

FY 2023-2026

Transportation Improvement Program (TIP)

Appendices



Appendix A: Public Comments

Draft FY 2023-2026 TIP - Public Comments Received

Name	Date	Comment	TPO Response
Aaron	10/12/2022	Does this mean the potholes on the interstate are going to be fixed?	System maintenance is a continuous process. TDOT funds interstate maintenance primarily through project ID 23-2023-303 (NHS Preservation & Operations Grouping).
Teri	10/12/2022	Fix Chapman Highway but don't do like John Sevier.	Project ID 23-2014-078 (Knoxville ATMS Phase 2) and 23-2017-040 (Chapman Highway Operational Improvements) are programmed for various phases in the FY 23-2026 TIP.
Pearl	10/12/2022	Put a bypass in for semis that are going thru town. Start about the I-75 I-40 split and run north to Callahan and east to strawberry plains. Truck traffic is killing Knoxville.	Comment noted and conveyed to TDOT
Rita	10/12/2022	How about doing something about the traffic on the Motor Mile/Alcoa Highway/Highway 129. It is DANGEROUS and almost IMPOSSIBLE to make left turns into and out of businesses on either side. Need either 4-WAY STOPS SIGNS or TRAFFIC LIGHTS or TRAFFIC DIAMONDS and restrict some of the cross-over accesses.	TDOT project ID 23-2020-012 relocates SR-115/US-129 in this area. Through traffic will be redirected and the current Motor Mile will become a local City of Alcoa facility.
Carl	10/12/2022	Cedar Bluff Rd. is probably the most congested. I try to detour as best as possible. Nevertheless, Knoxville is mild compared to DC NoVA area.	Comment noted and conveyed to TDOT & City of Knoxville
Richard	10/12/2022	Build the Orange route.	Comment noted and conveyed to TDOT
Justin	10/12/2022	How about the I-475 bypass? The traffic on 40/75 is oppressive and the 475 bypass would alleviate some of this.	Comment noted and conveyed to TDOT
Ken	10/12/2022	All of the greenways and sidewalks are beautiful things. Let's not neglect those of us who decide to drive to work. No gas-powered car bans or energy crunch is going to make us give up our cars. Let's figure out how to alleviate the congestion and traffic jams. Nobody really likes to use Interstate 40 in town if they are headed from the west side. But cheer up; you could be living in Atlanta.	Comment noted
Ray	10/13/2022	The population in and around Knoxville has grown beyond the ability for the interstates to support both local and through traffic. Either the current infrastructure needs expanded or new construction for diverting through traffic around Knoxville is required. If this is not addressed lives are at increased risk in this community. Population growth does not appear to be slowing down. Accidents and lost lives are going to continue to increase.	Comment noted
Ken	10/14/2022	Cedar Bluff can be busy as heck. Are the bottlenecks we see on Interstate 40 west of Papermill are associated with traffic going to the Cedar Bluff and Farragut areas? TDOT may want to look at the feeder roads in those areas.	Comment noted and conveyed to TDOT & City of Knoxville
Gail	10/15/2022	East Beaver Cr. has become a bypass for the interstate very crowded	Comment noted and conveyed to Knox County
Don	10/17/2022	Decrease cars. Increase options for bicycle and maybe even train/rail cars.	Comment noted
James	10/17/2022	Why did you spend all that money on Alcoa highway and not connect Knoxville Maryville green ways?	TDOT's Alcoa Highway projects include greenway connections where feasible. Efforts continue to connect the two greenway networks.
Elijah	10/17/2022	Ever since whoever thought it was a good idea to take a 4 lane street and turn into a 2 lane hell hole I've lost all faith in any plans implemented for Knoxville. (Talking about Cumberland Ave if you are wondering)	Comment noted
Timmay	10/18/2022	Finish 640. My Kidneys are tired of the abuse they take driving down 640!	A major resurfacing project is currently underway. See details at: https://www.tn.gov/tdot/projects/projects-region-1/i-640-reconstruction.html
Rick	10/20/2022	Turn the remaining 2 lane section of Northshore between Ebenezer and Lyons View to 3 lanes with a middle turning lane. Or at least put a turning lane in at Toole's Bend and at Lyons View. Especially with more traffic coming from new developments and improvement (?) at Lake Shore Park.	Comment noted and conveyed to TDOT, Knox County & City of Knoxville

NOTE: 30-Day Public Comment Period 9/22/22 through 10/21/22

Appendix B: FY 2023-2026 TIP Call for Projects,
Project Rollover, Call for Projects
Supplementary Information Packet and TPO
FTA Section 5310 Applications



Call for Projects Application Form

Mobility Plan 2045 Goals

The following goals, developed for the 2045 Mobility Plan, will guide the selection of projects for the FY 2023 – 2026 TIP.

- | | |
|---|--|
| <ul style="list-style-type: none"> • Maintenance & Efficiency <ul style="list-style-type: none"> ○ <i>Maintain and enhance our existing infrastructure</i> • More transportation options <ul style="list-style-type: none"> ○ <i>Improve access to services and employment with bicycle, pedestrian facilities, and transit projects</i> • Congestion reduction <ul style="list-style-type: none"> ○ <i>Reduce congestion through increased efficiency, increased transportation options, and lastly, increased capacity</i> • Safety & security <ul style="list-style-type: none"> ○ <i>Reduce rates of crashes with serious injuries and fatalities; and/or reduce the region’s vulnerability to incidents and threats, including extreme weather events</i> • Health & environment <ul style="list-style-type: none"> ○ <i>Minimize negative impacts on the environment and people’s health, and increase access to active transportation/physical activity for all ages</i> | <ul style="list-style-type: none"> • Economy & freight <ul style="list-style-type: none"> ○ <i>Improve intermodal connections to help move freight, reduce delay on major freight corridors; and/or support business attraction and retention</i> • Equitable access <ul style="list-style-type: none"> ○ <i>Connect communities to services throughout the region, particularly priority populations</i> • Preservation of places <ul style="list-style-type: none"> ○ <i>Preserve the natural and cultural areas that make our region unique</i> • Local Support / Consistency with Plans (5 bonus points if local support/ 5 points subtracted if no local support) <ul style="list-style-type: none"> ○ <i>Ensure the project is consistent with or included in local, state, or other regional plans. If on a state route, the project is endorsed or supported by TDOT</i> |
|---|--|

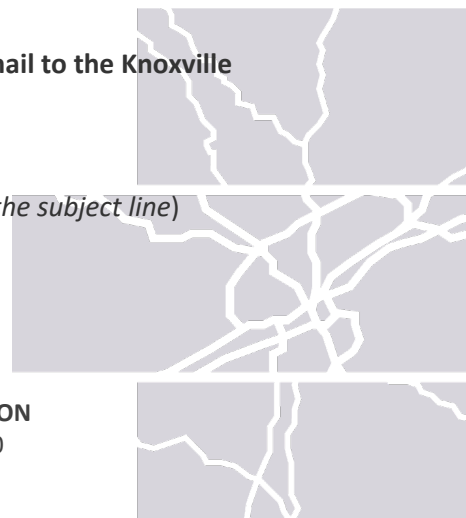
This application is for new TIP projects only. Eligible current FY 2020-2023 TIP projects are to submit the Call for Projects Rollover Form. Fiscal Year 2023 funds are available no earlier than January 1, 2023. Please read through the entire application prior to filling out any fields.

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

ATTN: Craig Luebke

By e-mail: craig.luebke@knoxplanning.org (include 2023 TIP Project Application in the subject line)

DEADLINE: FRIDAY, FEBRUARY 25, 2022



FY 2023 – 2026

TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT APPLICATION FORM

FY 2023 – 2026 TIP

PROJECT NAME:		
LEAD AGENCY:		
	<input type="checkbox"/> New Project <input type="checkbox"/> Existing Mobility Plan Project - Enter 2045 Mobility Plan ID# Here:	
COUNTIES/MUNICIPALITIES:		
FACILITY NAME:		
TERMINI (If Applicable): Include a map	FROM:	LENGTH:
	TO:	
GENERAL DESCRIPTION:		

PHASES COMPLETED (SELECT ALL THAT APPLY):

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

PURPOSE & NEED

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

Purpose:

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

Need:

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

FY 2023 – 2026**TRANSPORTATION IMPROVEMENT PROGRAM****Local Support / Consistency with Plans**

Use the box below to answer the following questions.

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

FY 2023 – 2026

TRANSPORTATION IMPROVEMENT PROGRAM

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

ROADWAY PROJECT SCOPE OF WORK

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

How are you accommodating bicyclists and pedestrians?

- Bicycle Lane* Sidewalk
- Ped. Refuge Ped. Indication (Signal)
- Marked Crosswalks Benches
- Greenway Bicycle Parking
- Other _____

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

Land Uses Within ¼ Mile of Facility:

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

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

How are you accommodating transit users?

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

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

Roadway Project Performance Measures:

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

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

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

FY 2023 – 2026

TRANSPORTATION IMPROVEMENT PROGRAM

TRANSIT PROJECT SCOPE OF WORK

Proposed Improvements:

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

Vehicle Use:

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

TYPE OF VEHICLE: _____

CAPACITY OF VEHICLE: _____

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

Transit Project Performance Measures:

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

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

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

FY 2023 – 2026

TRANSPORTATION IMPROVEMENT PROGRAM

BICYCLE OR PEDESTRIAN PROJECT SCOPE OF WORK

Proposed Improvements:

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

Type:

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

Land Uses Within ¼ Mile of Facility:

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

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

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

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

Proposed Features:

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

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

FY 2023 – 2026

TRANSPORTATION IMPROVEMENT PROGRAM

Bicycle Or Pedestrian Project Performance Measures:

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

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

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

PROJECT COSTS, FUNDING, & TIMING

BUDGET WORKSHEET:

PREVIOUSLY OBLIGATED PROJECT COSTS:

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

COST BY PHASE: REQUEST FOR FY 2023-2026 TIP

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

TOTAL PROJECT COST ESTIMATE IN YEAR OF EXPENDITURE YEAR DOLLARS: \$ _____

Note: Total project cost includes previously obligated phase costs.

Source of Cost Estimate:

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

FY 2023 – 2026**TRANSPORTATION IMPROVEMENT PROGRAM****Are Matching Funds Available?**

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

Federal Funding Source Requested:

- Surface Transportation Block Grant (STBG)
 Surface Transportation Block Grant Transportation Alternatives (STBG-TA)

ANTICIPATED PROJECT SCHEDULE (ASSUME FUNDING IS AVAILABLE BEGINNING 1/1/2023)

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

ABOUT YOU

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

ATTACHMENTS

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

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

FY 2023 – 2026**TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME: _____

PROJECT EVALUATION**FY 2023 – 2026 TIP****WITHIN COMMUNITY AND COMMUNITY TO REGION PROJECTS**

Based on significant public input gathered for the Mobility Plan 2045, projects that are considered within community (i.e. smaller in scale) are scored differently than community to region projects (i.e. larger projects). Within Community projects will support local, multimodal connections and access to community resources within a variety of community centers from large urban to rural crossroads. Community to region projects support strategic, multimodal connections between community centers and regional economic centers. Please provide as much information as you can provide in your project scope on how this project meets the following selection criteria. TPO staff will score projects using the scoring system most appropriate to the proposed project.

1. Maintenance and efficiency – Within Community 19 points/ Community to Region 19 points

- Does the project increase the useful life of an existing facility?
- Does the project address a deferred maintenance need?
- How does the project increase the efficiency of the existing transportation facility and/or network?

2. More options – Within Community 18 points/ Community to Region 17 points

- Does the project support bicycling, walking, and/or transit?
- Does the project connect major origins and destinations for walking, biking, and transit?
- Does the project address first mile/last mile connectivity for transit and pedestrians?

FY 2023 – 2026**TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME: _____

3. Safety and security – Within Community 16 points/ Community to Region 13 points

- Does the project address one or more safety concerns that have been identified by a local or state plan, or by the [TPO's crash analysis](#)?
- Does the project address security or emergency response (including extreme weather events)?
- How does the project address safety for all users especially bicyclists, pedestrians and transit users?

4. Equitable access – Within Community 13 points/ Community to Region 9 points

- Does the project improve access and mobility for priority populations, including access to employment centers, community facilities, and retail, grocery, and other services? (*See map of priority population areas in project call supplementary information file.*)

5. Health and Environment – Within Community 13 points/ Community to Region 10 points

- Does the project improve air quality?
- Does this project maximize energy efficiency?
- Does this project promote increased bicycling and walking as part of daily activity?
- Does this project improve water quality and include stormwater best management practices?

PROJECT NAME: _____

6. Congestion reduction – Within Community 8 points/ Community to Region 12 points

- Does the project reduce congestion through technology (e.g. traffic signal coordination, real-time traffic info, and emergency response), adding transportation options or increasing capacity?

7. Preservation of Places – Within Community 9 points/ Community to Region 11 points

- Does the project have negative impacts on sensitive natural and cultural areas? If so, how are those impacts being mitigated?
- Does this project support the preferred growth concept? (see Preferred Growth Concept map in project call supplementary information file)

8. Economy and freight – Within Community 4 points/ Community to Region 9 points

- Does the project create a more attractive environment for business recruitment/retention?
- Does the project support travel and tourism?
- Does the project serve an employment center?
- Does the project increase the ease and safety of goods delivery and local freight movement, including the first and last mile?
- Will the project encourage people to spend money locally?



tpo

KNOXVILLE REGIONAL

FY 2023-2026

Transportation Improvement Program

Current TIP Project Rollover Form

This form is for rollover eligible current FY 2020-2023 TIP projects only. Rollover projects must have obligated federal funds for a phase of project development. New TIP projects are to submit the FY 2023 – 2026 Call for Projects Application. Fiscal Year 2023 funds are available no earlier than January 1, 2023. Please read through the entire form prior to filling out any fields.

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

ATTN: Craig Luebke

By e-mail: craig.luebke@knoxplanning.org (include 2023 TIP Project Rollover in the subject line)

DEADLINE: FRIDAY, FEBRUARY 25, 2022



FY 2023 – 2026

TRANSPORTATION IMPROVEMENT PROGRAM

CURRENT TIP PROJECT ROLLOVER FORM

FY 2023 – 2026 TIP

PROJECT NAME:		
LEAD AGENCY:		
Existing TIP Project – Enter 2020-2023 TIP # here:		
COUNTIES/MUNICIPALITIES:		
FACILITY NAME:		
TERMINI (If Applicable): Include a map	FROM:	LENGTH:
	TO:	
GENERAL DESCRIPTION:		

PHASES COMPLETED (SELECT ALL THAT APPLY):

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

PERFORMANCE MEASURES (SELECT ALL THAT APPLY):

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

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

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

FY 2023 – 2026

TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT COSTS, FUNDING, & TIMING						
BUDGET WORKSHEET:						
PREVIOUSLY OBLIGATED PROJECT COSTS:						
PHASE OF WORK	YEAR OBLIGATED	FEDERAL	STATE	LOCAL	OTHER/PRIVATE	TOTAL
PE-NEPA						
PE-Design						
Right-of-Way						
Construction (Incl. CEI/TDOT ES)						
TOTAL Previously Obligated						
COST BY PHASE: REQUEST FOR FY 2023-2026 TIP						
PHASE OF WORK	FISCAL YEAR	FEDERAL	STATE	LOCAL	OTHER/PRIVATE	TOTAL
PE-NEPA						
PE-Design						
Right-of-Way						
Construction (Incl. CEI/TDOT ES)						
Transit Capital						
TOTAL						

TOTAL PROJECT COST ESTIMATE IN YEAR OF EXPENDITURE DOLLARS: \$ _____

Note: Total project cost includes previously obligated phase costs.

Current Federal Funding Source: _____

Source of Cost Estimate:

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

Are Matching Funds Available?

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

Additional Federal Funding Source Requested:

- Surface Transportation Block Grant (STBG)
- Surface Transportation Block Grant - Transportation Alternatives (STBG-TA)

ANTICIPATED PROJECT SCHEDULE (ASSUME FUNDING IS AVAILABLE BEGINNING 1/1/2023)

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

FY 2023 – 2026**TRANSPORTATION IMPROVEMENT PROGRAM****ABOUT YOU**

Name: _____

E-mail: _____

Title: _____

Phone: _____

Department: _____

Agency / Organization: _____

ATTACHMENTS**Please include ALL relevant attachments with this application, including the following:** Cost Estimate / Methodology Map of Project (If Applicable) Other: _____



FY 2023 – 2026 TIP Call for Projects – STBG and STBG-TA Funds

The Knoxville Regional Transportation Planning Organization (TPO) is currently developing the Fiscal Year 2023-2026 Transportation Improvement Program (TIP). The TIP is updated on a three-year cycle and covers a period of four years. Therefore, the current FY 2020-2023 TIP will transition to a new FY 2023-2026 TIP. This call for projects allows jurisdictions to apply for new projects, or roll over and update unobligated phases of projects currently programmed in the FY 2020-2023 TIP.

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

In addition, projects should be included in the fiscally constrained project list of the Knoxville TPO's Metropolitan Transportation Plan (*Mobility Plan 2045*). In some instances, projects not individually listed, yet consistent with Mobility Plan 2045, may be eligible to proceed. Projects not currently included in the Mobility Plan fiscally constrained project list should be considered for the TIP only when new funds have been identified to advance the project.

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

Funding Available:

TPO staff has identified an un-obligated local Surface Transportation Block Grant (L-STBG) federal fund balance of approximately \$56 million in FY 2023 available to program projects rolled over from the current TIP, cover funding shortfalls in rollover projects and fund new projects. Fiscal years 2024 through 2026 are projected to have approximately \$14.5 million available annually.

This Call for Projects will also cover applications for FY 2023 and later local Surface Transportation Block Grant Transportation Alternatives Program (STBG-TA) funds. Approximately \$1.2M is available to program projects rolled over from the current TIP, cover funding shortfalls in rollover projects and fund new projects in FY 2023. Fiscal years 2024 through 2026 are projected to have approximately \$900,000 available annually.

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



FY 2023-2026

Transportation Improvement Program

Fiscal Year 2023-2026 L-STBG Forecast (Federal Amounts)					
TPO STBG Funds	Opening Balance	FY 2023	FY 2024	FY 2025	FY 2026
Annual Allocation		\$14,000,000	\$14,308,000	\$14,622,776	\$14,944,477
Allocation + Balance Carry Over	\$42,201,230	\$56,201,230	\$45,299,584	\$49,357,947	\$59,752,964
Projected Rollover Programming		\$25,209,646	\$10,564,413	\$4,549,460	\$0
Balance		\$30,991,584	\$34,735,171	\$44,808,487	\$59,752,964

Fiscal Year 2023-2026 L-STBG-TA Forecast (Federal Amounts)					
TPO STBG-TA Funds	Opening Balance	FY 2023	FY 2024	FY 2025	FY 2026
Annual Allocation		\$900,000	\$919,800	\$940,036	\$960,716
Allocation + Balance Carry Over	\$309,312	\$1,209,312	\$1,371,112	\$2,311,148	\$3,271,864
Projected Rollover Programming		\$758,000	\$0	\$0	\$0
Balance		\$451,312	\$1,371,112	\$2,311,148	\$3,271,864

Project Cost Estimates:

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

Project costs are programmed in the TIP in year of expenditure dollars. Please apply an appropriate inflation rate to project a current year cost to a future year. The current TDOT project cost estimator tool will be provided with the application materials. A standard inflation rate of 5% is recommended in cases where professional judgment/advice does not suggest otherwise.

Project cost totals should reflect previously obligated costs.

FY 2023-2026

Transportation Improvement Program

Application Process:

- **Timeline –**

Begin Call for Projects – January 14, 2022

End Call for Projects – Friday, February 25, 2022

TPO Staff Scoring and Project Selection Recommendation – March, 2022

Draft TIP to Technical Committee/Executive Board for Review – June, 2022

Final TIP Technical Committee Recommendation/Executive Board Adoption – September, 2022

- **Application Forms** – New projects (those not rolled over from FY 2020-2023 TIP) will submit a full application form. Projects programmed in the current TIP (and eligible for rollover programming, as determined by TIP Policies) will submit a simplified project rollover/update form. Please contact TPO staff for any questions about the application forms, or to verify which form to complete.
- **Evaluation Criteria** – New projects will be scored based on the goals and factors developed as part of the Mobility Plan 2045 and identified on the Application Form as well as included as part of this information supplement.

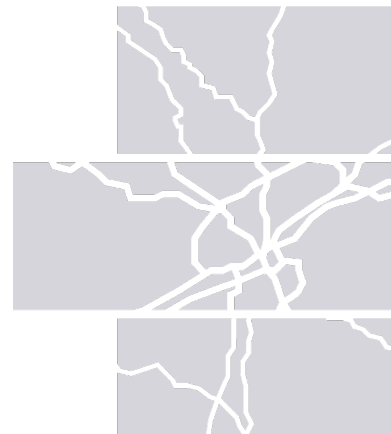


tpo
KNOXVILLE REGIONAL

FY 2023-2026

Transportation Improvement Program

2045 Mobility Plan Project Scoring Format & Fiscally Constrained Project List



Appendix G

Project Lists and Performance

G. PROJECT LISTS AND PERFORMANCE

Mobility Plan 2045 outlines the long-term investment plan for improving the transportation system in the Knoxville Regional TPO planning area. This includes the identification of multimodal transportation projects that can be implemented with expected revenues, referred to as the fiscally constrained project list, as well as additional projects for which there is no identified funding source, referred to as the illustrative or unfunded project list. This appendix documents the project application and scoring processes, details of both the fiscally constrained and illustrative projects, the resulting performance of the transportation system using the TPO's regional travel demand model, and the alignment of the fiscally constrained projects with federal performance measures.

