

## **DRAFT 3-25-2024 for Public Review**

### **Short Conformity Report for April 2024 Knoxville Regional TPO TIP Amendments**

#### **Project ID's:**

1. TIP ID# 23-2017-037a / KRMP ID# 09-101b – Edgemoor Road (SR-170) from near Melton Lake Drive to SR-9 (US-25W, Clinton Highway)
2. TIP ID# 23-2017-037b (NEW) / KRMP ID# 09-101a – Edgemoor Road (SR-170) from near SR-62 to near Melton Lake Drive

#### **Introduction**

This report constitutes a conformity determination being made on air quality non-exempt project amendments to the FY 2023 – 2026 Knoxville Regional TPO Transportation Improvement Program (TIP). The TIP is the federally required short-range document that is a subset of and implements the Regional Long-Range Transportation Plan of the TPO – currently known as Mobility Plan 2045.

#### **Transportation Air Quality Conformity Background**

Transportation conformity is a mechanism to ensure that federal funding is not used on transportation programs or projects that are not consistent with the air quality goals of the Tennessee State Implementation Plan for maintaining the attainment status of the Knoxville Region with respect to the National Ambient Air Quality Standards (NAAQS) established by the Clean Air Act. The Knoxville Region is currently designated as an Air Quality Maintenance Area for the criteria pollutants of Fine Particulate Matter (PM<sub>2.5</sub>) and Ozone.

#### **Current Conformity Status**

The current Mobility Plan 2045 was adopted by the TPO Executive Board on April 28, 2021 and the Air Quality Conformity Determination was approved by the U.S. Department of Transportation (U.S. DOT) on May 31, 2021. The FY 2023-2026 TIP was adopted by the TPO Executive Board on October 26, 2022. Air Quality Conformity for the 2023-2026 TIP was approved by the U.S. DOT on January 6, 2023.

A copy of the most recent full Air Quality Conformity Determination Report can be found at: [https://knoxtpo.org/wp-content/uploads/2023/01/Conformity-Determination-FY2023-2026-TIP\\_Final.pdf](https://knoxtpo.org/wp-content/uploads/2023/01/Conformity-Determination-FY2023-2026-TIP_Final.pdf)

## **Project Amendment Details**

Periodically, as needs and conditions change, it becomes necessary to modify the Plans described above. The current action involves amending the current TIP to increase the funding for various phases of one existing project based on updated cost estimates as well as adding a new project to the TIP, which is a segment of the same overall corridor. Since the affected projects are already included in the existing Mobility Plan 2045, they have therefore been previously accounted for in the regional emissions analysis used to determine transportation conformity. The TPO staff believes that the previously programmed horizon years and scopes for these projects are also still appropriate based on the proposed action and updated project descriptions as discussed in more detail below.

Following is additional information regarding the proposed amendments and the before/after TIP profile pages are included as Attachment 1:

1. TIP Project TIP ID# 23-2017-037a / KRMP ID# 09-101b – Edgemoor Road (SR-170) from near Melton Lake Drive to SR-9 (US-25W, Clinton Highway) in Anderson County. Amend project to increase ROW funding and increase the total project cost. Additional federal ROW funds are programmed in FY 2025 at a cost of \$17,417,585 STBG (\$13,934,068 federal /\$3,483,517 state). Additional state funded ROW is also programmed in FY 2025 at a cost of \$4,919,265. The project termini is updated to reflect the project's status as a Transportation Modernization Act project. This amendment adds \$22,366,850 (\$13,934,068 federal/\$8,432,782 state) to this project and the TIP. The total project cost is increased to \$251,992,328.

This project is programmed in the 2035 Conformity Horizon Year - refer to Figure 1 for an excerpt showing this project in the most recently amended Mobility Plan 2045 conformity determination project table listing.

2. TIP ID# 23-2017-037b (NEW) / KRMP ID# 09-101a – Edgemoor Road (SR-170) from near SR-62 to near Melton Lake Drive in Anderson County. Amend the TIP to add this non-exempt project for design and ROW. PE-D is programmed in FY 2024 at a cost of \$1,285,200 STBG (\$1,028,160 federal/\$257,040 state). ROW is programmed in FY 2025 at a cost of \$4,203,250 STBG (\$3,362,600 federal/\$840,650 state). This amendment adds \$5,488,450 (\$4,390,760 federal/\$1,097,690 state) to the TIP. The total project cost is \$98,203,200.

