

2020-2021



Knoxville Regional
Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Knoxville Regional
Transportation Planning Organization**

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FY 2026 - 2029**

Adopted by the TPO Executive Board on October 22, 2025

Recommended for adoption by the TPO Technical Committee on October 14, 2025

Knoxville-Knox County Planning provides staff to the Knoxville Regional Transportation Planning Organization (TPO). The TPO is the local Metropolitan Planning Organization (MPO) for the Knoxville urban area.

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For additional information on Title VI please contact the TPO or see the information on our website at www.knoxtpo.org. Any person who believes he or she has been discriminated against should contact:

Knoxville Regional Transportation Planning Organization

Attention: Title VI Coordinator

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**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

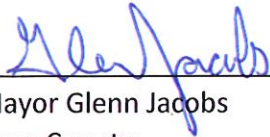
WHEREAS, the FY 2026-2029 TIP has been prepared by the participating agencies and the TPO Technical Committee recommends that this TIP be adopted by the Executive Board; and

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

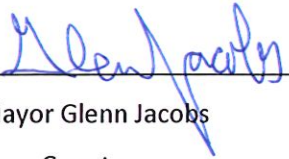


Doug Burton
Coordinator
Knoxville Regional TPO

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, the Knoxville Transportation Planning Organization and the Tennessee Department of Transportation hereby certify that the metropolitan transportation planning process is addressing major issues facing the Knoxville, TN urbanized area, and is being carried out in accordance with the following requirements:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304 (Highways and Transit).
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1) and 49 CFR part 21.
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
- IV. 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects.
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- VI. Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.
- VII. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended, 42 U.S.C. 7504, 7506 (c) and (d), and 40 CFR part 93.
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- IX. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender.
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Mayor Glenn Jacobs

Knox County

Knoxville Regional TPO Executive Board Chair

Date: 10/22/25



Doug Burton

Coordinator

Knoxville Regional TPO

Date: 10/22/25



Matt Meservy

Director, TDOT Planning Division

Date: 10-22-25

TABLE OF CONTENTS

1.0 INTRODUCTION.....	1
1.1 KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION BACKGROUND.....	1
1.2 FEDERAL TRANSPORTATION LEGISLATION AND REGULATIONS OVERVIEW	2
1.3 TRANSPORTATION IMPROVEMENT PROGRAM – AN OVERVIEW.....	4
1.4 PROGRAMMING POLICIES.....	5
2.0 TIP DEVELOPMENT.....	8
2.1 PROCESS AND FY 2026-2029 TIMELINE	8
2.2 TPO PROJECT SELECTION PROCESS.....	8
2.2.1 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) FUNDS.....	9
2.2.2 TRANSPORTATION ALTERNATIVES Program (TAP) FUNDS.....	11
2.2.3 FTA SECTION 5307, 5310, AND 5339 TRANSIT FUNDS	11
2.2.4 CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS.....	12
2.2.5 CARBON REDUCTION PROGRAM FUNDS.....	13
2.3 STATE SPONSORED PROJECTS.....	13
2.4 TITLE VI AND PRIORITY POPULATIONS.....	13
2.5 PERFORMANCE BASED PLANNING AND PROGRAMMING.....	14
2.6 PROJECT MONITORING	21
2.7 CONNECTIONS TO OTHER PLANNING ACTIVITIES, DOCUMENTS AND PROGRAMS	21
3.0 PUBLIC INVOLVEMENT.....	23
3.1 PUBLIC INVOLVEMENT PROCESS	23
3.2 PUBLIC MEETING DATES	23
4.0 AIR QUALITY	25
4.1 AIR QUALITY SUMMARY.....	25
4.1.1 OZONE.....	25
4.1.2 PM 2.5	26
4.2 AIR QUALITY CONFORMITY	27
5.0 FINANCIAL PLAN.....	29
5.1 FINANCIAL SUMMARY.....	29
5.2 FUNDING SOURCES	29
5.3 ADVANCE CONSTRUCTION.....	30
5.4 REVENUES AND EXPENDITURES.....	31
MPO SUBALLOCATED FEDERAL FUNDS	33
5.5 OPERATIONS AND MAINTENANCE.....	34
6.0 AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS	36

6.1 AMENDMENTS	36
6.2 ADMINISTRATIVE MODIFICATIONS.....	36
6.3 PROJECT GROUPINGS.....	37
6.4 TPO AMENDMENT/ADMINISTRATIVE MODIFICATION OVERVIEW	38
7.0 GLOSSARY AND ACRONYMS	40
7.1 PHASE OF WORK ABBREVIATIONS/GLOSSARY.....	40
7.2 FUNDING ABBREVIATIONS.....	40
7.3 TRANSPORTATION PLANNING ABBREVIATIONS	41
8.0 PROJECT DETAIL PAGES.....	43
8.1 HOW TO READ A TIP PAGE.....	43
8.2 PREVIOUSLY AUTHORIZED PROJECTS AND ANNUAL LISTING OF OBLIGATED PROJECTS.....	44
8.3 TPO AREA PROJECTS	44

LIST OF FIGURES

FIGURE 1 - MAP OF 2020 URBANIZED AREAS AND KNOXVILLE TPO PLANNING AREA.....	2
TABLE 1 - MOBILITY PLAN 2050 SELECTION CRITERIA AND POINT SYSTEM	10
TABLE 2 - IJJA PERFORMANCE MEASURES.....	14
TABLE 3 - (PM1) TDOT AND TPO SAFETY TARGETS.....	17
TABLE 4 - (PM2) TDOT AND TPO PAVEMENT AND BRIDGE CONDITION TARGETS.....	17
TABLE 5 - (PM3) TDOT AND TPO SYSTEM PERFORMANCE TARGETS	17
TABLE 6 - TPO 2025 TRANSIT ASSET MANAGEMENT TARGETS	19
TABLE 7 - TPO 2025 TRANSIT SAFETY PERFORMANCE TARGETS.....	20
TABLE 8 - SELECTED FEDERAL FUNDING UNDER IJJA.....	29
TABLE 9 - CARRYOVER FEDERAL FUNDING UNDER PREVIOUS TRANSPORTATION BILLS.....	30
TABLE 10 - STATE FUNDED PROGRAMS.....	30
TABLE 11 - FY 2026-2029 REVENUES & EXPENDITURES	32
TABLE 12 - FHWA SUBALLOCATED FUNDS SUMMARY	33
TABLE 13 - FISCAL YEAR 2026 – 2029 FTA TRANSIT FUNDS REVENUES.....	33
TABLE 14 - TPO PLANNING AREA ANNUAL OPERATIONS AND MAINTENANCE COSTS	34
TABLE 15 - AMENDMENT/MODIFICATION COST THRESHOLDS.....	36