PROJECT APPLICATION AND SCORING

The list of candidate projects was developed through multiple interactions with the public, stakeholders, and the TPO's member jurisdictions. Based on future growth projections, technical analysis of transportation facility operation, and input from the first round of public input, the TPO initiated conversations with its member jurisdictions about project needs in the region. These discussions were followed by a formal call for projects in which counties, cities, and TDOT were able to submit candidate projects for consideration in the Mobility Plan. This project application process was conducted with multiple processes (with materials documented in Appendix F) to allow entities to more efficiently submit updated information for previous Mobility Plan projects and new information for projects not yet included in a Mobility Plan. In total, there were 154 project applications submitted.

Following the curation of the candidate project list, each project was scored against the TPO's regional mobility goals, shown in Table G-1. This table also shown the alignment of each goal with the data-driven criteria used to score each project as well as the maximum points associated with each. In addition to aligning with Mobility Plan goals, projects were given an additional five points if they were locally supported or endorsed. The distribution of project scores ranged from 23 -79 and was used to inform the selection of fiscally constrained projects in tandem with financial projections and funding program eligibility.

Table G-1. Project Scoring Mechanism

GOAL	TOTAL POINTS (CR)	TOTAL POINTS (WC)	PURPOSE	SCORING CRITERIA	MAX. POINT ALLOCATION (CR)	MAX. POINT ALLOCATION (WC)
MAINTENANCE AND SYSTEM PRESERVATION	19	19	This criteria prioritizes projects that minimize future maintenance needs. The smaller the footprint of the project, the more points it receives.	Maintenance, Intersection, Minor Reconstruction, Transit Vehicle Replacement, Operations/ITS, Multimodal	13	13
				Center Turn Lane Only	11	11
				Additional Through Lanes / Transit Fleet/Service Expansion	6	6
				New Road Extension	3	3
			This criteria prioritizes projects that improve a higher-order facility based on functional classification.	Interstate/Expressway	6	6
				Principal Arterial	5	5
				Minor Arterial	4	4
				Major Collector	3	3
				Minor Collector	2	2
				Local	1	1
MORE OPTIONS	17	18	This criteria prioritizes any project where multimodal facilities are included, with more priority given to accommodations in areas with a higher degree of user potential.	High-quality facility within existing center/high density area (sidewalk >5 feet, buffered sidewalk, buffered or protected on-street bike facility, or an off-street multi-use path or greenway)	12	12
				Low-quality facility within existing center/high density area (sidewalks <=5 feet, standard bike lane, wide shoulders, or shared routes/sharrows)	8	8
				High-quality facility outside existing center/high density area (sidewalk >5 feet, buffered sidewalk, buffered or protected on-street bike facility, or an off-street multi-use path or greenway)	6	6
				Low-quality facility outside existing center/high density area (sidewalks <=5 feet, standard bike lane, wide shoulders, or shared routes/sharrows)	4	4
			This criteria prioritizes projects that do not negatively impact bicyclists and pedestrians.	Project includes widening/increasing crossing distances	5	6
SAFETY AND SECURITY	13	16	This criteria prioritizes projects that improve facilities with known safety issues for drivers, pedestrians, and bicyclists.	Crash Severity Index	6	8
				This criteria prioritizes projects that include multiple elements with known safety benefits.	2 or more safety elements	5
			Less than 2 safety elements		2	2
			This criteria prioritizes projects that create redundancy through physical or technological infrastructure.	Project improves parallel route	1	1
Traffic operations/ITS improvements/Transit Agency Safety Plan projects	1	1				

GOAL	TOTAL POINTS (CR)	TOTAL POINTS (WC)	PURPOSE	SCORING CRITERIA	MAX. POINT ALLOCATION (CR)	MAX. POINT ALLOCATION (WC)	
HEALTH AND ENVIRONMENT	10	13	This criteria prioritizes projects that improve connectivity of bicycle, pedestrian, or transit facilities, thereby potentially reducing auto-dependency.	Project improves multimodal connectivity by addressing gaps	3	4	
				Travel Demand Management programs Alternative mode accommodations Traffic operations/ITS improvements	2 1 2	2 2 2	
			This criteria prioritizes projects that include strategies aimed at reducing VMT.	Project specifically calls out permeable pavement, bioretention landscaping elements, etc.	2	3	
					This criteria prioritizes projects that have identified sustainable ways of mitigating stormwater runoff.	2	3
EQUITABLE ACCESS	9	13	This criteria prioritizes projects that provide access to multiple community resources in high priority areas.	Employment density within existing centers	3	4	
				Recreational opportunities	2	3	
				Healthcare facilities	2	3	
				Schools	2	3	
CONGESTION REDUCTION	12	8	This criteria prioritizes projects located on routes with existing and future congestion issues.	Deterioration in v/c ratio between 2018 and 2045 E+C	4	3	
				Congestion segment based on 2045 E+C model run (v/c ratio >0.85)	1	1	
				Existing Level of Travel Time Reliability	4	3	
			This criteria prioritizes projects that improve congestion without widening.	Non-SOV strategy that was identified through CMP Improves transit service / provides bike/ped facilities to provide alternatives	2 1	0 1	
PRESERVATION OF PLACE	11	9	This criteria prioritizes projects that promote smart and preferred growth concepts.	Project is located in a high-density area/existing center	6	6	
				This criteria prioritizes projects that do not impact natural or cultural resources.	Project does not impact parks	2	1
					Project does not impact historic areas Project does not impact floodplains	2 1	1 1
ECONOMY AND FREIGHT	9	4	This criteria prioritizes projects that improve access to freight facilities, tourist destinations, and employment centers.	Enhances direct connection to major freight facilities	1	0	
				Improves connection to regional tourist destination	1	2	
				Employment density within 1 mile of project	4	2	
			This criteria prioritizes projects that are located on and/or improve a major freight corridor.	Project reduces delay on PHFN	1	0	
Percent of trucks	2	0					
LOCAL SUPPORT	±5	±5	This criteria prioritizes projects that are consistent with local plans and/or locally supported/endorsed.	Project is included in local plan or endorsed locally	5	5	

PROJECT LISTS

The following pages organize the fiscally constrained projects by county with a map and then a detailed project table. The illustrative projects for the region are included in a single map and table at the conclusion of this section. In addition, all projects can be viewed in an online map at the following website: <https://maps.knoxmpc.org/app/mobility>. In the tables that follow, project details are provided as follows:

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

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

- ▶ **Horizon Year** – Lists the anticipated timeframe for project completion between now and the future horizon year of 2045. In the funding analysis, the TPO looks at project implementation in five-year timeframes spanning the entire planning horizon, or 2021 – 2045. When summarizing this information for the Mobility Plan, projects are grouped into three distinct horizons covering 2021 – 2026, 2027 – 2035, and 2036 – 2045. More specifically, projects with a horizon year of 2026 are expected to be completed between January 2021 and December of 2026. Similarly, projects with a horizon year of 2035 are expected to be completed between January 2027 and December of 2035, and projects with a horizon year of 2045 are expected to be completed between January 2036 and December of 2045.
- ▶ **Horizon Year Cost** – This is the projected total cost of all phases of the project including both federal (if applicable) and state/local matching funds. This cost has been inflated to the horizon year of implementation. The horizon year cost is derived by taking the current year estimated cost and applying an inflation factor for the number of years until anticipated project implementation.
- ▶ **Proposed Funding Source** - In order to determine fiscal constraint of the Mobility Plan, the TPO must assign a proposed funding source to each project to ensure that total costs would be less than or equal to total revenues. TPO staff proposes funding sources based on the project type and the eligibility restrictions of certain funding categories. More details on the different funding categories can be found in Appendix E.
- ▶ **Performance Measures (PM) Impact** - As documented in Chapter 2 of the Mobility Plan, federal regulations require that the TPO coordinate with TDOT and the region’s transit agencies to develop and maintain performance measures and targets related to safety (PM1), pavement and bridge conditions (PM2), congestion reduction and air quality (PM3), and transit asset conditions (PM4). The TPO’s Executive Board has agreed to support the state’s performance targets in these areas, meaning that the TPO agrees to plan and program projects that contribute to the accomplishment of those performance targets. This column highlights the Mobility Plan 2045 projects that will improve overall performance of the system in the Knoxville region and help the state achieve its targets in these four performance areas. While some federal measures are applicable to a limited set of roadways – PM2 and PM3 measures are principally focused on the Interstate and NHS systems – the assessment of project PM contributions is applied regardless of roadway type and strict PM applicability. This affirms a system-wide approach to transportation performance management.

- **PM1** – Safety contributions are expected for projects that bring an existing facility up to modern standards by addressing geometric and design deficiencies. Intersection projects often address safety concerns with the construction of turn lanes, reducing conflict points. Bicycle and pedestrian projects address safety considerations for these vulnerable users of the transportation network.
- **PM2** – Roadway reconstruction and bridge replacement projects are primary contributors to pavement and bridge condition metrics. Many road widening projects also involve resurfacing of the existing facility, providing system condition benefits.
- **PM3** – Congestion reduction is expected for new road construction, roadway widening with added lanes, Traffic Management and Intelligent Transportation Systems implementation, and intersection projects to address capacity concerns.
- **PM4** – Transit capital projects are the major drivers of this metric.

Figure G-1. Fiscally Constrained Projects in Anderson County

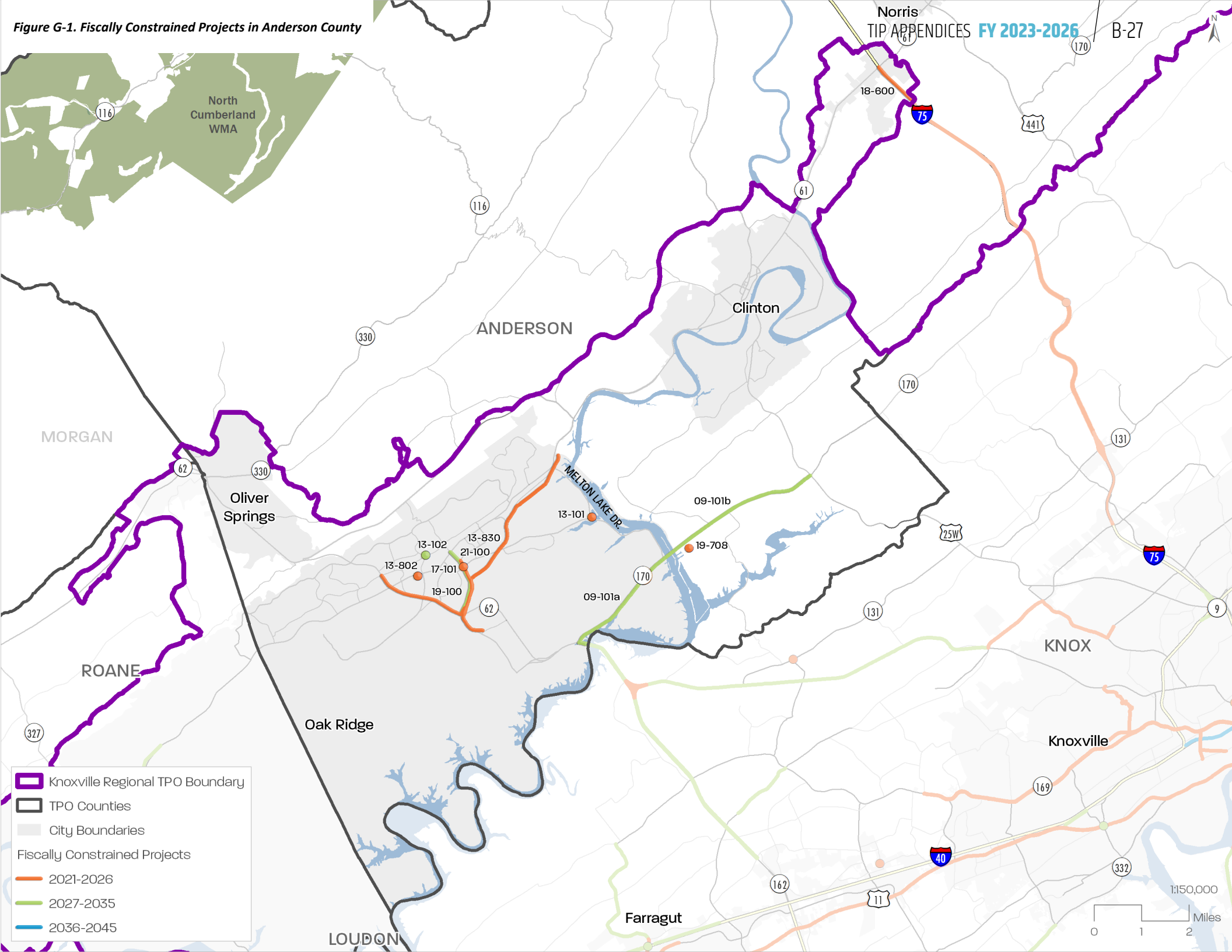
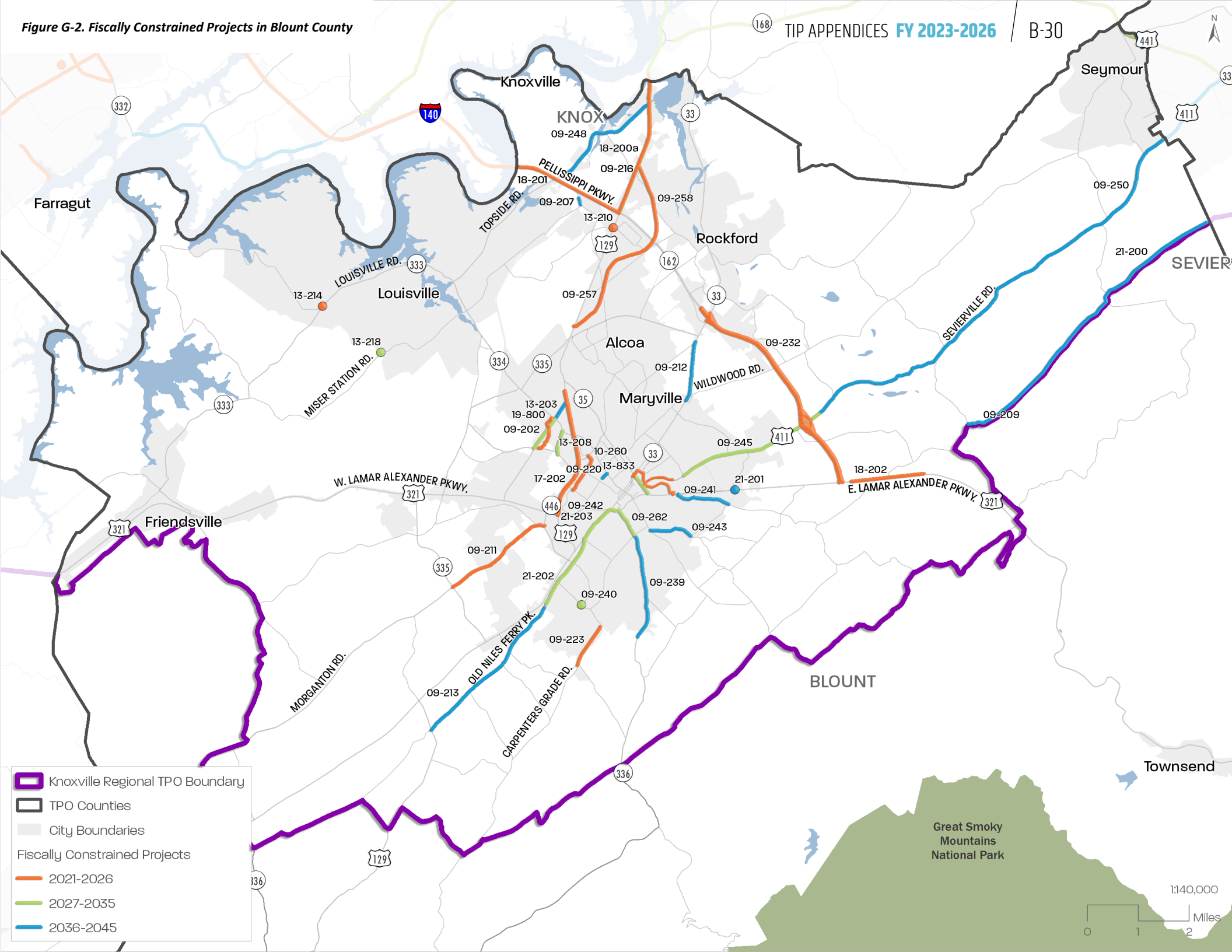


Table G-2. Fiscally Constrained Projects in Anderson County

KRMP ID	PROJECT NAME	AGENCY	FACILITY NAME	FROM	TO	LENGTH (MILES)	DESCRIPTION	HORIZON YEAR	HORIZON YEAR COST	PROPOSED FUNDING SOURCE	PM IMPACT
CITY OF OAK RIDGE											
13-101	Emory Valley Road at Melton Lake Drive Roundabout	Oak Ridge	Emory Valley Road at Melton Lake Dr Intersection	Intersection		-	Construct roundabout	2026	\$1,079,155	HSIP	1
13-102	Tulane Avenue at Pennsylvania Avenue Roundabout Construction	Oak Ridge	Tulane Ave at Pennsylvania Ave	Intersection		-	Construct roundabout	2030	\$1,269,361	HSIP	1
13-802	Oak Ridge Signal Timing Optimization Program: Ph 2	Oak Ridge		Illinois Ave	Florida Ave	2.85	Continues implementation of Advanced Traffic Management Systems (ATMS) which are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations. This project primarily covers the Oak Ridge Turnpike	2026	\$3,147,516	CMAQ	3
13-830	Oak Ridge Rails to Trails	Oak Ridge	Abandoned rail line	Melton Lake Rd/Greenway	Scarboro Rd	4.50	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.	2026	\$4,073,508	L-STBG	1
17-101	Emory Valley Road at Lafayette Drive Intersection	Oak Ridge	Emory Valley Road at Lafayette Drive Intersection	Intersection		-	Remove dedicated right turn lane from Emory Valley (west) to Lafayette Drive (north) with standard right turn lane.	2026	\$485,013	HSIP	1
19-100	Oak Ridge Signal Timing Optimization Program: Ph 3	Oak Ridge	(11) signalized intersections along Illinois Ave (SR 62) and Lafayette Drive	Various		3.44	Continues implementation of City's Advanced Traffic Management Systems (ATMS) which are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations. This project primarily covers Illinois Ave and Lafayette Dr	2026	\$3,257,305	CMAQ	3
19-708	TVA Bull Run Site Study	Oak Ridge	TVA Bull Run Site on SR 170			N/A	Study to evaluate the redevelopment opportunities and transportation impacts of the TVA Bull Run Fossil Plant facility following its closure by the end of 2023	2026	\$68,894	L-STBG	-
21-100	Lafayette Drive Bicycle and Pedestrian Safety Improvements	Oak Ridge	Lafayette Drive	From S Illinois (SR 62)	Oak Ridge Turnpike (SR 95)	1.50	Widen Lafayette Dr to add bicycle lanes on both sides between S. Illinois (SR 62) and Oak Ridge Turnpike (SR 95), construct 1.5 miles of sidewalk with curb along the entire west side of the street, and add one new crosswalk at the Manchester/Hendrix intersection to provide direct connection to the Rails to Trails greenway	2030	\$1,750,396	L-STBG-TA	1

KRMP ID	PROJECT NAME	AGENCY	FACILITY NAME	FROM	TO	LENGTH (MILES)	DESCRIPTION	HORIZON YEAR	HORIZON YEAR COST	PROPOSED FUNDING SOURCE	PM IMPACT
ANDERSON COUNTY											
09-101A	Edgemoor Road (SR 170) – Ph 1	TDOT	Edgemoor Rd (SR 170)	Oak Ridge Hwy (SR 62)	Melton Lake Dr	2.60	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.	2030	\$71,442,093	IA	1,2,3
09-101B	Edgemoor Road (SR 170) - Ph 2	TDOT	Edgemoor Rd (SR 170)	Melton Lake Dr	Clinton Hwy (US 25W/SR 9)	3.60	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.	2030	\$91,539,234	IA	1,2,3

Figure G-2. Fiscally Constrained Projects in Blount County



Legend:

- Knoxville Regional TPO Boundary
- TPO Counties
- City Boundaries
- Fiscally Constrained Projects
 - 2021-2026
 - 2027-2035
 - 2036-2045