This project is also programmed in the 2035 Conformity Horizon Year - refer to Figure 1 for an excerpt showing this project in the most recently amended Mobility Plan 2045 conformity determination project table listing.

Figure 1: Mobility Plan 2045 Project List showing Edgemoor Road (SR-170) Projects

Table E-1 – Projects from Knoxville TPO 2045 Mobility Plan Subject to Conformity

Project Name	KRMP ID	FY 2023-2026 TIP ID	From	To	Length (miles)	Final Description	Conformity Analysis Year	Exempt Status	Regional Significance
<b>Anderson County Projects</b>									
Emory Valley Road at Melton Lake Drive Roundabout	13-101		Intersection		0	Construct roundabout	2026	Exempt	N/A - Exempt
Oak Ridge Signal Timing Optimization Program: Phase 2	13-002		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	Exempt	N/A - Exempt
Oak Ridge Signal Timing Optimization Program: Phase 3	19-100	23-2017-064	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	Exempt	N/A - Exempt
Oak Ridge Rails to Trails	13-830	23-2017-046	Melton Lake Rd/Greenway	Scarboro Rd	4.5	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	Exempt	N/A - Exempt
Emory Valley Road at Lafayette Drive Intersection	17-101		Intersection		0	Remove dedicated right turn lane from Emory Valley (west) to Lafayette Drive (north) with standard right turn lane.	2026	Exempt	N/A - Exempt
TVA Bull Run Site Study	19-708				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	Exempt	N/A - Exempt
Edgemoor Road (SR-170) – West Segment	09-101a		Oak Ridge Hwy (SR-62)	Melton Lake Dr	2.6	Widen from 2-lanes to 4-lanes with median and/or center turn lane. Also includes bicycle/pedestrian facilities	2035	Non-Exempt	Regionally Significant
Edgemoor Road (SR-170) – East Segment	09-101b	20-2017-037a	Melton Lake Dr	Clinton Hwy (US-25W/SR-9)	3.6	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.	2035	Non-Exempt	Regionally Significant

## **Statement of Conformity**

The Knoxville Regional TPO reaffirms the applicable conformity findings with the above-described amendments based on the ability to rely on a previous emissions analysis under federal Transportation Conformity Rule found at: 40 CFR 93.122(g). The TPO is relying on the most recent completed regional emissions analyses for:

- 2006 Daily PM<sub>2.5</sub> Standards – The regional emissions analysis completed for Mobility Plan 2045 amendments and FY 2023-2026 TIP adopted in October 2022 and conformity finding by U.S. DOT on January 6, 2023. The geographic coverage includes all of Anderson, Blount, Knox and Loudon counties and a small portion of Roane County.
- 2008 8-Hour Ozone Standard – The regional emissions analysis completed for Mobility Plan 2045 amendments and FY 2023-2026 TIP adopted in October 2022 and conformity finding by U.S. DOT on January 6, 2023. The geographic coverage includes all of Blount and Knox counties plus a portion of Anderson County.

Following are the requirements from 40 CFR 93.122(g) for relying on a previous regional emissions analysis and findings for how such have been met for these amendments:

- i.) The new plan and/or TIP contains all projects which must be started in the plan and TIP's timeframes in order to achieve the highway and transit system envisioned in the transportation plan.

**Finding:** These projects are already included in the existing Mobility Plan with the KRMP Project ID #'s and horizon years noted above. The required air quality horizon years analyzed for the Mobility Plan were:

- 2026 – First Horizon Year within 10 years from base year used to validate transportation demand planning model (2018)
- 2035 – Year such that there are no more than 10 years between analysis years
- 2045 – Final Year of Mobility Plan 2045

In addition to the required horizon years noted above, there was an additional analysis year of 2028 based on the final year of the Maintenance Plan for the Daily PM<sub>2.5</sub> standard. This analysis year was not modeled directly for on-road mobile source emissions and used linear interpolation between year 2026 and 2035 outputs instead.

