

2020-2021



Knoxville Regional
Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Appendices

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APPENDIX A

PUBLIC COMMENTS

(No public comments were received)

APPENDIX B

FY 2026-2029 TIP NEW PROJECT APPLICATION

CURRENT TIP PROJECT ROLLOVER FORM

CALL FOR PROJECTS SUMMARY INFORMATION



Call for Projects Application Form

Mobility Plan 2050 Goals

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

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

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

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

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

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

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

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

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

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

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

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

ATTN: Craig Luebke

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

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

DEADLINE: FRIDAY, FEBRUARY 28, 2025

PROJECT APPLICATION FORM

FY 2026 – 2029 TIP

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

PHASES COMPLETED (SELECT ALL THAT APPLY):

☐

PE - NEPA

☐

PE - Design

☐

Partial ROW Acquired

☐

All ROW Acquired

☐

Portion of Construction

PURPOSE & NEED

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

Purpose:

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

Need:

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

Local Support / Consistency with Plans

Use the box below to answer the following questions.

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

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

ROADWAY PROJECT SCOPE OF WORK

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

How are you accommodating bicyclists and pedestrians?

- | | |
|--|---|
| ☐ 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.

- | | | | |
|--|------------------------------|-----------------------------|-------------------------------|
| ☐ Public park/greenway | ☐ Yes | ☐ No | ☐ Some |
| ☐ School | ☐ Yes | ☐ No | ☐ Some |
| ☐ Library | ☐ Yes | ☐ No | ☐ Some |
| ☐ Transit Stop | ☐ Yes | ☐ No | ☐ Some |
| ☐ 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).

TRANSIT PROJECT SCOPE OF WORK

Proposed Improvements:

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

Vehicle Use:

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

TYPE OF VEHICLE: _____

CAPACITY OF VEHICLE: _____

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

Transit Project Performance Measures:

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

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

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

BICYCLE OR PEDESTRIAN PROJECT SCOPE OF WORK

Proposed Improvements:

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

Type:

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

Land Uses Within ¼ Mile of Facility:

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

- | | | | |
|---------------------------------------|------------------------------|-----------------------------|-------------------------------|
| ☐ Public Park | ☐ Yes | ☐ No | ☐ Some |
| ☐ School | ☐ Yes | ☐ No | ☐ Some |
| ☐ Library | ☐ Yes | ☐ No | ☐ Some |
| ☐ Transit Stop | ☐ Yes | ☐ No | ☐ Some |
| ☐ Retail | ☐ Yes | ☐ No | ☐ Some |
| ☐ Office | ☐ Yes | ☐ No | ☐ Some |
| ☐ Residential | ☐ Yes | ☐ No | ☐ Some |
| ☐ 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," explain in the additional information field below.

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

Proposed Features:

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

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

Bicycle or Pedestrian Project Performance Measures:

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

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

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

PROJECT COSTS, FUNDING, & SCHEDULE

BUDGET WORKSHEET:

PREVIOUSLY OBLIGATED PROJECT COSTS:

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

COST BY PHASE: REQUEST FOR FY 2026-2029 TIP

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

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

TOTAL PROJECT COST ESTIMATE: _____

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

Source of Cost Estimate:

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

Are Matching Funds Available?

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

Federal Funding Source Requested:

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

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

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

ABOUT YOU

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

ATTACHMENTS

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

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



FY 2026-2029

Transportation Improvement Program

Current TIP Project Rollover Form

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

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

ATTN: Craig Luebke

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

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

DEADLINE: FRIDAY, FEBRUARY 28, 2025

CURRENT TIP PROJECT ROLLOVER FORM

FY 2026 – 2029 TIP

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

PHASES COMPLETED (SELECT ALL THAT APPLY):

- | | |
|---|--|
| ☐ PE - NEPA | ☐ All ROW Acquired |
| ☐ PE - Design | ☐ Portion of Construction |
| ☐ Partial ROW Acquired | |

PERFORMANCE MEASURES (SELECT ALL THAT APPLY):

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

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

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

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

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

TOTAL PROJECT COST ESTIMATE: _____

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

Current Federal Funding Source: _____

Source of Cost Estimate:

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

Are Matching Funds Available?