Scale: 1:140,000
0 1 2 Miles

Table G-3. Fiscally Constrained Projects in Blount County

KRMP ID	PROJECT NAME	AGENCY	FACILITY NAME	FROM	TO	LENGTH (MILES)	DESCRIPTION	HORIZON YEAR	HORIZON YEAR COST	PROPOSED FUNDING SOURCE	PM IMPACT
CITY OF ALCOA											
09-202	Robert C Jackson Drive Extension - Ph I	Alcoa	Robert C. Jackson Dr	Middlesettlements Rd	Louisville Rd (SR 334)	0.70	Construct new 4-lane roadway	2030	\$17,185,013	L-STBG	3
09-207	Wrights Ferry Road Center Turn Lane Improvements	Alcoa	Wrights Ferry Road	Airbase Rd	Topside Rd	1.40	Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities	2045	\$24,380,779	L-STBG	1,2
09-220	Home Avenue Extension	Alcoa	Home Ave	McCammon Ave	Calderwood St	0.20	Construct new 2-lane road with center turn lane to extend Home Ave through existing shopping center to Calderwood St	2045	\$11,546,153	L-STBG	3
09-248	Topside Road (SR 333) Improvements	Alcoa	Topside Rd (SR 333)	Wrights Ferry Rd	Alcoa Hwy (SR 115/US 129)	1.30	Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities	2045	\$9,748,760	S-STBG	1,2
13-203	Robert C Jackson Drive Extension - Ph 2	Alcoa	Robert C. Jackson Dr	Louisville Rd (SR 334)	US 129 Bypass (SR 115)	0.50	Construct new 4-lane roadway and grade separated interchange connecting US 129 and Associates Boulevard	2040	\$47,910,322	L-STBG	3
13-208	Harvest Lane Extension	Alcoa	Harvest Ln	Existing Harvest Ln terminus	Louisville Rd (SR 334)	0.20	Construct new 2-lane road with sidewalks	2030	\$2,393,802	L-STBG	3
13-210	North Park Boulevard & Airbase Road Safety Improvements	Alcoa	Intersection of North Park Blvd/Airbase Rd at Alcoa Hwy (US 129/SR 115)	Intersection		0.30	Realign North Park Boulevard to Airbase Road	2026	\$8,401,024	HSIP	1
CITY OF MARYVILLE											
09-214	Sevierville Road (SR 35/US 411) Widening	Maryville	Sevierville Rd (SR 35/US 411)	Washington St (SR 35)	Walnut St	0.58	Reconstruct from two lanes to three lanes, curb and gutter, and sidewalks with intersection improvements.	2026	\$14,660,629	L-STBG	1,2
09-216	Alcoa Highway (SR 115/US 129) Widening	TDOT	Alcoa Hwy (SR 115/US 129)	Pellissippi Pkwy (SR 162)	south of Little River	2.71	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.	2030	\$138,929,588	IA	1,2,3
09-223	Carpenters Grade Road Reconstruction and Intersection Improvements	Maryville	Carpenters Grade Rd	Raulston Rd	Cochran Rd	0.89	Reconstruct 2-lane road with addition of turn lanes and sidewalk. Construct a signalized intersection at Peterson Ln, Cochran Rd and Raulston Rd intersection.	2026	\$3,761,000	L-STBG	1,2,3

KRMP ID	PROJECT NAME	AGENCY	FACILITY NAME	FROM	TO	LENGTH (MILES)	DESCRIPTION	HORIZON YEAR	HORIZON YEAR COST	PROPOSED FUNDING SOURCE	PM IMPACT
CITY OF MARYVILLE (CONT.)											
09-232	Pellissippi Parkway (SR 162) Extension	TDOT	Pellissippi Pkwy (SR 162)	Old Knoxville Hwy (SR 33)	Lamar Alexander Pkwy (US 321/SR 73)	4.40	Construct new 4-lane highway	2026	\$92,924,138	IA	3
09-239	Montvale Road (SR 336) Widening	Maryville	Montvale Road (SR 336)	Montvale Station Rd	Maryville South City Limits (Southview Dr)	2.40	Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities	2040	\$16,776,845	S-STBG	1,2
09-240	Sandy Springs Road at Montgomery Lane Intersection Improvements	Maryville	Sandy Springs Rd at Montgomery Ln	Intersection		-	Intersection improvements including turn lanes and new traffic signal	2030	\$1,495,108	HSIP	1
09-241	Tuckaleechee Pike Reconstruction	Maryville	Tuckaleechee Pk	US 321	Grandview Dr	1.10	Reconstruct 2-lane road with addition of turn lanes and sidewalk	2045	\$11,965,999	L-STBG	1,2
09-242	W Broadway Avenue (SR 33/US 411) Improvements	Maryville	W Broadway Ave (SR 33/US 411)	S Cedar St	US 321	0.50	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	2030	\$6,754,584	L-STBG	1
09-243	Wilkinson Pike Widening	Maryville	Wilkinson Pike	Court Street	Maryville City Limits (Grandview Dr)	0.90	Reconstruct 2-lane road with addition of turn lanes and sidewalk	2040	\$7,101,797	L-STBG	1,2
09-245	Sevierville Road (SR 35/US 411) Widening	Maryville	Sevierville Rd (SR 35/US 411)	Everett High Rd	Maryville City Limits (Nina Delozier Rd)	2.00	Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities	2035	\$29,398,113	NHPP	1,2
09-257 09-258	Relocated Alcoa Highway (SR 115/US 129)	TDOT	Relocated Alcoa Hwy (SR 115/US 129)	Proposed Interchange at Tyson Blvd	Existing SR-115 at S. Singleton Station Rd	4.90	Construct new 4-lane divided highway with auxiliary lanes and new interchanges at McGhee Tyson Airport access, Wright Rd, Pellissippi Pkwy (SR-162) and Singleton Station Rd	2026	\$185,000,000	NHPP	1,3

KRMP ID	PROJECT NAME	AGENCY	FACILITY NAME	FROM	TO	LENGTH (MILES)	DESCRIPTION	HORIZON YEAR	HORIZON YEAR COST	PROPOSED FUNDING SOURCE	PM IMPACT
CITY OF MARYVILLE (CONT.)											
09-262	Montvale Road (SR 336) Widening	TDOT	Montvale Road (SR 336)	Montvale Station Rd	US 321	0.60	Widen existing roadway to 2 - 12 foot travel lanes with a 12 foot center turn lane including curb and gutter, sidewalk and a multiuse path. Close SR-73 EB and WB access to Highland Ave. to construct EB right-turn lane near Highland Ave.	2030	\$31,896,107	IA	1,2
10-260	Foothills Mall Drive Extension - Ph 2	Maryville	Foothills Mall Drive	Foch Street	McCammon Ave	0.70	Construct new 2-lane road with center turn lane and sidewalks	2026	\$4,723,831	L-STBG	1,3
13-833	Maryville to Townsend Greenway - Ph 1 (Brown Creek)	Maryville	Maryville/Alcoa Greenway Trail System	Harper Ave Trailhead	US 321	1.20	Construct a new shared use path between the existing Maryville/Alcoa Greenway at Aluminum Avenue to Lamar Alexander Pkwy along Brown Creek	2026	\$1,806,269	L-STBG	1
17-202	US 129 Widening	TDOT	US 129 (SR 115)	Hall Rd (SR 35)	US 321	2.90	Widen from 4 to 6 lanes	2026	\$25,022,277	IA	2,3
18-200A	Alcoa Highway (SR 115/US 129) ITS Expansion - Ph 1	TDOT		I-140	Topside Rd	2.20	ITS Smartway Geographic Expansion	2026	\$680,672	NHPP	3
21-201	Intersection Improvements on US 321 Realign Amerine Road and Grandview Drive	Maryville				-	(Intersection improvements on Lamar Alexander Pkwy (SR 73/US 321) near Grandview Drive and Amerine Road/Janet Lane to include realignment and signalization)	2040	\$10,046,015	L-STBG	1
21-202	Old Niles Ferry Road Widening	Maryville	Old Niles Ferry Road	Savannah Park Drive	W. Broadway Avenue	1.50	Widen existing 2-lane roadway to include curb, gutter, and sidewalk on both sides	2030	\$6,476,530	L-STBG	1,2
21-203	W. Broadway Avenue (SR 33) Improvements from Old Niles Ferry Road to S. Cedar Street	Maryville	W. Broadway Avenue (S.R. 33 / U.S. 411)	Old Niles Ferry Road	S. Cedar Street	0.50	Widen existing 2-lane roadway to include concrete curb, gutter, and sidewalk on both sides of the roadway and installation of auxiliary turning lanes where needed. Modification of an existing traffic signal at Magnolia Ave. Realignment and geometric improvements at the intersection of Old Niles Ferry Rd, which will include Best St)	2035	\$5,947,970	L-STBG	1,2
21-204	Washington Street Improvements from E. Broadway Avenue to US 321	Maryville	Washington Street (S.R. 447)	E. Broadway Avenue (S.R. 33)	E. Lamar Alexander Parkway (U.S. 321/S.R. 73)	0.40	Reconstruction of the existing 5-lane roadway to contain standard width lanes, curb, gutter, and sidewalk, along with a pedestrian buffer along both sides of the roadway	2035	\$14,488,645	L-STBG	1,2

KRMP ID	PROJECT NAME	AGENCY	FACILITY NAME	FROM	TO	LENGTH (MILES)	DESCRIPTION	HORIZON YEAR	HORIZON YEAR COST	PROPOSED FUNDING SOURCE	PM IMPACT
BLOUNT COUNTY											
09-209	Ellejoy Road Reconstruction	Blount County	Ellejoy Road	Tuckaleechee Pike	Jeffries Hollow Road	3.70	Reconstruct 2-lane road with addition of turn lanes	2040	\$20,370,866	L-STBG	1,2
09-211	Morganton Road Reconstruction - Ph 1	Blount County	Morganton Rd	William Blount Dr (SR 335)	Foothills Mall Dr	2.30	Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities	2026	\$8,439,940	L-STBG	1,2
09-212	Old Knoxville Highway (SR 33) Reconstruction	Blount County	Old Knoxville Hwy (SR 33)	Wildwood Rd	E. Hunt Rd (SR 335)	1.30	Reconstruct 2-lane road with addition of turn lanes	2040	\$11,241,042	S-STBG	1,2
09-213	Old Niles Ferry Road Reconstruction	Blount County	Old Niles Ferry Rd	Calderwood Hwy (SR 115)	Maryville City Limits	3.30	Reconstruct 2-lane road with addition of turn lanes	2040	\$19,519,138	L-STBG	1,2
09-250	Sevierville Road (SR 35/US 411) Reconstruction	Blount County	Old Knoxville Hwy (SR 33)	Swanee Dr (Maryville City Limits)	Chapman Hwy (US 441/SR 71)	11.90	Reconstruct 2-lane road with addition of turn lanes	2045	\$78,285,495	S-STBG	1,2
13-214	Old Lowes Ferry Road at Louisville Road (SR 333) Intersection Improvements	Blount County	Intersection of Old Lowes Ferry Rd at Louisville Rd (SR 333)	Intersection		-	Realign intersection and add turn lanes	2026	\$696,588	HSIP	1
13-218	Middlesettlements Road at Miser Station Road Intersection Improvements	Blount County	Intersection of Middlesettlements Rd at Miser Station Rd	Intersection		-	Realign intersection and add turn lanes	2035	\$899,412	HSIP	1
18-202	Blount County Greenway Trail - Ph 1	Blount County		US 321 at NW corner of Helton Rd	Perry's Mill Parking Area	3.30	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.	2026	\$4,310,136	L-STBG-TA	1
19-800	Denso Greenway Trail Extension	Blount County		Atchley Dr.	Louisville Rd.	0.70	Construction of multi-modal greenway - Project includes a pedestrian bridge, ADA upgrades and pedestrian lighting	2026	\$1,126,065	S-STBG-TA	1
21-200	Jeffries Hollow Road	Blount County	Jeffries Hollow Road	Ellejoy Road	Sevier County Line	2.80	Reconstruct 2-lane roadway with addition of turn lanes	2045	\$25,954,490	L-STBG	2

Figure G-3. Fiscally Constrained Projects in Knox County

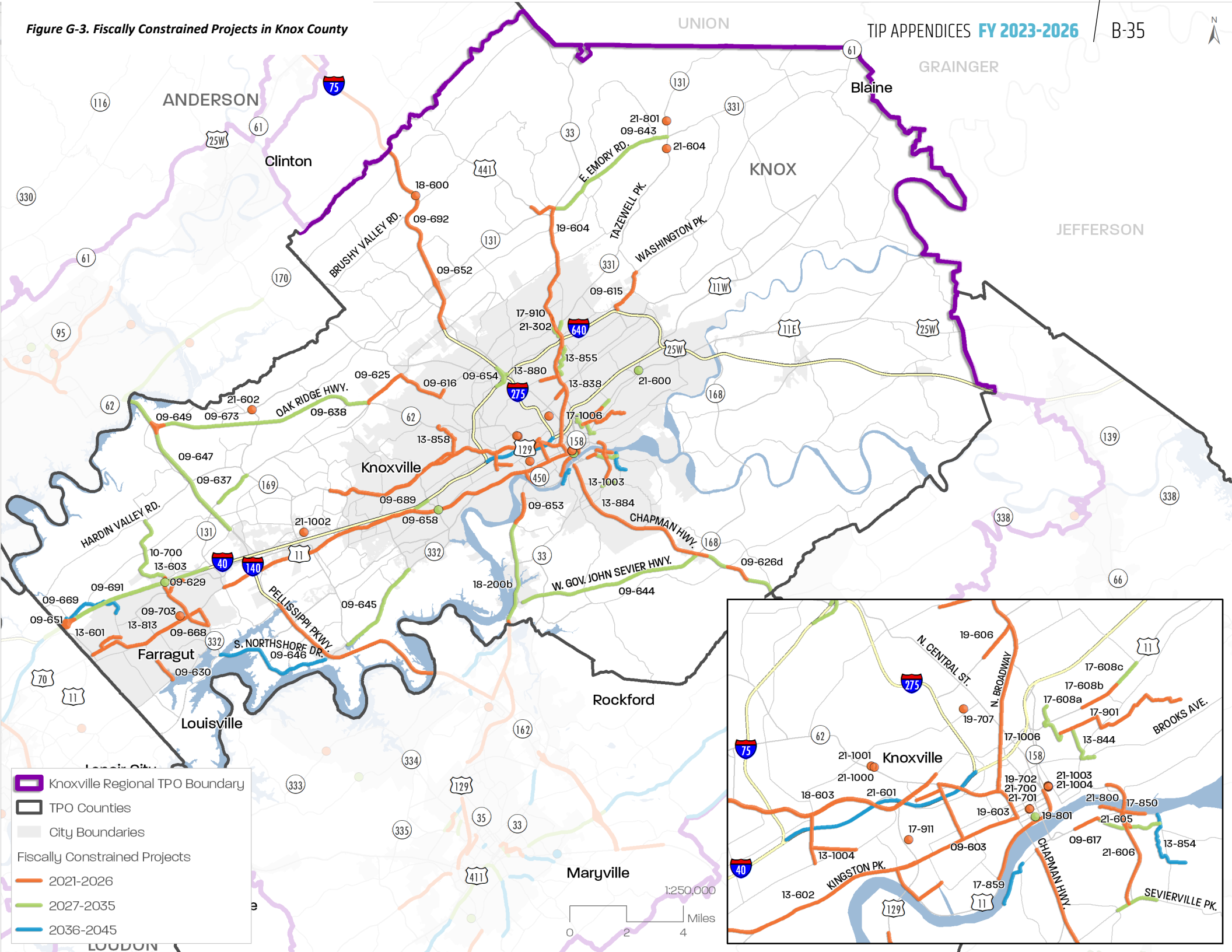


Table G-4. Fiscally Constrained Projects in Knox County

KRMP ID	PROJECT NAME	AGENCY	FACILITY NAME	FROM	TO	LENGTH (MILES)	DESCRIPTION	HORIZON YEAR	HORIZON YEAR COST	PROPOSED FUNDING SOURCE	PM IMPACT
EAST TENNESSEE HUMAN RESOURCE AGENCY (ETHRA)											
21-1002	ETHRA Transit Vehicle Replacement Project	ETHRA	-	-	-	N/A	Purchase of demand response transit vehicles for fleet replacement	2026	\$1,348,650	L-STBG	4
TOWN OF FARRAGUT											
09-629	I-40/I-75/Campbell Station Road Interchange	Farragut	Interchange of I-40/75 at Campbell Station Rd			-	Reconfigure existing interchange to improve capacity, safety and operations.	2030	\$54,546,881	NHPP	1,3
09-630	Virtue Road Reconstruction	Farragut	Virtue Rd	Boyd Station Rd	2200' S of Broadwood Dr	0.95	Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities	2026	\$7,716,121	L-STBG	1,2
09-668	Kingston Pike (SR 1) Widening	Farragut	Kingston Pk	Smith Rd	Campbell Station Rd	1.40	Widen from 4 to 6 lanes with addition of bicycle/pedestrian facilities	2040	\$28,812,844	NHPP	1,2,3
09-669	Everett Road Improvements	Farragut	Everett Rd	Watt Rd	Split Rail Lane	2.50	Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities	2045	\$41,173,191	L-STBG	1,2
09-691	I-40/75 Widening	Farragut	I-40/75	I-40/75 Interchange	Campbell Station Rd Interchange	5.30	Widen from 6 to 8 lanes	2035	\$54,503,516	NHPP	3
13-601	Union Road /N Hobbs Road Reconstruction	Farragut	Union Rd/N. Hobbs Rd	Everett Rd	Kingston Pike (SR 1)	1.00	Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities	2026	\$4,546,000	L-STBG	1,2
13-603	I-40/75 Auxiliary Lanes	Farragut	I-40/75	Campbell Station Rd Interchange	Lovell Rd Interchange	1.40	Construct eastbound and westbound auxiliary lanes between interchanges	2030	\$12,412,500	NHPP	3
13-813	Farragut Advanced Traffic Management System - Ph 1	Farragut				N/A	Advanced Traffic Management Systems (ATMS) are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations. This project includes the Town's entire signal system.	2026	\$7,738,167	CMAQ	3
19-703	Jamestowne Boulevard Study	Farragut	Jamestowne Boulevard	SR 1 (Kingston Pike)	Campbell Station Road	N/A	Feasibility and planning study to determine needed improvements to Jamestowne Boulevard in Farragut to provide additional route for motorists and pedestrians to bypass intersection of Kingston Pike at Campbell Station Road.	2026	\$88,184	L-STBG	-

KRMP ID	PROJECT NAME	AGENCY	FACILITY NAME	FROM	TO	LENGTH (MILES)	DESCRIPTION	HORIZON YEAR	HORIZON YEAR COST	PROPOSED FUNDING SOURCE	PM IMPACT
KNOXVILLE AREA TRANSIT (KAT)											
21-1003	Purchase KAT Vehicles - Fixed Route Buses	KAT	-	-	-	N/A	Purchase of fixed-route buses for fleet replacement or minor expansion	2026	\$25,480,360	L-STBG/CMAQ	4
21-1004	KAT Bus Engine Overhauls	KAT	-	-	-	N/A	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	2026	\$5,248,971	L-STBG	4
KNOX COUNTY											
09-625	Schaad Road Widening	Knox County	Schaad Rd	Oak Ridge Hwy (SR 62)	Pleasant Ridge Rd	1.50	Widen from 2 to 4 lanes with addition of sidewalks	2026	\$12,676,484	Local	1,2,3
09-637	Lovell Road Widening (SR 131)	Knox County	Lovell Rd (SR 131)	Cedardale Ln	Middlebrook Pk	1.70	Widen 2-lane to 4-lane, including pedestrian and bicycle facilities.	2030	\$25,490,954	L-STBG	1,2,3
09-644	Gov John Sevier Highway (SR 168)	Knox County	Gov John Sevier Hwy (SR 168)	Alcoa Hwy (SR 115/US 129)	Chapman Hwy (US 441/SR 71)	6.50	Widen from 3 to 4-lane divided roadway	2035	\$105,690,856	S-STBG	1,2,3
09-645	Northshore Drive (SR 332)	Knox County	Northshore Dr (SR 332)	Morrell Rd	Ebenezer Rd	3.50	Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities	2035	\$31,875,020	S-STBG	1,2,3
09-646	Northshore Drive (SR 332)	Knox County	Northshore Dr (SR 332)	Pellissippi Pkwy (SR 162)	Concord Rd (SR 332)	4.50	Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities	2040	\$47,359,784	S-STBG	1,2,3
09-647	Pellissippi Parkway (SR 162)	Knox County	Pellissippi Pkwy (SR 162)	Edgemoor Rd (SR 170)	Dutchtown Rd	6.00	Corridor safety and capacity improvements to include access control, interchange reconstruction, frontage roads, additional/auxiliary lanes and provision for a shared use path	2030	\$101,976,781	NHPP	1,2,3
09-651	I-40/I-75/Watt Road Interchange	Knox County	I-40 at Watt Rd Interchange	Interchange at Watt Rd		-	Reconfigure existing interchange to improve capacity, safety and operations.	2026	\$24,250,665	NHPP	1,3
09-673	Oak Ridge Highway (SR 62)	Knox County	Oak Ridge Hwy (SR 62)	Byington Beaver Ridge Rd (SR 131)	Pellissippi Pkwy (SR 162)	4.20	Widen from 2 to 4 lanes	2035	\$62,743,460	NHPP	2,3
10-700	Campbell Station Road Improvements	Knox County	Campbell Station Road	I-40	Hardin Valley Road	3.30	Widening and realignment of Campbell Station Rd from I-40 to Hardin Valley Rd	2030	\$27,487,702	L-STBG	1,2

