	NHPP	\$5,500,000	\$4,950,000	\$550,000	\$0	\$0
Total			\$8,000,000	\$7,200,000	\$800,000	\$0	\$0

Revision Date					
Revision Details					
Previous TIP No.	17-2017-038				



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-039	Revision No.	0	Mobility Plan No.	09-658
TDOT PIN	124783.00	STIP No.	2047040		
Project Name	Northshore Drive (SR-332) at Kingston Pike (SR-1) Intersection Improvements				
Lead Agency	TDOT				
Total Project Cost	\$24,000,000				

Project Description	Intersection improvements including additional turn lanes and sidewalk extensions. Replace bridge over Fourth Creek on Kingston Pike.				
Termini/Intersection	SR-1 (Kingston Pike) intersection with SR-332 (Northshore Drive).				
Counties	Knox				
City/Agency					
Length	0.5	(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-D	NHPP	\$900,000	\$720,000	\$180,000	\$0	\$0
Total			\$900,000	\$720,000	\$180,000	\$0	\$0

Revision Date					
Revision Details					
Previous TIP No.	17-2017-039				



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-040	Revision No.	0	Mobility Plan No.	09-626
TDOT PIN	124784.00	STIP No.	2047050		
Project Name	Chapman Hwy (SR-71/US-441) Operational and Safety Improvements				
Lead Agency	TDOT				
Total Project Cost	\$50,500,000				

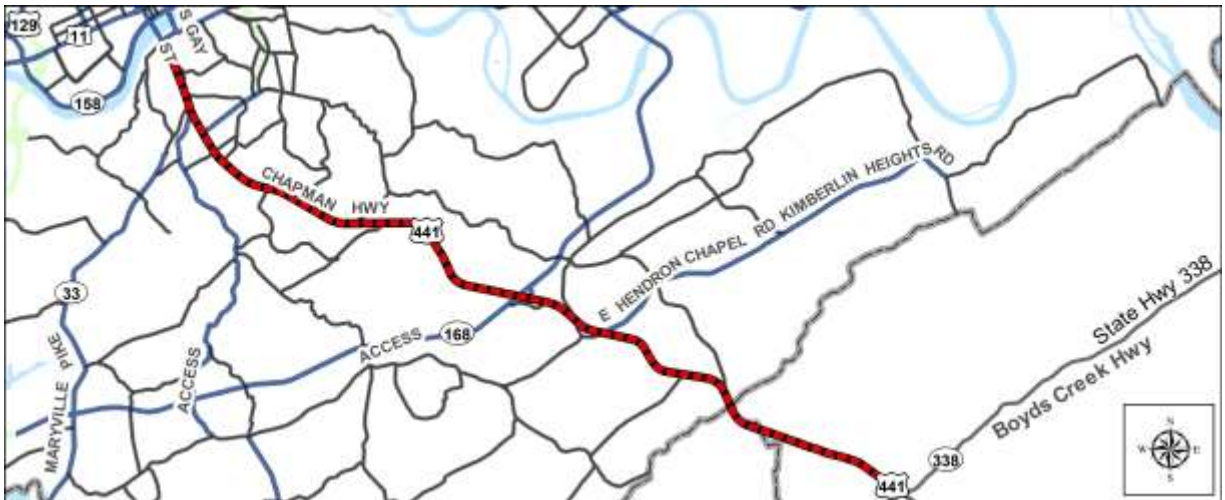
Project Description	Intersection improvements and/or driveway improvements and/or left turn lanes at various locations throughout the project area.				
Termini/Intersection	Blount Avenue to SR-338 (Boys Creek Highway) in Seymour (IA)				
Counties	Knox, Blount, Sevier				
City/Agency					
Length	10.3	(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-D	NHPP	\$3,000,000	\$2,400,000	\$600,000	\$0	\$0
Total			\$3,000,000	\$2,400,000	\$600,000	\$0	\$0

Revision Date					
Revision Details					
Previous TIP No.	17-2017-040				



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-050	Revision No.	2	Mobility Plan No.	18-201		
TDOT PIN	124131.00	STIP No.	2005029				
Project Name	I-140 ITS Expansion						
Lead Agency	TDOT						
Total Project Cost	\$4,700,000						
Project Description	ITS Expansion Project - includes the installation of a power and communication network and its devices such as CCTV cameras, DMS and RDS.						
Termini/Intersection	From near MM 2 to near MM 11 (SR-115/US-129/Alcoa Hwy) (IA)						
Counties	Knox, Blount						
City/Agency							
Length	9.2	(miles)	Conformity Status	Exempt			
Additional Details							
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2021	PE-D	NHPP	\$100,000	\$90,000	\$10,000	\$0	\$0
2023	CON	NHPP	\$4,300,000	\$3,440,000	\$860,000	\$0	\$0
Total			\$4,400,000	\$3,530,000	\$870,000	\$0	\$0
Revision Date	8/4/2020						
Revision Details	Modify project to move CON from FY 2022 to FY 2023. This modification makes no changes to project funding or total project cost.						
Previous TIP No.	17-2017-050						



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-056	Revision No.	0	Mobility Plan No.	09-692
TDOT PIN	124451.00	STIP No.	2047025		
Project Name	I-75				
Lead Agency	TDOT				
Total Project Cost	\$120,200,000				

Project Description	Widen from 4 to 6 lanes				
Termini/Intersection	From near SR-131 (Emory Road) to near SR-170 (Raccoon Valley Road)				
Counties	Knox				
City/Agency	Knox County, City of Knoxville				
Length	4.85	(miles)	Conformity Status	Non-Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-D	NHPP	\$7,000,000	\$5,600,000	\$1,400,000	\$0	\$0
Total			\$7,000,000	\$5,600,000	\$1,400,000	\$0	\$0

Revision Date					
Revision Details					
Previous TIP No.	17-2017-056				



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2017-057	Revision No.	0	Mobility Plan No.	09-649
TDOT PIN	123073.00	STIP No.	2047093		
Project Name	Pellissippi Pkwy (SR-162) Interchange at Oak Ridge Hwy (SR-62) in Solway (IA)				
Lead Agency	TDOT				
Total Project Cost	\$22,724,000				

Project Description	Interchange modification to include additional (new) ramp for westbound to southbound movement.				
Termini/Intersection	SR-162 at SR-62 (Solway) Interchange				
Counties	Knox				
City/Agency					
Length	0.45	(miles)	Conformity Status	Non-Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-D	NHPP	\$300,000	\$240,000	\$60,000	\$0	\$0
2020	PE-N	NHPP	\$200,000	\$160,000	\$40,000	\$0	\$0
2022	ROW	NHPP	\$3,000,000	\$2,400,000	\$600,000	\$0	\$0
2023	CON	L-STBG	\$3,500,000	\$2,800,000	\$700,000	\$0	\$0
2023	CON	NHPP	\$14,524,000	\$11,619,200	\$2,904,800	\$0	\$0
Total			\$21,524,000	\$17,219,200	\$4,304,800	\$0	\$0

Revision Date					
Revision Details					
Previous TIP No.	17-2017-057				



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-007	Revision No.	0	Mobility Plan No.	Consistent with Mobility Plan Goal 1
TDOT PIN	121653.00	STIP No.	2001001		
Project Name	I-75 ITS Instrumentation at SR-61 (Andersonville Hwy., Exit 122) interchange (IA)				
Lead Agency	TDOT				
Total Project Cost	\$500,000				

Project Description	ITS Instrumentation at SR-61 (Andersonville Hwy., Exit 122) interchange (IA)				
Termini/Intersection	SR-61 (Andersonville Hwy., Exit 122) interchange				
Counties	Anderson				
City/Agency					
Length	0.59	(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2021	PE-D	NHPP	\$50,000	\$40,000	\$10,000	\$0	\$0
2021	PE-N	NHPP	\$50,000	\$40,000	\$10,000	\$0	\$0
Total			\$100,000	\$80,000	\$20,000	\$0	\$0

Revision Date					
Revision Details					
Previous TIP No.					



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-009	Revision No.	2	Mobility Plan No.	18-200
TDOT PIN	124133.01	STIP No.	2005030		
Project Name	SR-115/US-129				
Lead Agency	TDOT				
Total Project Cost	\$1,952,500				

Project Description	Smartway Geographic Expansion				
Termini/Intersection	ITS expansion from south of Topside Road to Cherokee Trail Interchange (IA) Priority 1				
Counties	Knox, Blount				
City/Agency					
Length	5.55	(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-D	NHPP	\$52,500	\$42,000	\$10,500	\$0	\$0
2023	CON	NHPP	\$1,900,000	\$1,520,000	\$380,000	\$0	\$0
Total			\$1,952,500	\$1,562,000	\$390,500	\$0	\$0

Revision Date	8/17/2020
Revision Details	Modify project to move CON from FY 2021 to FY 2023 for budget purposes. This modification makes no changes to funding or total project cost.
Previous TIP No.	



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-010	Revision No.	0	Mobility Plan No.	18-200
TDOT PIN	124133.02	STIP No.	2005031		
Project Name	SR-115/US-129				
Lead Agency	TDOT				
Total Project Cost	\$617,500				

Project Description	Smartway Geographic Expansion				
Termini/Intersection	ITS expansion from I-140 to south of Topside Road				
Counties	Knox, Blount				
City/Agency					
Length	2.2	(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2021	PE-D	NHPP	\$17,500	\$14,000	\$3,500	\$0	\$0
Total			\$17,500	\$14,000	\$3,500	\$0	\$0

Revision Date					
Revision Details					
Previous TIP No.					