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

Additional Federal Funding Source Requested:

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

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

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

ABOUT YOU

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

ATTACHMENTS

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

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



FY 2026 – 2029 TIP Call for Projects

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

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

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

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

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

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

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

Funding Available:

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



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

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

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

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

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

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

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

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

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

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

Project Cost Estimates:

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

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

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

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

Project cost totals should reflect all previously obligated costs.

Application Process:

- **Timeline –**

Begin Call for Projects – January 17, 2025

End Call for Projects – Friday, February 28, 2025

TPO Staff Scoring and Project Selection Recommendation – March, 2025

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

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

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

APPENDIX C

MOBILITY PLAN 2050 PROJECT EVALUATION CRITERIA MEMO

PROJECT LIST

PROJECT SCORES

PRIORITY POPULATIONS MAP

To: Mike Conger, KRTPO
Knoxville, TN

From: Timothy Tresohlavy
Stantec

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

Reference: Mobility 2050 - Evaluation Criteria

OVERVIEW

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

KRTPO Regional Goals

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

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

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

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

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

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

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

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

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

Reference: Mobility 2050 - Evaluation Criteria

Evaluation Criteria

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

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

Proposed Data Sources for Evaluation

Safety and Security (S)

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

Congestion Reduction (C)

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

Maintenance and Efficiency (M)

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

Health and Environment (H)

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

Equitable Access (E)

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

More Options (O)

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

Preservation of Place (P)

Reference: Mobility 2050 - Evaluation Criteria

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

Economy and Freight (F)

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

Local Priority (L)

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

Normalization Formula

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

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

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

Regards,

STANTEC CONSULTING SERVICES INC.



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Attachment:

Summary Table of GIS Evaluation Criteria

Reference: Mobility 2050 - Evaluation Criteria

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



Appendix A

Recommended Projects List

Contents

***Project List Descriptions**

***Projects by Horizon Year**

***Project Evaluation / Prioritization**

Project List Descriptions

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

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

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

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

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

KNOXVILLE REGIONAL TPO - Mobility 2050 Projects List

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

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

KNOXVILLE REGIONAL TPO - Mobility 2050 Projects List

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

KNOXVILLE REGIONAL TPO - Mobility 2050 Projects List

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

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

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

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

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

KNOXVILLE REGIONAL TPO - Mobility 2050 Projects List

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

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

APPENDICES | C18

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

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

GIS process

Spatial join Join attribute tables if features are overlapping

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

Kernel Density create raster from points

Extract Values to Points (raster)