Following is a discussion of the projects' conformity horizon years and their continued relevance based on the proposed TIP amendments:

1. TIP Project TIP ID# 23-2017-037a / KRMP ID# 09-101b – Edgemoor Road (SR-170) from near Melton Lake Drive to SR-9 (US-25W, Clinton Highway):

This project is already programmed in the FY 2023-2026 TIP as noted above and updated cost estimates have revealed that additional funding is needed for the right-of-way phase. Since funding for right-of-way is scheduled to go through at least fiscal year 2025 and no construction funding is proposed in this TIP it is apparent that this project cannot be completed by the first conformity horizon year of 2026. **Therefore, the currently proposed horizon year of 2035 used in the conformity analysis for the Mobility Plan 2045 is still appropriate.**

2. TIP ID# 23-2017-037b (NEW) / KRMP ID# 09-101a – Edgemoor Road (SR-170) from near SR-62 to near Melton Lake Drive:

This is a directly adjoining segment of SR-170 to the other amendment in this package. When this corridor widening was originally placed in the FY 2017-2020 TIP it was one overall project, but subsequently split into 2 separate phases since Melton Lake Drive could serve as a logical terminus for each. With the introduction of the special allocation of TDOT Transportation Modernization Act (TMA) funding the two phases are now able to be put in the current TIP together. Similar to the other amendment, this project is receiving right-of-way funding in FY 2025 and no construction funds are as yet being programmed. **Therefore, the currently proposed horizon year of 2035 used in the conformity analysis for the Mobility Plan 2045 is still appropriate.**

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

**Finding:** These project amendments and all other regionally significant plan and TIP projects have been adequately described in order to determine their contribution to the regional emissions through the use of the Knoxville Regional TPO's travel demand forecasting model.

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

**Finding:** These project amendments do not affect the scope of the projects in terms of how they were modeled in the Knoxville Regional TPO's travel demand forecasting model used for the regional emissions analysis to demonstrate conformity. Additional elaboration on this aspect is provided for each project as follows:

1. TIP Project TIP ID# 23-2017-037a / KRMP ID# 09-101b – Edgemoor Road (SR-170) from near Melton Lake Drive to SR-9 (US-25W, Clinton Highway):

The TIP project description matches with the project description in the Mobility Plan 2045 used to model it for conformity. It is a proposed widening project from 2 to 4 lanes with a median and/or center turn lane to divide the directions of travel.

2. TIP ID# 23-2017-037b (NEW) / KRMP ID# 09-101a – Edgemoor Road (SR-170) from near SR-62 to near Melton Lake Drive:

The TIP project description matches with the project description in the Mobility Plan 2045 used to model it for conformity. It is a proposed widening project from 2 to 4 lanes with a median and/or center turn lane to divide the directions of travel.

- iv.) The previous regional emissions analysis is consistent with the requirements of 40 CFR 93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 40 CFR 93.119, as applicable.

**Finding:** The previous regional emissions analyses followed the requirements of 40 CFR 93.118 by demonstrating conformity to all currently applicable motor vehicle emissions budgets (MVEB). The current MVEB in effect for the 2008 Ozone Standard was made effective on July 13, 2015 and the current MVEBs in effect for the 2006 Daily PM2.5 standard was made effective on August 28, 2017 as noted in the conformity determination report.

It should also be noted that none of these project amendments are subject to conformity for the 1997 8-hour Ozone Standard since they lie within the portion of Anderson County which is subject to the conformity requirements from the more stringent 2008 8-hour Ozone Standard for which it is currently classified as a Maintenance Area.

### **Timely Implementation of TCMs**

The applicable State Implementation Plans for the Knoxville Region do not contain any Transportation Control Measures; therefore, nothing in the amended TIP would interfere with their implementation.

### **Fiscal Constraint Analysis**

The “before and after” TIP financial tables are included in Attachment 1 and demonstrate that the FY 2023 – 2026 TIP still meets financial constraint for all fiscal years.

### **Interagency Consultation and Public Involvement Analysis**

The prior regional emissions analyses leading to U.S. DOT’s approval on May 31, 2021 for the original Mobility Plan 2045 and subsequently on January 6, 2023 for amendments to that Plan complied with all federal and state requirements for interagency consultation and public involvement. This amendment underwent a 30-day public comment period from March 25, 2024 to April 23, 2024 as per the Knoxville Regional TPO Public Involvement Plan and X

comments were received (TBD). The amendments were also reviewed by the Knoxville Area Air Quality Interagency Consultation Group for a 24-day period from March 1, 2024 to March 24, 2023 with no comments being received.