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-301	Revision No.	3	Mobility Plan No.	Consistent with Mobility Plan Goal 1		
TDOT PIN		STIP No.	2047130				
Project Name	Highway Safety Improvement Program (HSIP) Grouping						
Lead Agency	TDOT						
Total Project Cost	\$13,475,363						
Project Description	See Appendix E: TDOT Metropolitan Groupings Definitions for a more comprehensive list of activities included but not limited for eligibility.						
Termini/Intersection							
Counties	TPO Area						
City/Agency							
Length		(miles)	Conformity Status		Exempt		
Additional Details							

Programmed Funds							
FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PE-N/PE-D/RW/CN	HSIP	\$7,320,000	\$6,588,000	\$732,000	\$0	\$0
2020	PE-N/PE-D/RW/CN	PHSIP	\$41,625	\$41,625	\$0	\$0	\$0
2020	PE-N/PE-D/RW/CN	RHSIP	\$950,000	\$855,000	\$95,000	\$0	\$0
2021	PE-N/PE-D/RW/CN	HSIP	\$2,187,500	\$1,968,750	\$218,750	\$0	\$0
2021	PE-N/PE-D/RW/CN	PHSIP	\$700,000	\$700,000	\$0	\$0	\$0
2021	PE-N/PE-D/RW/CN	RHSIP	\$32,900	\$29,610	\$3,290	\$0	\$0
2022	PE-N/PE-D/RW/CN	HSIP	\$1,312,500	\$1,181,250	\$131,250	\$0	\$0
2022	PE-N/PE-D/RW/CN	PHSIP	\$20,813	\$20,813	\$0	\$0	\$0
2022	PE-N/PE-D/RW/CN	RHSIP	\$14,100	\$12,690	\$1,410	\$0	\$0
2023	PE-N/PE-D/RW/CN	HSIP	\$875,000	\$787,500	\$87,500	\$0	\$0
2023	PE-N/PE-D/RW/CN	PHSIP	\$13,875	\$13,875	\$0	\$0	\$0
2023	PE-N/PE-D/RW/CN	RHSIP	\$7,050	\$6,345	\$705	\$0	\$0
Total			\$13,475,363	\$12,205,458	\$1,269,905	\$0	\$0

Revision Date	10/13/2020
Revision Details	Modify grouping to add \$665,312 of PHSIP funding to the Highway Safety Improvement Grouping in FY 2021 for PE-N, PE-D, ROW, and CONST. The Total Project Cost is increased to \$13,475,363.
Previous TIP No.	2008-068, 2011-307, 17-2017-301

Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-302	Revision No.	0	Mobility Plan No.	Consistent with Mobility Plan Goal 1		
TDOT PIN				STIP No.	2047105		
Project Name	Surface Transportation System Preservation and Operation Grouping						
Lead Agency	TDOT						
Total Project Cost	\$14,000,000						
Project Description	See Appendix E: TDOT Metropolitan Groupings Definitions for a more comprehensive list of activities included but not limited for eligibility.						
Termini/Intersection							
Counties	TPO Area						
City/Agency							
Length		(miles)		Conformity Status	Exempt		
Additional Details							
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	PE-N/PE-D/RW/CN	S-STBG	\$4,900,000	\$3,920,000	\$980,000	\$0	\$0
2021	PE-N/PE-D/RW/CN	S-STBG	\$4,200,000	\$3,360,000	\$840,000	\$0	\$0
2022	PE-N/PE-D/RW/CN	S-STBG	\$2,800,000	\$2,240,000	\$560,000	\$0	\$0
2023	PE-N/PE-D/RW/CN	S-STBG	\$2,100,000	\$1,680,000	\$420,000	\$0	\$0
Total			\$14,000,000	\$11,200,000	\$2,800,000	\$0	\$0
Revision Date							
Revision Details							
Previous TIP No.	17-2017-302						

Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-303	Revision No.	3	Mobility Plan No.	Consistent with Mobility Plan Goal 1		
TDOT PIN	126775.00	STIP No.	2047100				
Project Name	National Highway System Preservation and Operation Grouping						
Lead Agency	TDOT						
Total Project Cost	\$19,420,000						
Project Description	See Appendix E: TDOT Metropolitan Groupings Definitions for a more comprehensive list of activities included but not limited for eligibility.						
Termini/Intersection							
Counties	TPO Area						
City/Agency							
Length		(miles)	Conformity Status		Exempt		
Additional Details							
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	PE-N/PE-D/RW/CN	NHPP	\$15,000,000	\$12,000,000	\$3,000,000	\$0	\$0
2021	PE-N/PE-D/RW/CN	NHPP	\$2,040,000	\$1,632,000	\$408,000	\$0	\$0
2022	PE-N/PE-D/RW/CN	NHPP	\$1,360,000	\$1,088,000	\$272,000	\$0	\$0
2023	PE-N/PE-D/RW/CN	NHPP	\$1,020,000	\$816,000	\$204,000	\$0	\$0
Total			\$19,420,000	\$15,536,000	\$3,884,000	\$0	\$0
Revision Date	9/2/2020						
Revision Details	Modify grouping to add \$8,000,000 of NHPP funding to the National Highway System Preservation and Operation Grouping in FY 2020 for PE, ROW, and CONST. The Total Project Cost is increased to \$19,420,000.						
Previous TIP No.	2008-099, 2011-321, 17-2017-303						

8.5 Transit Projects

Knoxville Regional Transportation Planning Organization TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-200	Revision No.	1	Mobility Plan No.	13-860		
TDOT PIN		STIP No.					
Project Name	Section 5307 Funds						
Lead Agency	City of Knoxville						
Total Project Cost	\$34,918,712						
Project Description	5307 formula transit funding is for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.						
Termini/Intersection	TPO Planning Area						
Counties	TPO Area						
City/Agency	City of Knoxville						
Length		(miles)	Conformity Status	Exempt			
Additional Details	"Other" funding is from the Critical Trip Funding received annually from TDOT by CAC and ETHRA.						
Programmed Funds							
FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	OPER	SECTION 5307	\$2,112,798	\$1,056,399	\$0	\$694,635	\$361,764
2020	PUR	SECTION 5307	\$6,806,891	\$5,445,511	\$675,259	\$686,121	\$0
2021	OPER	SECTION 5307	\$2,024,216	\$1,012,108	\$0	\$651,108	\$361,000
2021	PUR	SECTION 5307	\$6,642,125	\$5,313,700	\$664,212	\$664,213	\$0
2022	OPER	SECTION 5307	\$2,024,216	\$1,012,108	\$0	\$651,108	\$361,000
2022	PUR	SECTION 5307	\$6,642,125	\$5,313,700	\$664,212	\$664,213	\$0
2023	OPER	SECTION 5307	\$2,024,216	\$1,012,108	\$0	\$651,108	\$361,000
2023	PUR	SECTION 5307	\$6,642,125	\$5,313,700	\$664,212	\$664,213	\$0
Total			\$34,918,712	\$25,479,334	\$2,667,895	\$5,326,719	\$1,444,764
Revision Date	4/23/2020						
Revision Details	Modify project grouping by revising the FY 2020 Knoxville Region allocation of Section 5307 funds from an estimated amount of \$8,592,575 to the actual budget of \$8,919,689 (\$6,806,891 Capital/\$2,112,798 Operating) (\$6,501,910 federal/\$675,259 state/\$361,764 other/\$1,380,756 local). This modification increases the total project cost to \$34,918,712.						
Previous TIP No.	17-2017-200						

Project Sponsor	FY	Project Category	Federal
KAT	2020	Capital Projects	\$5,188,524
CAC	2020	Operating Assistance	\$928,785
CAC	2020	Capital Projects	\$40,000
ETHRA	2020	Operating Assistance	\$127,614
ETHRA	2020	Capital Projects	\$216,987
Total for FY 20			\$6,501,910

Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-201	Revision No.	0	Mobility Plan No.	13-869
TDOT PIN		STIP No.			
Project Name	Section 5310 Funds				
Lead Agency	TPO/MPC				
Total Project Cost	\$3,447,300				

Project Description	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.				
Termini/Intersection	TPO Planning Area				
Counties	TPO Area				
City/Agency					
Length		(miles)	Conformity Status	Exempt	

Additional Details	Funds listed under 'State' in Programmed Funds are estimated. The local agency is ultimately responsible for any match not provided by TDOT. "Other" funding is from the Critical Trip Funding received annually from TDOT by the TPO, CAC and ETHRA.
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	AD	SECTION 5310	\$57,936	\$57,936	\$0	\$0	\$0
2020	OPER	SECTION 5310	\$405,564	\$202,782	\$0	\$101,391	\$101,391
2020	PUR	SECTION 5310	\$398,325	\$318,660	\$39,832	\$39,833	\$0
2021	AD	SECTION 5310	\$57,936	\$57,936	\$0	\$0	\$0
2021	OPER	SECTION 5310	\$405,564	\$202,782	\$0	\$101,391	\$101,391
2021	PUR	SECTION 5310	\$398,325	\$318,660	\$39,832	\$39,833	\$0
2022	AD	SECTION 5310	\$57,936	\$57,936	\$0	\$0	\$0
2022	OPER	SECTION 5310	\$405,564	\$202,782	\$0	\$101,391	\$101,391
2022	PUR	SECTION 5310	\$398,325	\$318,660	\$39,832	\$39,833	\$0
2023	AD	SECTION 5310	\$57,936	\$57,936	\$0	\$0	\$0
2023	OPER	SECTION 5310	\$405,564	\$202,782	\$0	\$101,391	\$101,391
2023	PUR	SECTION 5310	\$398,325	\$318,660	\$39,832	\$39,833	\$0
Total			\$3,447,300	\$2,317,512	\$159,328	\$564,896	\$405,564

Revision Date	
Revision Details	
Previous TIP No.	2011-206, 17-2017-206

Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-202	Revision No.	1	Mobility Plan No.	13-871
TDOT PIN		STIP No.			
Project Name	Section 5339 Funds				
Lead Agency	City of Knoxville				
Total Project Cost	\$3,768,024				

Project Description	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.				
Termini/Intersection	Knoxville				
Counties	Knox				
City/Agency	City of Knoxville				
Length		(miles)		Conformity Status	Exempt

Additional Details	
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PUR	SECTION 5339	\$974,664	\$779,731	\$97,466	\$97,467	\$0
2021	PUR	SECTION 5339	\$931,120	\$744,896	\$93,112	\$93,112	\$0
2022	PUR	SECTION 5339	\$931,120	\$744,896	\$93,112	\$93,112	\$0
2023	PUR	SECTION 5339	\$931,120	\$744,896	\$93,112	\$93,112	\$0
Total			\$3,768,024	\$3,014,419	\$376,802	\$376,803	\$0