Raw scores were normalized from 1-10 scale

Sum of normalized scores became the Total Cumulative Score

Highest Cumulative Score represents the highest priority

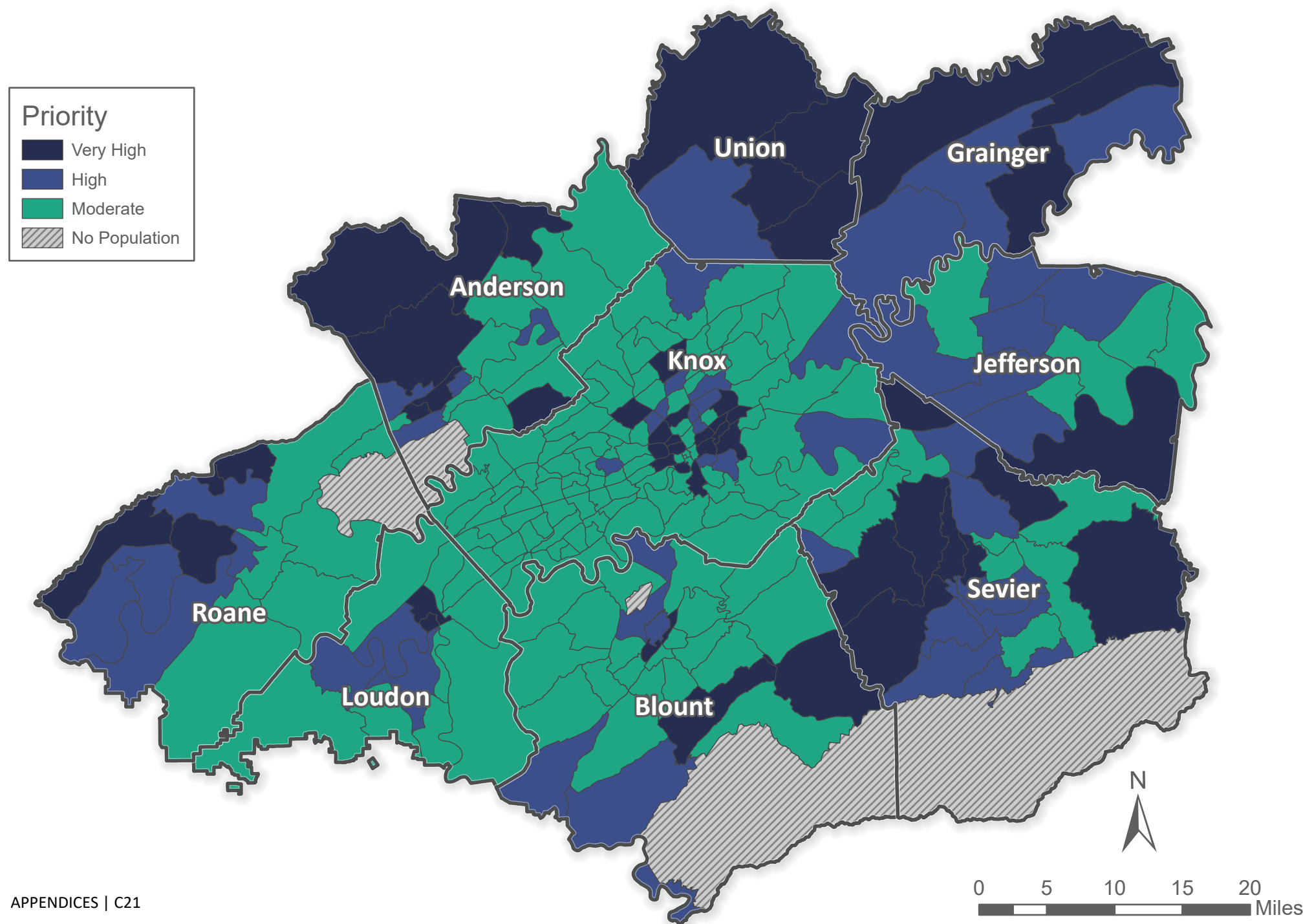
Manual process

Local Priority scores were added manually by Advisory Committee members

Documentation of GIS Geospatial process for each criteria

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

Priority Populations: Composite Score, 2022



APPENDIX D

FY 2026-2029 TIP PROJECT STATUS

FY 2023-2026 TIP Project Status

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

FY 2023-2026 TIP Project Status

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

FY 2023-2026 TIP Project Status

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

FY 2023-2026 TIP Project Status

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

FY 2023-2026 TIP Project Status