KRMP ID	PROJECT NAME	AGENCY	FACILITY NAME	FROM	TO	LENGTH (MILES)	DESCRIPTION	HORIZON YEAR	HORIZON YEAR COST	PROPOSED FUNDING SOURCE	PM IMPACT
KNOX COUNTY (CONT.)											
19-604	Knox County Advanced Traffic Management System - Ph 2	Knox County		Various		N/A	Continues implementation of County's Advanced Traffic Management Systems (ATMS) which are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations. This project primarily covers E. Emory Rd, Norris Freeway and Maynardville Pk	2026	\$1,705,263	CMAQ	3
19-707	County-wide Transportation Study (Knox)	Knox County				N/A	Prepare a countywide transportation plan in conjunction with the General Plan update in order to determine priorities for transportation improvements that address existing and proposed land use	2026	\$688,939	L-STBG	-
21-602	Intersection Improvement at Beaver Ridge Road and West Emory Road	Knox County				-	Installation of turn lanes and signalization at Beaver Ridge Rd and W. Emory Rd in Karns	2026	\$1,653,454	HSIP	1
21-604	Tazewell Pike and Fairview Road Intersection Realignment	Knox County				-	Tazewell Pk and Fairview Rd Intersection Realignment (Intersection improvement with turn lanes and traffic signal)	2026	\$1,929,030	HSIP	1
21-801	Gibbs Schools Pedestrian Bridge	Knox County				N/A	Pedestrian Bridge over Tazewell Pk to serve Gibbs Elementary, Middle, and High Schools	2026	\$2,755,757	MMAG	1
KNOX COUNTY CAC TRANSIT											
21-1000	Knox County CAC Transit Capital Project	Knox County CAC	-	-	-	N/A	Purchase of demand response transit vehicles for fleet replacement	2026	\$2,372,188	L-STBG	4
21-1001	Knoxville-Knox County CAC Transit Volunteer Assisted Transportation	Knox County CAC	-	-	-	N/A	Purchase of vehicles for assisted demand response transit services	2026	\$468,479	L-STBG	4
CITY OF KNOXVILLE											
09-615	Washington Pike	Knoxville	Washington Pk	I-640	Murphy Rd	1.70	Widen from 2-lanes to 4-lanes including pedestrian and bicycle facilities.	2026	\$19,422,578	L-STBG	1,2,3
09-616	Pleasant Ridge Road	Knoxville	Pleasant Ridge Rd	Merchant Dr	Knoxville City Limits (Country Brook Dr)	1.60	Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities	2026	\$4,450,000	L-STBG	1,2

KRMP ID	PROJECT NAME	AGENCY	FACILITY NAME	FROM	TO	LENGTH (MILES)	DESCRIPTION	HORIZON YEAR	HORIZON YEAR COST	PROPOSED FUNDING SOURCE	PM IMPACT
CITY OF KNOXVILLE (CONT.)											
09-617	Sevier Avenue - South Knoxville Waterfront Roadway Improvements	Knoxville	Sevier Ave	Davenport Rd	Island Home Ave	0.30	Construct roadway streetscape improvements and utility relocations along Sevier Ave and new roundabout at the intersection of Foggy Bottom/Sevier Ave/Island Home Ave.	2026	\$8,866,908	L-STBG/S-STBG	1,2
09-626	Chapman Hwy (SR 71/US 441) Operational and Safety Improvements	TDOT	Chapman Hwy	SR 338 (Boyds Creek Hwy)	Blount Ave	10.30	Corridor safety and operational improvements, including intersection improvements and/or driveway improvements and/or left turn lanes at various locations throughout the project area	2035	\$77,018,589	IA	1
09-626D	Chapman Highway (US 441/SR 71)	TDOT	Chapman Hwy	Hendron Chapel Rd	Simpson Rd	0.90	Add center turn lane	2026	\$9,920,726	HSIP	1
09-638	Oak Ridge Highway (SR 62)	TDOT	Oak Ridge Hwy (SR 62)	Schaad Rd	Byington Beaver Ridge Rd	4.20	Widen from 2 to 4 lanes	2035	\$78,238,685	IA	2,3
09-643	Emory Road (SR 131)	TDOT	Emory Rd (SR 131)	Maynardville Hwy (SR 33)	Tazewell Pk (SR 331)	4.80	Widen from 2 to 4 lanes with median and/or center turn lane, including bike and pedestrian facilities.	2030	\$91,539,234	IA	2,3
09-649	Pellissippi Parkway (SR 162)/Oak Ridge Highway Interchange	TDOT	Pellissippi Pkwy (SR 162)/Oak Ridge Hwy Interchange	Interchange at Oak Ridge Hwy (SR 62)		0.45	Reconstruct interchange to a Single Point Urban Interchange and provide connection to Solway Rd	2026	\$36,916,125	IA	1,3
09-652	I-75 at Emory Road (SR 131) Interchange	TDOT	I-75 at Emory Rd (SR 131) Interchange			-	Reconfigure existing interchange to a Diverging Diamond Interchange to improve capacity, safety and operations.	2026	\$12,779,000	NHPP/ L-STBG/LOCAL	1,3
09-653	Alcoa Highway (SR 115/US 129) Widening	TDOT	Alcoa Hwy (SR 115/US 129)	Woodson Dr	Cherokee Trail Interchange	1.60	Widen 4-lane to 6-lane including pedestrian and bicycle facilities.	2026	\$102,000,000	NHPP	1,2,3
09-654	I-75/I-640/I-275 Interchange	TDOT	I-75/I-640/I-275 Interchange	Interchange at I-640/I-275 (Sharps Gap).		0.57	Interchange reconstruction along with the addition of auxiliary lanes in each direction on I-75.	2035	\$134,210,611	IA	2,3
09-658	Northshore Drive at Kingston Pike Intersection Improvements	TDOT	Northshore Dr at Kingston Pk	Intersection		0.50	Intersection improvements including additional turn lanes and sidewalk extensions. Replace bridge over Fourth Creek on Kingston Pike.	2030	\$29,463,705	IA	1,3
09-689	Papermill Drive Complete Street	Knoxville	Papermill Dr	Weisgarber Rd	Kingston Pike (SR 1)	0.60	Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities	2030	\$13,225,215	L-STBG	1,2
09-692	I-75 Widening	TDOT	I-75	Emory Rd (SR 131)	Raccoon Valley Rd (SR 170)	4.85	Widen from 4 to 6 lanes	2035	\$183,319,493	IA	3

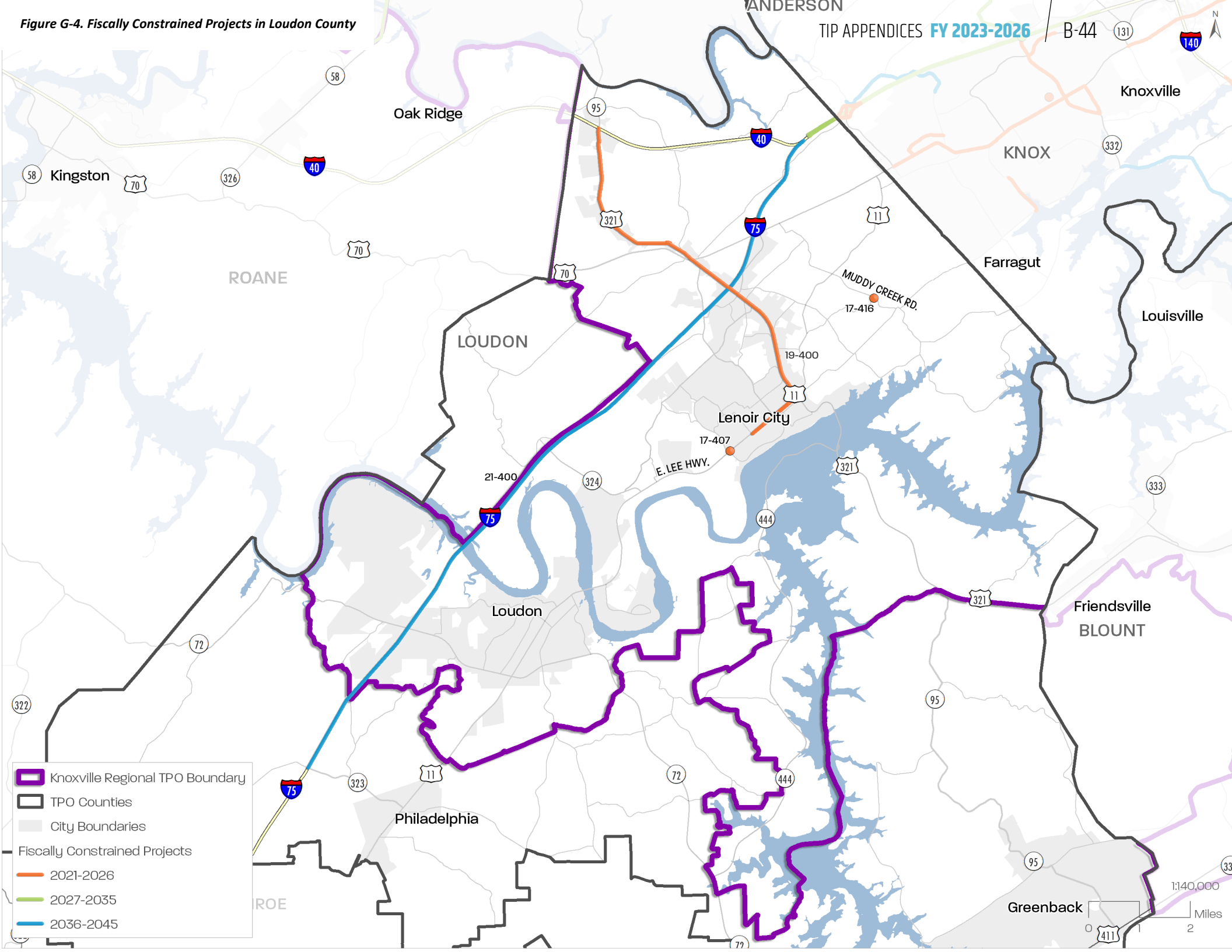
KRMP ID	PROJECT NAME	AGENCY	FACILITY NAME	FROM	TO	LENGTH (MILES)	DESCRIPTION	HORIZON YEAR	HORIZON YEAR COST	PROPOSED FUNDING SOURCE	PM IMPACT
CITY OF KNOXVILLE (CONT.)											
13-1003	Chapman Highway Advanced Traffic Management System	Knoxville		Mountain Grove Dr	Blount Ave	6.30	Advanced Traffic Management Systems (ATMS) are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations	2026	\$3,504,221	CMAQ	3
13-1004	Liberty Street Multimodal Project	Knoxville		Middlebrook Pk (SR 169)	Sutherland Ave	1.10	Addition of sidewalks and bicycle facilities along Liberty and Division Streets.	2026	\$1,555,500	L-STBG	1
13-602	Knoxville Advanced Traffic Management System - Ph 1	Knoxville		Various		19.50	Advanced Traffic Management Systems (ATMS) are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations. This project covers two primary corridors of Broadway and Kingston Pk	2026	\$5,350,000	L-STBG	3
13-838	First Creek Greenway - Broadway Streetscape	Knoxville		Woodland Ave	Cecil Ave	0.30	Construct a new shared use path extending First Creek Greenway from near Cecil Ave to near Woodland Ave	2026	\$1,804,148	L-STBG	1
13-844	First Creek Greenway - Downtown East	Knoxville		Caswell Park	Morningside Park	1.40	Construct a new shared use path along First Creek connecting Caswell Greenway to Morningside Greenway	2030	\$2,567,248	L-STBG-TA	1
13-854	Baker Creek Greenway	Knoxville		Maynard Glenn Park	Island Home Ave	1.00	Construct a new shared use path along Baker Creek, connecting Maynard Glenn Park, Mary James Park, to the proposed South Waterfront Greenway	2040	\$2,959,987	L-STBG-TA	1
13-855	First Creek Greenway - North Knox	Knoxville		Edgewood Park	Mineral Springs Ave	1.30	Construct a new shared use path along First Creek connecting Edgewood Park to the proposed First Creek Greenway - Old Broadway segment at Mineral Springs Avenue	2035	\$4,194,082	L-STBG-TA	1
13-858	Knoxville Northwest Greenway Connector - Ph 2	Knoxville		Middlebrook Pk. at Third Creek Rd.	SR 62 Western Ave. pedestrian bridge	1.70	New trail connecting from Middlebrook Pk. At Third Creek Rd. to SR 62 Western Ave. pedestrian bridge. ADA upgrades and pedestrian lighting.	2026	\$2,569,950	S-STBG-TA	1
13-880	Atlantic Avenue Sidewalk	Knoxville		Pershing St	Broadway	0.60	Construct 3,000 linear feet of sidewalks on Atlantic Ave between Pershing St and Broadway	2026	\$1,333,787	L-STBG	1
13-884	Chapman Highway Multiuse Path	Knoxville		Young High Pk	Stone Rd	0.80	Construct a new shared use path along Chapman Highway from Young High Pike to Stone Road	2026	\$2,667,573	State	1

KRMP ID	PROJECT NAME	AGENCY	FACILITY NAME	FROM	TO	LENGTH (MILES)	DESCRIPTION	HORIZON YEAR	HORIZON YEAR COST	PROPOSED FUNDING SOURCE	PM IMPACT
CITY OF KNOXVILLE (CONT.)											
17-1006	KAT Express Transit Service Enhancement - Broadway Transit Signal Priority Implementation	Knoxville		Knoxville Station	N. Broadway at Colonial Circle	6.50	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.	2026	\$12,125,332	CMAQ	3
17-608A	Magnolia Avenue Streetscape - Ph 3	Knoxville	Magnolia Ave	N. Bertrand St	N. Kyle St	0.20	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	2026	\$5,511,515	L-STBG	1
17-608B	Magnolia Avenue Streetscape - Ph 4	Knoxville	Magnolia Ave	N. Kyle St	Spruce St	0.30	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	2026	\$7,164,969	L-STBG	1
17-608C	Magnolia Avenue Streetscape - Ph 5	Knoxville	Magnolia Ave	Spruce St	N. Cherry St	0.40	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	2030	\$12,187,943	L-STBG	1
17-801	Knoxville Advanced Traffic Management System - Ph 2	Knoxville	Various			N/A	Additional upgrades of the City traffic signal system following Phase 1.	2030	\$9,983,741	CMAQ	3
17-850	South Waterfront Greenway - East of Suttree	Knoxville		Suttree Landing Park	Island Home Ave Riverwalk	0.60	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.	2026	\$7,617,311	L-STBG	1
17-859	South Waterfront Greenway -West of Cityview	Knoxville		City View Public Greenway	Scottish Pk Park	1.90	A riverwalk connector from the existing CityView Public Riverwalk to Scottish Pike Park	2040	\$11,481,160	L-STBG-TA	1
17-901	East Knox Greenway – Ph 1	Knoxville		Willow Ave	Knoxville Botanical Gardens	1.60	Construct a new shared use path connecting First Creek Greenway to Knoxville Botanical Gardens and Arboretum	2026	\$1,806,825	L-STBG	1

KRMP ID	PROJECT NAME	AGENCY	FACILITY NAME	FROM	TO	LENGTH (MILES)	DESCRIPTION	HORIZON YEAR	HORIZON YEAR COST	PROPOSED FUNDING SOURCE	PM IMPACT
CITY OF KNOXVILLE (CONT.)											
17-910	Tazewell Pike Sidewalk	Knoxville		Old Broadway	Jacksboro Pk	0.60	Construct sidewalk along Tazewell Pike from Old Broadway to Jacksboro Pike	2035	\$1,521,308	L-STBG-TA	1
17-911	Tyson Fort Sanders Bike Connection	Knoxville		Fort Sanders Neighborhood	Tyson Park	0.50	Construct new shared use path between Fort Sanders Neighborhood and Tyson Park	2026	\$6,062,666	L-STBG-TA	1
18-200B	Alcoa Highway (SR 115/US 129) ITS Expansion - Ph 2	TDOT		Topside Rd	Cherokee Trail Interchange	5.55	ITS Smartway Geographic Expansion	2030	\$2,531,591	NHPP	3
18-201	I-140 ITS Expansion	TDOT		Near MM 2	Near MM 11 (SR 115/US 129/Alcoa Hwy)	9.20	I-140 ITS Expansion to include the installation of a power and communication network and ITS Devices such as CCTV cameras, DMS, and RDS	2026	\$5,180,824	NHPP	3
18-600	I-75 ITS Expansion	TDOT		MM 109.6	SR 61 (Exit 122)	13.03	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.	2026	\$3,968,291	NHPP	3
18-603	Middlebrook Pike (SR 169) ATMS Expansion	Knoxville		College St	Joe Hinton Rd	6.50	Advanced Traffic Management Systems (ATMS) are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations.	2026	\$2,678,596	CMAQ	3
19-603	Traffic Signal Improvements for the U.T. Area	Knoxville		Various		N/A	Includes Advanced Traffic Management Systems (ATMS) which are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations. Project covers several roadways in and around UT campus	2026	\$3,270,533	CMAQ	3
19-606	Woodland Avenue Complete Street	Knoxville		N. Broadway	Glenwood Ave	0.50	Install bike lanes, sidewalks, and pedestrian crossing improvements. Project connects a greenway to existing bike lanes.	2026	\$2,755,757	L-STBG	1
21-600	Magnolia Avenue/Rutledge Pike/Asheville Highway Interchange Improvements	Knoxville				-	Construct interchange improvements to consist of intersection improvements, bike lanes and enhanced sidewalks	2030	\$15,818,395	L-STBG	1
21-601	I-40 Westbound Interchange at I-275	TDOT		I-275	Near I-640	2.00	Interchange access improvements and extension of two existing lanes from US129 entrance ramp to WB mainline such that one lane continues through on I-40 mainline	2040	\$101,895,293	IA	3

KRMP ID	PROJECT NAME	AGENCY	FACILITY NAME	FROM	TO	LENGTH (MILES)	DESCRIPTION	HORIZON YEAR	HORIZON YEAR COST	PROPOSED FUNDING SOURCE	PM IMPACT
CITY OF KNOXVILLE (CONT.)											
21-605	James White Parkway Corridor Improvements	Knoxville				1.20	Address vehicular, pedestrian, and cyclist needs in local roadway network adjacent to James White Pkwy. Includes: Hillwood Ave from Anita Dr to Island Home Ave, Anita Dr from Sevier Ave to Hillwood Ave and Sevierville Pk from Woodlawn Pk to Sevier Ave	2030	\$6,482,949	L-STBG	1
21-606	James White Parkway Roadway Improvements	Knoxville		Sevierville Pk	Bridge over TN River	1.20	This project will relocate the two northbound travel lanes to share the existing pavement for the southbound lanes while maintaining 2 travel lanes in each direction. This will allow the current northbound travel lanes and adjacent excess land to be repurposed to a linear park.	2026	\$11,023,029	L-STBG	1
21-800	South Knoxville Bridge Greenway	Knoxville		Anita Dr	Morningside Greenway at Riverside Dr	0.60	Construct multi-modal path along James White Pkwy	2026	\$2,645,527	L-STBG-TA	1
21-802	Adair to Old Broadway Connection	Knoxville		Old Broadway	N Broadway	0.20	Construct new multiuse path to connect existing path on Old Broadway to north of Adair Drive	2030	\$3,110,368	L-STBG-TA	1

Figure G-4. Fiscally Constrained Projects in Loudon County

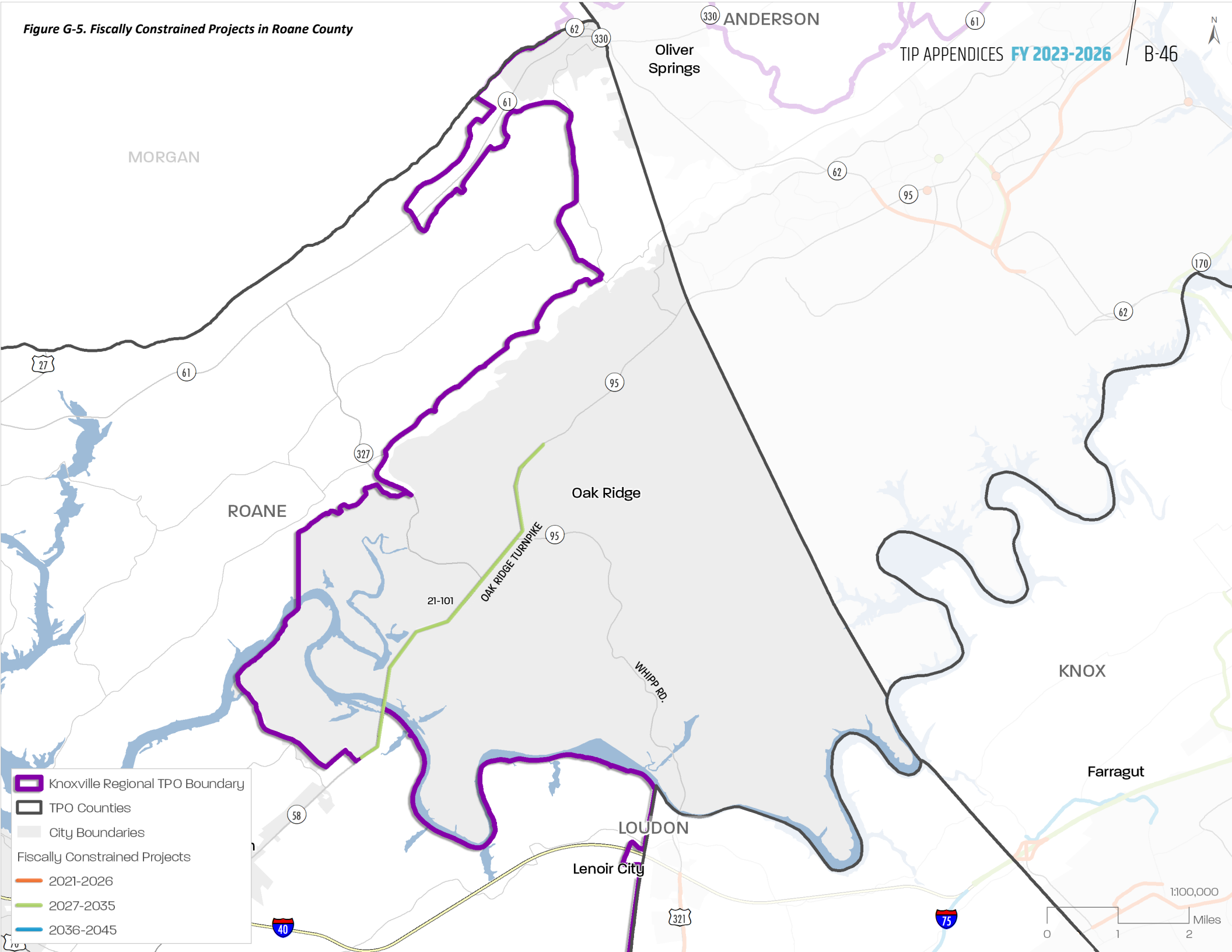


- Knoxville Regional TPO Boundary
- TPO Counties
- City Boundaries
- Fiscally Constrained Projects**
 - 2021-2026
 - 2027-2035
 - 2036-2045