1.0 INTRODUCTION

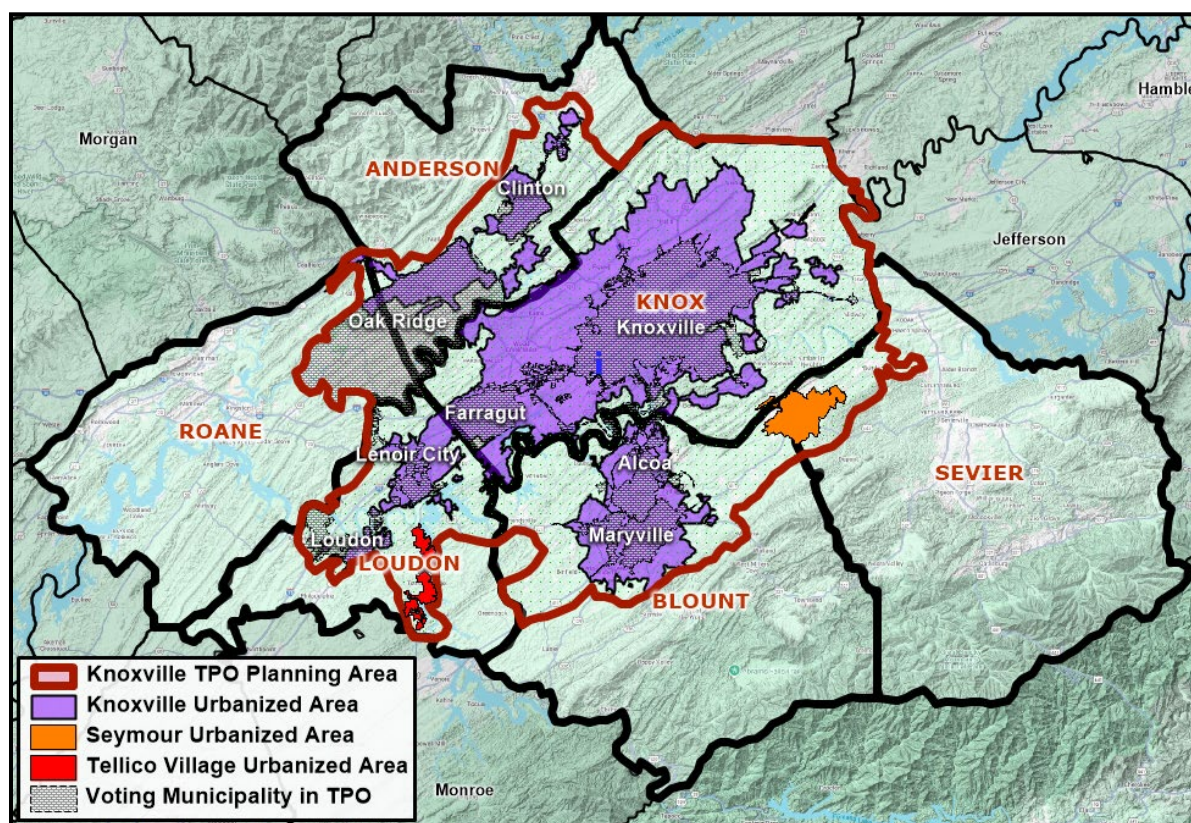
1.1 KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION BACKGROUND

The Knoxville Regional Transportation Planning Organization (TPO) is the federally designated Metropolitan Planning Organization (MPO) required to carry out transportation planning for the TPO Planning Area.

This area is based on the federally designated Knoxville Urbanized Area (UZA). The Knoxville UZA includes a number of jurisdictions, namely the City of Knoxville, Knox County, and parts of Anderson, Blount, Loudon, and Sevier Counties. The U.S. Census Bureau formally designated urbanized areas associated with the 2020 Decennial Census on December 29, 2022. The Knoxville UZA population grew by 7 percent to 597,257 between 2010 and 2020 even though the formerly included areas of Seymour and Tellico Village became separate and independent UZAs. With a UZA population greater than 200,000, the Knoxville UZA is designated by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) as a Transportation Management Area (TMA).

The TPO Planning Area encompasses the existing Knoxville UA, along with contiguous area expected to be urbanized within 20-years. The new Seymour and Tellico Village UAs remain included in the TPO Planning Area, which had an estimated 2020 population of 732,138. The planning area determines what projects are included in the Transportation Improvement Program (TIP).

FIGURE 1 - MAP OF 2020 URBANIZED AREAS AND KNOXVILLE TPO PLANNING AREA



Within the planning area, the TPO complies with federal legislation requiring all transportation planning be conducted in accordance with the “3C” (Continuing, Cooperative, and Comprehensive) approach. One of the ways to support the 3C process is through the development of a TIP. This is simply a list of projects and/or plans to accomplish within the planning area over a designated timeframe.

1.2 FEDERAL TRANSPORTATION LEGISLATION AND REGULATIONS OVERVIEW

The transportation projects and programs in this TIP are primarily funded by federal sources and are subject to the regulations and policies from the legislation which allocates the funding. In November of 2021, the Infrastructure Investments and Jobs Act (IIJA) was signed into law and is the federal authorization act to fund surface transportation programs, provide policies and a framework for investments to the country’s transportation infrastructure through Fiscal Year 2026. Specifically, Metropolitan TIPs are addressed in 23 USC Section 134, 23 CFR Part 450, 49 USC Section 5303, and 49 CFR Part 613 of the federal codes.

The IIJA largely carries over policies from its predecessor known as the FAST Act (Fixing America's Surface Transportation Act) with only minor changes to the transportation planning process. The TPO's Long Range Regional Mobility Plan 2050 addresses all of the IIJA planning factors, which guide transportation planning and programming processes for all states and MPO's throughout the country. The ten planning factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism

In addition to the ten planning factors, the IIJA also continues the focus on seven "National Goal" areas and development of performance measures to track progress in meeting such. The seven national goals are as follows:

1. Safety -To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure condition -To maintain the highway infrastructure asset system in a state of good repair.

3. Congestion reduction -To achieve a significant reduction in congestion on the National Highway System.
4. System reliability -To improve the efficiency of the surface transportation system.
5. Freight movement and economic vitality -To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental sustainability -To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced project delivery delays -To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

1.3 TRANSPORTATION IMPROVEMENT PROGRAM – AN OVERVIEW

The Knoxville TPO is required to develop and regularly update the Transportation Improvement Program (TIP) in cooperation with the Tennessee Department of Transportation (TDOT) and any affected public transportation operators, which are the Knoxville Area Transit, Knox County Community Action Committee, and East Tennessee Human Resource Agency. The primary requirements of the TIP are:

- It shall cover a period of no less than four years, updated at least every four years, and approved by the MPO, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Governor.
- It shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP through formal public meeting and public review via electronic accessible formats such as the World Wide Web.
- It shall include capital and non-capital surface transportation projects for funding that are consistent with the adopted long-range transportation plan.
- It shall include a financial plan demonstrating how the projects in the plan can be fiscally implemented.

- It shall include all regionally significant projects.

This TIP covers the federal fiscal years (FY) 2026 – 2029 and is an update to the FY 2023 – 2026 TIP, which was adopted on October 26, 2022. The next TIP is anticipated to cover FY 2029 – 2032, with development initiated in late 2027. The federal fiscal year runs from October 1st through September 30th. TDOT also develops a four-year plan called the Statewide Transportation Improvement Program (STIP) by working with Rural Planning Organizations (RPOs) and MPOs throughout the state. After approval by the TPO and the Governor, the TIP shall be included without change, directly or by reference, in the STIP. In nonattainment and maintenance areas, an air quality conformity demonstration finding on the TIP must be made by the FHWA and FTA in consultation with the Environmental Protection Agency (EPA) before it is included in the STIP.

1.4 PROGRAMMING POLICIES

The TPO identified the following policies to provide guidance for the development and maintenance of the regional work program, and to assist in the effective administration of TPO-managed federal grant funds.

1. Delayed Project Policy: Project sponsors are given a one-year grace period to obligate funding for projects beyond the originally programmed year of work. If the delay is beyond the control of the project sponsor, TPO managed federal funds will not be removed from the project. If the delay is due to causes within the control of a sponsor, the delay will be documented and the project reviewed by TPO Technical Committee and Executive Board for possible action, up to and including the removal of TPO managed federal funds. Removed funds will be returned to the TPO general fund and re-programmed. Examples of delays that are considered within the control of a sponsor include: shifting priorities, insufficient local match, etc.