Revision Date	4/23/2020
Revision Details	Modify project grouping by revising the FY 2020 Knoxville Region allocation of Section 5339 funds from an estimated amount of \$931,120 to the actual budget of \$974,664 (\$779,731 federal/\$97,466 state/\$97,467 local). This modification increases the total project cost to \$3,768,024.
Previous TIP No.	17-2017-202

Project Sponsor	FY	Project Category	Federal Funds
KAT	2020	Buy expansion vans: Bus cutaway vans	\$121,600
		Acquire safety/security equipment: Replacement cameras at Magnolia facility	\$82,400
		Purchase/install passenger amenities: New bus stop signage	\$96,000
		Rehab/renovate bus station: KSTC painting, public restroom rehab, doors	\$106,520
		Purchase/install shop equipment: Alternative fuel infrastructure, UST spill buckets	\$275,611
		Purchase support vehicles: 1 shop truck replacement	\$69,600
		Rehab/renovate maintenance facility: Landscape and irrigation renovations	\$28,000
		Total for FY 2020	\$779,731

Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-203	Revision No.	0	Mobility Plan No.	17-1002
TDOT PIN		STIP No.			
Project Name	ETHRA Transit Vehicle Replacement				
Lead Agency	ETHRA				
Total Project Cost	\$657,539				

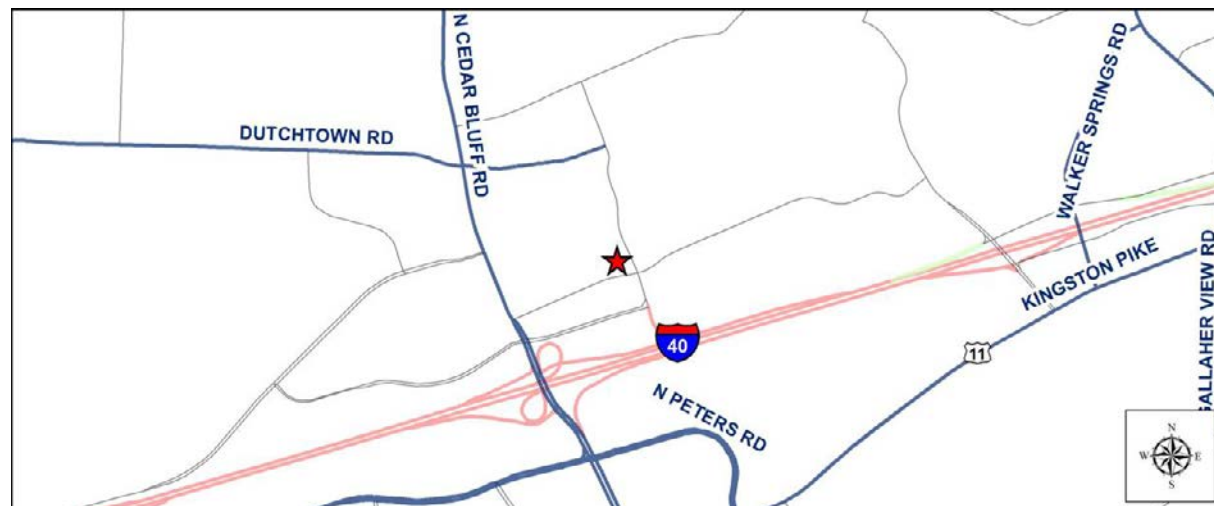
Project Description	ETHRA will purchase transit vehicles to replace medium duty 10 passenger vehicles and wheelchair cutaway vehicles that have met their useful life guidance of 5 years and/or 150,000 miles.				
Termini/Intersection					
Counties					
City/Agency					
Length		(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PUR	L-STBG	\$212,100	\$169,680	\$0	\$42,420	\$0
2021	PUR	L-STBG	\$109,548	\$87,638	\$0	\$21,910	\$0
2022	PUR	L-STBG	\$113,108	\$90,486	\$0	\$22,622	\$0
2023	PUR	L-STBG	\$116,784	\$93,427	\$0	\$23,357	\$0
Total			\$551,540	\$441,231	\$0	\$110,309	\$0

Revision Date					
Revision Details					
Previous TIP No.	17-2017-203				



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-204	Revision No.	0	Mobility Plan No.	13-861
TDOT PIN		STIP No.			
Project Name	CAC Transit Vehicle Replacement				
Lead Agency	CAC				
Total Project Cost	\$1,055,625				

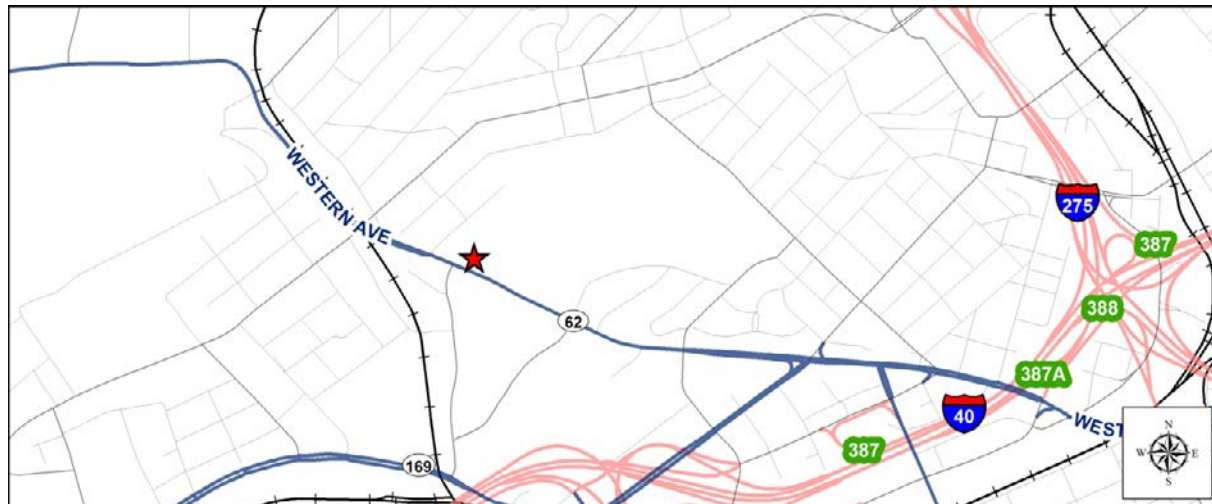
Project Description	CAC will purchase replacement vehicles for demand response service.				
Termini/Intersection					
Counties					
City/Agency					
Length		(miles)	Conformity Status	Exempt	

Additional Details					
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Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PUR	L-STBG	\$215,625	\$172,500	\$0	\$43,125	\$0
2021	PUR	L-STBG	\$210,000	\$168,000	\$0	\$42,000	\$0
2022	PUR	L-STBG	\$210,000	\$168,000	\$0	\$42,000	\$0
2023	PUR	L-STBG	\$420,000	\$336,000	\$0	\$84,000	\$0
Total			\$1,055,625	\$844,500	\$0	\$211,125	\$0

Revision Date					
Revision Details					
Previous TIP No.	17-2014-204				



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-205	Revision No.	1	Mobility Plan No.	17-1008		
TDOT PIN		STIP No.					
Project Name	Purchase KAT Vehicles - Fixed Route Buses						
Lead Agency	KAT						
Total Project Cost	\$7,203,214						
Project Description	KAT purchase of heavy-duty transit vehicles (buses and trolleys) replacing those that have exceeded their useful life.						
Termini/Intersection	Knox County and Knoxville						
Counties	Knox						
City/Agency							
Length	0	(miles)	Conformity Status	Exempt			
Additional Details	These funds will be flexed to FTA						
Programmed Funds							
<u>FY</u>	<u>Phase</u>	<u>Funding Type</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Other</u>
2020	PUR	L-STBG	\$2,017,353	\$1,613,882	\$201,735	\$201,736	\$0
2021	PUR	L-STBG	\$1,425,861	\$1,140,689	\$0	\$285,172	\$0
2023	PUR	L-STBG	\$3,760,000	\$3,008,000	\$0	\$752,000	\$0
Total			\$7,203,214	\$5,762,571	\$201,735	\$1,238,908	\$0
Revision Date	4/9/2020						
Revision Details	Modify project by splitting the local match between state and local sources in FY 2020. L-STBG costs in FY 2020 are \$2,017,353 (\$1,613,882 federal/\$201,735 state/\$201,736 local). This action transfers \$201,735 from local to state match. No change in total cost or programmed funds. The total project cost remains \$7,203,214.						
Previous TIP No.	17-2017-206, 17-2017-204						



Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2020-2023

TIP No.	20-2020-210	Revision No.	1	Mobility Plan No.	Consistent with Mobility Plan Goal 2
TDOT PIN				STIP No.	
Project Name	KAT Bus Engine Overhauls				
Lead Agency	KAT				
Total Project Cost	\$2,600,602				

Project Description	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.					
Termini/Intersection						
Counties	Knox					
City/Agency	City of Knoxville					
Length				(miles)	Conformity Status	Exempt
Additional Details						

Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2020	PUR	L-STBG	\$390,229	\$312,183	\$39,023	\$39,023	\$0
2021	PUR	L-STBG	\$872,833	\$698,266	\$0	\$174,567	\$0
2022	PUR	L-STBG	\$877,539	\$702,031	\$0	\$175,508	\$0
2023	PUR	L-STBG	\$460,001	\$368,001	\$0	\$92,000	\$0
Total			\$2,600,602	\$2,080,481	\$39,023	\$481,098	\$0

Revision Date	4/14/2020
Revision Details	Modify project by splitting the local match between state and local sources in FY 2020. L-STBG costs in FY 2020 are \$390,229 (\$312,193 federal/\$39,023 state/\$39,023 local). This action transfers \$39,023 from local to state match. No change in total cost or programmed funds. The project schedule and costs are unchanged. The total project cost remains \$2,600,602.
Previous TIP No.	