Table G-5. Fiscally Constrained Projects in Loudon County

KRMP ID	PROJECT NAME	AGENCY	FACILITY NAME	FROM	TO	LENGTH (MILES)	DESCRIPTION	HORIZON YEAR	HORIZON YEAR COST	PROPOSED FUNDING SOURCE	PM IMPACT
CITY OF LENOIR CITY											
17-407	US 11 at Industrial Park Drive Intersection Improvement	Lenoir City	US 11 at Industrial Park Dr	Intersection of US 11 at Industrial Park Dr		0.20	Intersection improvements including turn lanes and new traffic signal	2026	\$909,400	HSIP	1
19-400	Lenoir City CMAQ ITS Phase 2	Lenoir City		Various		8.6	Continues implementation of Advanced Traffic Management Systems (ATMS) which are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations. This project primarily covers major corridors of US 321 and US 11	2026	\$2,546,761	CMAQ	3
LOUDON COUNTY											
17-416	Muddy Creek Road Intersection Realignment	Loudon County	Muddy Creek Rd at Virtue Rd	Intersection		0.10	Realign intersection and add turn lanes	2026	\$529,877	HSIP	1
21-400	I-75 Widening	TDOT	I-75	Pond Creek Rd (SR 323)	I-40/I-75 Junction	16.10	Widen from 4 to 6 lanes	2040	\$361,119,430	IA	3

Figure G-5. Fiscally Constrained Projects in Roane County



Legend

- Knoxville Regional TPO Boundary
- TPO Counties
- City Boundaries

Fiscally Constrained Projects

- 2021-2026
- 2027-2035
- 2036-2045

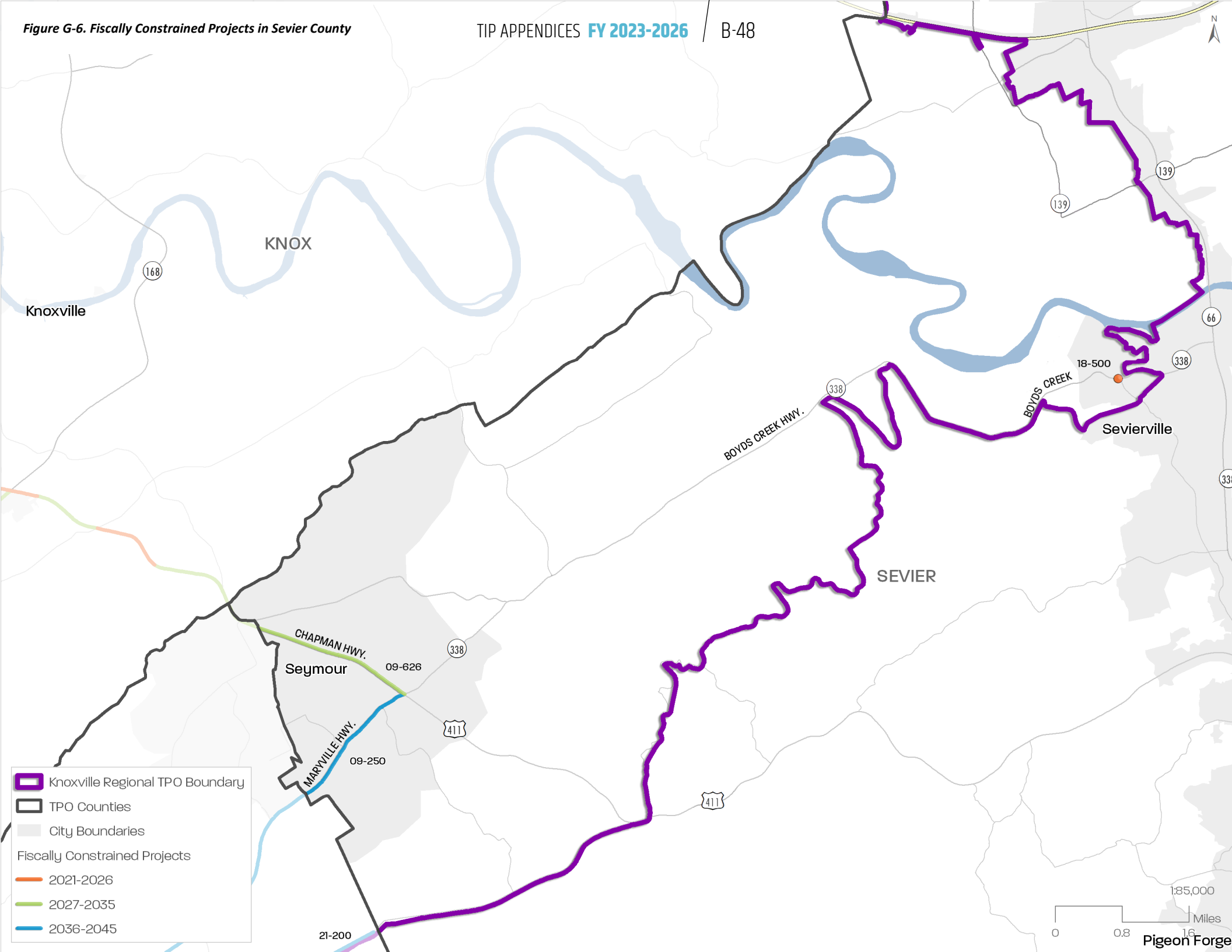
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TIP APPENDICES **FY 2023-2026** B-46

Table G-6. Fiscally Constrained Projects in Roane County

KRMP ID	PROJECT NAME	AGENCY	FACILITY NAME	FROM	TO	LENGTH (MILES)	DESCRIPTION	HORIZON YEAR	HORIZON YEAR COST	PROPOSED FUNDING SOURCE	PM IMPACT
CITY OF OAK RIDGE											
21-101	West End Corridor Intersection Improvements	Oak Ridge	Oak Ridge Turnpike (SR 95)	Renovare Boulevard	Broadberry Avenue at Gallaher Road (SR 58)	N/A	Intersection improvements along Oak Ridge Turnpike (SR 95/SR 58) at Renovare Blvd, Novus Dr, Heritage Center Blvd, and Broadberry Ave at Gallaher Rd)	2030	\$2,593,179	L-STBG	1

Figure G-6. Fiscally Constrained Projects in Sevier County



Legend

- Knoxville Regional TPO Boundary
- TPO Counties
- City Boundaries

Fiscally Constrained Projects

- 2021-2026
- 2027-2035
- 2036-2045

1:85,000
0 0.8 1.6 Miles
Pigeon Forge

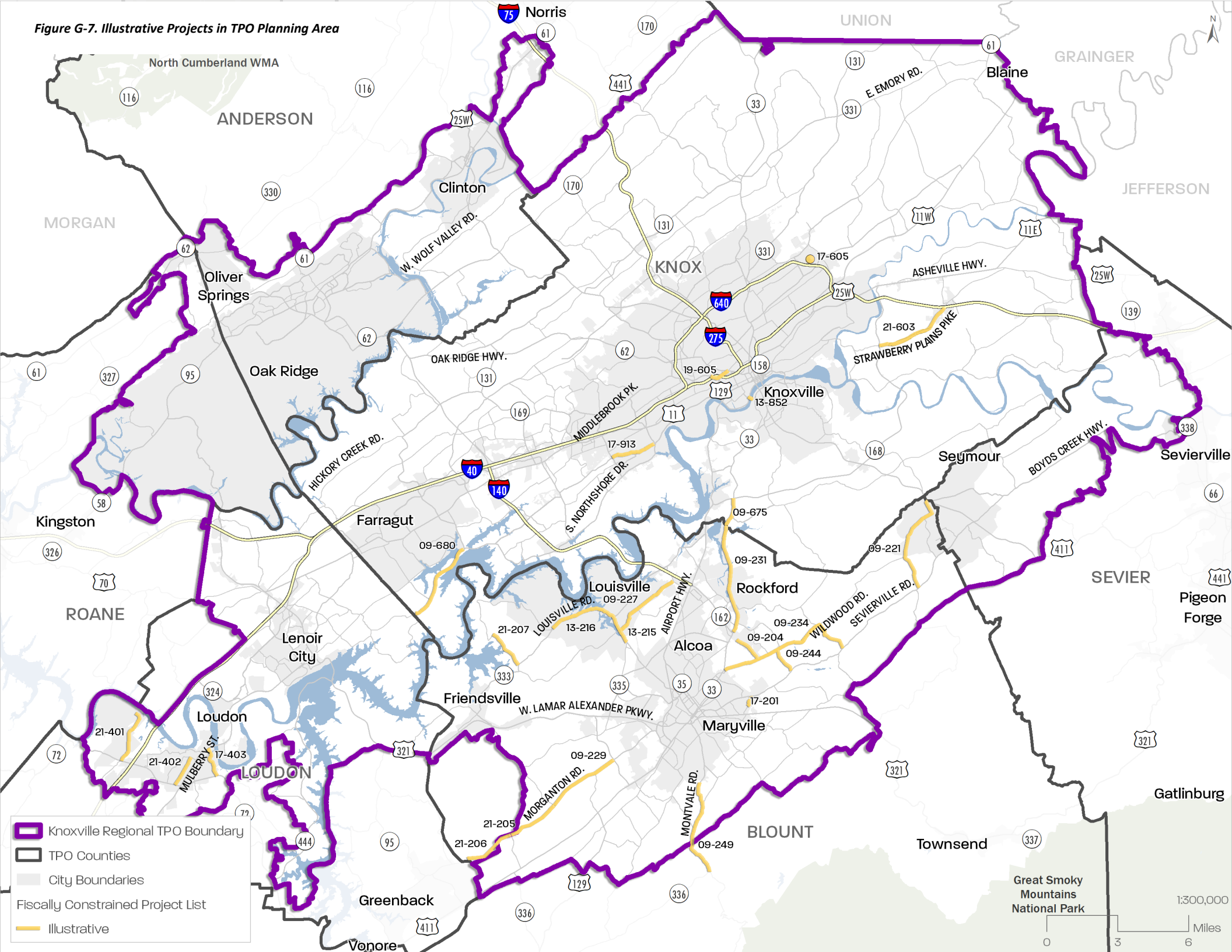
Table G-7. Fiscally Constrained Projects in Sevier County

KRMP ID	PROJECT NAME	AGENCY	FACILITY NAME	FROM	TO	LENGTH (MILES)	DESCRIPTION	HORIZON YEAR	HORIZON YEAR COST	PROPOSED FUNDING SOURCE	PM IMPACT
CITY OF SEVIERVILLE											
18-500	Boyd's Creek Highway (SR 338) at Old Knoxville Highway Intersection Improvements	Sevierville	Boyd's Creek Highway (SR 338)	at Old Knoxville Highway Intersection		-	Reconfigure existing intersection to improve safety and operations through geometric layout changes, addition of turn lanes, and installation of a new traffic signal.	2026	\$1,207,022	L-STBG	1

Table G-8. Fiscally Constrained Programs in TPO Planning Region

KRMP ID	PROJECT NAME	AGENCY	FACILITY NAME	FROM	TO	LENGTH (MILES)	DESCRIPTION	HORIZON YEAR	HORIZON YEAR COST	PROPOSED FUNDING SOURCE	PM RULING
21-700	Smart Trips	TPO	--	--	--	--	Smart Trips Comprehensive and Ridesharing Program	2026	\$1,194,070	CMAQ	3
21-701	Bike Parking	TPO	--	--	--	--	Provide convenient and secure bike parking destinations by reducing cost for businesses and agencies to provide bike parking for employees and customers	2026	\$22,046	CMAQ	3
21-702	Resurfacing Program	Regional	--	--	--	--	Projects for preservation, rehabilitation, resurfacing and restoration of federal aid roadways	2026	\$2,204,606	L-STBG	2
21-702	Resurfacing Program	Regional	--	--	--	--	Projects for preservation, rehabilitation, resurfacing and restoration of federal aid roadways	2035	\$3,050,241	L-STBG	2
21-702	Resurfacing Program	Regional	--	--	--	--	Projects for preservation, rehabilitation, resurfacing and restoration of federal aid roadways	2045	\$4,220,242	L-STBG	2
21-703	Safety Improvements Program	Regional	--	--	--	--	Projects that correct or improve a hazardous road location or feature or address a highway safety problem.	2026	\$2,204,606	L-STBG	1
21-703	Safety Improvements Program	Regional	--	--	--	--	Projects that correct or improve a hazardous road location or feature or address a highway safety problem.	2035	\$3,050,241	L-STBG	1
21-703	Safety Improvements Program	Regional	--	--	--	--	Projects that correct or improve a hazardous road location or feature or address a highway safety problem.	2045	\$4,220,242	L-STBG	1
21-704	NHS Preservation/Operations	TDOT	--	--	--	--	Projects for preservation, rehabilitation, resurfacing and restoration of federal aid roadways	2026	\$155,414,214	NHPP	2
21-704	NHS Preservation/Operations	TDOT	--	--	--	--	Projects for preservation, rehabilitation, resurfacing and restoration of federal aid roadways	2035	\$297,983,280	NHPP	2
21-704	NHS Preservation/Operations	TDOT	--	--	--	--	Projects for preservation, rehabilitation, resurfacing and restoration of federal aid roadways	2045	\$451,091,132	NHPP	2
21-705	Safety Improvements Program	TDOT	--	--	--	--	Projects that correct or improve a hazardous road location or feature or address a highway safety problem.	2026	\$54,775,624	HSIP	1
21-705	Safety Improvements Program	TDOT	--	--	--	--	Projects that correct or improve a hazardous road location or feature or address a highway safety problem.	2035	\$120,064,859	HSIP	1
21-705	Safety Improvements Program	TDOT	--	--	--	--	Projects that correct or improve a hazardous road location or feature or address a highway safety problem.	2045	\$181,755,813	HSIP	1

Figure G-7. Illustrative Projects in TPO Planning Area



- Knoxville Regional TPO Boundary
- TPO Counties
- City Boundaries
- Fiscally Constrained Project List
- Illustrative

Great Smoky Mountains National Park

1:300,000

0 3 6 Miles

Table G-9. Illustrative Projects in the TPO Planning Area

KRMP ID	PROJECT NAME	AGENCY	FACILITY NAME	FROM	TO	LENGTH (MILES)	DESCRIPTION
09-204	Pellissippi Place Access Road Extension	Alcoa	Pellissippi Place	Wildwood Rd	Pellissippi Place Existing Terminus	1.20	Construct new 2-lane road with center turn lane or median and bicycle/pedestrian facilities
09-221	Burnett Station Road Reconstruction	Blount County	Burnett Station Road	Sevierville Road/SR 35/US 411	Chapman Highway/SR 71/US 441	4.40	Reconstruction of 2-lane road with addition of turn lanes
09-227	Mentor Road Reconstruction	Blount County	Mentor Road	Louisville Road/SR 334	Wrights Ferry Road	3.20	Reconstruct 2-lane roadway with addition of turn lanes
09-229	Morganton Road Reconstruction - Ph 2	Blount County	Morganton Rd	Walker Rd	William Blount Drive (SR 335)	3.30	Reconstruct 2-lane roadway with addition of turn lanes
09-231	Old Knoxville Highway (SR 33) Reconstruction - Rockford	Blount County	Old Knoxville Hwy (SR 33)	Pellissippi Pkwy (SR 162)	Knox County Line	4.60	Reconstruct 2-lane road with addition of turn lanes
09-234	Wildwood Road Reconstruction	Blount County	Wildwood Road	Maryville City Limits	Sevierville Rd	6.10	Reconstruct 2-lane road with addition of turn lanes
09-244	Peppermint Road Reconstruction	Blount County	Peppermint Road	Wildwood Road	Sevierville Road	1.10	Reconstruct 2-lane road with addition of turn lanes
09-249	Montvale Road (SR 336) Reconstruction	Blount County	Montvale Road (SR 336)	Six Mile Rd	Maryville City Limits	4.40	Reconstruct 2-lane road with addition of turn lanes
13-215	Louisville Road (SR 333/SR 334) Reconstruction - Ph 1	Blount County	Louisville Rd (SR 333)	Alcoa City Limits	Lackey Creek Bridge	1.90	Reconstruct 2-lane road with addition of turn lanes
13-216	Louisville Road (SR 333) Reconstruction - Ph 2	Blount County	Louisville Rd (SR 333)	Lackey Creek Bridge	Old Lowes Ferry Rd	2.30	Reconstruct 2-lane road with addition of turn lanes
21-205	Morganton Road Ph 3	Blount County	Morganton Rd	Walker Road	Henry Lane	2.30	Reconstruct 2-lane roadway with addition of turn lanes
21-206	Morganton Road Ph 4	Blount County	Morganton Rd	Henry Lane	Loudon County Line	2.40	Reconstruct 2-lane roadway with addition of turn lanes
21-207	Ralph Phelps Road	Blount County	Ralph Phelps Road	Lowes Ferry	Louisville Road	1.80	Reconstruct 2-lane road with addition of turn lanes
17-201	Amerine Road Improvements	Maryville	Amerine Rd	Fielding Drive	Sevierville Rd	0.50	Reconstruct 2-lane road with addition of turn lanes and sidewalk
09-675	Maryville Pike (SR 33)	Knox County	Maryville Pk (SR 33)	Gov John Sevier Hwy (SR 168)	Blount County Line	1.20	Reconstruct 2-lane road with addition of turn lanes
09-680	Northshore Drive Improvements	Knox County	Northshore Drive	Concord	Harvey Road	3.60	Northshore Dr (SR 332) Improvements (Provide better connectivity from Town of Farragut to the residents)
21-603	Strawberry Plains Pike Improvements	Knox County	Strawberry Plains Pike	I-40	Gov. John Sevier Highway	3.40	Widening of Strawberry Plains Pk from Governor John Sevier Hwy to I-40)
13-852	Knoxville South Waterfront Pedestrian/Bicycle Bridge	Knoxville	South Waterfront Pedestrian Bridge	Clancy Ave	UT	0.30	Construct a new pedestrian/bicycle bridge over the Tennessee River connecting the South Knoxville Waterfront redevelopment area to the University of Tennessee
17-605	Knoxville Center Mall Circulation Study	Knoxville				N/A	Conduct a planning study of the Knoxville Center, I-640 Interchange, frontage roads, and nearby arterial and collectors including a feasibility study to add a new exit from I-640)
17-913	Westland Drive Bike Lane	Knoxville		Morrell Rd	Northshore Dr (SR 332)	1.90	Construct bicycle lanes and sidewalks along both sides of roadway

KRMP ID	PROJECT NAME	AGENCY	FACILITY NAME	FROM	TO	LENGTH (MILES)	DESCRIPTION
19-605	Middlebrook Pike Complete Street	Knoxville		Western Ave	Proctor St	0.85	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.
17-403	Grove Street Resurfacing	City of Loudon	Grove St	US 11	SR 72	1.30	Resurface roadway and add left turn lane on Hwy 72
21-401	Corporate Park Drive Resurfacing	City of Loudon	Corporate Park Drive	State Route 72	Cul de sac Corporate Park Drive	2.40	Resurfacing project
21-402	Maremont Parkway Resurfacing	City of Loudon	Maremont Parkway	State Route 72	Highland Avenue	1.40	Resurfacing (Roadway milling and installing new pavement for the entire street)