TPO staff will report on the obligation status of TPO managed federal funds projects twice annually to the Technical Committee and Executive Board. Project status information and updated phase of work cost estimates for these reports will be provided by project sponsors.

2. Cost Overrun and Funding Contingency Reserve Policy: In cases where a community does not have sufficient funding to fulfill the scope of a project funded with TPO-managed federal grant funds, as originally programmed, the project sponsor may be granted the flexibility to shift funding across phases and/or years (pending the availability of funding) to cover increased cost estimates for the affected phases.

To plan for possible cost overruns, a Contingency Reserve Policy was initiated with the FY 2020-2023 TIP cycle. The TPO will retain a program reserve of TPO suballocated federal funds to cover cost overruns within the local program of projects. In response to program needs during the previous TIP periods, the program reserve amount will be calculated as a minimum of ten percent of all TPO suballocated funds (STBG-L, TAP-L and CRP-L), including any carryover balance amounts. Cost overruns in excess of 25% of the total project costs, or increasing TPO federal funds in excess of \$500,000 require approval by the TPO Technical Committee. Cost overruns below these thresholds may be approved by TPO staff. Measurements for these cost changes are cumulative from the project budget established with the adoption of the approved TIP.

TPO staff will monitor the contingency reserve balance and provide updates to the TPO Technical Committee and Executive Board following all approved cost overruns. Contractual agreements between TDOT and the project sponsor must not bind the TPO to pay for cost overruns with TPO-managed federal grant funds.

3. New Projects Policy: If a project sponsor requests that a new project be funded with TPO-managed federal grant funds after the initial Call for Projects, the project sponsor must submit a completed project application to TPO staff. If TPO staff recommend that the project be funded with TPO-managed federal grant funds, it must also be brought to the Technical Committee and Executive Board for consideration, unless it meets the definition of an administrative modification.

4. Project Rollover Policy: Any project programmed in the TIP with TPO-managed federal funds, which continues to meet all eligibility requirements and retains continued support by the project sponsor, shall be a priority in developing a new TIP program of projects. Projects with federal funding already obligated shall automatically have unobligated programmed funds carried forward to the new TIP. To document sponsor support, and to reaffirm schedule and costs, a project rollover form is required for projects to be carried forward into a new TIP. Projects that have not obligated funds do not fall under the Rollover Policy, and will be required to re-compete for federal funds through the established project selection process. The Delayed Project Policy and other factors (e.g. obligations from a previous TIP) may also be considered when determining the eligibility of TIP rollover projects.

5. CMAQ Programming Policy: Historically, the administration of CMAQ funds has encountered challenges with matching programmed amounts to actual utilization due to varying project timelines. In response to this issue, TDOT introduced a streamlined approach to better accommodate projects that are prepared to advance to the next funding phase.

Moving forward, the Transportation Improvement Program (TIP) will initially include the NEPA and Design phases for CMAQ funded projects. Subsequent phases, such as Right of Way and Construction, will be designated either as reserved line items or noted in the comment section of the project or grouping TIP page.

The original award amount allocated to the project will be secure. As projects progress to subsequent phases, such as Right of Way or Construction readiness, the project sponsor will coordinate with the TPO to initiate the process of amending the TIP to include these phases.

2.0 TIP DEVELOPMENT

2.1 PROCESS AND FY 2026-2029 TIMELINE

The FY 2026-2029 TIP process was initiated in January 2025 with notice to the TPO Technical Committee and a concurrent call for new and rollover STBG-L, TAP-L, CRP-L and CMAQ PM2.5 projects released to local jurisdictions on January 17, 2025.

The following is a timeline for the 2026-2029 TIP development process:

Call for New/Rollover TIP projects	January 17, 2025
Project applications due to TPO	February 28, 2025
Technical Committee reviews prioritized projects	April – May 2025
TDOT Review (30 business days)	July 18 - August 29, 2025
Interagency Consultation Review (30 calendar days)	August 4 – September 2, 2025
FHWA Review (20 business days)	September 5 – October 3, 2025
Formal Public Comment Period (30 calendar days)	September 15 – October 14, 2025
Public Meetings	See Section 3
Technical Committee final recommendation	October 14, 2025
Executive Board adoption	October 22, 2025

2.2 TPO PROJECT SELECTION PROCESS

The Knoxville TPO, in cooperation with the State and transit operators, is responsible for selecting and programming all federally funded and regionally significant capital and non-capital surface transportation projects in the TPO planning area.

2.2.1 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) FUNDS

The IJJA continues the Surface Transportation Block Grant Program as the principal source of suballocated funds to urbanized areas. Prior project eligibilities remain, while several new types of eligible projects were added.

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

- Is the project included in the 2050 Mobility Plan
- Is the project in the current FY 2023-2026 TIP
- Is a Knoxville Regional TPO member a sponsor and financially committed to the project

The TPO developed applications for both new and rollover projects from the current TIP for local jurisdictions to submit projects for STBG-L funds (see **Appendix B** for both applications).

The following is a summary of the project selection process that was used for the 2050 Mobility Plan update and continued with the FY 2026-2029 TIP:

Selection criteria and scoring system were established with feedback from the public, Mobility Advisory Committee, and TPO Technical Committee to support Mobility Plan 2050 Goals. All projects were scored using the selection criteria. Quantitative data was used whenever available to eliminate subjectivity. Continuing the process established with Mobility Plan 2040, projects that are considered local/within community (i.e. smaller in scale) were scored differently than regional projects (i.e. larger projects). For more information about the project evaluation process, including the Mobility Plan 2050 project list and scores, see Appendix C.

- Small/Local projects support local, multimodal connections and access to community resources within a variety of centers, from large urban to rural crossroads.
 - Examples: intersection improvements, streetscaping projects, sidewalks, and short sections of greenways.
- Large/Regional projects support strategic, multimodal connections between community centers and regional economic centers.
 - Examples: major roadway projects, long corridor projects, regional greenways, and regional transit.

More information about the project evaluation process, including the project list and scores is found in Appendix C.

TABLE 1 - MOBILITY PLAN 2050 SELECTION CRITERIA AND POINT SYSTEM

Goal	Evaluation Criteria Datasets	Small/ Local Project Points	Large/ Regional Project Points
Safety & Security	Percent project length on High Injury Network Tier 1	21	17
	Percent project length on High Injury Network Tier 2		
	Interactive Map points “Speeding” or “Safety”		
Congestion Reduction	Level of Travel Time Reliability (LOTTR) Value	15	19
	Expected volume over capacity (V/C)		
	Interactive Map points “Congestion”		
Maintenance & Efficiency	Crosses a Bridge rated as “Poor” or “Critical Condition”	14	15
	Interactive Map points “Maintenance”		
Health & Environment	Proximity to existing high-quality bikeway or pedway facilities	13	12
	Avoids potential impact with environmental resources		
Equitable Access	Priority Population Index average value (vulnerable)	11	9
	USDOT defined area of Persistent Poverty		
More Options	Population density of transit service	10	6
	Connected with existing transit service area		
	Interactive Map points “Barrier to walking/biking”		

Goal	Evaluation Criteria Datasets	Small/ Local Project Points	Large/ Regional Project Points
Preservation of Place	Avoids potential impact with cultural resources	8	8
Economy & Freight	Density of freight facilities nearby	8	14