8.6 All Projects Summary Table

KNOXVILLE REGIONAL TPO FY 2020-2023 TIP

TIP# / Mobil. Pl.#	TDOT #	Project Name	Limits	Description	Lead Agency	Year	Phase	Source	Total Funding	Federal Funding	State Funding	Local Funding	Other Funding	Status
20-2011-082 / 09-262	101725.02	Montvale Road (SR-336)	(Montvale Road) Montvale Station Road to SR-73 (Lamar Alexander Parkway) (IA)	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	2021 2022	ROW CON	S-STBG S-STBG TOTAL	\$5,300,000 \$6,500,000 \$11,800,000	\$4,240,000 \$5,200,000 \$9,440,000	\$1,060,000 \$1,300,000 \$2,360,000	\$0 \$0 \$0	\$0 \$0 \$0	
20-2014-002 / 09-637	121508.00	Lovell Rd. (SR-131) Widening	Lovell Rd from Cedardale Ln. to Middlebrook Pk. (SR-169)	Widen 2-lane to 4-lane, including pedestrian and bicycle facilities.	Knox County	2020 2021	PE-D ROW	L-STBG L-STBG TOTAL	\$1,250,000 \$2,718,000 \$3,968,000	\$1,000,000 \$2,174,400 \$3,174,400	\$0 \$0 \$0	\$250,000 \$543,600 \$793,600	\$0 \$0 \$0	
20-2014-003 / 09-216	100241.01	Alcoa Hwy. (SR-115 / US-129)	Pellissippi Parkway in Blount County to Little River south of Topside Road in Knox County (IA)	Reconstruct 4-lanes and 6-lanes, including a frontage road system, new interchanges at Singleton Station Road and Topside Road (SR-333), modify the existing SR-115 and SR-162 interchange, and build a multi-use path.	TDOT	2020	ROW	NHPP TOTAL	\$32,200,000 \$32,200,000	\$25,760,000 \$25,760,000	\$6,440,000 \$6,440,000	\$0 \$0	\$0 \$0	
20-2014-006 / 09-625	121731.00	Schaad Rd. Widening	Schaad Rd. from Oak Ridge Hwy. (SR-62) to Pleasant Ridge Rd.	Widen 2-lane to 4-lane	Knox County	2020 2021	ROW CON	LOCAL LOCAL TOTAL	\$3,000,000 \$8,000,000 \$11,000,000	\$0 \$0 \$0	\$0 \$0 \$0	\$3,000,000 \$8,000,000 \$11,000,000	\$0 \$0 \$0	
20-2014-009 / 13-402	118671.00	Queener Rd. Reconstruction	Queener Rd from SR-72 to River Rd.	Reconstruct 2-lane roadway - widen from 15.8 feet to 26 feet, reduce curves.	City of Loudon	2020 2020	PE-D/RW/CN PE-D/RW/CN	LIC L-STBG TOTAL	\$602,500 \$690,000 \$1,292,500	\$0 \$552,000 \$552,000	\$602,500 \$0 \$602,500	\$0 \$138,000 \$138,000	\$0 \$0 \$0	
20-2014-025 / 09-232	101423.00	Pellissippi Pkwy. (SR-162) Extension	Old Knoxville Hwy (SR-33) to SR-73 (US-321)	HPP #TN053 (Section 1602-TEA21). Construct new 4 lane.	TDOT	2020	ROW	HPP TOTAL	\$9,700,000 \$9,700,000	\$7,760,000 \$7,760,000	\$1,940,000 \$1,940,000	\$0 \$0	\$0 \$0	
20-2014-032 / 09-617	109677.00	South Knoxville Waterfront Roadway Improvements	Sevier Ave from Davenport Rd to new roundabout at Island Home Ave (0.32 miles)	The project consists of roadway streetscape improvements and utility relocations along Sevier Ave. and will include a new roundabout constructed at the intersection of Foggy Bottom/Sevier Ave./Island Home Ave. No additional lanes will be constructed.	City of Knoxville	2020 2020	CON CON	L-STBG S-STBG TOTAL	\$2,170,845 \$6,696,063 \$8,866,908	\$1,736,676 \$5,356,850 \$7,093,526	\$0 \$0 \$0	\$434,169 \$1,339,213 \$1,773,382	\$0 \$0 \$0	
20-2014-035 / 09-257	101651.02	SR 115 / US 129 (Relocated Alcoa Hwy.)	Proposed interchange at Tyson Blvd. to Pellissippi Pkwy (SR-162)	New alignment, four lane divided facility, construct an interchange at Pellissippi Parkway (SR-162)	TDOT	2021	CON	NHPP TOTAL	\$67,500,000 \$67,500,000	\$54,000,000 \$54,000,000	\$13,500,000 \$13,500,000	\$0 \$0	\$0 \$0	
20-2014-037 / 09-616	101008.00	Pleasant Ridge Rd.	Merchant Dr to Knoxville City limits (Country Brook Dr)	Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities	City of Knoxville	2020 2020	CON CON	HIP L-STBG TOTAL	\$3,494,244 \$955,756 \$4,450,000	\$2,795,395 \$764,605 \$3,560,000	\$0 \$0 \$0	\$698,849 \$191,151 \$890,000	\$0 \$0 \$0	
20-2014-038 / 09-615	043090.00	Washington Pike	North of I-640 to Murphy Road	Widen from 2-lanes to 4-lanes including pedestrian and bicycle facilities.	City of Knoxville	2021	ROW	L-STBG TOTAL	\$1,000,000 \$1,000,000	\$800,000 \$800,000	\$0 \$0	\$200,000 \$200,000	\$0 \$0	
20-2014-042 / 13-602	120004.00	Traffic Control Equipment Upgrade - Knoxville	Kingston Pike (US-70/SR-1) from Metron Center Way to Lovell Rd (12 miles) and Broadway (US-441/SR-33) from Jackson Ave to Foley Dr (7 miles)	Purchase, installation and integration of signal controllers, signal monitors, closed loop equipment and software. Project also includes development of new signal timing plans for the new equipment and software.	City of Knoxville	2020	CON	L-STBG TOTAL	\$5,350,000 \$5,350,000	\$4,280,000 \$4,280,000	\$0 \$0	\$1,070,000 \$1,070,000	\$0 \$0	

TIP# / Mobil. Pl.#	TDOT #	Project Name	Limits	Description	Lead Agency	Year	Phase	Source	Total Funding	Federal Funding	State Funding	Local Funding	Other Funding	Status
20-2014-059 / 09-214	113608.00	Sevierville Rd.	Sevierville Rd (US-411/SR-35) from Washington St. to Walnut St.	Reconstruct Sevierville Rd. (SR-35) from two lanes to three lanes, curb and gutter, and sidewalks with intersection improvements.	TDOT	2020 2020 2023	PE-D ROW CON	L-STBG L-STBG L-STBG TOTAL	\$400,000 \$3,700,000 \$5,000,000 \$9,100,000	\$320,000 \$2,960,000 \$4,000,000 \$7,280,000	\$80,000 \$740,000 \$1,000,000 \$1,820,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	
20-2014-060 / 09-211	126705.00	Morganton Rd. Roadway	Morganton Rd. from Foothills Mall Dr. to William Blount Dr. (SR-335)	Reconstruct two lane section of Morganton Rd. with shoulders, totaling 2.3 miles in length. HPP, TN-280.	Blount County	2020 2020 2022	ROW ROW CON	HPP L-STBG L-STBG TOTAL	\$173,250 \$1,279,040 \$7,041,650 \$8,493,940	\$138,600 \$1,023,232 \$5,633,320 \$6,795,152	\$0 \$0 \$0 \$0	\$34,650 \$255,808 \$1,408,330 \$1,698,788	\$0 \$0 \$0 \$0	
20-2014-069 / 09-653	100241.03	Alcoa Hwy. (SR-115 / US-129)	From Woodson Dr. to Cherokee Trail interchange (IA)	Widen 4-lane to 6-lane including pedestrian and bicycle facilities.	TDOT	2020	CON	NHPP TOTAL	\$72,800,000 \$72,800,000	\$58,240,000 \$58,240,000	\$14,560,000 \$14,560,000	\$0 \$0	\$0 \$0	
20-2014-073 / 13-852	113061.02	Knoxville South Waterfront Pedestrian/Bicycle Bridge	Clancy Ave. to Upper Concourse of UT Thompson Boling Arena	Connect the south waterfront to University of Tennessee and the north waterfront trails.	City of Knoxville	2023	PE-D	L-STBG TOTAL	\$500,000 \$500,000	\$400,000 \$400,000	\$0 \$0	\$100,000 \$100,000	\$0 \$0	
20-2014-078 / 13-1003	120004.01	Chapman Highway Advanced Traffic Management System	Chapman Hwy (US-441/SR-71) from Mountain Grove Dr to Blount Ave	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.	City of Knoxville	2020	CON	CMAQ TOTAL	\$1,770,000 \$1,770,000	\$1,770,000 \$1,770,000	\$0 \$0	\$0 \$0	\$0 \$0	
20-2014-080 / 13-1004	122977.00	Liberty Street Multimodal Project	Liberty Street from Middlebrook Pike to Sutherland Avenue	Install sidewalks on Liberty St, from Sutherland Ave to Division St., and bicycle facilities on Division St, from Sutherland Ave to Liberty St.	City of Knoxville	2020 2020	CON ROW	L-STBG L-STBG TOTAL	\$1,135,500 \$420,000 \$1,555,500	\$908,400 \$336,000 \$1,244,400	\$0 \$0 \$0	\$227,100 \$84,000 \$311,100	\$0 \$0 \$0	
20-2014-082 / 13-601	125045.00	Union Road/N. Hobbs Road Improvements	Union Road from N. Hobbs Road to Everett Road (approx. 4,500 ft); N. Hobbs Road from Kingston Pike (SR-1) to Union Road (approx. 750 ft)	Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities.	Town of Farragut	2020 2021	ROW CON	L-STBG L-STBG TOTAL	\$900,000 \$3,646,000 \$4,546,000	\$720,000 \$2,916,800 \$3,636,800	\$0 \$0 \$0	\$180,000 \$729,200 \$909,200	\$0 \$0 \$0	
20-2014-207 / Consistent with Mobility Plan Goal 2	106867.01	Smart Trips - Comprehensive Program	TPO Planning Area	Coordinator works with businesses to assist them in developing or expanding worksite commute options, programs, and other incentives.	TPO/MPC	2020	OPER	CMAQ TOTAL	\$190,000 \$190,000	\$152,000 \$152,000	\$0 \$0	\$38,000 \$38,000	\$0 \$0	
20-2014-225 / Consistent with Mobility Plan Goal 2	115203.00	Bike Parking Program		Provide convenient and secure bike parking destinations by reducing cost for businesses and agencies to provide bike parking for employees and customers.	TPO/MPC	2020	PUR	CMAQ TOTAL	\$10,000 \$10,000	\$8,000 \$8,000	\$0 \$0	\$2,000 \$2,000	\$0 \$0	
20-2014-229 / 13-816	121587.00	Knox County Advanced Traffic Management System - Phase 1	Cedar Bluff Rd from Sherrill Blvd to Middlebrook Pk (SR-169) and Maynardville Pk from Rifle Range Rd to E. Emory Rd	The project is to design and implement advanced traffic management system on two priority roads - Maynardville Pike and Cedar Bluff Road, and at the intersection of Norris Freeway and Emory Road.	Knox County	2020 2020	CON CON	CMAQ CMAQ TOTAL	\$152,185 \$1,368,252 \$1,520,437	\$121,748 \$1,368,252 \$1,490,000	\$30,437 \$0 \$30,437	\$0 \$0 \$0	\$0 \$0 \$0	