**ATTACHMENT 1 –  
FY 2023 – 2026 TIP Before and After Profile Pages**

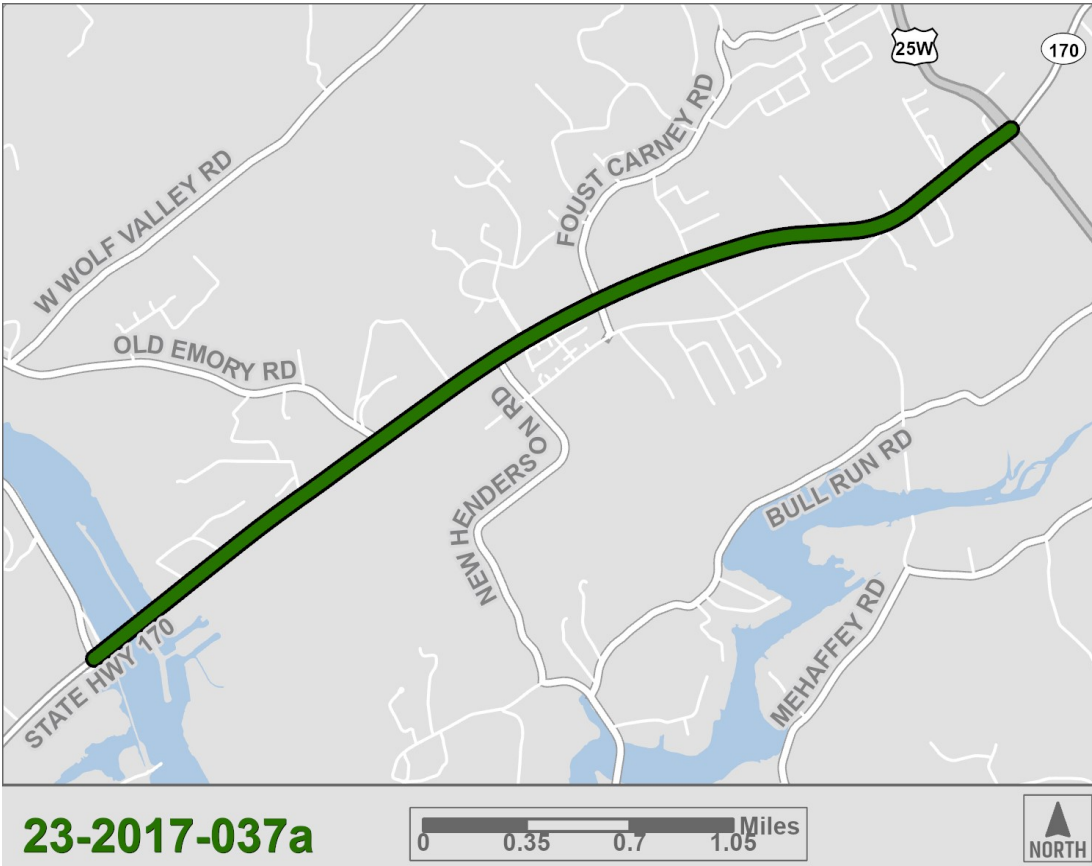


**TIP Project Report**  
2/27/2024

ORIGINAL

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
KNX 23-2017-037a	124121.02	3.63	TDOT
<b>State</b>	<b>County</b>		
TN	Anderson		
<b>State Route</b>	<b>Total Project Cost</b>		
SR-170	\$55,100,000		
<b>Project Name</b>			
Edgemoor Road (SR-170)			
<b>Termini</b>			
From near Melton Lake Drive to SR-9 (US-25W, Clinton Highway) (IA)			
<b>Project Description</b>			
Widening 2 lanes to 4 lanes with median and; or center turn lane. Also includes bicycle; pedestrian facilities and a new bridge over the Clinch River. (Split into two segments for PE,ROW, and Construction on PINs 124121.01 and.02)			
<b>Long Range Plan #</b>		<b>Conformity Status</b>	
09-101b		Non-Exempt	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-D	STBG	\$3,000,000	\$2,400,000	\$600,000	\$0
2024	ROW	STBG	\$6,600,000	\$5,280,000	\$1,320,000	\$0
Total			\$9,600,000	\$7,680,000	\$1,920,000	\$0