2.2.2 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS

The IJA continues the Transportation Alternatives set-aside from the Surface Transportation Block Grant program. TAP funding was increased to 10% of total STBG funds in each fiscal year and the portion of TAP funds suballocated to areas based on population was increased. This program provides funding for programs and projects defined as transportation alternatives, including on-and off-road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access to public transportation and enhanced mobility; community improvement activities; environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

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

2.2.3 FTA SECTION 5307, 5310, AND 5339 TRANSIT FUNDS

The City of Knoxville is the Designated Recipient for the Federal Transit Administration (FTA) Section 5307 (Urban Formula) and Section 5339 (Bus & Bus Facilities) funds. Knoxville Area Transit (KAT) is the City of Knoxville's bus service. The City of Knoxville/KAT has a funding distribution agreement with the other urban area transit agencies (Knox County CAC Transit and the East Tennessee Human Resource Agency). The City of Knoxville/KAT is the recipient of all of the Section 5339 funds. The TPO helps manage the public involvement process for the Section 5307 and Section 5339 funds. As per the FTA Circular 9030.1D, the public participation requirements for the TIP may be used in lieu of a local process when developing the required FTA Program of Projects (POP). A POP is a list or program of projects utilizing FTA funds. The first-

year of an approved TIP constitutes a list of “agreed to” projects for FTA purposes. To make it clear to the public, the public notice for the POP will state the TIP process is being used and it satisfies the FTA public involvement requirements for developing a POP. Before any Section 5307 or Section 5339 projects are added to the TIP, a public hearing is advertised, allowing comments on the proposed POP. Once that process is complete, projects are approved for the TIP by the TPO Technical Committee and Executive Board. This annual process ensures transit projects do not exceed the apportioned levels of funding each fiscal year for the TPO area.

In 2025, the TPO transitioned the responsibility of the FTA Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) funds to Knoxville Knox County Community Action Committee (CAC). CAC became the official Designated Recipient of the FTA Section 5310 funds. The TPO and CAC will be working together to develop a new application process going forward. The TPO will still be involved in project selection. Regardless of how the new application process is formulated, certain policies will remain unchanged. First, the application process may or may not occur at the same time as the TIP call-for-projects. When the application process can occur often depends on when funding is available by Congress. Second, there will be an open and publicly advertised call-for-projects, applications will be evaluated and scored using established criteria, projects selected will be in keeping with the recommendations in the Knoxville Regional Human Services Transportation Coordinated Plan, and projects must be approved by the TPO Technical Committee and Executive Board for inclusion in the TIP.

2.2.4 CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS

CMAQ funds are controlled by TDOT through a “call-for-projects” application process. When made available from the state, the TPO will issue a “call-for-projects” to the local Planning Area for projects and programs that help to achieve and maintain federal air quality health standards. Projects are evaluated based on the following seven criteria: Emission Reductions, Cost Effectiveness of Emission Reductions, Projects that Address Congressional CMAQ Priorities, Innovative Project Proposals, Project Impact on Diversity and Comprehensiveness of Regional Initiatives, Project Benefits for Multimodal Infrastructure in Region, and Quality of Implementation Plan and Management Plan.

With agreement from TDOT, the January local project solicitation for the FY 2026-2029 TIP included an opportunity to submit proposed projects to be funded with CMAQ PM2.5 funding. TPO staff will work in coordination with local sponsors and the TDOT Air Quality office to cooperatively program CMAQ PM2.5 funding through the period of this TIP.

2.2.5 CARBON REDUCTION PROGRAM FUNDS

The IIJA established this new program to provide funding for projects to reduce transportation emissions or the development of carbon reduction strategies. Funds are apportioned to states by formula and 65% of funds are suballocated to areas based on population. CRP-L funds are prioritized along with other TPO directed funding, as the project call is not program specific. TPO staff balance project eligibility and fiscal constraint considerations when applying TPO funding sources to candidate projects.

2.3 STATE SPONSORED PROJECTS

The TDOT submitted to the Knoxville TPO a list of projects funded by the various federal and state funding sources, including projects on the National Highway System. These projects are consistent with the Mobility Plan 2050, the STIP, TDOT's 10-Year Plan and 25-Year Transportation Policy Plan, and the jurisdictions' transportation plans. The various funding sources include National Highway Performance Program (NHPP), High Priority Project (HPP), Surface Transportation Block Grant Program (STBG), and Highway Safety Improvement Program (HSIP).

2.4 TITLE VI AND PRIORITY POPULATIONS

The TPO is responsible for ensuring that transportation policies, programs, and projects in the urban area do not have an adverse effect on the urban area. Title VI of the Civil Rights Act of 1964 ensures that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied benefits, or be subjected to discrimination under any program or activity receiving federal financial assistance. For local project evaluation, Equitable Access is an evaluation criterion, assessed by Priority Population Index Value and the USDOT Persistent Poverty Areas. Established with Mobility Plan 2040, Priority Populations represent an effort to measure the location and extent of challenges to accessible quality food, physical activity centers, and chronic disease prevention. The complex nature of these challenges is indicated by the inclusion of twenty-two socioeconomic measures in the Priority Population methodology. (Priority Population map is included in Appendix C). Additionally, projects in the TIP are required to be in the Mobility Plan or consistent with its principles and strategies. This includes ensuring that improvements are planned and benefit all regional residents and travelers.

2.5 PERFORMANCE BASED PLANNING AND PROGRAMMING

Performance and outcome-based planning was first emphasized in the 2012 transportation funding authorization bill, MAP-21, and is continued with the IIJA. The bills direct the use of a performance-based planning and programming (PBPP) process to inform strategic transportation investment decisions with a focus on achieving performance outcomes. A PBPP process can serve to encourage progress toward the region’s desired multimodal transportation system in addition to its link to national goals. Through data collection and monitoring of the transportation system’s performance, transportation agencies can strategically allocate resources to critical need areas. Investing in projects based on their ability to meet established goals is a key element of a PBPP process.

To monitor the performance of the transportation system, and the effectiveness of programs and projects as they relate to the National Goals described in the IIJA, a series of performance measures were established in the areas of safety (PM1), infrastructure condition (PM2), and system performance (PM3) on the roadway side and in asset management and safety on the transit side. These measures, listed in **Table 2**, are outlined in 49 USC 625 and 23 CFR 490.

TABLE 2 - IIJA PERFORMANCE MEASURES

Rulemaking	National Goal	Performance Area	Performance Measures
FHWA PM1	Safety	Injuries & Fatalities	Number of fatalities Fatality rate (per 100 million vehicle-miles traveled) Number of serious injuries Serious injury rate (per 100 million vehicle-miles traveled) Number of non-motorized fatalities and non-motorized serious injuries
FHWA PM2	Infrastructure Condition	Pavement Condition	• Percentage of pavements on the Interstate System in good condition • Percentage of pavements on the Interstate System in poor condition • Percentage of pavements on the non-Interstate NHS in good condition • Percentage of pavements on the non-Interstate NHS in poor condition

Rulemaking	National Goal	Performance Area	Performance Measures
		Bridge Condition	- Percentage of NHS bridges classified as in good condition - Percentage of NHS bridges classified as in poor condition
FHWA PM3	System Reliability	System Performance: Performance of the National Highway System	- Percentage of person-miles traveled on the Interstate System that are reliable - Percent of person-miles traveled on the non-Interstate NHS that are reliable
	Freight Movement and Economic Vitality	System Performance: Freight Movement of the Interstate System	Truck Travel Time Reliability Index
	Congestion Reduction	System Performance: Traffic Congestion	- Annual hours of peak hour excessive delay per capita - Percent of non-single-occupant vehicle travel
	Environmental Sustainability	System Performance: Congestion Mitigation and Air Quality Program	Total emissions reductions (kg per day)
FTA Transit Performance	Transit Asset Management	Equipment	Percentage of vehicles that have met or exceeded their Useful Life Benchmark
		Rolling Stock	Percentage of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark
		Infrastructure	Percentage of track segments with performance restrictions
		Facilities	Percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale
	Transit Safety	Fatalities	Total number reportable fatalities and rate per total vehicle revenue miles by mode
		Injuries	Total number reportable injuries and rate per total vehicle revenue miles by mode
		Safety Events	Total reportable number events and rate per total vehicle revenue miles by mode
		System Reliability	Mean distance between major mechanical failures by mode

For each roadway performance measure, the TPO is required to establish a regional performance target or adopt TDOT's target and therefore agree to plan and program projects that contribute toward meeting the state targets. PM1 targets are updated annually. PM2 and PM3 are based on a 4-year "Performance

Period", with the current period running from 2022 to 2025. Separate 2-year and 4-year targets are established for various measures under PM2 and PM3, as applicable under 23 CFR part 490.