TIP# / Mobil. Pl.#	TDOT #	Project Name	Limits	Description	Lead Agency	Year	Phase	Source	Total Funding	Federal Funding	State Funding	Local Funding	Other Funding	Status
20-2014-300 / Consistent with Mobility Plan Goal 1		PM 2.5 Diesel Emissions Reduction Strategies Grouping		This grouping will be used to fund PM 2.5 Emission Reduction Strategies - Projects to reduce PM 2.5 emissions from on-road heavy duty diesel engines and non-road construction equipment, including: Diesel retrofits, Idling reduction, and other strategies to reduce PM 2.5 emissions. Allowable work types include: Vehicle replacement, repowering, engine rebuilding, other technologies as determined by EPA as appropriate for reducing emissions from diesel engines, outreach activities that provide information exchange and technical assistance to diesel owners and operators on retrofit option	TDOT	2020	PUR	CMAQ TOTAL	\$5,072,193 \$5,072,193	\$3,942,030 \$3,942,030	\$0 \$0	\$1,130,163 \$1,130,163	\$0 \$0	
20-2017-003 / 09-634	119719.00	Pellissippi Pkwy/Hardin Valley Interchange	Interchange at Hardin Valley Rd	Modify existing interchange to improve capacity, safety and operations. Add new northbound on-ramp in northeast quadrant.	TDOT	2020 2020	CON PE-N/PE-D/R	L-STBG HSIP TOTAL	\$1,500,000 \$5,241,100 \$6,741,100	\$1,200,000 \$4,716,900 \$5,916,900	\$300,000 \$524,200 \$824,200	\$0 \$0 \$0	\$0 \$0 \$0	
20-2017-005 / 17-202	124754.00	SR-115 (US-129) Widening	SR-73 (Lamar Alexander Pkwy) to SR-35 (Hall Road)	Widen from 4 to 6 lanes within existing right-of-way.	TDOT	2020 2020	PE-D ROW	NHPP NHPP TOTAL	\$400,000 \$600,000 \$1,000,000	\$320,000 \$480,000 \$800,000	\$80,000 \$120,000 \$200,000	\$0 \$0 \$0	\$0 \$0 \$0	
20-2017-006 / 13-833		Maryville to Townsend Greenway - Phase 1 (Brown Creek)	Harper Ave Trailhead to East Lamar Alexander Pkwy (US 321)	Construction of a shared use path/Greenway from an existing trailhead at Harper Ave. (near Aluminum Ave.) to Lamar Alexander Pkwy along Brown Creek.	City of Maryville	2020 2021 2022	PE-D ROW CON	L-STBG L-STBG L-STBG TOTAL	\$109,341 \$516,723 \$1,180,205 \$1,806,269	\$87,473 \$413,378 \$944,164 \$1,445,015	\$0 \$0 \$0 \$0	\$21,868 \$103,345 \$236,041 \$361,254	\$0 \$0 \$0 \$0	
20-2017-009 / 13-838	125623.00	First Creek Greenway - Broadway Streetscape	Woodland Ave to Cecil Ave	Construct a new shared use path extending First Creek Greenway from near Cecil Ave to near Woodland Ave	City of Knoxville	2021	CON	L-STBG TOTAL	\$1,804,148 \$1,804,148	\$1,443,318 \$1,443,318	\$0 \$0	\$360,830 \$360,830	\$0 \$0	
20-2017-011 / 17-901	128777.00	East Knox Greenway - Phase 1	Willow Ave to Knoxville Botanical Gardens	Construct a new shared use path connecting First Creek Greenway to Knoxville Botanical Gardens and Arboretum	City of Knoxville	2020 2022	PE-D CON	L-STBG L-STBG TOTAL	\$120,000 \$1,686,825 \$1,806,825	\$96,000 \$1,349,460 \$1,445,460	\$0 \$0 \$0	\$24,000 \$337,365 \$361,365	\$0 \$0 \$0	
20-2017-017 / 17-608		Magnolia Avenue Streetscape - Phase 3 and 4	N. Bertrand St to 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.	City of Knoxville	2021	PE-D	L-STBG TOTAL	\$900,000 \$900,000	\$720,000 \$720,000	\$0 \$0	\$180,000 \$180,000	\$0 \$0	

TIP# / Mobil. Pl.#	TDOT #	Project Name	Limits	Description	Lead Agency	Year	Phase	Source	Total Funding	Federal Funding	State Funding	Local Funding	Other Funding	Status
20-2017-024 / 13-813	125462.00	Town of Farragut Advanced Traffic Management System Phase 1	Various	Upgrade Farragut's closed loop signal system to a centrally controlled signal system. The limits of the project includes all 26 signals in Farragut's signal system on Kingston Pike, Campbell Station Road, Concord Road, and Parkside Drive. The upgrades include new central traffic signal control software, new signal series controllers, ethernet communication upgrades, bringing pedestrian infrastructure up to current PROWAG standards, cabinet upgrades, detection upgrades, and replacing span wire signals at five intersections with mast arms. Phase 2 elements included with this project of the ATMS project will build upon Phase 1 to include the remaining cabinet, detection, signal head modification, and mast arm upgrades that were not originally included due to budget constraints. Additionally, DSRC equipment will be added to each intersection, and CCTV cameras will be installed at up to 5 intersections.	Town of Farragut	2020	CON	CMAQ TOTAL	\$6,580,000 \$6,580,000	\$6,505,000 \$6,505,000	\$0 \$0	\$75,000 \$75,000	\$0 \$0	
20-2017-028 / 17-1006	125460.00	Accelerated Bus Corridor Stops/Passenger Information Systems Install	KAT Route 22 which includes portions of North Broadway, Summit Hill Drive, and South Hall of Fame Drive. The southern Termini is Knoxville Station and northern Termini is North Broadway @ Colonial Circle.	The project will consist of six BRT bus stops (one for each direction totaling 12 stations), Passenger Information Systems (PIS) at each station, TSP software integrated into the City's ATMS central software, and a number of queue jump locations, which will be determined during preliminary design efforts.	City of Knoxville	2020 2021 2022	PE-D ROW CON	CMAQ CMAQ CMAQ TOTAL	\$325,000 \$199,999 \$6,059,000 \$6,583,999	\$304,947 \$187,659 \$5,530,394 \$6,023,000	\$0 \$0 \$0 \$0	\$20,053 \$12,340 \$528,606 \$560,999	\$0 \$0 \$0 \$0	
20-2017-034 / 18-600	124453.00	I-75 ITS Expansion	ITS expansion, from near MM 109.6 to near SR-61 (Exit 122) (IA)	ITS expansion includes the deployment of CCTV cameras at critical interchanges. Install power and communications infrastructure and at Least 2 CCTV Cameras at each Interchange.	TDOT	2020	PE-D	NHPP TOTAL	\$70,000 \$70,000	\$63,000 \$63,000	\$7,000 \$7,000	\$0 \$0	\$0 \$0	
20-2017-035 / 18-601	124474.00	I-40 ITS Expansion	ITS Expansion, from near Strawberry Plains Pike (Exit 398) interchange to near SR-66 (Sevierville, Exit 407) interchange (IA)	ITS Expansion to include the installation of a power and communication network and ITS devices such as CCTV cameras, DMS and RDS.	TDOT	2020	CON	NHPP TOTAL	\$2,900,000 \$2,900,000	\$2,610,000 \$2,610,000	\$290,000 \$290,000	\$0 \$0	\$0 \$0	
20-2017-036 / 09-643	124455.00	Emory Rd (SR-131)	(East Emory Road), from near SR-33 to near SR-331 (IA)	Widen from 2-lanes to 4-lanes with median and/or center turn lane, and including bicycle/pedestrian facilities.	TDOT	2020	PE-D	S-STBG TOTAL	\$4,200,000 \$4,200,000	\$3,360,000 \$3,360,000	\$840,000 \$840,000	\$0 \$0	\$0 \$0	
20-2017-037 / 09-101a&b	124121.00	Edgemoor Road (SR-170)	SR-62 (Oak Ridge Hwy) TO SR-9/US-25W (Clinton Hwy).	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.	TDOT	2020 2020	PE-D PE-N	S-STBG S-STBG TOTAL	\$6,000,000 \$3,000,000 \$9,000,000	\$4,800,000 \$2,400,000 \$7,200,000	\$1,200,000 \$600,000 \$1,800,000	\$0 \$0 \$0	\$0 \$0 \$0	
20-2017-038 / 09-654	124443.00	I-640/ I-275/ I-75 Interchange	Interchange at I-640/I-275 (Sharps Gap).	Interchange reconstruction along with the addition of auxiliary lanes in each direction on I-75.	TDOT	2021 2022	PE-N PE-D	NHPP NHPP TOTAL	\$2,500,000 \$5,500,000 \$8,000,000	\$2,250,000 \$4,950,000 \$7,200,000	\$250,000 \$550,000 \$800,000	\$0 \$0 \$0	\$0 \$0 \$0	