# TIP Project Report

2/27/2024

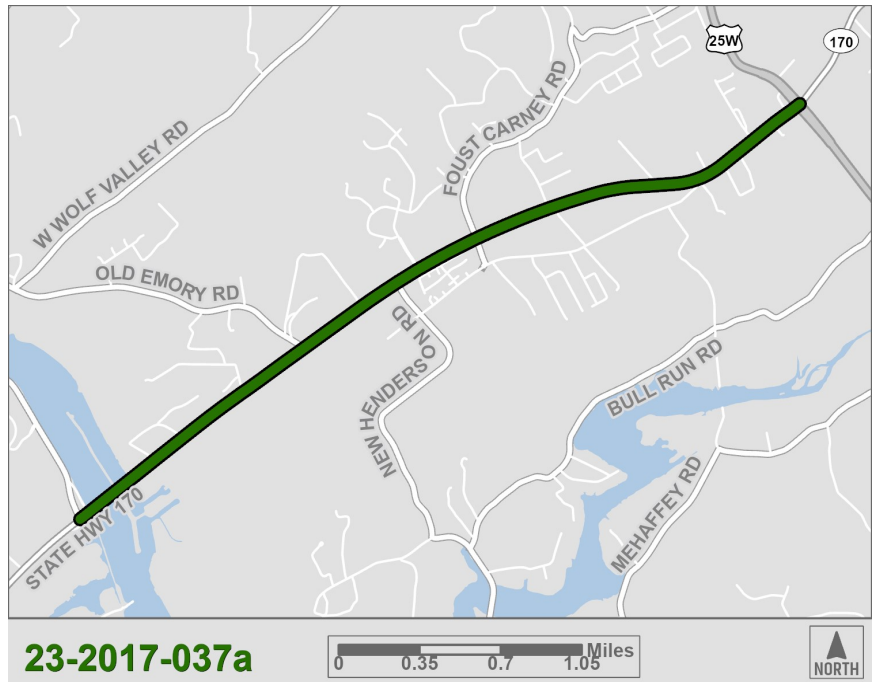
AMENDED

<b>TIP ID</b>	<b>PIN #</b>	<b>Length in Miles</b>	<b>Lead Agency</b>
KNX 23-2017-037a	124121.02	3.63	TDOT
<b>State</b>	<b>County</b>		
TN	Anderson		
<b>State Route</b>	<b>Total Project Cost</b>		
SR-170	\$251,992,328		
<b>Project Name</b>			
Edgemoor Road (SR-170)			
<b>Termini</b>			
From near Melton Lake Drive to SR-9 (US-25W, Clinton Highway) (IA) (TMA)			
<b>Project Description</b>			
Widening 2 lanes to 4 lanes with median and; or center turn lane. Also includes bicycle; pedestrian facilities and a new bridge over the Clinch River. (Split into two segments for PE,ROW, and Construction on PINs 124121.01 and.02)			
<b>Long Range Plan #</b>		<b>Conformity Status</b>	
09-101b		Non-Exempt	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-D	STBG	\$3,000,000	\$2,400,000	\$600,000	\$0
2024	ROW	STBG	\$6,600,000	\$5,280,000	\$1,320,000	\$0
2025	ROW	STBG	\$17,417,585	\$13,934,068	\$3,483,517	\$0
2025	ROW	STATE			\$4,919,265	\$0
<b>Total</b>			<b>\$27,017,585</b>	<b>\$21,614,068</b>	<b>\$10,322,782</b>	\$0

## Comments:

Amendment 109: Amend project to increase ROW funding and increase the total project cost. Additional federal ROW funds are programmed in FY 2025 at a cost of \$17,417,585 STBG (\$13,934,068 federal /\$3,483,517 state). Additional state funded ROW is also programmed in FY 2025 at a cost of \$4,919,265. The project termini is updated to reflect the project's status as a Transportation Modernization Act project. This amendment adds \$22,366,850 (\$13,934,068 federal/\$8,432,782 state) to this project and the TIP. The total project cost is increased to \$251,992,328.



# STIP Project Report

8/24/2023

AMENDED  
NEW  
PAGE

STIP ID	PIN #	Length in Miles	Lead Agency
	124121.01	2.55	TDOT

State	County
TN	Anderson

State Route	Total Project Cost	TIP ID
SR-170	\$98,203,200	

Project Name
Edgemoor Road (SR-170)

Termini
From near SR-62 to near Melton Lake Drive (IA)(TMA)