Transit performance measures require the TPO to establish performance targets not less than 180 days from the establishment of the transit provider transit asset management (TAM) targets or standards established under 23 CFR part 490, and 49 U.S.C. 5326(c). This was accomplished on March 26, 2025, when the TPO Executive Board adopted the regional TAM targets. Capital funding programmed in this TIP will support TAM target achievement for all three transit agencies serving the Knoxville urbanized area. The TAM Target set for each vehicle class is to have 10% or fewer vehicles in the state of good repair backlog (needing to be replaced). For the first year of the TIP, 2026, the Knoxville urban area exceeds the 10% backlog target in all 5 vehicle classes: buses and trolleys, cutaway minibuses, minivans, and sedans. This discrepancy primarily stems from supply chain issues and inflation caused by the COVID-19 pandemic. Additionally, several agencies have new vehicles on order, the arrival of which will bring them closer to compliance with the backlog target. TIP funding will help bring the TAM Targets for the Knoxville urban area back to acceptable levels, or being no worse than the current status. Many of the cutaway minibuses, minivans, and sedans that are needing to be replaced are eligible for the Section 5310 capital funding. It should be noted, the TIP does not contain an exhaustive list of transit capital funding. There are several programs and funding sources, e.g., Section 5310, CMAQ, and the TDOT Improve Act Capital Grant program that help fund vehicles that are not included yet in the TIP as they have an annual application process.

In the area of transit safety, on July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The PTASP became effective on July 19, 2019, with a one-year deadline of July 20, 2020 for transit operators to develop compliant safety plans. Each operator in the TPO Planning Area (KAT, ETHRA and CAC) has a completed safety plan and updates the TPO whenever their safety plans and/or targets are adjusted. The TPO Executive Board adopted each transit agency's safety targets originally on April 28, 2021 and most recently updated safety targets on March 26, 2025.

The Knoxville TPO most recently adopted performance targets for the PM1 Safety measures in February 2025, while initial 4-year PM2 and PM3 targets for the 2nd Performance Period (2022-2025) were adopted in February 2023 with midpoint adjustments to some adopted in March 2025. While the TPO chose to support the statewide targets established by TDOT through a collaborative process for PM2 and PM3,

local targets for PM1 Safety measures were adopted for the first time with the February 2025 action. TPO staff continue to actively participate in TDOT's target setting working groups. Tables 3-5 document the adopted targets and funding programmed in support of each performance measure.

TABLE 3 - (PM1) TDOT AND TPO SAFETY TARGETS

Performance Measures	5 Year Rolling Averages	
	Baseline	Target
	2019-2023	2021-2025
Number Fatalities	101.4	110.2
Fatality Rate	1.087	1.157
Number of Serious Injuries	518.0	483.0
Serious Injury Rate	5.573	5.074
Number of Non-motorized Fatalities and Serious Injuries	49.8	45.8
TIP PM1 programming investment: 30 projects/groupings program \$426.9 million in total PM1 supportive funding		

TABLE 4 - (PM2) TDOT AND TPO PAVEMENT AND BRIDGE CONDITION TARGETS

Performance Measures	Baseline 2021	2-Year Target 2023	4-Year Target 2025
Percentage of pavements on the Interstate System in good condition	70.8%	58.0%	58.0%
Percentage of pavements on the Interstate System in poor condition	0.2%	1.0%	1.0%
Percentage of pavements on the non-Interstate NHS in good condition	40.3%	36.0%	36.0%
Percentage of pavements on the non-Interstate NHS in poor condition	4.1%	6.0%	6.0%
Percentage of NHS bridges classified as in good condition	32.5%	32.0%	32.0%
Percentage of NHS bridges classified as in poor condition	5.0%	6.0%	6.0%
TIP PM2 programming investment: 16 projects/groupings program \$297.2 million in total PM2 supportive funding			

TABLE 5 - (PM3) TDOT AND TPO SYSTEM PERFORMANCE TARGETS

Performance Measures	Baseline 2021	2-Year Target 2023	4-Year Target 2025
Subpart E - Interstate Reliability (Percent of	92.1%	88.2%	87.0%

Performance Measures	Baseline 2021	2-Year Target 2023	4-Year Target 2025
person-miles traveled on the Interstate System that are reliable)			
Subpart E - Non-Interstate NHS Reliability (Percent of person-miles traveled on the non-Interstate NHS that are reliable)	93.4%	89.4%	87.0%
Subpart F – Freight Reliability (Truck Travel Time Reliability Index)	1.32	1.35	1.55
Subpart G – Traffic Congestion (Peak Hour Excessive Delay per Capita)	10.1 hours	10.8 hours	12.0 hours
Subpart G – Traffic Congestion (Percent of Non-Single Occupancy Vehicle Travel)	17.8%	16.7%	21.0%
Total emissions reductions	VOC = 54.772 kg/d NO _x = 226.196 kg/d PM2.5 = 10.48 kg/d	VOC = 33.968 kg/d NO _x = 32.670 kg/d PM2.5 = 0.040 kg/d	VOC = 30.854 kg/d NO _x = 27.808 kg/d PM2.5 = 0.009 kg/d
TIP PM3 programming investment: 22 projects/groupings program \$413.3 million in total PM3 supportive funding			

Transit Asset Management (TAM) and Transit Safety

Local transit agencies have adopted TAM targets and submitted TAM Plans to the TPO. The TPO adopted updated Urban Area TAM performance targets and transit safety performance targets at the March 26, 2025 Executive Board meeting.