TIP# / Mobil. Pl.#	TDOT #	Project Name	Limits	Description	Lead Agency	Year	Phase	Source	Total Funding	Federal Funding	State Funding	Local Funding	Other Funding	Status
20-2017-039 / 09-658	124783.00	Northshore Drive (SR-332) at Kingston Pike (SR-1) Intersection Improvements	SR-1 (Kingston Pike) intersection with SR-332 (Northshore Drive).	Intersection improvements including additional turn lanes and sidewalk extensions. Replace bridge over Fourth Creek on Kingston Pike.	TDOT	2020	PE-D	NHPP TOTAL	\$900,000 \$900,000	\$720,000 \$720,000	\$180,000 \$180,000	\$0 \$0	\$0 \$0	
20-2017-040 / 09-626	124784.00	Chapman Hwy (SR-71/US-441) Operational and Safety Improvements	Blount Avenue to SR-338 (Boys Creek Highway) in Seymour (IA)	Intersection improvements and/or driveway improvements and/or left turn lanes at various locations throughout the project area.	TDOT	2020	PE-D	NHPP TOTAL	\$3,000,000 \$3,000,000	\$2,400,000 \$2,400,000	\$600,000 \$600,000	\$0 \$0	\$0 \$0	
20-2017-041 / 18-400	125455.00	I-75 Exit 81 Interchange Lighting Enhancement	I-75 at Exit 81 (US 321)	Add high mast lighting to Interstate 75 at Exit 81 to improve safety conditions at night and during fog events.	City of Lenoir City	2020 2021	PE-D CON	L-STBG L-STBG TOTAL	\$39,466 \$830,124 \$869,590	\$15,786 \$305,647 \$321,433	\$19,733 \$330,037 \$349,770	\$3,947 \$194,440 \$198,387	\$0 \$0 \$0	
20-2017-042 / 09-223	127933.00	Carpenters Grade Road Widening and Intersection Improvements	Raulston Rd/Peterson Ln to Cochran Rd	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	2020 2021 2023	PE-N/PE-D ROW CON	L-STBG L-STBG L-STBG TOTAL	\$285,000 \$650,000 \$2,826,000 \$3,761,000	\$228,000 \$520,000 \$2,260,800 \$3,008,800	\$0 \$0 \$0 \$0	\$57,000 \$130,000 \$565,200 \$752,200	\$0 \$0 \$0 \$0	
20-2017-043 / 18-100	127485.00	SR 61 at SR 62 Intersection at Winter Gap	SR 61 at SR 62	Replace outdated traffic signal equipment (controller, signal heads and detection) with modern equipment and either radar or video detection to avoid the problems with in pavement detection loops that are subject to breaking. It will also upgrade from span wire to full mast arms and upgrade pavement markings to enhance safety.	City of Oliver Springs	2020	CON	L-STBG TOTAL	\$220,500 \$220,500	\$176,400 \$176,400	\$44,100 \$44,100	\$0 \$0	\$0 \$0	
20-2017-044 / 18-500	128581.00	Boys Creek Highway (SR 338) at Old Knoxville Highway Intersection Improvements	Boys Creek Hwy (SR 338) at Old Knoxville Hwy Intersection	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	2020 2021 2022	PE-D ROW CON	L-STBG L-STBG L-STBG TOTAL	\$15,000 \$210,000 \$810,000 \$1,035,000	\$12,000 \$168,000 \$648,000 \$828,000	\$3,000 \$42,000 \$162,000 \$207,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	
20-2017-046 / 13-830	125624.00	Oak Ridge Rails to Trails	Melton Lake Rd./Greenway to Scarboro Rd./Y-12 National Security Complex	Rails to Trails project on abandoned rails from Elza Gate Park at the Oak Ridge Turnpike to the Y-12 National Security Complex on Scarboro Road, and along Belgrade Road, Warehouse Road, Fairbanks Road, and Lafayette Drive.	City of Oak Ridge	2020 2020	CON ROW	L-STBG L-STBG TOTAL	\$3,073,508 \$1,000,000 \$4,073,508	\$2,458,806 \$800,000 \$3,258,806	\$0 \$0 \$0	\$614,702 \$200,000 \$814,702	\$0 \$0 \$0	
20-2017-047 / 17-910		Tazewell Pike Sidewalk	Old Broadway to Jacksboro Pk	Construct sidewalk along Tazewell Pike from Old Broadway to Jacksboro Pike.	City of Knoxville	2021 2021 2021 2022	PE-D PE-N ROW CON	L-STBG-TA L-STBG-TA L-STBG-TA L-STBG-TA TOTAL	\$100,000 \$50,000 \$100,000 \$747,500 \$997,500	\$80,000 \$40,000 \$80,000 \$598,000 \$798,000	\$0 \$0 \$0 \$0 \$0	\$20,000 \$10,000 \$20,000 \$149,500 \$199,500	\$0 \$0 \$0 \$0 \$0	
20-2017-048 / 18-202	127121.00	Blount County Greenway Trail - Phase 1	Maryville City Limits on US 321 at NW corner of Helton Rd. to Perry's Mill Parking area - also includes bike access link to Old Walland Hwy.	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	2020	PE-D	L-STBG TOTAL	\$40,000 \$40,000	\$32,000 \$32,000	\$0 \$0	\$8,000 \$8,000	\$0 \$0	
20-2017-049 / 17-850	127815.00	South Waterfront Greenway - East of Suttree	Suttree Landing Park to Island Home Avenue 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.	City of Knoxville	2020 2021 2022	PE-D ROW CON	L-STBG L-STBG L-STBG TOTAL	\$92,000 \$1,000,000 \$6,525,311 \$7,617,311	\$73,600 \$800,000 \$5,220,249 \$6,093,849	\$0 \$0 \$0 \$0	\$18,400 \$200,000 \$1,305,062 \$1,523,462	\$0 \$0 \$0 \$0	

TIP# / Mobil. Pl.#	TDOT #	Project Name	Limits	Description	Lead Agency	Year	Phase	Source	Total Funding	Federal Funding	State Funding	Local Funding	Other Funding	Status
20-2017-050 / 18-201	124131.00	I-140 ITS Expansion	From near MM 2 to near MM 11 (SR-115/US-129/Alcoa Hwy) (IA)	ITS Expansion Project - includes the installation of a power and communication network and its devices such as CCTV cameras, DMS and RDS.	TDOT	2020 2022	PE-D CON	NHPP NHPP TOTAL	\$100,000 \$4,300,000 \$4,400,000	\$90,000 \$3,440,000 \$3,530,000	\$10,000 \$860,000 \$870,000	\$0 \$0 \$0	\$0 \$0 \$0	
20-2017-051 / 18-603	127958.00	Middlebrook Pike (SR-169) ATMS Expansion	Middlebrook Pike (SR-169)/University Ave. from Western Ave. to Joe Hinton Rd.	Purchase, installation and integration of fiber optics, signal controllers, signal monitors, closed loop equipment, enhanced detection, DSRC, traffic signal cable and software. Project also includes development of new signal timing plans for the new equipment and software.	City of Knoxville	2020 2020	CON PE-D	CMAQ CMAQ TOTAL	\$2,215,000 \$165,000 \$2,380,000	\$2,215,000 \$165,000 \$2,380,000	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	
20-2017-053 / 13-802	127949.00	Oak Ridge Signal Timing Optimization Ph. 2	Oak Ridge Turnpike (SR-95) from Illinois Ave. (SR-62) to Florida Ave./Fairbanks Ave. Includes approx. 0.15 mi. along Georgia Ave.	Signal improvement to include installation of advanced traffic controllers at eleven (11) intersections, fiber optic cable to connect all fourteen (14) signals to the City's existing fiber network, non-intrusive vehicle detection, the establishment of a traffic operations center to be located in the City Central Services Complex, and the reconstruction of two (2) signals to include mast arms.	City of Oak Ridge	2020	CON	CMAQ TOTAL	\$2,573,400 \$2,573,400	\$2,573,400 \$2,573,400	\$0 \$0	\$0 \$0	\$0 \$0	
20-2017-056 / 09-692	124451.00	I-75	From near SR-131 (Emory Road) to near SR-170 (Raccoon Valley Road)	Widen from 4 to 6 lanes	TDOT	2020	PE-D	NHPP TOTAL	\$7,000,000 \$7,000,000	\$5,600,000 \$5,600,000	\$1,400,000 \$1,400,000	\$0 \$0	\$0 \$0	
20-2017-057 / 09-649	123073.00	Pellissippi Pkwy (SR-162) Interchange at Oak Ridge Hwy (SR-62) in Solway (IA)	SR-162 at SR-62 (Solway) Interchange	Interchange modification to include additional (new) ramp for westbound to southbound movement.	TDOT	2020 2020 2022 2023 2023	PE-D PE-N ROW CON CON	NHPP NHPP NHPP L-STBG NHPP TOTAL	\$300,000 \$200,000 \$3,000,000 \$3,500,000 \$14,524,000 \$21,524,000	\$240,000 \$160,000 \$2,400,000 \$2,800,000 \$11,619,200 \$17,219,200	\$60,000 \$40,000 \$600,000 \$700,000 \$2,904,800 \$4,304,800	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0	
20-2017-058 / Consistent with Goal 1	128832.00	Broadway DSRC and Enhanced Detection Traffic Signal Improvements	Broadway from Jackson Ave to Colonial Circle and 3 other spot locations on Tazewell Pk/Old Broadway (30 traffic signals total)	Signal upgrades at existing installations including DSRC, data probing hardware, enhanced vehicle detection, battery backup, etc.	City of Knoxville	2020 2020 2020	CON PE-D PE-N	CMAQ CMAQ CMAQ TOTAL	\$1,731,220 \$88,780 \$25,000 \$1,845,000	\$1,731,220 \$88,780 \$25,000 \$1,845,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	
20-2017-059 / Consistent with Goal 1	128835.00	Chapman Hwy DSRC and Enhanced Detection Traffic Signal Improvements	Chapman Hwy from Blount Ave to Mountain Grove Dr (17 traffic signals)	Signal upgrades at existing installations including DSRC, data probing hardware, enhanced vehicle detection, battery backup, etc.	City of Knoxville	2020 2020 2020	CON PE-D PE-N	CMAQ CMAQ CMAQ TOTAL	\$1,111,976 \$57,024 \$25,000 \$1,194,000	\$1,111,976 \$57,024 \$25,000 \$1,194,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	
20-2017-060 / Consistent with Goal 1	128834.00	Kingston Pike DSRC and Enhanced Detection Traffic Signal Improvements	Kingston Pike from Cherokee Blvd to Huxley Rd and 3 signals on West Town Way (44 traffic signals total)	Signal upgrades at existing installations including DSRC, data probing hardware, enhanced vehicle detection, battery backup, etc.	City of Knoxville	2020 2020 2020	CON PE-D PE-N	CMAQ CMAQ CMAQ TOTAL	\$3,135,220 \$160,780 \$25,000 \$3,321,000	\$3,135,220 \$160,780 \$25,000 \$3,321,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	