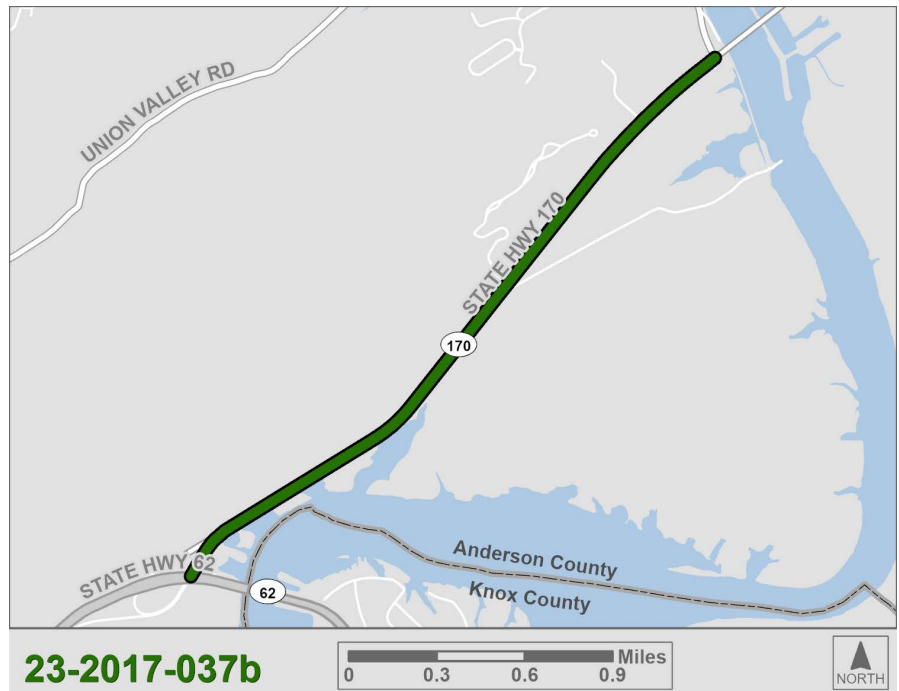
Project Description
Widening SR-170 from 2 lanes to 4 lanes with median and/or center turn lane. Improvements also include bicycle and pedestrian facilities. (Split into two segments for PE,ROW, and Construction on PINs 124121.01 and.02)

Long Range Plan #	Conformity Status
09-101a	Non-Exempt

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2024	PE-D	STBG	\$1,285,200	\$1,028,160	\$257,040	\$0
2025	ROW	STBG	\$4,203,250	\$3,362,600	\$840,650	\$0
<b>Total</b>			<b>\$5,488,450</b>	<b>\$4,390,760</b>	<b>\$1,097,690</b>	<b>\$0</b>

## Comments:

*Amendment 110: Amend the TIP to add this non-exempt project for design and ROW. PE-D is programmed in FY 2024 at a cost of \$1,285,200 STBG (\$1,028,160 federal/\$257,040 state). ROW is programmed in FY 2025 at a cost of \$4,203,250 STBG (\$3,362,600 federal/\$840,650 state). This amendment adds \$5,488,450 (\$4,390,760 federal/\$1,097,690 state) to the TIP. The total project cost is \$98,203,200.*





eSTIP Fiscal Constraints Report for STIP Period 2023  
Knoxville MPO

ORIGINAL

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
STBG	2023	\$33,332,343	\$33,332,343	\$26,665,874	\$5,327,256	\$1,339,213	\$0	\$0
STBG	2024	\$15,469,245	\$15,469,245	\$12,375,396	\$3,093,849	\$0	\$0	\$0
STBG	2025	\$5,068,140	\$5,068,140	\$4,054,512	\$1,013,628	\$0	\$0	\$0
STBG	2026	\$1,267,035	\$1,267,035	\$1,013,628	\$253,407	\$0	\$0	\$0



eSTIP Fiscal Constraints Report for STIP Period 2023  
Knoxville MPO

AMENDED

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
STBG	2023	\$33,332,343	\$33,332,343	\$26,665,874	\$5,327,256	\$1,339,213	\$0	\$0
STBG	2024	\$16,754,445	\$16,754,445	\$13,403,556	\$3,350,889	\$0	\$0	\$0
STBG	2025	\$31,638,240	\$31,638,240	\$21,351,180	\$10,287,060	\$0	\$0	\$0
STBG	2026	\$1,267,035	\$1,267,035	\$1,013,628	\$253,407	\$0	\$0	\$0
STA	2025	\$4,919,265	\$4,919,265	\$0	\$4,919,265	\$0	\$0	\$0

Note: Fiscal constraint report draft update 3/1/24 and reflects:

FY 2024 STBG: +\$1,285,200 (Federal: +\$1,028,160 State: +\$257,040)  
FY 2025 STBG: +\$21,620,835 (Federal: +\$17,296,668 State: +\$4,324,167)  
FY 2025 STA: +\$4,919,265 (State: +\$4,919,265)