TABLE 6 - TPO 2025 TRANSIT ASSET MANAGEMENT TARGETS

Asset Class/Definition	Agency	Total Assets	2025 # Assets In Good Repair	2025 # Assets In SGR Backlog	2025 % Assets In SGR Backlog	2025 Target % Assets In SGR Backlog
Rolling Stock - All Revenue Vehicles % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)						
Bus & Rubber Tire Vintage Trolley – 14 Years	KAT	75	57	18	24.00%	< 10.0%
Cutaway – 5 Years	KAT, Knox CAC, ETHRA, NP	121	74	47	38.84%	< 10.0%
Ford Transit Vans – 7 Years	KAT, Knox CAC, NP	34	26	8	23.53%	< 10.0%
Minivan – 8 Years	Knox CAC, CAC VAT, NP	31	24	7	22.58%	< 10.0%
Automobile – 8 Years	Knox CAC, CAC VAT, NP	4	0	4	100.00%	< 10.0%
Equipment - Non-Revenue Vehicles % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)						
Support Vehicle – 8 Years	KAT, CAC	21	15	6	28.57%	< 10%
Equipment - Over \$50,000/Owned % of equipment with a condition rating below 3.0 on FTA's Transit Economic Requirements Model (TERM) Scale						
Equipment	KAT	30	29	1	3.33%	< 10.0%
Facilities - All Buildings or Structures % of facilities with a condition rating below 3.0 on FTA's Transit Economic Requirements Model (TERM) Scale						
Facilities	KAT	2	2	0	0.00%	0.00%
TIP Transit Asset Management Programming Investment: 4 projects/groupings program \$57.5 million in total transit asset supportive funding						

KAT = Knoxville Area Transit, CAC = Knox County CAC Transit, CAC VAT = Knoxville Knox County CAC Volunteer Assisted Transportation Program, ETHRA = East Tennessee Human Resource Agency, NP = Non-Profit agencies that purchased vehicles through Section 5310 – Enhanced Mobility for Seniors & Individuals with Disabilities

TABLE 7 - TPO 2025 TRANSIT SAFETY PERFORMANCE TARGETS

Knoxville Area Transit (KAT) 2024-2025 Safety Performance Targets								
2024 Motor Bus Vehicle Revenue Miles			2,483,690	2024 Demand Response Vehicle Revenue Miles			565,208	
	Number of Fatalities	Rate of Fatalities per 100K VRM	Number of Injuries	Rate of Injuries Per 100K VRM	Number of Safety Events	Rate of Safety Events Per 100 VRM	Total Major Mechanical Failures	Miles between Major Mechanical Failures (System Reliability)
MB	0	0	5	0.16	10	0.32	200	12,500
DR	0	0	5	0.16	10	0.32	25	25,000
Knox County CAC Transit 2024-2025 Safety Performance Targets								
2024 Vehicle Revenue Miles			983,960					
	Number of Fatalities	Rate of Fatalities per 100K VRM	Number of Injuries	Rate of Injuries Per 100K VRM	Number of Safety Events	Rate of Safety Events Per 100 VRM	Total Major Mechanical Failures	Miles between Major Mechanical Failures (System Reliability)
DR	0	0	1	0.10	1	0.10	8	122,995
ETHRA 2024-2025 Safety Performance Targets								
<i>Note: Targets Set for ETHRA are for their entire 16 county service area</i>								
2024 Motor Bus Vehicle Revenue Miles			145,000	2024 Demand Response Vehicle Revenue Miles			3,200,000	
	Number of Fatalities	Rate of Fatalities per 100K VRM	Number of Injuries	Rate of Injuries Per 100K VRM	Number of Safety Events	Rate of Safety Events Per 100 VRM	Total Major Mechanical Failures	Miles between Major Mechanical Failures (System Reliability)
MB	0	0	0	0.00	1	0.69	5	29,000
DR	0	0	1	0.03	9	0.28	22	145,455

MB = Motor Bus DR = Demand Response

Performance based programming for the FY 2026-2029 TIP directs investments toward the National Goals, performance measures, their associated targets and the local/regional goals established with the Mobility Plan. Local project applicants were required to indicate performance measures for which their project would provide a benefit, with a request to further describe how the project would do so. With project scoring criterion that assign points to projects promoting maintenance and efficiency, greater mode choice options, safety and security, economy and freight, and congestion reduction, a strong connection to National Goals and performance measures and is established. Progress toward the performance targets is an expected outcome of implementing the TIP program of projects.

To the maximum extent practicable, the Knoxville TPO will continue to encourage investments that are directed to achieving the adopted performance targets. A direct performance measures scoring category for future project application cycles is identified as an opportunity to strengthen the PBPP connection. Beyond the project programming process, the Knoxville TPO will leverage its regional partnerships, education and outreach efforts as additional areas of emphasis for performance target achievement.

2.6 PROJECT MONITORING

To support regional cooperation, the timely delivery of projects and obligation of federal funds, the TPO instituted regular project review meetings with local project sponsors in the third quarter of FY 2018. These twice annual meetings allow project sponsors and TPO staff to discuss each project's development status, timeline, funding and any potential delays. Individual project tracking sheets and a program summary are provided to each sponsor, while a compiled summary of all projects within the TPO Planning area is transmitted to TDOT regularly. This regular project review continues to be well received as a strategy to address the national goal of reduced project delivery delays.

2.7 CONNECTIONS TO OTHER PLANNING ACTIVITIES, DOCUMENTS AND PROGRAMS

The Mobility Plan 2050, the region's Metropolitan Transportation Plan (MTP), charts the region's vision for the movement of people and good over the next twenty-five years. To realize its goals, Mobility Plan 2050 requires a strong connection between regional transportation investments and community development and land use, and an emphasis on a broader regional participation in consideration of the connected nature of Air Quality Planning, Travel Demand Forecasting and Tourism.

The FY 2026-2029 TIP serves to implement Mobility Plan 2050 goals by programming projects prioritized for inclusion with the same selection criteria established for the Mobility Plan (**Table 1**). This directs TIP investment toward achieving the plan's goals and objectives. Other TPO, regional and local plans and studies, including the Knoxville Regional ITS Architecture Report and the Deployment Plan, the Congestion Management Process Plan (CMP), the City of Knoxville Bicycle Facilities Plan, the TPO Human Services Transportation Coordination Plan, regional greenway and transit plans inform the TIP, with points awarded to projects that reflect the goals, priorities, policies and strategies represented in the plans.

The TPO Unified Planning Work Program for FY 2024-2025 documents the development of the FY 2026-2029 TIP as a transportation programming task.

The Knoxville TPO's planning process is consistent with the development of other federal and state plans and programs. Examples of these are the Tennessee Multimodal Freight Plan, Tennessee's Strategic Highway Safety Plan (SHSP) (in accordance with 23 USC 148). Also, the TPO's principles and priorities are harmonized with TDOT's 25-Year Transportation Policy Plan and 10-Year Plan. The TIP process further acknowledges the role that the IMPROVE Act, adopted by the TN Legislature, has in setting priorities for state funded projects in our area.

The TPO continues to collaborate in support of the regional vision through our partnerships, including the East Tennessee Development District's North and South Regional Planning Organizations (RPO) and the Smoky Mountain Regional Greenway Council.

3.0 PUBLIC INVOLVEMENT

3.1 PUBLIC INVOLVEMENT PROCESS

The public involvement process for the FY 2026-2029 TIP is in accordance with policies and procedures outlined in the TPO's Outreach Plan for public participation.

The TPO sends out notice of the draft TIP document public comment period and public meetings to neighborhood organizations, special interest groups like the Bike Walk Knoxville, Technical Committee members, Executive Board members, and agencies responsible for natural resources, land use management, environmental protection, conservation, airport operations, and historic preservation. The TPO consulted with the above agencies during the development of the plan. Notices are published in all the local and major newspapers throughout the six-county area, on the TPO's website and through the agency's social media platforms. Draft versions of the TIP document will be available on the TPO's website (<http://www.knoxtpo.org>) for public comment. All public comments received are listed in **Appendix A**.

The TPO discussed the FY 2026-2029 TIP at Technical Committee meetings and Executive Board meetings from January through the TIP development period (October final adoption target). All meetings were advertised in the local papers and on the TPO's website. At these meetings, citizens were able to make comments and raise concerns or questions during any phase of the process. TPO staff also encouraged engagement with the draft TIP through attendance at the City of Knoxville's Neighborhood Resource Fair and other community events and with organizations engaged in transportation advocacy.