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

APPENDIX E

AIR QUALITY CONFORMITY DETERMINATION

E.1. Background and Purpose

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

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

E.2. Knoxville Region Current Air Quality Status

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

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

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

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

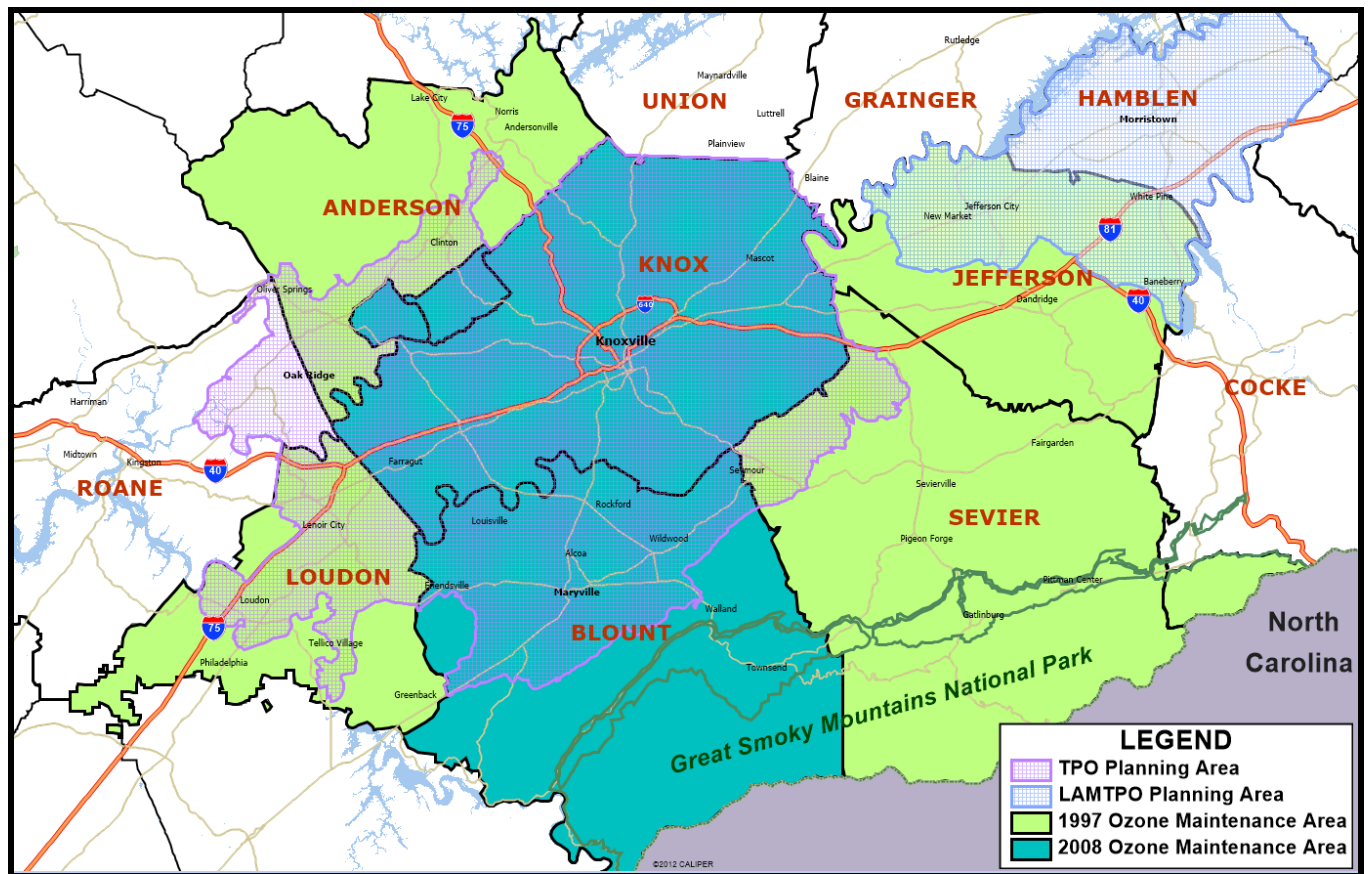
- 1997 8-Hour Ozone Standard – the Knoxville Region had been considered a Maintenance Area for this Standard, which encompassed all of the area within the 2008 8-Hour Ozone Standard Maintenance Area plus the balance of Anderson, Jefferson, Loudon, Sevier and a small portion of Cocke County within the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