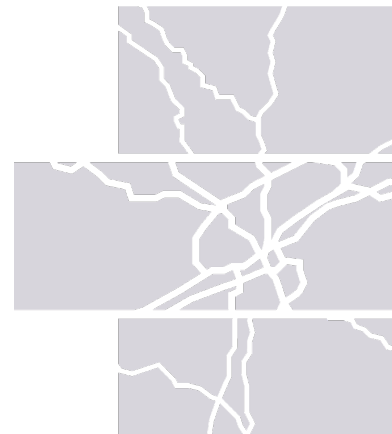


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KNOXVILLE REGIONAL

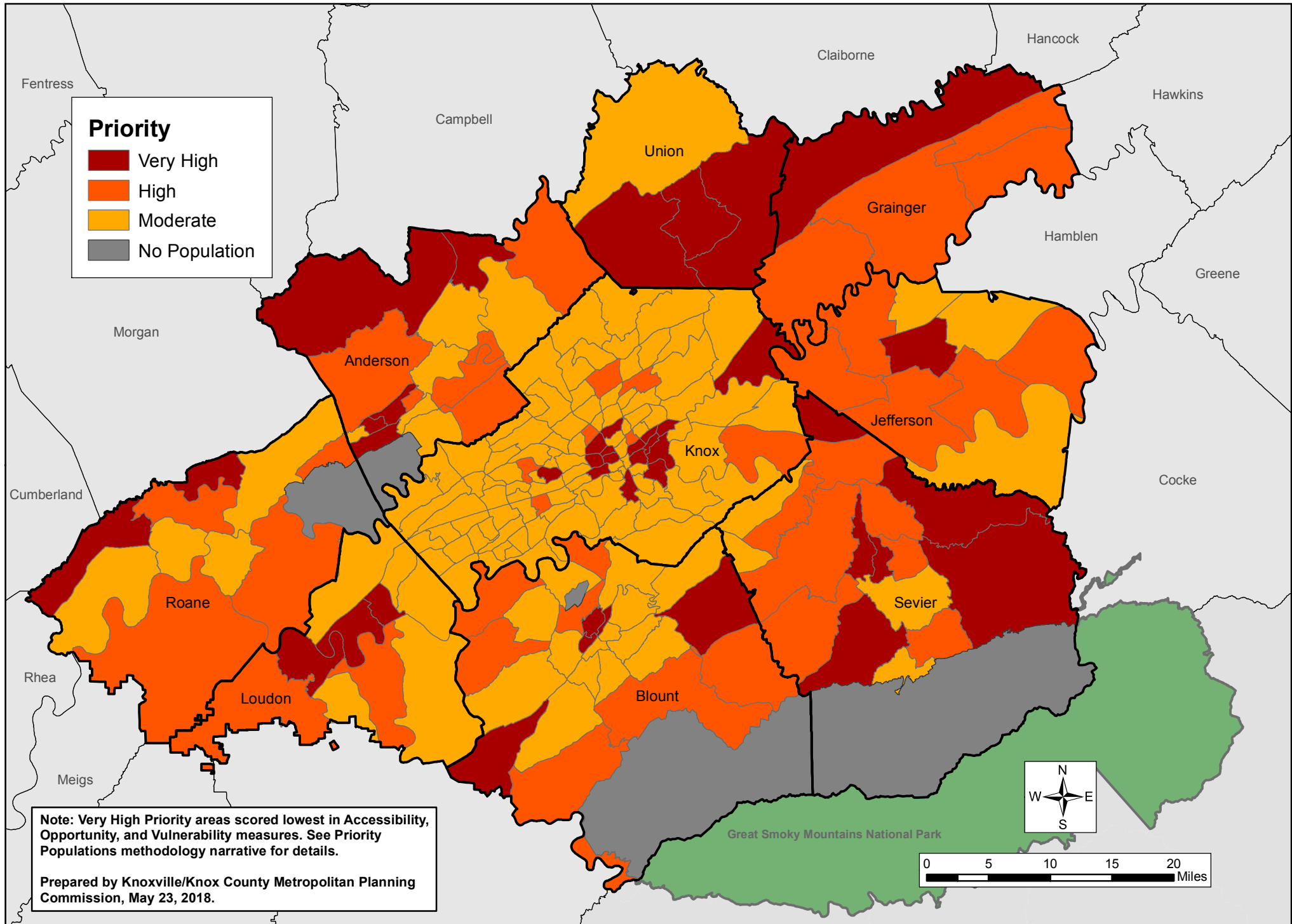
FY 2023-2026

Transportation Improvement Program

Priority Populations Map



Priority Populations: Knoxville Region, 2018





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KNOXVILLE REGIONAL

FY 2023-2026

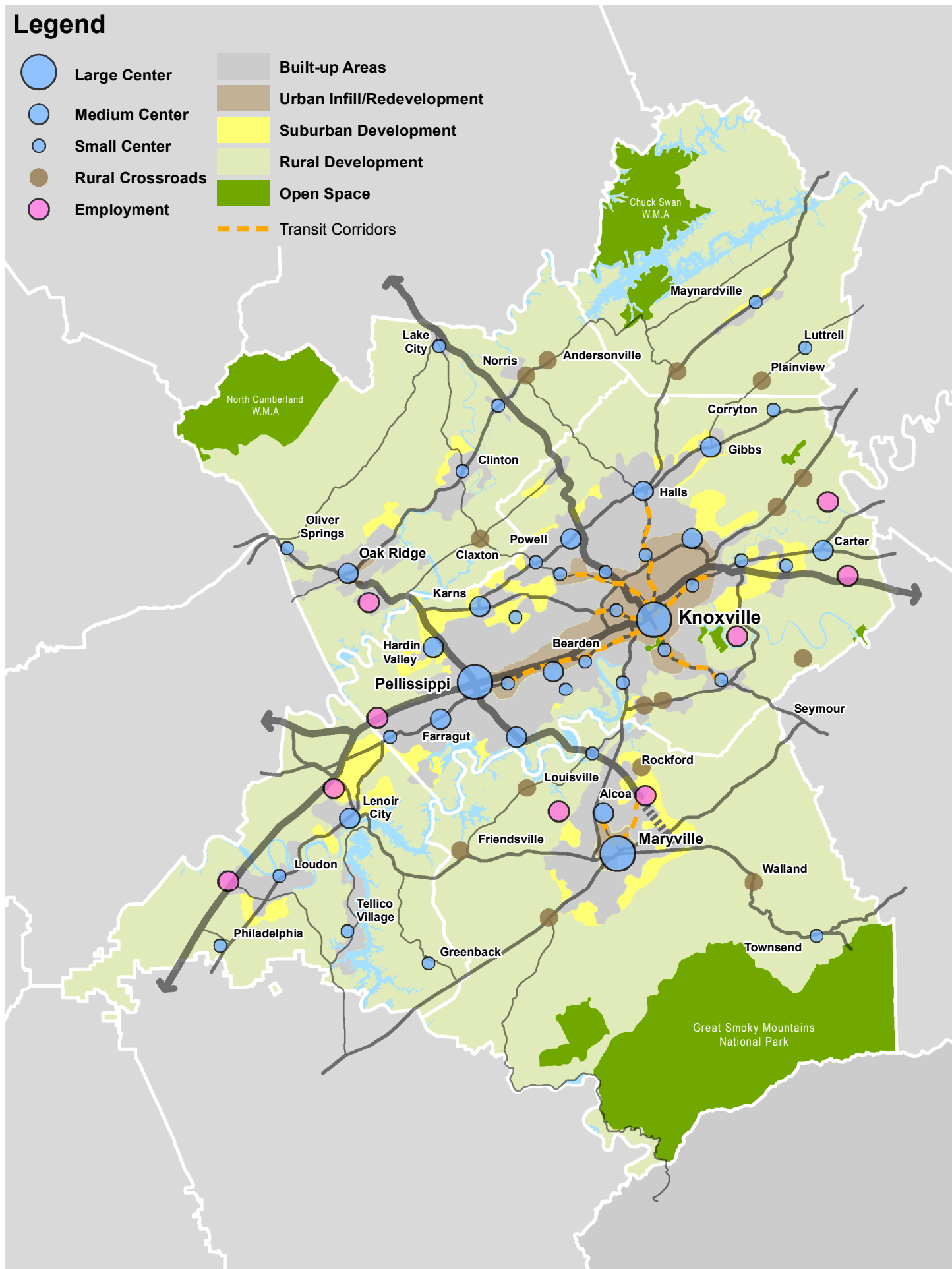
Transportation Improvement Program

Preferred Growth Concept Map



Legend

- Large Center
- Medium Center
- Small Center
- Rural Crossroads
- Employment
- Built-up Areas
- Urban Infill/Redevelopment
- Suburban Development
- Rural Development
- Open Space
- Transit Corridors



KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
FTA – Section 5310
Enhanced Mobility for Seniors & Individuals with Disabilities
Grant Funding Application

Introduction

This is an application to receive Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors & Persons with Disabilities funding. Applications that are incomplete or do not contain adequate supporting documentation will not be considered. This application is for both operating projects and capital projects (vans, mini-buses). However, only certain sections must be completed for each type of application. So, please read the application carefully.

Please refer to the companion set of instructions and the additional information linked on the TPO website. This additional information includes the vehicle list and prices, vehicle options list, Human Services Transportation Coordination Plan, Program Management Plan, and the deadline for submitting applications. Applicants are encouraged to contact the TPO staff if you have any questions.

AGENCY INFORMATION (ALL APPLICANTS)

Agency Name	
Contact Person Name	
Title	
Phone Number	
E-mail	
Address	
City, State, Zip Code	
Website	
Is the Agency A	Local Government Public Transit Operator Private Non-Profit
Agency DUNS Number	
Project Type	Capital Operating
Total Project Cost	
Amount of FTA (Federal) Grant Funding Needed	

Application Instructions

The application contains eleven sections. Please refer to the table to determine which sections must be completed. Some sections are required by all applicants, while others depend on whether you are applying for capital/vehicle funding or operating funding. If you are submitting both a capital/vehicle project and an operating project you must fill out separate applications. If you are asking for multiple vehicles, you only need to fill out one capital funding application. If you are seeking funding for mobility management activities, you will complete the operating sections of the application (even though FTA considers mobility management activities a capital expense). If you are applying for both operating and mobility management funding you need only to fill out one operating funding application.

SECTION #	WHICH SECTION TO COMPLETE
1 OVERVIEW OF AGENCY	ALL APPLICANTS
2 PROJECT DESCRIPTION	ALL APPLICANTS
3 PROJECT NEED	ALL APPLICANTS
4 SPECIFIC PERFORMANCE & EVALUATION	ALL APPLICANTS
5 IMPLEMENTATION OF CAPITAL PROJECTS	CAPITAL/VEHICLE APPLICANTS ONLY
6 IMPLEMENTATION OF OPERATING PROJECTS	OPERATING & MOBILITY MANAGEMENT APPLICANTS ONLY
7 ORGANIZATIONAL PREPAREDNESS & TECHNICAL CAPACITY	ALL APPLICANTS
8 OUTREACH & COORDINATION	ALL APPLICANTS
9 VEHICLE BUDGET (ATTACH SEPERATELY)	CAPITAL/VEHICLE APPLICANTS ONLY
10 OPERATING BUDGET (ATTACH SEPERATELY)	OPERATING PROJECTS ONLY & MOBILITY MANAGEMENT APPLICANTS ONLY
11 ADDITIONAL INFORMATION NEEDED	ALL APPLICANTS

SECTION 1 – OVERVIEW OF AGENCY (ALL APPLICANTS)

Please provide a ***brief*** overview of the proposing agency, a description of services provided, who is eligible for services, and service area. This is to provide a general picture of the overall proposing agency, its mission, and the services it provides. Project specific information will be included in the next section.

Answer:

SECTION 2 – PROJECT DESCRIPTION (ALL APPLICANTS)

Please provide a detailed description of the proposed project. Please include:

- A description of the type of project: operation of a service, mobility management activities, acquisition of vehicle(s), or other type of project(s).
- Outline who would be eligible for the proposed project.
- Describe the geographic service area, specific to this project.
- Provide the estimated number of people the project will serve annually.
- Provide the estimated number of one way trips that will be provided annually.

Please Note: if you are asking for funding for multiple vehicles, be sure you state the number of vehicles needed and be sure the estimated number of people/trips served/provided annually is a **per vehicle total**.

- State the term of project (if operating services or mobility management activities). You can use general time periods such as: six months, one year, two years, etc.

Please Note: There is no need to provide cost(s), a budget, or funding information in this section as these items will be addressed later in application.

Answer:

SECTION 3 – PROJECT NEED (ALL APPLICANTS)

Please describe/indicate the following:

- How will this project improve the quality of transportation services for seniors and/or individuals with disabilities? Give examples.
- Reference the stated need or goal this project meets as outlined in the Human Services Transportation Coordination Plan (HSTCP) [**Required, see HSTCP link on TPO website**].
Please Note: If you cannot find an exact need or goal that fits the proposed project in the HSTCP, then discuss how the project is in-keeping with the types of needs and goals identified in the HSTCP.
- How does the proposed project align with the overarching mission of your organization?
- List any innovative approaches that will be employed for this project.
- If you have received Section 5310 funding from the TPO before and this is a continuation or a similar project, discuss the success of the past project and tell why you need additional funding. If you have received Section 5310 funding for a vehicle(s) before and are asking for more, discuss the need for an additional vehicle(s) and how the previously funded vehicle(s) is/are currently being utilized.

Answer:

SECTION 4 – SPECIFIC PERFORMANCE & EVALUATION (ALL APPLICANTS)

Please describe/indicate the following:

- Outline any specific goals/outcomes you have for the proposed project. Goals/outcomes should be measurable.
- Describe how you plan on monitoring and evaluating the progress in meeting the stated goals/outcomes, including any performance measures.
- If you have received 5310 funding from the TPO before and this is a continuation or a similar project (including the purchase of vehicles), discuss how you evaluated the past success of the project (vehicles).

Answer:

SECTION 5 – IMPLEMENTATION (CAPITAL/VEHICLE PURCHASE APPLICANTS ONLY)

Please describe/indicate the following:

- What type of vehicle(s) are you seeking to purchase [**Select from TDOT MTR Vehicle Bid List link on TPO website**]?

Please Note: Do not worry about funding or cost(s) in this section, budget information will be addressed in a later section.

Please Note: Purchasing off of the TDOT MTR Vehicle Bid List is ***mandatory***, unless you can prove you have FTA purchasing expertise.

- Explain why you need this type of vehicle(s). Describe the type of services the vehicle(s) will be used to provide.
- How many vehicles are you seeking to purchase? If you are seeking multiple vehicles explain why they are needed.
- Review the list of vehicle extras or options [**See options spreadsheet(s) link on TPO website**]. Many applicants just select the base vehicle. However, if there are any extras or options that are critical to the type of vehicle(s) you need, you can select them. If you are selecting extras or options, please justify why they are needed. Remember cost(s) will be shown in a later section.
- Is the vehicle(s) for replacement or expansion?
Please Note: if this is a replacement you ***must*** provide information on the vehicle(s) being replaced, including year, model, make, and VIN number. If you have been awarded funding for replacement vehicle(s) before, either through the TPO or the Tennessee Department of Transportation, the replacement vehicle can only be listed once in any FTA grant.
- Who will be managing the initial purchasing/grant management part of the project (give ***brief*** bio)?
- From time-to-time, it is permitted to conduct your own bid for vehicles. However, any agency proposing this must: (1) have experience in FTA procurement and (2) have pre-approval by the TPO. If you are interested in this option, please contact the TPO ***before*** proceeding with this application.
- ***DO NOT*** include mobility management activities type projects in this capital section. Mobility management activity projects should be listed in the operating sections of this application.

Answer:

Answer Continued:

SECTION 6 – IMPLEMENTATION (OPERATING & MOBILITY MANAGEMENT PROJECTS ONLY)

Please describe the following:

- A work plan delineating the tasks (or milestones) to be conducted and a timeline for completing those tasks (use generic months, i.e. Month 1, Month 2).
Please Note: Do not worry about cost(s) or funding at this question, budget information will be addressed later in the application.
- Who will be managing the project (give **brief** bio stating experience)?
- Provide a staffing plan listing who will perform each task, include a **brief** bio for each person. Estimate what **percent** of each staff (listed) time will be charged to project budget.
- If you are apply for both operating and mobility management funding, be sure you show that you have a clear understanding of the types of activities that are eligible for mobility management funding. Also, be sure the two different types of work activities (Operating, Mobility Management) are clearly broken-out (or hours allocated) in the proposed work plan.

Answer:

SECTION 7 – ORGANIZATIONAL PREPAREDNESS & TECHNICAL CAPACITY (ALL APPLICANTS)

Please describe/indicate the following:

- Describe how your agency has the necessary operational and technical capacity to carry out the tasks as outlined in the project?
- Provide a statement of the agency’s ability to implement and sustain the proposed project.
- How will your agency guarantee that the vehicle(s) purchased will continued to be used for this specific project?
- Describe your agency’s ability to be sure the vehicle(s) are properly maintained.
- Describe your agency’s ability to meet deadlines for submitting quarterly reports to TPO (this includes invoicing (if applicable), status reports, ridership, or usage data reports).

Answer:

SECTION 8 – OUTREACH & COORDINATION (ALL APPLICANTS)

Please describe/indicate the following:

- Describe any external outreach efforts to promote awareness of the proposed project. If the project is strictly for your agency’s clients, describe how the program will be promoted internally. If the project is open to the public, describe how you will notify potential users.
- If funding is being used for mobility management activities, describe how your management functions will work with regards to outside and/or internal clients (to your organization).
- If any coordination can occur with other social service agencies or public transit agencies, describe how this might happen.
- Is this project new or does it supplement an existing program/service?

Answer:

SECTION 9 – VEHICLE BUDGET (CAPITAL/VEHICLE APPLICANTS ONLY)

Develop separately and attach with application submission a detailed budget outlining costs and funding. The budget can be constructed in Word or Excel, but be sure it is formatted so it can be easily printed. An example budget is provided **[See link on TPO website]**. Be sure to include:

- From the TDOT MTR Vehicle Bid List **[See list link on TPO website]** select the vehicle you want. On the budget sheet, list the name or type of vehicle and provide a line item titled – Vehicle Base Cost (show cost).
- Review the list of extras or options **[See spreadsheet link on TPO website]**. Many applicants just select the base vehicle. However, if there are any extras or options that are critical to the type of vehicle(s) your agency needs, you can select them. On the budget sheet, list **each** option(s) or extra(s) selected and the corresponding cost(s). Then, sum all the cost(s) associated with the option(s) selected into one sub-total line item (called Vehicle Options Cost).
- Sum the Vehicle Base Cost and the Vehicle Options Cost line items together for a – Total Cost per Vehicle – line item.
- Multiply the Total Cost per Vehicle by the number of vehicles you are proposing to purchase and put that amount in a – Total Cost – line item.
- If you are selecting more than one type of vehicle, repeat the steps above for each vehicle type. Be sure to keep each vehicle type and any options selected separate from any other vehicle type you have selected. You may want to differentiate the vehicles in the budget sheet by labeling them Vehicle(s) Type #1 and Vehicle(s) Type #2, etc. And, be sure each type of vehicle’s Total Cost is listed separately on the budget sheet (so the reviewer can easily identify that there are more than one type of vehicle being selected). Then, sum up the Total Cost(s) associated with each vehicle into one – Total Project Cost – line item.
- Break out the Total Project Cost by federal (80%) and local match (20%) dollars.
- If you are proposing another type of capital project besides the purchase of a vehicle(s), outline project details with line item costs. Break out the Total Project Cost by federal (80%) and local match (20%) dollars. Be sure, at the end, there is this final breakdown that clearly shows federal funding needed and the required local match funding needed.
- Attach a letter that (1) certifies matching funding is available and (2) commits the agency to providing the entire purchase amount up front (grant funds portion will be reimbursed). Please be sure the letter includes the amount of and source(s) for the local the match. If you cannot pay for the entire purchase up front please contact the TPO to explore if there are other funding options. Review the local match section, including the potential for other grant dollars, in the additional instructions provided **[See link on TPO website]**.
- From time-to-time it is permitted to bid your own vehicle(s). However, any agency proposing this must: (1) have experience in FTA procurement and (2) have pre-approval by the TPO. If you are interested in this option, please contact the TPO **before** proceeding with this application.
- ***DO NOT*** include any mobility management costs in this section. Mobility management costs should be included in the operating budget section of the application.

SECTION 10 – OPERATING BUDGET (OPERATING & MOBILITY MANAGEMENT PROJECTS ONLY)

Develop separately and attach with application submission a detailed budget outlining costs and funding. The budget can be constructed in Word or Excel, but be sure it is formatted so it can be easily printed. Be sure to include:

- A budget with separate line items for labor cost(s), fringe-benefit cost(s), other direct cost(s), indirect cost(s), and travel cost(s), etc. (if applicable).
- Cost allocation Plan (if applicable).
- If you are applying an Indirect Cost Rate, has it been approved by an official cognizant agency?
- If you are utilizing funding for **mobility management activities**, you may fund those at either the Operating (50%/50%) or Capital (80%/20%) reimbursement funding rate. This provision is only for mobility management activities and what rate they are reimbursed at is up to the applicant. General operating activities must be funded at the 50%/50% rate. If you have any questions please see the **FTA Section 5310 Circular [see Circular linked on TPO website]** or call the TPO staff.
- Sum all the various line items for a – Total Project Cost – line item. If the project utilizes both operating funding (50%/50% rate) and mobility management activities funding (80%/20% rate), those costs should total into two separate line items (i.e. Operations Total Cost line item, Mobility Management Total Cost line item). As these two activities can be reimbursed at different federal rates, it is **extremely important** that the budget (charges and invoicing) clearly defines each eligible work item/task and associated cost(s) and reflects those in the correct budget line item (Operations or Mobility Management). If you are showing mobility management activities but only seeking the 50%/50% reimbursement rate, you should still show those costs broken out in the budget, but they can be as a sub-total to the Operation Total Cost line item.
- If you are utilizing funding for **operations**, break out the Operations Total Cost line item by federal (50%) and local match (50%) dollars.
- If you are utilizing funding for **mobility management activities**, break out the Mobility Management Total Cost line item by federal (80%) and local match (20%).
- If the project utilizes both operating funding and mobility management activities funding, add the two totals together for a – Project Total Cost line item.
- Be sure, at the end of the budget sheet, there is a final statement that clearly shows federal funding needed and the required local match funding needed.
- A letter that (1) certifies matching funding is available and (2) states the agency can provide the services up front, being reimbursed upon submission and processing of quarterly invoices per the contract. Please be sure the letter includes the amount of and source(s) for the local the match. Review the local match section, including the potential for other grant dollars, in the additional instructions provided [**See link on TPO website**].

SECTION 11 – ADDITIONAL INFORMATION TO BE SUBMITTED (ALL APPLICANTS)

The TPO reserves the right to request additional information about each applicant’s proposal or to allow a brief presentation on the proposal. Please be sure you submit the following information.

Please Note: If you have received funding from the TPO before these documents may already be on file. Please check with the TPO staff to see which items you may need to update.