3.2 PUBLIC MEETING DATES

The following are formal public meeting dates based on the timeline for TIP completion. The public will be able to provide comments or concerns at any of these meetings regarding draft versions of the FY 2026-2029 TIP:

- **Local Project Call Summary of Candidate Projects and Revenue Review** – April 8, 2025, at 9:00am (Technical Committee) and April 30, 2025, at 9:00am (Executive Board) in the City County Building in downtown Knoxville; and
- **Draft TIP Local Project List Review** – May 28, 2025, at 9:00am at the Executive Board meeting in the City County Building in downtown Knoxville; and
- **Draft Constrained Complete Project List Review** – July 8, 2025, at 9:00 a.m. at the Technical Committee meeting in the City County Building in downtown Knoxville; and

- **Draft TIP** – July 23, 2025, at 9:00 a.m. at the Executive Board meeting in the City County Building in downtown Knoxville; and
- **Draft TIP** – September 9, 2025, at 9:00 a.m. at the Technical Committee meeting in the City County Building in downtown Knoxville; and
- **Draft TIP** – September 24, 2025, at 9:00 a.m. at the Executive Board meeting in the City County Building in downtown Knoxville; and
- **TIP Approval Recommendation** – October 14, 2025, at 9:00 a.m. at the Technical Committee meeting in the City County Building in downtown Knoxville; and
- **TIP Approval** – October 22, 2025, at 9:00 a.m. at the Executive Board meeting in the City County Building in downtown Knoxville.

4.0 AIR QUALITY

4.1 AIR QUALITY SUMMARY

The Clean Air Act requires the United States Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for six “Criteria Pollutants” – Particulate Matter, Ozone, Nitrogen Dioxide, Carbon Monoxide, Sulfur Dioxide, and Lead in order to protect human health and the environment from unsafe levels of these pollutants. These pollutants are regulated through the EPA setting maximum limits on exposure levels that are reviewed periodically based on current science and health studies. Regions which are found to be out of compliance with those limits based on actual measurements of pollution at monitoring sites may be designated by EPA as a “Nonattainment Area.” Once a nonattainment area demonstrates compliance with the NAAQS it can petition EPA to be re-designated to attainment status. If the re-designation request is approved, then a 20-year maintenance period begins along with a formal designation as a “Maintenance Area” during which time certain controls and contingency measures must still be in place to ensure continued air quality attainment. The Knoxville Region has experienced various periods of nonattainment status and is currently designated as a Maintenance Area for two of the criteria pollutants – ozone and fine particulate matter less than 2.5 microns in diameter (PM_{2.5}).

4.1.1 OZONE

The region’s first nonattainment designation for ground-level ozone became effective in January 1992 under the “1-Hour Ozone Standard” and included only Knox County. The area was able to demonstrate attainment with that standard effective in October 1993 and was then considered a “Maintenance Area”. The 1-hour Ozone NAAQS was revoked by EPA on June 15, 2005.

EPA promulgated a more stringent ozone standard in 1997 known as the “1997 8-Hour Ozone Standard” which was set at 80 parts per billion (ppb). The EPA designated the counties of Anderson, Blount, Jefferson, Knox, Loudon, Sevier, and a portion of Cocke within the Great Smoky Mountains National Park in non-attainment of the 1997 8-hour standard for ground level ozone. This nonattainment designation became effective on June 15, 2004. The area demonstrated attainment with this standard effective in March 2011 and was considered a Maintenance Area until revocation of this NAAQS on April 6, 2015.

EPA again strengthened the ozone standard in 2008 based on an updated review of scientific and medical data to ensure that air quality standards are set at an appropriate level to protect the environment and human health. This standard is known as the “2008 8-hour Ozone Standard” and it was set at 75 ppb. A formal designation of nonattainment areas for this standard became effective on July 20, 2012 and

included the counties of Blount and Knox plus a portion of Anderson County surrounding the TVA Bull Run Fossil Plant. The EPA approved a re-designation of the area to attainment with a maintenance plan effective on August 12, 2015 and Knoxville is now considered a Maintenance Area for the 2008 Ozone Standard.

The most recent update to the ozone standard was promulgated in 2015 and again lowered the allowable level of ozone to a maximum of 70 ppb. EPA made designations for this standard on August 3, 2018 and the Knoxville Region was designated as attainment based on monitoring data showing levels below the standard.

4.1.2 PM 2.5

EPA first promulgated a “fine” particulate matter standard in 1997 to distinguish between smaller particles of less than 2.5 microns in diameter (PM_{2.5}) from the standard already in place for particles of 10 microns or less in diameter (PM₁₀). This standard was set at a value of 15 micrograms per cubic meter as measured on an annual level (1997 Annual PM_{2.5} Standard) and at a value of 65 micrograms per cubic meter as measured on a daily level (Daily Standard). The EPA formally designated the counties of Anderson, Blount, Knox, Loudon, and a portion of Roane in non-attainment for the 1997 Annual PM_{2.5} Standard on April 5, 2005.

In 2006, EPA kept the annual standard but strengthened the daily standard by reducing the permissible daily levels of PM_{2.5} from 65 to 35 micrograms per cubic meter. The same geography as the 1997 Annual PM_{2.5} Standard was formally designated non-attainment for the 2006 Daily PM_{2.5} Standard effective December 2009.

The EPA approved a re-designation of the area to Attainment with a Maintenance Plan effective on August 28 and 29, 2017 for the daily and annual standards respectively. In 2012 the EPA revised the Annual PM_{2.5} Standard to a level of 12 micrograms per cubic meter and the 1997 Standard was then revoked by EPA since it was less stringent than the new standard. The Knoxville Region met the 2012 Annual Standard and was designated as attainment so transportation conformity does not apply. Formal designations have not yet been made by EPA for the newest, 2024 Annual Standard of 9 micrograms per cubic meter, however the Knoxville Region was recommended by the Tennessee Department of Environment & Conservation (TDEC) as being in attainment based on monitoring design values meeting this level. A designation as a Maintenance Area for the 2006 Daily PM_{2.5} Standard currently remains in place for the Knoxville Region.

4.2 AIR QUALITY CONFORMITY

As an Air Quality Maintenance Area, the Knoxville TPO must demonstrate that its transportation plans and programs will meet air quality conformity requirements – a process known as “Transportation Conformity”, which is addressed in federal regulations in 40 CFR Parts 51 and 93, known as the “Conformity Rule”. More specifically, a conformity determination is required for the FY 2026-2029 TIP as per 40 CFR 93.104(c)(1), which states “A new TIP must be demonstrated to conform before the TIP is approved by the MPO or accepted by the DOT.” This ensures that federal funds will not be spent on projects that cause or contribute to any new violations of the National Ambient Air Quality Standards (NAAQS); increase the frequency or severity of NAAQS violations; or delay timely attainments of the NAAQS or any required interim milestone.

The Knoxville Regional TPO (KRTPO) does not encompass the entire Maintenance Area for Ozone and PM2.5, and as such, coordination with the Tennessee Department of Transportation (TDOT) is required in order to ensure all of the proposed transportation projects are included in the conformity analysis. The KRTPO boundary includes the urbanized portions of counties while TDOT is responsible for transportation planning in the rural portions of the nonattainment areas. Also, as a result of a February 16, 2018 decision by the U.S. Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA*, the so called “orphan area” of counties within the 1997 Ozone Maintenance Area but outside the 2008 Ozone Maintenance Area are once again subject to conformity as an anti-backsliding measure whereas conformity had previously been revoked along with the entire 1997 Ozone Standard itself. The orphan area includes Jefferson County, portions of which are located within the Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO). A Memorandum of Agreement (MOA) was entered into by KRTPO, LAMTPO, and TDOT in 2004 and subsequently revised in 2007 and 2022. The MOA specifies that the KRTPO is responsible for compiling a single Conformity Determination Report for the entire Nonattainment/Maintenance Area.