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

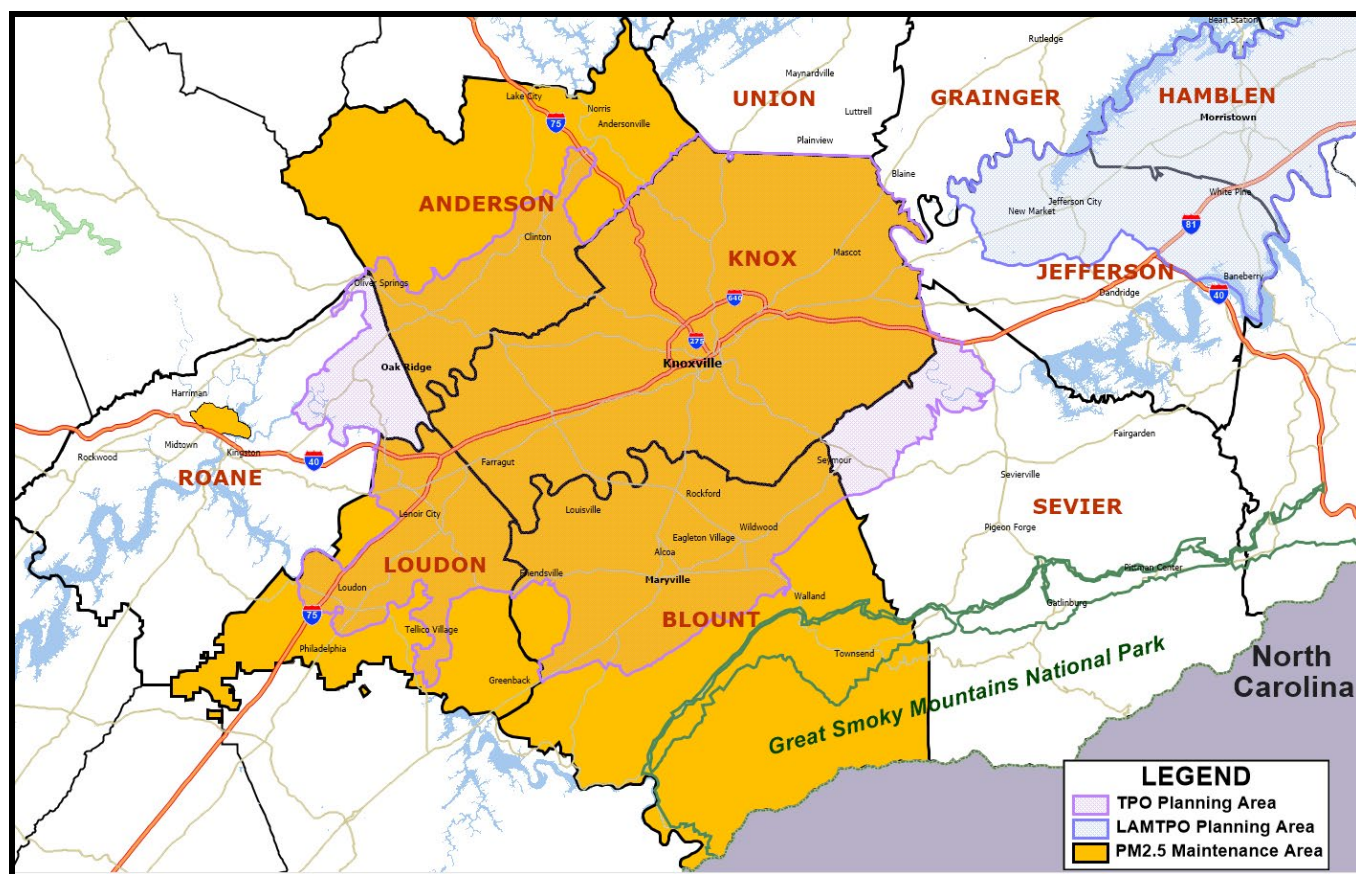
MAPS OF CURRENT KNOXVILLE REGION AIR QUALITY STATUS AND AREAS SUBJECT TO TRANSPORTATION CONFORMITY

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

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



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



E.3. Emissions Analysis Background

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

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

E.4. Current Transportation Conformity Status

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

<https://knoxmobility.org/resources/plan/adopted/Air%20Quality%20Conformity%20Determination%20Report.pdf>

f. That conformity determination also included a section regarding the demonstration of conformity for the orphan area without a regional emissions analysis and further information is included in section E.6 of this appendix.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Per the court’s decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. The US DOT made a 1997 ozone NAAQS conformity determination for the 2040 MTP’s for Knoxville and Lakeway on November 19, 2018 and the FY 2017 – 2020 TIPs. Conformity is required no less frequently than every four years as well as for MTP and TIP updates and amendments. This conformity determination report will address transportation conformity for the update of the TIP and STIP to cover fiscal years 2026 through 2029 and as previously noted, is based on the recently adopted Mobility Plan 2050.

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

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

E.6.c. Orphan Area Conformity Requirements

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

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

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

E.6.d. Latest Planning Assumptions

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

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

E.6.e. Consultation Requirements

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

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

E.6.f. Timely Implementation of TCMs

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

E.6.g. Fiscal Constraint

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

E.6.h. Orphan Area Projects

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

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

E.7. Interagency Consultation Process and Comments

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

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

Comments from TDEC:

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

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

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

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

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

Response: This clarification will be made and text updated.