- Certification/letter stating agency’s status as a private nonprofit organization, a human resource agency, or an eligible local government (public transit agency)
- Most recent agency audit (must be within 3 years)
- Letter (from Cognizant Agency) approving Indirect Cost Rate (only required from those using an Indirect Cost Rate in operating or mobility management activities projects)
- List of members of the governing body (Board) and contact information (if not in the audit)
- Policy and Procedures, Employee Handbook, excerpts of separate documents that demonstrate compliance with the following federal requirements:
 - Title VI - Civil Rights policies/practices, Written Complaint Process
 - Equal Employment Opportunity (EEO) Program or policies/practices
 - Americans with Disabilities Program or policies/practices
 - Drug Free Workplace and Drug and Alcohol Testing Program/policies
- Certification of equivalent services (only required from public transit providers)
- Safety and security plan/practices (only required from public transit providers)

Additional requirements for vehicles:

- Written Vehicle Maintenance Plan (VMP). The FTA requires a separate VMP. The VMP does not have to be overly complicated and long. It may simply reflect the manufacturer suggested maintenance schedule that comes with the vehicle. If this is the first vehicle, you may submit a VMP after you receive the manufacturer suggested maintenance schedule to use as a resource. But, a separate VMP must be submitted.
- Any written transportation policies
- Vehicle inventory of all vehicles (make, model, year, accessible vs. non-accessible)

Contact Information:

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Knoxville-Knox County Planning
Knoxville Regional Transportation Planning Organization
400 Main Street, Suite 403
Knoxville, TN 37902
865-215-3824
doug.burton@knoxtpo.org
knoxtpo.org

Please review the additional instructions and all the other supporting documents that are linked with this application on the TPO website.

Appendix C: FY 2020-2023 TIP Projects Status

2020-2023 TIP Project Status

TIP ID	Project Name/Route	Description	Lead Agency	Project Status
20-2011-082	Montvale Rd. (SR 336)	Widen existing roadway to 2 - 12 foot travel lanes with a 12 foot center turn lane including curb and gutter, sidewalk and a multiuse path.	TDOT	Carried Forward
20-2014-002	Lovell Rd. (SR-131) Widening	Widen 2-lane to 4-lane, including pedestrian and bicycle facilities.	Knox County	Carried Forward
20-2014-003	Alcoa Hwy. (SR-115 / US-129)	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.	TDOT	No Programming in FY 23-26 TIP
20-2014-006	Schaad Rd. Widening	Widen 2-lane to 4-lane	Knox County	Carried Forward
20-2014-007	Foothills Mall Dr. Extension	Extend Foothills Mall Dr. from US 129 Bypass to Foch St. with 2 to 3 lanes with curb and gutter.	City of Maryville	Under CN
20-2014-009	Queener Rd. Reconstruction	Reconstruct 2-lane roadway - widen from 15.8 feet to 26 feet, reduce curves.	Loudon County	Under CN
20-2014-015	Simpson Rd. Reconstruction	Reconstruct 2-lane roadway from 18 feet to 26 feet; constructing left turn lanes at selected locations and include sidewalk on one side.	Loudon County	Complete
20-2014-018	I-640 at N. Broadway Interchange		TDOT	Complete
20-2014-025	Pellissippi Pkwy. (SR-162) Extension	HPP #TN053 (Section 1602-TEA21). Construct new 4 lane.	TDOT	Carried Forward
20-2014-032	South Knoxville Waterfront Roadway Improvements	The project consists of roadway streetscape improvements to Sevier Ave. consisting of new/improved curbs and sidewalks, bike lanes, planters, pavement marking for on-street parallel parking, utility placement, and handicap access improvements. No addition	City of Knoxville	Carried Forward
20-2014-035	SR 115 / US 129 (Relocated Alcoa Hwy.)	New alignment, four lane divided facility, construct an interchange at Pellissippi Parkway (SR-162)	TDOT	Removed from TIP - work elements included in 20-2020-012
20-2014-037	Pleasant Ridge Rd.	Add Center Turn Lane	City of Knoxville	Carried Forward
20-2014-038	Washington Pk.	Widen from 2-lanes to 4-lanes including pedestrian and bicycle facilities.	City of Knoxville	Carried Forward
20-2014-042	Traffic Control Equipment Upgrade - Knoxville	Purchase of signal controllers, signal monitors, closed loop equipment and software.	City of Knoxville	Carried Forward
20-2014-059	Sevierville Rd.	Reconstruct Sevierville Rd. (SR-35) from two lanes to three lanes, curb and gutter, and sidewalks with intersection improvements.	City of Maryville	Carried Forward
20-2014-060	Morganton Rd. Roadway Improvement	Reconstruct two lane section of Morganton Rd. with shoulders, totaling 2.3 miles in length. HPP, TN-280.	Blount County	Carried Forward
20-2014-069	Alcoa Hwy. (SR-115 / US-129)	Widen 4-lane to 6-lane including pedestrian and bicycle facilities from Woodson Dr. to Cherokee Trail interchange.	TDOT	Carried Forward
20-2014-073	Knoxville South Waterfront Pedestrian/Bicycle Bridge	Connect the south waterfront to University of Tennessee and the north waterfront trails.	City of Knoxville	Does not carry forward - Project removed from Mobility Plan
20-2014-078	Chapman Highway Advanced Traffic Management System	Expand the City of Knoxville's Advanced Traffic Management System along Chapman Highway. Advanced Traffic Management Systems (ATMS) is a component of the Intelligent Transportation Systems (ITS) integrates technology to improve the flow of traffic and safety. Signal upgrades to include dedicated short range communications (DSRC), data probing hardware, enhanced vehicle detection, battery backup, etc. (elements formerly listed under PIN# 128835.00).	City of Knoxville	Carried Forward
20-2014-079	City of Loudon Traffic Flow Improvement Project	Replace outdated infrastructure at four signalized intersections, including updating vehicle detection, signal system communication and coordination.	City of Loudon	Complete
20-2014-080	Liberty Street Multimodal Project	Addition of sidewalks and bicycle facilities along Liberty and Division Streets.	City of Knoxville	Carried Forward
20-2014-082	Union Road/N. Hobbs Road Improvements	Reconstruct 2-lane roadways including accommodations for pedestrians and bicycles. Proposed cross section is two 12' lanes with turn lanes as needed at major intersections, bicycle lanes, curb & gutter, sidewalk and/or greenway.	Town of Farragut	Carried Forward
20-2014-085	Western Avenue (SR-62)	Widen from 2 Lanes to 5 Lanes from Texas Ave. to Major Ave.	TDOT	Complete
20-2014-225	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	Removed from TIP - Grant expired and replaced by 20-2020-400

2020-2023 TIP Project Status

TIP ID	Project Name/Route	Description	Lead Agency	Project Status
20-2014-229	Knox County Advanced Traffic Management System - Phase 1	The project is to design and implement advanced traffic management system on two priority road - Maynardville Pk and Cedar Bluff Rd.	Knox County	Complete
20-2014-232	Lenoir City ITS: Signal System Design	The project is to design and implement ITS signal system for 20 coordinated signals along US-321/SR-73 and US-11/SR-2.	City of Lenoir City	Complete
20-2014-300	PM 2.5 Diesel Emissions Reduction Strategies Grouping	See Appendix E: TDOT Metropolitan Groupings Definitions for a more comprehensive list of activities included but not limited for eligibility.	TDOT	Removed from TIP - remaining projects cancelled
20-2017-003	Pellissippi Pkwy/Hardin Valley Interchange	Modify existing interchange to improve capacity, safety and operations. Add new northbound on-ramp in northeast quadrant.	TDOT	Complete
20-2017-005	SR-115 (US 129 Widening)	Widen from 4 to 6 lanes within existing right-of-way. Hall Rd (SR-35) to US 321.	TDOT	Carried Forward
20-2017-006	Maryville to Townsend Greenway - Phase 1 (Brown Creek)	Shared use path/Greenway from an existing trailhead at Harper Ave. (near Aluminum Ave) to Lamar Alexander Pkwy along Brown Creek.	City of Maryville	Carried Forward
20-2017-009	First Creek Greenway - Broadway Streetscape	Construct a new shared use path extending First Creek Greenway from near Cecil Ave to near Woodland Ave	City of Knoxville	Carried Forward
20-2017-011	East Knox Greenway - Phase 1	Construct a new shared use path connecting First Creek Greenway to Knoxville Botanical Gardens and Arboretum	City of Knoxville	Carried Forward
20-2017-017	Magnolia Ave Streetscape - Phase 3	Construct streetscape improvements in the existing right of way that include raised medians replacing center left-turn lane, signal improvements, bike lanes, improved sidewalks, bus pull-offs, and amenities.	City of Knoxville	Carried Forward
20-2017-024	Town of Farragut Advanced Traffic Management System Phase 1	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.	Town of Farragut	Under CN
20-2017-028	Accelerated Bus Corridor Stops/Passenger Information Systems Install	ABC corridor improvements include Transit Signal Priority (TSP), ABC Stations and other ABC elements. This includes the capability (through signal system and bus operations hardware and software modifications) of instituting TSP and/or que jumps at up to 33 signalized intersections. The project will include the construction of 14 new standard ABC stations, 13 new basic ABC stations and improvements to the Fountain City Superstop, and additional improvements to make pedestrian and transit travel in the corridor easier.	City of Knoxville	Carried Forward
20-2017-030	Schaad Rd. Extension	Construct new 4-lane roadway with sidewalks from Middlebrook Pk (SR 169) to W of Oak Ridge Hwy (SR 62)	Knox County	Complete
20-2017-034	I-75 ITS Expansion	MM 109.6 to just before SR-61 (Exit 122).	TDOT	No Programming in FY 23-26 TIP
20-2017-035	I-40 ITS Expansion	ITS Expansion to include the installation of a power and communication network and ITS devices such as CCTV cameras, DMS and RDS. Strawberry Plains Pike (Exit 398) Interchange to SR-66 (Sevierville, Exit 407) Interchange	TDOT	Project removed from TIP. CN funds for this project were authorized on 12/13/2019
20-2017-036	Emory Rd (SR-131)	Widen from 2-lanes to 4-lanes with median and/or center turn lane, and including bicycle/pedestrian facilities. From SR-331 to SR-33	TDOT	Carried Forward
20-2017-037	Edgemoor Road (SR-170)	Widen from 2-lanes to 4-lanes with median and/or center turn lane. Also includes bicycle/pedestrian facilities and a new bridge over the Clinch River. SR-62 (Oak Ridge Hwy) TO SR-9/US-25W (Clinton Hwy).	TDOT	Carried Forward - East Segment
20-2017-038	I-640/ I-275/ I-75 Interchange	Interchange reconstruction along with the addition of auxiliary lanes in each direction on I-75. Interchange at I-640/I-275 (Sharps Gap).	TDOT	Carried Forward
20-2017-039	Northshore Drive (SR-332) at Kingston Pike (SR-1) Intersection Improvements	Access management improvements, raised median, improved signal timing, and various intersection improvements.	TDOT	No Programming in FY 23-26 TIP
20-2017-040	Chapman Hwy (SR-71/US-441) Operational and Safety Improvements	Intersection improvements and/or driveway improvements and/or left turn lanes at various locations throughout the project area. Blount Avenue to SR-338 (Boys Creek Highway) in Seymour	TDOT	Carried Forward

2020-2023 TIP Project Status

TIP ID	Project Name/Route	Description	Lead Agency	Project Status
20-2017-041	I-75 Exit 81 Interchange Lighting Enhancement	Add high mast lighting to Interstate 75 at Exit 81 to improve safety conditions at night and during fog events.	City of Lenoir City	Complete
20-2017-042	Carpenters Grade Road Widening and Intersection Improvements	Reconstruct 2-lane road with addition of turn lanes and sidewalk. Construct roundabout at Peterson Ln, Cochran Rd and Raulston Rd intersection.	City of Maryville	Carried Forward
20-2017-043	SR 61 at SR 62 Intersection at Winter Gap	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 spa	City of Oliver Springs	Complete
20-2017-044	Boyd's Creek Highway (SR 338) at Old Knoxville Highway Intersection Improvements	Reconfigure existing intersection to improve safety and operations through geometric layout changes, addition of turn lanes, and installation of a new traffic signal.	City of Sevierville	Carried Forward
20-2017-045	Kingston Pike at Watt Road Intersection Improvements	Intersection improvements at the intersection of Kingston Pike (US 11/70 (SR-1) at Watt Road.	Town of Farragut	Complete
20-2017-046	Oak Ridge Rails to Trails	Construct new shared use "rails-to-trails" path along an abandoned rail line through the City of Oak Ridge.	City of Oak Ridge	Carried Forward
20-2017-047	Tazewell Pike Sidewalk	Construct sidewalk along Tazewell Pike from Old Broadway to Jacksboro Pike.	City of Knoxville	Does not carry forward - Funds shifted to South Knoxville Bridge Greenway
20-2017-048	Blount County Greenway Trail - Phase 1	Greenway trail contained completely within US Highway 321 right-of-way from Heritage High School to Perry's Mill Parking area. It will also include additional bike access link to Old Walland Highway across Melrose Station Bridge.	Blount County	Carried Forward
20-2017-049	South Waterfront Greenway - East of Suttree	Construct riverwalk trail connecting the 0.10 mile section of cantilevered riverwalk along Island Home Avenue, to Suttree Landing Park riverwalk that is just east of Foggy Bottom Street along the Tennessee River.	City of Knoxville	Carried Forward
20-2017-050	I-140 ITS Expansion	ITS Expansion Project - includes the installation of a power and communication network and its devices such as CCTV cameras, DMS and RDS.	TDOT	Carried Forward
20-2017-051	Middlebrook Pike (SR-169) ATMS Expansion	Expand the City of Knoxville's Advanced Traffic Management System along Middlebrook Pike/University Ave.	City of Knoxville	Carried Forward
20-2017-053	Oak Ridge Signal Timing Optimization Program Ph. 2	Installation of advanced traffic controllers at eleven (11) intersections, the installation fiber optic cable to connect all fourteen (14) signals within the City's existing fiber network, upgrade vehicle detection, and the establishment of a traffic oper	City of Oak Ridge	Ready for Contract
20-2017-056	I-75	Widen from 4 to 6 lanes From near SR-131 (Emory Road) to near SR-170 (Raccoon Valley Road)	TDOT	Carried Forward
20-2017-057	Pellissippi Pkwy (SR-162) Interchange at Oak Ridge Hwy (SR-62) in Solway (IA)	Interchange modification to include additional (new) ramp for westbound to southbound movement.	TDOT	Carried Forward
20-2017-058	Broadway DSRC and Enhanced Detection Traffic Signal Improvements	Signal upgrades at existing installations including DSRC, data probing hardware, enhanced vehicle detection, battery backup, etc.	City of Knoxville	Removed from TIP - work elements included in 20-2014-042
20-2017-059	Chapman Hwy DSRC and Enhanced Detection Traffic Signal Improvements	Signal upgrades at existing installations including DSRC, data probing hardware, enhanced vehicle detection, battery backup, etc.	City of Knoxville	Removed from TIP - work elements included in 20-2014-078
20-2017-060	Kingston Pike DSRC and Enhanced Detection Traffic Signal Improvements	Signal upgrades at existing installations including DSRC, data probing hardware, enhanced vehicle detection, battery backup, etc.	City of Knoxville	Removed from TIP - work elements included in 20-2014-042
20-2017-061	Traffic Signal Improvements for the U.T. Area	Addition of following elements: an ATMS data server, DSRC capable ATC controllers, high speed wireless network, and radio equipment. This proposal will increase ATMS capabilities and decrease traffic delay by being better able to sense traffic flow and provide SPaT and related data sharing features.	City of Knoxville	Carried Forward

2020-2023 TIP Project Status

TIP ID	Project Name/Route	Description	Lead Agency	Project Status
20-2017-062	Lenoir City CMAQ ITS Phase II	The proposed project is a Phase II to the Lenoir City CMAQ ITS. It includes additional features not included in Phase I to enhance traffic flow and to reduce emissions. DSRC with Advanced Traffic Controllers with cellular modems / batteries will be installed along with radar detection devices.	City of Lenoir City	Carried Forward
20-2017-063	Knox County Advanced Traffic Management System - Phase II	Phase II includes installation of new traffic signal controllers, DSRC units, non-intrusive detection, wireless interconnect, malfunction management units (MMU), battery backups and the development of coordinated timings at twenty-three (23) intersections. Phase I overruns included for 11 signal controllers and MMUs, central signal software and DSRC.	Knox County	Carried Forward
20-2017-064	Oak Ridge Signal Timing Optimization Program: Phase III	Primary elements of include the installation of advanced traffic controllers (ATC) at ten (10) intersections, the installation/replacement of wireless interconnect at eleven (11) intersections, the replacement of loop detectors with non-intrusive radar vehicle detection at ten (10) intersections, installation of dedicated short-range communications (DSRC) equipment at eleven (11) intersections and the installation of flashing yellow arrow signal heads at ten (10) intersections. Additional improvements include replacing signal heads with more efficient LED signal heads, installing accessible pedestrian signals at all intersections, signing and marking upgrades, and the reconstruction of curb ramps that are not ADA compliant.	City of Oak Ridge	Carried Forward
20-2017-209	Smart Trips - Ridesharing Program	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.	TPO	All Program Funds Obligated
20-2020-001	Knoxville TPO Regional Pavement Management System	Conduct a program using collected inventory and condition data to evaluate roadway pavements in all jurisdictions that want to participate for the purpose of establishing current and future resurfacing or other appropriate interim treatment needs and costs.	TPO	Project Complete
20-2020-002	Virtue Road/Boyd Station Road Improvements Ph. 2	Widen Virtue Rd. to two 11' lanes with curb and gutter, and provide shared use path connection to existing and planned bike/ped facilities.	Town of Farragut	Carried Forward
20-2020-003	Middlebrook Pike Complete Street	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	Removed from TIP
20-2020-004	Woodland Ave. Complete Street	Install bike lanes, sidewalks, and pedestrian crossing improvements. Project connects a greenway to existing bike lanes.	City of Knoxville	Carried Forward
20-2020-005	Foothills Mall Dr. Extension Ph. 2	Construct new 2-lane road with center turn lane and sidewalks.	City of Maryville	Carried Forward
20-2020-006	SR-33 West Broadway Ave. Widening	Construct additional westbound left turn lane at intersection with Lamar Alexander Pkwy and convert continuous center turn lane to additional westbound through lane along W Broadway Avenue. Project includes construction of new shared use path and other bicycle/pedestrian enhancements.	City of Maryville	Carried Forward
20-2020-007	I-75 ITS instrumentation at SR-61 Interchange (IA)	ITS Instrumentation at SR-61 (Andersonville Hwy., Exit 122) interchange (IA)	TDOT	Removed from TIP - work elements included in 20-2017-034
20-2020-009	SR-115/US-129	Smartway Geographic Expansion (South of Topside Road to Cherokee Trail)	TDOT	No Programming in FY 23-26 TIP
20-2020-010	SR-115/US-129	Smartway Geographic Expansion (I-140 to South of Topside Road)	TDOT	No Programming in FY 23-26 TIP
20-2020-011	I-75 at Emory Road (SR-131) Interchange	Reconfigure interchange to a Diverging Diamond Interchange to improve capacity, safety and operations	TDOT	Carried Forward
20-2020-012	SR-115 (US-129) (Relocated Alcoa Highway)	Stage construction including grade, drain, base, pave, signal, lighting, ITS, greenway, retaining wall, natural stream design, and bridge, from S. of proposed Wright Rd. interchange to N. of proposed SR-162 (Pellissippi Pkwy.) interchange, providing local connectivity for existing routes and destinations.	TDOT	Carried Forward
20-2020-200	Section 5307 Funds	5307 formula transit funding is for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.	City of Knoxville	Program Continues

2020-2023 TIP Project Status

TIP ID	Project Name/Route	Description	Lead Agency	Project Status
20-2020-201	Section 5310 Funds	5310 formula transit funding is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act complementary paratransit services.	TPO	Program Continues
20-2020-202	Section 5339 Funds	5339 formula or discretionary transit funding is to provide capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.	City of Knoxville	Program Continues
20-2020-203	ETHRA Transit Vehicle Replacement Project	ETHRA will purchase transit vehicles to replace medium duty 10 passenger vehicles and wheelchair cutaway vehicles that have met their useful life guidance of 5 years and/or 150,000 miles.	ETHRA	Carried Forward (FY 2023)
20-2020-204	CAC Transit Vehicle Replacement	CAC will purchase replacement vehicles for demand response service.	CAC	Carried Forward (FY 2023)
20-2020-205	Purchase KAT Vehicles - Fixed Route Buses	KAT purchase of heavy-duty transit vehicles (buses and trolleys) replacing those that have exceeded their useful life.	KAT	Carried Forward (FY 2023)
20-2020-206	Knoxville Area Transit (KAT) Electric Bus In-Route Charging Infrastructure	Purchase and installation of overhead electric bus charging units located within in the Knoxville Area Transit service area. The scope of this project also includes project design and electrical engineering for the installation.	KAT	Ready for Contract
20-2020-210	KAT Bus Engine Overhauls	Mid-life engine overhauls on 46 transit buses. An engine "overhaul" is a mid-life action on a major component that enables an asset to achieve its useful life and is an FTA-eligible activity under Circular 5010.1E.	KAT	Carried Forward (FY 2023)
20-2020-301	Highway Safety Improvement Program (HSIP) Grouping	See Appendix E: TDOT Metropolitan Groupings Definitions for a more comprehensive list of activities included but not limited for eligibility.	TDOT	Carried Forward
20-2020-302	Surface Transportation System Preservation and Operation Grouping	See Appendix E: TDOT Metropolitan Groupings Definitions for a more comprehensive list of activities included but not limited for eligibility.	TDOT	Carried Forward
20-2020-303	National Highway System Preservation and Operation Grouping	See Appendix E: TDOT Metropolitan Groupings Definitions for a more comprehensive list of activities included but not limited for eligibility.	TDOT	Carried Forward
20-2020-305	STBG/STBG Transportation Alternatives (STBG-TA) Bike/Pedestrian Grouping	This grouping will be used to fund greenways, sidewalks, bike/pedestrian amenities, streetscaping, and to fund STBG - Transportation Alternatives projects, which provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects throughout the Knoxville TPO area.	Various	Carried Forward
20-2020-306	Planning and Studies Grouping	This grouping will be used to fund planning reports and studies throughout the Knoxville TPO planning area.	Various	Carried Forward
20-2020-307	Maintenance and Repair Grouping	Funds will be used for operation, maintenance, repair, or resurfacing works.	Various	Carried Forward
20-2020-400	Bicycle Parking Program	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.	TPO	All Program Funds Obligated
20-2020-401	Smart Trips - Comprehensive Program	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.	TPO	All Program Funds Obligated

Appendix D: Air Quality Conformity Determination

[\(Link to Approved Air Quality Conformity Determination Report\)](#)

Appendix E: TDOT Grouping Definitions

Statewide Grouping Descriptions (*DRAFT DOCUMENT*)

Activities delivered from TDOT's statewide groupings are limited to work types that are:

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

Activities that do not meet these requirements must be individually identified in the STIP or respective MPO's TIP. The following tables elaborate on the allowable work types for the statewide groupings.