TIP# / Mobil. Pl.#	TDOT #	Project Name	Limits	Description	Lead Agency	Year	Phase	Source	Total Funding	Federal Funding	State Funding	Local Funding	Other Funding	Status
20-2017-061 / Consistent with Goal 1	128836.00	Traffic Signal Improvements for the U.T. Area	A total of 39 signals will be upgraded along Cumberland Ave, Neyland Dr, 17th St/Ailor, Western Ave and Joe Johnson Dr. Signal improvements along Henley St will connect two ongoing projects between Broadway and Chapman Highway.	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	2020	PE-D	CMAQ	\$185,323	\$185,323	\$0	\$0	\$0	
						2020	PE-N	CMAQ	\$25,000	\$25,000	\$0	\$0	\$0	
						2021	CON	CMAQ	\$2,756,677	\$2,756,677	\$0	\$0	\$0	
								TOTAL	\$2,967,000	\$2,967,000	\$0	\$0	\$0	
20-2017-062 / Consistent with Goal 1	128840.00	Lenoir City CMAQ ITS Phase II	"US-321 / SR-73 / SR-2 US-321 at US-70 US-321 at I-40 Ramps. (22 Traffic signals)"	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	2020	CON	CMAQ	\$2,210,400	\$2,210,400	\$0	\$0	\$0	
						2020	PE-D	CMAQ	\$95,000	\$95,000	\$0	\$0	\$0	
								TOTAL	\$2,305,400	\$2,305,400	\$0	\$0	\$0	
20-2017-063 / Consistent with Goal 1	128833.00	Knox County Advanced Traffic Management System - Phase II	E. Emory Rd. (SR131) at Andersonville Pike, Norris Freeway (SR71/US4 441) at Sam Walton Way, Watt Rd I-40 EB and WB ramps, Maynardville Pk (SR 33/US 441) at Andersonville Pk. Maynardville Pk (9) and Norris Fwy (1)	Installation of DSRC, video detection, and battery backups at all ten intersections from Phase I, and five new intersections; retime all 15 intersections; and install new signal cabinets and wireless interconnect at four new signals.	Knox County	2020	CON	CMAQ	\$1,406,500	\$1,406,500	\$0	\$0	\$0	
						2020	PE-N/PE-D	CMAQ	\$140,500	\$140,500	\$0	\$0	\$0	
								TOTAL	\$1,547,000	\$1,547,000	\$0	\$0	\$0	
20-2017-064 / Consistent with Goal 1	128830.00	Oak Ridge Signal Timing Optimization Program: Phase III	Project is primarily located along Illinois Ave (SR 62) and Lafayette Dr. The project includes the following (11) signalized intersections: Illinois Ave (SR 62) at Robertsville Rd; Illinois Ave (SR 62) at Ivanhoe Rd/Ivanhoe Lane; Illinois Ave (SR 62) at ORAU Way/Tulsa Rd; Illinois Ave (SR 62) at Tulane Av/Tuskegee Dr; Illinois Ave (SR 62) at East Tulsa Rd; Illinois Ave (SR 62) at South Rutgers Ave; Illinois Ave (SR 62) at Woodland Terrace; Illinois Ave (SR 62) at Lafayette Dr/Scarboro Rd; Lafayette Dr at Manchester Rd/Hendrix Dr; Lafayette Dr at Emory Valley Rd; Lafayette Dr	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	2020	PE-N/PE-D	CMAQ	\$400,000	\$400,000	\$0	\$0	\$0	
						2021	CON	CMAQ	\$2,555,000	\$2,500,000	\$0	\$55,000	\$0	
								TOTAL	\$2,955,000	\$2,900,000	\$0	\$55,000	\$0	

TIP# / Mobil. Pl.#	TDOT #	Project Name	Limits	Description	Lead Agency	Year	Phase	Source	Total Funding	Federal Funding	State Funding	Local Funding	Other Funding	Status
20-2017-209 / Consistent with Mobility Plan Principle 3	125453.00	Smart Trips - Ridesharing Program	TPO Planning Area	Continuation of Smart Trips program that encourages alternatives to driving alone through an online ridesharing and logging database, incentives, marketing and outreach. Operations funds are used for rideshare operations.	TPO/Planning	2020	OPER OPER	CMAQ CMAQ TOTAL	\$169,000 \$165,000 \$334,000	\$169,000 \$165,000 \$334,000	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	
20-2020-001 / Consistent with Mobility Plan Goal 1		Knoxville TPO Regional Pavement Management System	TPO Planning Area	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	2020	PE-N	L-STBG TOTAL	\$625,000 \$625,000	\$500,000 \$500,000	\$0 \$0	\$125,000 \$125,000	\$0 \$0	
20-2020-002 / 09-630		Virtue Road Improvements Ph. 2	2200' south of Broadwood Dr. to Boyd Station Rd.	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	2021 2022	PE-N PE-D	L-STBG L-STBG TOTAL	\$330,000 \$305,000 \$635,000	\$264,000 \$244,000 \$508,000	\$0 \$0 \$0	\$66,000 \$61,000 \$127,000	\$0 \$0 \$0	
20-2020-003 / Consistent with Mobility Plan Goal 2		Middlebrook Pike Complete Street	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 Pike at Proctor Street.	City of Knoxville	2020 2021 2022	PE-N PE-D ROW	L-STBG L-STBG L-STBG TOTAL	\$450,000 \$800,000 \$960,000 \$2,210,000	\$360,000 \$640,000 \$768,000 \$1,768,000	\$0 \$0 \$0 \$0	\$90,000 \$160,000 \$192,000 \$442,000	\$0 \$0 \$0 \$0	
20-2020-004 / Consistent with Mobility Plan Goal 2	128306.00	Woodland Ave. Complete Street	N. Broadway to West Glenwood Ave.	Install bike lanes, sidewalks, and pedestrian crossing improvements. Project connects a greenway to existing bike lanes.	City of Knoxville	2022 2023	CON CON	L-STBG-TA L-STBG-TA TOTAL	\$1,875,000 \$625,000 \$2,500,000	\$1,500,000 \$500,000 \$2,000,000	\$0 \$0 \$0	\$375,000 \$125,000 \$500,000	\$0 \$0 \$0	
20-2020-005 / 10-260		Foothills Mall Dr. Extension Ph. 2	Foch St. to McCommon Ave.	Construct new 2-lane road with center turn lane and sidewalks.	City of Maryville	2021 2022	PE-N PE-D	L-STBG L-STBG TOTAL	\$100,000 \$208,000 \$308,000	\$80,000 \$166,400 \$246,400	\$0 \$0 \$0	\$20,000 \$41,600 \$61,600	\$0 \$0 \$0	
20-2020-006 / 09-242		SR-33 West Broadway Ave. Widening	US 321 (Lamar Alexander Pkwy.) to South Cedar St.	Widening and intersection improvements along US 411/SR-33	City of Maryville	2022 2023	PE-N PE-D	L-STBG L-STBG TOTAL	\$110,000 \$422,900 \$532,900	\$88,000 \$338,320 \$426,320	\$0 \$0 \$0	\$22,000 \$84,580 \$106,580	\$0 \$0 \$0	
20-2020-007 / Consistent with Mobility Plan Goal 1	121653.00	I-75 ITS Instrumentation at SR-61 (Andersonville Hwy., Exit 122) interchange (IA)	SR-61 (Andersonville Hwy., Exit 122) interchange	ITS Instrumentation at SR-61 (Andersonville Hwy., Exit 122) interchange (IA)	TDOT	2021 2021	PE-D PE-N	NHPP NHPP TOTAL	\$50,000 \$50,000 \$100,000	\$40,000 \$40,000 \$80,000	\$10,000 \$10,000 \$20,000	\$0 \$0 \$0	\$0 \$0 \$0	
20-2020-009 / 18-200	124133.01	SR-115/US-129	ITS expansion from south of Topside Road to Cherokee Trail Interchange (IA) Priority 1	Smartway Geographic Expansion	TDOT	2021 2021	CON PE-D	NHPP NHPP TOTAL	\$1,700,000 \$52,500 \$1,752,500	\$1,360,000 \$42,000 \$1,402,000	\$340,000 \$10,500 \$350,500	\$0 \$0 \$0	\$0 \$0 \$0	
20-2020-010 / 18-200	124133.02	SR-115/US-129	ITS expansion from I-140 to south of Topside Road	Smartway Geographic Expansion	TDOT	2021	PE-D	NHPP TOTAL	\$17,500 \$17,500	\$14,000 \$14,000	\$3,500 \$3,500	\$0 \$0	\$0 \$0	