Comments from TDOT:

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

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

E.8. Public Involvement and Comments

A formal 30-day public comment period on the draft FY2026-2029 TIP was provided from September 15, 2025 to October 14, 2025. A public notice for the draft TIP and conformity determination was sent to regional newspapers including for the Lakeway area and links provided to the TPO website for public viewing – see Figure E-4 for example public notice proofs. Public meetings were held on September 9, September 24 and October 14, 2025 in

the Knoxville Region as well as on October 2 and October 8, 2025 in the Lakeway Region. No public comments on the conformity determination were received.

E.9. Summary

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

The KRTPO FY 2026-2029 TIP has been demonstrated to conform with air quality regulations found in the Clean Air Act Amendments of 1990 and the FAST Act by relying on a previous regional emissions analysis. The projects included in the FY 2026-2029 TIP come directly from and are consistent with the current conforming long range transportation plan known as the Knoxville Regional Mobility Plan 2050, for which conformity was approved by the U.S. DOT on May 30, 2025 (conformity approval letter included as Figure E-1 on following page). A copy of the 10/22/2025 adopting resolution for the FY 2026-2029 TIP and accompanying conformity determination is included in the main body of the TIP document as well as in Figure E-2 in this appendix and the 10/8/2025 adopting resolution by the LAMTPO Executive Board is included in this Appendix as Figure E-3.

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

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

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

Subject: Air Quality Conformity Determination for Knoxville, TN

Dear Mr. Meservy:

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

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

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

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

Sincerely,

SONYA
RICE BAKER

Sonya Baker
Safety Engineer

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

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

Figure E-2: Knoxville TPO FY 2026-2029 TIP AND Air Quality Conformity Determination Resolution

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

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

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

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

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

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

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

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

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

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

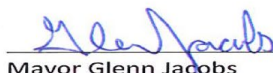
WHEREAS, the FY 2026-2029 TIP has been prepared by the participating agencies and the TPO Technical Committee recommends that this TIP be adopted by the Executive Board; and

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

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

October 22, 2025

Date



Mayor Glenn Jacobs
Knox County
TPO Executive Board Chair



Doug Burton
Coordinator
Knoxville Regional TPO

Figure E-3: LAMTPO TIP Conformity Approval Resolution

Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO)
Morristown, TN – Jefferson City, TN – White Pine, TN – Hamblen County, TN – Jefferson County, TN
Bean Station, TN.–Grainger County, TN.–Hancock County, TN.

Resolution Number: 2025-009

**A RESOLUTION APPROVING THE AIR QUALITY CONFORMITY DETERMINATION
REPORT AS PREPARED BY THE KNOXVILLE TPO**

WHEREAS, a comprehensive, cooperative, and continuing transportation planning process is to be carried out in the Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) study area; and

WHEREAS, The Executive Board of the Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) serves as a forum for cooperative decision making on transportation issues in the Urbanized Area; and

WHEREAS, the Lakeway Area Metropolitan Transportation Planning Organization promotes the safety, protection, and enhancement of transportation corridors within its jurisdictional boundaries, and

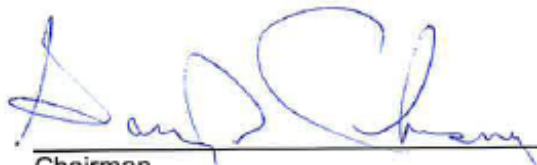
WHEREAS, the Lakeway Area Metropolitan Transportation Planning Organization and the Knoxville TPO are within the same area previously designated nonattainment for the 1997 8-Hour Ozone Standard and have a Memorandum of Agreement to cooperatively address transportation conformity requirements for ozone, and

WHEREAS, the Knoxville TPO has prepared Air Quality Conformity Determination that cover the entire Ozone Maintenance Area, including the LAMTPO planning area within Jefferson County, which has determined that all current plans and programs within LAMTPO meet the air quality conformity requirements.

NOW, THEREFORE, BE IT RESOLVED, that the Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) Executive Board approves the air quality conformity determination as prepared by the Knoxville TPO at their scheduled meeting on October 8, 2025.

This Resolution shall be effective upon its passage and approval.

ATTEST:



Chairman
LAMTPO Executive Board

October 8, 2025

Date

Figure E-4: Public Notice Examples –Jefferson Standard Banner (LAMTPO) and The Oak Ridger (KRTPO)



Public Review and Comment Period for Air Quality Conformity Determination for LAMTPO FY 2026-2029 Transportation Improvement Program (TIP).

The Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) in cooperation with the Knoxville Regional Transportation Planning Organization (KRTPO) announces a public review and comment period (September 15, 2025 through October 14, 2025) for an Air Quality Conformity Determination made to address the EPA 1997 Ozone Standard, which includes Jefferson County. Transportation projects included within the Jefferson County portion of the LAMTPO TIP must be found to conform with the EPA air quality standards in order to be eligible to receive federal funds. The KRTPO coordinates a single, regional conformity determination for the entire affected area. You are invited to comment by phone, email or in-person at 400 Main Street, Suite 403, Knoxville, TN. Additionally, public comments may be made at the KRTPO Executive Board meeting on Wednesday, September 24, 2025, or at the KRTPO Technical Committee meeting on Tuesday, October 14, 2025. Both meetings are held at 9 a.m. in the Small Assembly Room of the City-County Building, 400 Main Street, Knoxville, TN. Public comments may also be made at the LAMTPO TAC meeting on Thursday, October 2, 2025 at 10 a.m. located at the Morristown City Center, 100 W. 1st North Street Morristown, TN. 37814 or the LAMTPO Executive Board meeting on Wednesday, October 8, 2025 at 9 a.m. located at Jefferson City, City Hall, 112 City Center, Jefferson City, TN. 37760.

Comments can be made to Mike Conger at 865-215-3813 or at: Mike.Conger@knoxtpo.org.

The Air Quality Conformity Determination Report is available in the “Open for Public Review” section of the KRTPO website at www.knoxtpo.org. or www.lamtpo.com



Public Notices

Originally published at oakridger.com on 09/12/2025

PUBLIC NOTICE

Knoxville Regional Transportation Planning Organization*Draft FY 2026-2029 Transportation Improvement Program (TIP) and associated Air Quality Conformity Report are available for public comment from September 15, 2025 through October 14, 2025.

The Knoxville Regional Transportation Planning Organization (TPO) is responsible for comprehensive transportation planning in the Knoxville Urban Area including Knox County and parts of Anderson, Blount, Loudon, Roane, and Sevier Counties.

An Air Quality Conformity Determination report was prepared to demonstrate that the implementation of projects within the FY 2026-2029 TIP will conform with the requirements of the Clean Air Act.

The draft TIP and air quality conformity determination can be reviewed at <https://knoxtpo.org/projects/transportation-improvement-program/>. Comments can be submitted to Craig Luebke via email at craig.luebke@knoxtpo.org. Copies of the draft TIP are also available for review at the TPO office (400 Main St., Suite 403 Knoxville, TN).

The draft TIP will be presented, and public comments will be accepted at the September 24, 2025 TPO Executive Board meeting and the October 14, 2025 TPO Technical Committee meeting. The draft TIP will be considered for final adoption at the October 22, 2025 Executive Board meeting. Each of the meetings will be held at 9:00 am in the City County Building (400 Main Street, Knoxville, TN) in either the Main or Small Assembly room. The public is welcome at all meetings.

If you need assistance or accommodation for a disability, please contact the TPO at 865-215-2694 and we will be glad to work with you in obliging any reasonable request.

September 12 2025
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Table E-1: 2026-2029 TIP Project Summary List/Mobility Plan 2050 ID Horizon Year Cross-Reference

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

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

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

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

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

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

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

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

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

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

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

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

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

Knoxville Area Interagency Consultation Group

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

Notes

Roll Call

Knoxville TPO:

Mike Conger

Craig Luebke

Doug Burton

EPA:

Simone Jarvis Westin

Freund

FHWA:

Sonya Baker

Tennessee Department of Transportation:

Mohammad Molla

Tennessee Department of Environment & Conservation: Marc

Corrigan

Hannah Nodell Mark

A. Reynolds Michelle

Oakes

Knox County Air Quality Management:

Rebecca Larocque

Justin Mayer

Introduction

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

Limited Maintenance Plan (LMP) Discussion

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

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

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

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

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

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

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

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

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

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

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

Questions/Comments Received

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

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

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

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

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

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

Knoxville TPO TIP Discussion

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

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

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

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

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

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

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

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

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

APPENDIX F

ADA TRANSITION PLAN STATUS UPDATE

ADA and ADA Transition Plan Status of Local Public Agencies

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