Statewide Grouping Crosswalk

Grouping	Function	Allowable Work Types
Travel Congestion and Clean Air Improvement Grouping (23990000094)	Reduce traffic congestion and improve air quality for areas not meeting standards for ozone, carbon monoxide, or particulate matter.	<ul style="list-style-type: none"> • State planning and research • Installation of vehicle-to-infrastructure communications equipment • Electric vehicle and natural gas vehicle infrastructure • Diesel retrofits for PM 2.5 non-attainment or maintenance areas • Use verified technology for non-road vehicles and engines used in port- related freight operations for PM 2.5 non-attainment or maintenance areas under 23 U.S.C. or Chapter 53 of 49 U.S.C. • Install diesel emission control technology on non-road diesel equipment or such equipment that is used on highway construction projects for PM 2.5 non-attainment or maintenance areas. • Establish/operate a traffic monitoring, management, and control facility or program <ul style="list-style-type: none"> ○ Improve signalization ○ Transportation Demand Management ○ Bicycle and Pedestrian Facilities ○ Public Outreach and Education ○ Carpooling/Vanpooling

<p>Travel Congestion and Clean Air Improvement Grouping – Cont. (23990000094)</p>		<ul style="list-style-type: none"> • Build high occupancy vehicle (HOV) lanes • Intersection improvement. • Add turning lanes • Improve transportation systems management and operations • Implement intelligent transportation systems (ITS) • Purchase diesel retrofits • Provide information and technical assistance to owners/operators of diesel equipment and vehicles. • The most cost-effective projects to reduce emissions from port-related landside non-road or on road equipment that is operated within the boundaries of the area [23 U.S.C.149(k)(2) & (4) • Shared micromobility, including bikesharing and shared scooter systems; [§11115(1); 23 U.S.C. 149(b)(7); • The purchase of diesel replacements, or medium-duty or heavy-duty zero emission vehicles and related charging equipment; [§23 U.S.C. 149(b)(8)]; • Modernization or rehabilitation of a lock and dam, or a marine highway corridor, connector, or crossing if functionally connected to the Federal-aid highway system and likely to contribute to attainment or maintenance of national ambient air quality standards (capped at 10% of CMAQ apportionment); and [§11115(1) and (2); 23 U.S.C. 149(b)(10), (b)(11), and (c)(4)] • In alternative fuel projects, vehicle refueling infrastructure that would reduce emissions from nonroad vehicles and nonroad engines used in construction projects or port-related freight operations. [§ 1115(3); 23 U.S.C. 149(f)(4)(A)
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Grouping	Function	Allowable Work Types
<p>Safety Grouping (23000000088)</p> <p>Knox MPO TIP # 22-2023-301</p>	<p>Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem, including workforce development, training and education activities.</p> <p>Eligibility of specific projects, strategies, and activities is generally based on:</p> <ul style="list-style-type: none"> • Consistency with SHSP, • Crash experience, crash potential, or other data- supported means, • Compliance with the requirements of Title 23 of the U.S.C., and 	<ul style="list-style-type: none"> • Intersection safety improvements • Pavement and shoulder widening (including a passing lane to remedy an unsafe condition) • Installation of rumble strips or another warning devices, if they do not adversely affect the safety or mobility of bicyclists and pedestrians • Installation of skid-resistant surface at intersections or locations with high crash frequencies • Improvements for pedestrian or bicyclist safety • Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices • The conduct of a model traffic enforcement activity at a railway-highway crossing • Construction of a traffic calming feature • Elimination of a roadside hazard

<p>Safety Grouping - Cont. (23000000088)</p>	<ul style="list-style-type: none"> • State’s strategic or performance- based safety goals to reduce fatalities and serious injuries on all public roads. • Projects to upgrade railway- highway grade crossings by eliminating hazards and installing protective devices. 	<ul style="list-style-type: none"> • Installation, replacement, and other improvements of highway signage and pavement markings, or a project to maintain minimum levels of retro-reflectivity that addresses a highway safety problem consistent with the SHSP • Installation of emergency vehicle priority control systems at signalized intersections • Installation of traffic control or other warning devices at locations with high crash potential • Transportation safety planning • Collection, analysis, and improvement of safety data • Planning integrated interoperable emergency communications equipment or operational or traffic enforcement activities (including police assistance) related to work zone safety • Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes), and crash attenuators. • The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife • Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones. • Construction and operational improvements on high risk rural roads. • Geometric improvements to a road for safety purposes that improve safety. • Road safety audits. • Roadway safety infrastructure improvements consistent with FHWA’s “Highway Design Handbook for Older Drivers and Pedestrians” (FHWA-RD-01-103) • Truck parking facilities eligible for funding
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<p>Response and Relief Supplemental Appropriations Act (HIP-CRRSAA) Grouping</p>	<p>Bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under Section 14501 of Title 40.</p>	<ul style="list-style-type: none"> • Preventative Maintenance as discussed in 23 U.S.C. 116 (e); • Routine Maintenance. However, if it is performed by contract, states and subrecipients must follow 2 CFR 200.317. Routine maintenance may also be performed by state or local forces through normal operations; • Operations costs may include, but are not limited to, labor costs, administrative costs, costs of utilities, and rent, for the highway surface transportation operations of state DOTs or local governments; • Salaries of employees (including those employees who have been placed on administrative leave) or contractors; • The debt service costs allocable to the highway surface transportation projects associated with the bond issuance; • Funds for availability payments related to highway surface transportation; • The state incurred a cost for the identified “Special Authority” cost objective(s) and the state demonstrates that a cost was incurred and is allocable to the identified HIP-CRRSAA cost objective(s); • Projects with a public tolling agency or ferry system, preferably through a subrecipient /subaward type grant agreement between the entity and the state; • STBG eligible activities in 23 USC 133(b); • Advance Construction conversion, obligation and outlay for projects prior to incurrence of cost and which have been included in a STIP.
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National Highway Freight Program (NHFP) Grouping

Projects for the preservation and improvement of the conditions and performance of the National Highway Freight Network (NHFN), including:

Projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS), including:

- Rehabilitation, resurfacing, preservation, and operational improvements;
- Traffic operations;
- Environmental mitigation;
- Statewide studies;
- Data collection

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities;
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to the land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance;
- Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems;
- Efforts to reduce the environmental impacts of freight movement;
- Environmental and community mitigation for freight movement;
- Railway-highway grade separation;
- Geometric improvements to interchanges and ramps;
- Truck-only lanes;
- Climbing and runaway truck lanes;
- Adding or widening shoulders;
- Truck parking facilities eligible for funding under section 1401 of MAP-21;
- Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems;
- Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies;
- Traffic signal optimization, including synchronized and adaptive signals;
- Work zone management and information systems;

	<p>Project is functionally connected to the NHFN and likely to reduce on-road mobile source emissions [§11114(3)(D); 23 U.S.C. 167(h) (5)(b)(iii) and (vi)]</p>	<ul style="list-style-type: none"> • Highway ramp metering; • Electronic cargo and border security technologies that improve truck freight movement; • Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities; • Additional road capacity to address highway freight bottlenecks; • Physical separation of passenger vehicles from commercial motor freight; • Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight; • A highway or bridge project, other than a project previously described, to improve the flow of freight on the National Highway Freight Network; • Any other surface transportation project to improve the flow of freight into and out of a public or private freight rail or water facility (including ports), and facilities that provide surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into or out of the facility; • For the modernization of a lock or dam, or • On a marine highway corridor, connector, or crossing (including an inland waterway corridor, connector, or crossing)
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Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>National Highway System Preservation and Operation Grouping (23000000076)</p> <p>Knox MPO</p> <p>TIP # 23-2023-303</p>	<ul style="list-style-type: none"> • Rehabilitation, resurfacing, restoration, preservation, and operational improvements, • Traffic operations, • Bridge and tunnel improvements, • Safety improvements, • Bicycle and pedestrian improvements, and • Environmental mitigation. 	<ul style="list-style-type: none"> • Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance • Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition • Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps

National Highway System Preservation and Operation Grouping – Cont.

(23000000076)

- Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs:
- Infrastructure-based intelligent transportation systems (ITS) capital improvements.
- Traffic Management Center (TMC) operations and utilities.
- Freeway service patrols.
- Traveler information.
- Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures.
- Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure.
- Rail-highway grade crossing improvements.
- Highway safety improvements:
 - Installation of new or improvement of existing guardrail.
 - Installation of traffic signs and signals/lights.
 - Spot safety improvements.
 - Sidewalk improvements.
 - Pedestrian and/or bicycle facilities.
 - Traffic calming and traffic diversion improvements.
 - Noise walls,
 - Wetland and/or stream mitigation,
 - Environmental restoration and pollution abatement,

<p>National Highway System Preservation and Operation Grouping – Cont.</p> <p>(23000000076)</p>		<ul style="list-style-type: none"> • Control of noxious weeds and establishment of native species. • Projects authorized from this grouping may be authorized with different Federal percentages than shown in the grid based on one or more of the following: <ul style="list-style-type: none"> ○ 90% for certain Interstate projects under 23 U.S.C. 120(a); or ○ 100% for certain safety items under 23 U.S.C. 120(c); or ○ 100% for Appalachian Development Highway System (ADHS) projects under MAP-21 §1528 and 40 U.S.C. 14501 • Underground public utility infrastructure carried out in conjunction with an otherwise eligible project; • Resiliency improvements on the NHS, including protective features; • Activities to protect NHS segments from cybersecurity threats.
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Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>Surface Transportation System Preservation and Operation Grouping (23000000090)</p> <p>Knox MPO</p> <p>TIP # 23-2023-302</p>	<p>Projects and programs for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads, including:</p> <ul style="list-style-type: none"> • Rehabilitation, resurfacing, restoration, preservation, and operational improvements on Federal-aid highways and designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 U.S.C. 14501, <p>Traffic operations on Federal-aid highways,</p> <ul style="list-style-type: none"> • Bridge and tunnel improvements on public roads, • Safety improvements on public roads, • Environmental mitigation 	<p>Activities previously authorized under the Surface Transportation Program (STP):</p> <ul style="list-style-type: none"> • Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance • Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition • Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies and extending on/off ramps. • Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: • Infrastructure-based intelligent transportation systems (ITS) capital improvements. • Traffic Management Center (TMC) operations and utilities. • Freeway service patrols, • Traveler information. • Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures

<p>Surface Transportation System Preservation and Operation Grouping - Cont. (23000000090)</p>	<ul style="list-style-type: none"> • Scenic and historic highway programs, • Landscaping and scenic beautification, • Historic preservation, • Infrastructure projects for improving non-driver access to public transportation and enhanced mobility, <p>Community improvement activities,</p>	<ul style="list-style-type: none"> • Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure. • Rail - Highway grade crossing improvements • Highway safety improvements: <ul style="list-style-type: none"> ○ Installation of new or improvement of existing guardrail. ○ Installation of traffic signs and signals/lights. ○ Spot safety improvements. • Sidewalk improvements, • Pedestrian and/or bicycle facilities, • Traffic calming and traffic diversion improvements, • Transportation Alternatives as defined by 23 U.S.C. 213(B), 23 U.S.C. 101(A)(29), and
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<p>Surface Transportation System Preservation and Operation Grouping - Cont. (23000000090)</p>		<p>Section 1122 of MAP-21.</p> <ul style="list-style-type: none"> • Noise walls, • Wetland and/or stream mitigation, • Environmental restoration and pollution abatement, <p>Control of noxious weeds and establishment of native species</p> <ul style="list-style-type: none"> • Privately-owned or majority-privately owned, ferry boats and terminal facilities that, as determined by the Secretary, provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system. [23 U.S.C. 133(b)(1)(B)]; • Wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife-vehicle collisions [23 U.S.C. 133(b)(1)(G); 23 U.S.C. 133(b)(14)]; • The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife [23 U.S.C. 133(b)(3)]; • Projects eligible under 23 U.S.C. 130 and installation of safety barriers and nets on bridges [23 U.S.C. 133(b)(5)]; • Maintenance and restoration of existing recreational trails [23 U.S.C. 133(b)(7)]; • Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure [23 U.S.C. 133(b)(15)]; • Installation and deployment of current and emerging intelligent transportation technologies [23 U.S.C. 133(b)(16)]; • Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop [23 U.S.C. 133(b)(17)]; • Protective features , including natural infrastructure, to enhance resilience of an eligible transportation facility [23 U.S.C. 133(b)(18)]; • Measures to protect an eligible transportation facility from cybersecurity threats [23 U.S.C.(b)(19)]; • Conducting value for money analyses or similar comparative analyses of public-private partnerships [§ 11508(d)(2); 23
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<p>Surface Transportation System Preservation and Operation Grouping - Cont. (23000000090)</p>		<p>U.S.C 133(b)(21));</p> <ul style="list-style-type: none"> • [Up to 5% of STBG apportionment] rural barge landing, docks, and waterfront infrastructure in a rural community or Alaska Native village that is off the road system [§ 11109(a)(7); 23 U.S.C. 113(b)(23) and (j)]; • Projects to enhance travel and tourism [23 U.S.C. 133(b)(24)]; • Replacement of low-water crossing with a bridge not on a Federal-aid highway [§11109(a)(2)(D); 23 U.S.C. 133(c)4]; • Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane [§11130; 23 U.S.C. 142(a)(3)]; • [Up to 15% of STBG apportionment] may be used on otherwise STBG-eligible projects or maintenance activities on roads functionally classified as rural minor collectors or local roads, ice roads, or seasonal roads, may be transferred to the Appalachian Highway System Program or the Denali Access System Program [§11109(a)(7); 23 U.S.C. 133(k)]
<p>Grouping Category</p>	<ul style="list-style-type: none"> • Function of Grouping Activities 	<p>Allowable Work Types</p>

<p>Surface Transportation System Preservation and Operation Grouping - Cont. (23000000090)</p>	<p>Transportation Enhancement projects,</p>	<p>Activities previously authorized under the Transportation Enhancement Program:</p> <ul style="list-style-type: none"> • Pedestrian and bicycle facilities, safety, and educational activities. • Acquisition of scenic easements and scenic or historic sites. • Scenic or historic highway programs, • Landscaping and other scenic beautification activities, • Historic preservation, • Rehabilitation and operation of historic transportation buildings, structures, or facilities, • Preservation of abandoned railway corridors, • Advertising, • Archaeological planning and research, • Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity. • Establishment of transportation museums, • Activities under the Tennessee Roadscapes grant program, including landscaping, irrigation, benches, trash cans, paths, and signage.
<p>Grouping Category</p>	<ul style="list-style-type: none"> • Function of Grouping Activities 	<p>Allowable Work Types</p>
	<p>Safe Routes to School (SRTS) projects,</p>	<p>Infrastructure related activities:</p> <ul style="list-style-type: none"> • Sidewalk improvements • Traffic calming and speed reduction improvements

		<ul style="list-style-type: none"> • Pedestrian and bicycle crossing improvements • On-street bicycle facilities • Off-street bicycle and pedestrian facilities • Secure bicycle parking facilities • Traffic diversion improvements approximately within 2 miles of a school location.
Surface Transportation System Preservation And Operation Grouping - Cont. (23000000090)	<ul style="list-style-type: none"> • Safe Routes to School (SRTS) projects, 	<p>Non-infrastructure related activities:</p> <ul style="list-style-type: none"> • Public awareness campaigns and outreach to press and community leaders. • Traffic education and enforcement in the vicinity of schools <ul style="list-style-type: none"> ○ Student sessions on bicycle and pedestrian safety, health, and environment ○ Funding for training, volunteers, and managers of safe routes to school program.
Grouping Category	<ul style="list-style-type: none"> • Function of Grouping Activities 	Allowable Work Types

<p>Surface Transportation System Preservation and Operation – TAP Grouping (23000000090)</p>	<ul style="list-style-type: none"> • Transportation Alternatives projects, • On- and off-road pedestrian and bicycle facilities, 	<p>Activities previously authorized under the Transportation Alternatives Program (TAP):</p> <ul style="list-style-type: none"> • Transportation Alternatives projects, construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including: <ul style="list-style-type: none"> ○ Sidewalk improvements. ○ Bicycle infrastructure. ○ Pedestrian and bicycle signals. ○ Traffic calming techniques. ○ Lighting and other safety-related infrastructure. ○ Transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
<p>Surface Transportation System Preservation And Operation – TAP</p>	<ul style="list-style-type: none"> • Transportation Alternatives projects, 	<ul style="list-style-type: none"> • Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily

<p>Grouping (23000000090)</p>		<p>needs</p> <ul style="list-style-type: none"> • Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users • Construction of turnouts, overlooks, and viewing areas
<p>Surface Transportation System Preservation and Operation – TAP Grouping (23000000090)</p>	<ul style="list-style-type: none"> • Transportation Alternatives projects, 	<p>Community improvement activities, which include but are not limited to:</p> <ul style="list-style-type: none"> • Inventory, control, or removal of outdoor advertising. • Historic preservation and rehabilitation of historic transportation facilities. • Vegetation management in transportation rights-of-way to improve roadway safety, prevents invasive species, and provides erosion control. <p>Archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23 of the U.S.C.</p>
<p>Surface Transportation System Preservation and Operation – TAP Grouping (23000000090)</p>	<ul style="list-style-type: none"> • Transportation Alternatives projects, 	<p>Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:</p> <ul style="list-style-type: none"> • Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff. • Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats. • Activities in furtherance of a vulnerable road user safety assessment [[§ 11109(b)(1)(C); 23 U.S.C. 133(h)(3)(C).
<p>Grouping Category</p>	<ul style="list-style-type: none"> • Function of Grouping Activities 	<p>Allowable Work Types</p>

<p>Surface Transportation System Preservation and Operation – SRTS Grouping</p>	<ul style="list-style-type: none"> • Projects for the creation, rehabilitation, and maintenance of multi-use recreational trails. 	<ul style="list-style-type: none"> • SRTS Program infrastructure-related projects, non-infrastructure-related activities (such as pedestrian and bicycle safety and educational activities advanced under the SRTS program), and SRTS Coordinator positions. • Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways
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Surface Transportation System Preservation And Operation – RTP Grouping (23000000090)

- Recreational Trail Program projects.

Recreational Trails Program activities under 23 U.S.C. 206.

- Maintenance and restoration of existing recreational trails
- Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails
- Purchase and lease of recreational trail construction and maintenance equipment
- Construction of new recreational trails
- Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors
- Assessment of trail conditions for accessibility and maintenance
- Development and dissemination of publications and operation of educational programs to promote safety and environmental protection
- Payment of costs to the State incurred in administering the program
- Projects authorized from this grouping may be authorized with different Federal percentages than shown in the grid based on one or more of the following:
 - 90% for certain Interstate projects under 23 U.S.C. 120(a); or
 - 100% for certain safety items under 23 U.S.C. 120(c); or
 - 100% for Appalachian Development Highway System (ADHS) projects under MAP-21 §1528 and 40 U.S.C. 14501.

Grouping Category	Function of Grouping Activities	Allowable Work Types
Surface Transportation System Preservation and Operation - Workforce Development, Training, and Education Grouping (23000000082)	<ul style="list-style-type: none"> Surface transportation workforce development, training, and education activities. 	<ul style="list-style-type: none"> Direct educational expenses (not including salaries) in connection with the education and training of transportation employees <ul style="list-style-type: none"> National Highway Institute (NHI) course participation College and University cooperative education programs relating to surface transportation including student internships, outreach to develop interest and promote participation in transportation careers, or activities that will help students prepare for a career in transportation Local technical assistance programs (LTAP) Projects authorized from this grouping may be authorized with different Federal percentages than shown in the grid based on one or more of the following: <ul style="list-style-type: none"> 90% for certain Interstate projects under 23 U.S.C. 120(a); or 100% for certain safety items under 23 U.S.C. 120(c); or 100% for Appalachian Development Highway System (ADHS) projects under MAP-21 §1528 and 40 U.S.C. 14501.

Appendix F: ADA and ADA Transition Plan Status Update

ADA and ADA Transition Plan Status of Local Public Agencies

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