TIP# / Mobil. Pl.#	TDOT #	Project Name	Limits	Description	Lead Agency	Year	Phase	Source	Total Funding	Federal Funding	State Funding	Local Funding	Other Funding	Status
20-2020-200 / 13-860		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.	City of Knoxville	2020	OPER	SECTION 5307	\$2,024,216	\$1,012,108	\$0	\$651,108	\$361,000	
						2020	PUR	SECTION 5307	\$6,642,125	\$5,313,700	\$664,212	\$664,213	\$0	
						2021	OPER	SECTION 5307	\$2,024,216	\$1,012,108	\$0	\$651,108	\$361,000	
						2021	PUR	SECTION 5307	\$6,642,125	\$5,313,700	\$664,212	\$664,213	\$0	
						2022	OPER	SECTION 5307	\$2,024,216	\$1,012,108	\$0	\$651,108	\$361,000	
						2022	PUR	SECTION 5307	\$6,642,125	\$5,313,700	\$664,212	\$664,213	\$0	
						2023	OPER	SECTION 5307	\$2,024,216	\$1,012,108	\$0	\$651,108	\$361,000	
						2023	PUR	SECTION 5307	\$6,642,125	\$5,313,700	\$664,212	\$664,213	\$0	
								TOTAL	\$34,665,364	\$25,303,232	\$2,656,848	\$5,261,284	\$1,444,000	
20-2020-201 / 13-869		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.	TPO/MPC	2020	AD	SECTION 5310	\$57,936	\$57,936	\$0	\$0	\$0	
						2020	OPER	SECTION 5310	\$405,564	\$202,782	\$0	\$101,391	\$101,391	
						2020	PUR	SECTION 5310	\$398,325	\$318,660	\$39,832	\$39,833	\$0	
						2021	AD	SECTION 5310	\$57,936	\$57,936	\$0	\$0	\$0	
						2021	OPER	SECTION 5310	\$405,564	\$202,782	\$0	\$101,391	\$101,391	
						2021	PUR	SECTION 5310	\$398,325	\$318,660	\$39,832	\$39,833	\$0	
						2022	AD	SECTION 5310	\$57,936	\$57,936	\$0	\$0	\$0	
						2022	OPER	SECTION 5310	\$405,564	\$202,782	\$0	\$101,391	\$101,391	
						2022	PUR	SECTION 5310	\$398,325	\$318,660	\$39,832	\$39,833	\$0	
						2023	AD	SECTION 5310	\$57,936	\$57,936	\$0	\$0	\$0	
						2023	OPER	SECTION 5310	\$405,564	\$202,782	\$0	\$101,391	\$101,391	
						2023	PUR	SECTION 5310	\$398,325	\$318,660	\$39,832	\$39,833	\$0	
								TOTAL	\$3,447,300	\$2,317,512	\$159,328	\$564,896	\$405,564	
20-2020-202 / 13-871		Section 5339 Funds	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.	City of Knoxville	2020	PUR	SECTION 5339	\$931,120	\$744,896	\$93,112	\$93,112	\$0	
						2021	PUR	SECTION 5339	\$931,120	\$744,896	\$93,112	\$93,112	\$0	
						2022	PUR	SECTION 5339	\$931,120	\$744,896	\$93,112	\$93,112	\$0	
						2023	PUR	SECTION 5339	\$931,120	\$744,896	\$93,112	\$93,112	\$0	
								TOTAL	\$3,724,480	\$2,979,584	\$372,448	\$372,448	\$0	
20-2020-203 / 17-1002		ETHRA Transit Vehicle Replacement		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	2020	PUR	L-STBG	\$212,100	\$169,680	\$0	\$42,420	\$0	
						2021	PUR	L-STBG	\$109,548	\$87,638	\$0	\$21,910	\$0	
						2022	PUR	L-STBG	\$113,108	\$90,486	\$0	\$22,622	\$0	
						2023	PUR	L-STBG	\$116,784	\$93,427	\$0	\$23,357	\$0	
								TOTAL	\$551,540	\$441,231	\$0	\$110,309	\$0	
20-2020-204 / 13-861		CAC Transit Vehicle Replacement		CAC will purchase replacement vehicles for demand response service.	CAC	2020	PUR	L-STBG	\$215,625	\$172,500	\$0	\$43,125	\$0	
						2021	PUR	L-STBG	\$210,000	\$168,000	\$0	\$42,000	\$0	
						2022	PUR	L-STBG	\$210,000	\$168,000	\$0	\$42,000	\$0	
						2023	PUR	L-STBG	\$420,000	\$336,000	\$0	\$84,000	\$0	
								TOTAL	\$1,055,625	\$844,500	\$0	\$211,125	\$0	
20-2020-205 / 17-1008		Purchase KAT Vehicles - Fixed Route Buses	Knox County and Knoxville	KAT purchase of heavy-duty transit vehicles (buses and trolleys) that have exceeded their useful life.	KAT	2020	PUR	L-STBG	\$2,017,353	\$1,613,882	\$0	\$403,471	\$0	
						2021	PUR	L-STBG	\$1,425,861	\$1,140,689	\$0	\$285,172	\$0	
						2023	PUR	L-STBG	\$3,760,000	\$3,008,000	\$0	\$752,000	\$0	
								TOTAL	\$7,203,214	\$5,762,571	\$0	\$1,440,643	\$0	
20-2020-210 / Consistent with Mobility Plan Goal 2		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	2020	PUR	L-STBG	\$390,229	\$312,183	\$0	\$78,046	\$0	
						2021	PUR	L-STBG	\$872,833	\$698,266	\$0	\$174,567	\$0	
						2022	PUR	L-STBG	\$877,539	\$702,031	\$0	\$175,508	\$0	
						2023	PUR	L-STBG	\$460,001	\$368,001	\$0	\$92,000	\$0	
								TOTAL	\$2,600,602	\$2,080,481	\$0	\$520,121	\$0	

TIP# / Mobil. Pl.#	TDOT #	Project Name	Limits	Description	Lead Agency	Year	Phase	Source	Total Funding	Federal Funding	State Funding	Local Funding	Other Funding	Status
20-2020-301 / Consistent with Mobility Plan Goal 1		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	2020	PE-N/PE-D/R	HSIP	\$2,625,000	\$2,362,500	\$262,500	\$0	\$0	
						2020	PE-N/PE-D/R	PHSIP	\$41,625	\$41,625	\$0	\$0	\$0	
						2020	PE-N/PE-D/R	RHSIP	\$39,950	\$35,955	\$3,995	\$0	\$0	
						2021	PE-N/PE-D/R	HSIP	\$2,187,500	\$1,968,750	\$218,750	\$0	\$0	
						2021	PE-N/PE-D/R	PHSIP	\$34,688	\$34,688	\$0	\$0	\$0	
						2021	PE-N/PE-D/R	RHSIP	\$32,900	\$29,610	\$3,290	\$0	\$0	
						2022	PE-N/PE-D/R	HSIP	\$1,312,500	\$1,181,250	\$131,250	\$0	\$0	
						2022	PE-N/PE-D/R	PHSIP	\$20,813	\$20,813	\$0	\$0	\$0	
						2022	PE-N/PE-D/R	RHSIP	\$14,100	\$12,690	\$1,410	\$0	\$0	
						2023	PE-N/PE-D/R	HSIP	\$875,000	\$787,500	\$87,500	\$0	\$0	
						2023	PE-N/PE-D/R	PHSIP	\$13,875	\$13,875	\$0	\$0	\$0	
						2023	PE-N/PE-D/R	RHSIP	\$7,050	\$6,345	\$705	\$0	\$0	
						TOTAL								
20-2020-302 / Consistent with Mobility Plan Goal 1		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	2020	PE-N/PE-D/R	S-STBG	\$4,900,000	\$3,920,000	\$980,000	\$0	\$0	
						2021	PE-N/PE-D/R	S-STBG	\$4,200,000	\$3,360,000	\$840,000	\$0	\$0	
						2022	PE-N/PE-D/R	S-STBG	\$2,800,000	\$2,240,000	\$560,000	\$0	\$0	
						2023	PE-N/PE-D/R	S-STBG	\$2,100,000	\$1,680,000	\$420,000	\$0	\$0	
						TOTAL			\$14,000,000	\$11,200,000	\$2,800,000	\$0	\$0	
20-2020-303 / Consistent with Mobility Plan Goal 1	126775.00	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	2020	PE-N/PE-D/R	NHPP	\$2,380,000	\$1,904,000	\$476,000	\$0	\$0	
						2021	PE-N/PE-D/R	NHPP	\$2,040,000	\$1,632,000	\$408,000	\$0	\$0	
						2022	PE-N/PE-D/R	NHPP	\$1,360,000	\$1,088,000	\$272,000	\$0	\$0	
						2023	PE-N/PE-D/R	NHPP	\$1,020,000	\$816,000	\$204,000	\$0	\$0	
						TOTAL			\$6,800,000	\$5,440,000	\$1,360,000	\$0	\$0	
20-2020-305 / Consistent with Mobility Plan Goal 2		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	2020	PE-N/PE-D/R	L-STBG	\$1,140,000	\$912,000	\$0	\$228,000	\$0	
						2021	CON	S-STBG-TA	\$890,565	\$712,452	\$0	\$178,113	\$0	
						2021	ROW	L-STBG	\$200,000	\$160,000	\$0	\$40,000	\$0	
						2022	CON	L-STBG	\$4,000,000	\$3,200,000	\$0	\$800,000	\$0	
						2023	CON	S-STBG-TA	\$3,581,436	\$2,865,149	\$0	\$716,287	\$0	
						TOTAL			\$9,812,001	\$7,849,601	\$0	\$1,962,400	\$0	
20-2020-306 / Consistent with Mobility Plan Goal 1		Planning and Studies Grouping		This grouping will be used to fund planning reports and studies throughout the Knoxville TPO planning area.	Various	2020	PLN	L-STBG	\$1,505,000	\$1,204,000	\$0	\$301,000	\$0	
						2022	PLN	L-STBG	\$62,500	\$50,000	\$0	\$12,500	\$0	
						TOTAL			\$1,567,500	\$1,254,000	\$0	\$313,500	\$0	
20-2020-307 / Consistent with Mobility Plan Goal 1		Maintenance and Repair Grouping		Funds will be used for operation, maintenance, repair, or resurfacing works.	Various	2020	PE-N/PE-D/R	L-STBG	\$1,286,109	\$1,031,725	\$0	\$254,384	\$0	
						2021	PE-N/PE-D/R	L-STBG	\$152,541	\$118,541	\$0	\$34,000	\$0	
						TOTAL			\$1,438,650	\$1,150,266	\$0	\$288,384	\$0	