The current TIP projects must always be consistent and a direct subset of the active long-range plan, the 2050 Mobility Plan. A review of the proposed FY 2026-2029 TIP projects in relation to the project list included in the 2050 Mobility Plan was conducted in order to determine consistency between the two in terms of projects included and their scope, timeframe and other details. Through this review it was determined that all of the proposed projects in the Transportation Improvement Programs for the Knoxville TPO, LAMTPO and TDOT were directly consistent with the 2050 Mobility Plan and therefore a

Short Conformity Report, which documents the ability to rely on a previous regional emissions analysis, can be used to demonstrate conformity.

Conformity has been demonstrated for the Knoxville TPO FY 2026-2029 TIP by preparing a Short Conformity Report which is included in Appendix E of this document. Additionally, as previously noted, the TPO conducts a single conformity analysis for the entire affected Knoxville Region that is subject to air quality conformity. The conformity analysis therefore also covers the TDOT FY 2026-2029 Statewide Transportation Improvement Program (STIP) and the FY 2026-2029 LAMTPO TIP for projects included within the areas outside of the KRTPO Planning Area, including the 1997 Ozone Standard Orphan Area, that are subject to conformity in the overall Knoxville Region is also demonstrated.

The development of the TIP and conformity determination was coordinated with stakeholder and regulatory agencies through an Interagency Consultation (IAC) process as required by 40 CFR 93.105. Any comments related to the TIP and conformity determination during the IAC consultation are listed in the conformity determination report in Appendix E.

Since the program meets conformity regulations of the EPA and the USDOT under 40 CFR Part 93, and approved by appropriate agencies, the TIP is conforming. Currently there are no transportation control measures (TCMs) in the Tennessee SIP for the affected Knoxville maintenance areas. However, should TCMs be introduced in the area, nothing in the TIP will prohibit the timely implementation of any that are approved in the SIP for the Knoxville area.

5.0 FINANCIAL PLAN

5.1 FINANCIAL SUMMARY

A financial plan is required to demonstrate how projects in the TIP can be implemented over the life of the program. TDOT, local jurisdictions, transit operators, and other agencies with projects in the TIP have indicated that they have the financial resources available to provide the necessary matching funds to complete their projects. The following tables provide additional information regarding a list of federal transportation funding programs and a summary that programmed expenditures are less than or equal to all fund allocations making the TIP financially constrained.

5.2 FUNDING SOURCES

Table 8 provides a list of federal funding sources under the current legislation (Infrastructure Investment and Jobs Act) and the required match for projects in the FY 2026-2029 TIP. The maximum share of project costs that may be funded with Federal-aid highway funds (the “Federal share”) varies based upon the Federal-aid program from which the project receives funding. Certain safety projects and CMAQ projects that include an air quality or congestion relief component are eligible for 100 percent Federal funding. In some cases, the Federal share is also adjusted based on related statutory provisions. See https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm_for additional information on Federal share.

TABLE 8 - SELECTED FEDERAL FUNDING UNDER IIJA

Funding Program	Abbreviation	Source	Funding Share
Bridge Formula Program	BFP	FHWA	80% Federal, 20% Match
Carbon Reduction Program (Local/State)	CRP-(L/S)	FHWA	80% Federal, 20% Match
Congestion Mitigation and Air Quality Improvement Program	CMAQ	FHWA	100% Federal or 80% Federal, 20% Match
Highway Safety Improvement Program (includes penalty and rail safety funds)	HSIP, PHSIP, RHSIP	FHWA	90% Federal, 10% Match
National Highway Freight Program	NHFP	FHWA	90% Federal, 10% State or 80% Federal, 20% State
National Highway Performance Program	NHPP	FHWA	80% Federal, 20% Match
Rail-Highway Crossings Program	RHCP	FHWA	100% Federal
Safe Streets and Roads for All	SS4A	FHWA	80% Federal, 20% Match
Surface Transportation Block Grant Program (Local/State)	STBG-(L/S)	FHWA	80% Federal, 20% Match
Transportation Alternatives Program (Local/State)	TAP-(L/S)	FHWA	80% Federal, 20% Match

Funding Program	Abbreviation	Source	Funding Share
Section 5307 Urbanized Area Formula – Capital Assistance	5307	FTA	80% Federal, 10% State, 10% Local
Section 5307 Urbanized Area Formula – Operating Assistance	5307	FTA	50% Federal, 50% Match
Section 5310 Mobility of Seniors and Disabilities – Capital Assistance	5310	FTA	80% Federal, 10% State, 10% Local
Section 5310 Mobility of Seniors and Disabilities – Operating Assistance	5310	FTA	50% Federal, 50% Match
Section 5339 Bus and Bus Facilities	5339	FTA	80% Federal, 10% State, 10% Local

Some federal funding sources have been subject to change over time as different transportation bills are enacted. **Table 9** lists federal funds that were carried over from previous transportation bills.

TABLE 9 - CARRYOVER FEDERAL FUNDING UNDER PREVIOUS TRANSPORTATION BILLS

Funding Program	Abbreviation	Source	Funding Share
High Priority Project	HPP	FHWA	80% Federal, 20% Match

In addition to federal funded projects, projects of regional significance that rely on 100% state or local funding sources are also included in the TIP. **Table 10** lists the current state funded programs available through TDOT.

TABLE 10 - STATE FUNDED PROGRAMS

Funding Program	Abbreviation	Source	Funding Share
Interchange Lighting	IL	TDOT	50% State, 50% Local Match
Local Interstate Connector	LIC	TDOT	50% State, 50% Local Match
Multimodal Access Grant	MMAG	TDOT	90-95% State, 5-10% Local Match
State Industrial Access Road	SIA	TDOT	100% State, 0% Local Match (Construction) 50% State, 50% Local Match (ROW)
Traffic Signal Modernization	TSMP	TDOT	100% State

5.3 ADVANCE CONSTRUCTION

Advance Construction (AC) is a technique which allows a State to initiate a project using non-federal funds while preserving eligibility for future Federal-Aid funds. Eligibility means that FHWA has determined that the project technically qualifies for Federal-Aid; however, no present or future Federal funds are

committed to the project. After an AC project is authorized, the state may convert the project to regular Federal-Aid funding provided Federal funds are made available for the project.

An AC project must meet the same requirements and be processed in the same manner as a regular Federal-Aid project. All phases of a project must meet federal requirements for the National Environmental Policy Act (NEPA), Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act), etc., when any phase is implemented with Federal-Aid funds.

5.4 REVENUES AND EXPENDITURES

To consistently account for project inflation costs, local project applicants were instructed to use current year cost estimates in their project applications. TPO staff then applied a sliding scale inflation rate suggested by TDOT for this TIP cycle. An inflation rate of 5.5% was applied for FY 2026, 4.5% for FY 2027 and 3.5% for FY 2028 and 2029. Initial project cost estimates were left to the judgment of the sponsoring agency due to primary project knowledge. **Table 11** is a summary of expenditures for all projects in the FY 2026-2029 TIP by funding source and fiscal year. All revenues and expenditures reflect year of expenditure dollars. Revenues for TDOT-managed federal funds (e.g., HPP, NHPP, STBG-S, TAP-S etc.) are provided by TDOT and equal to the programmed amount for the same period. TPO-managed federal funds (STBG-L, TAP-L, CRP-L, Section 5307, 5310, 5339) reflect projected apportionments for each respective fund along with any unobligated balance (carryover funds) from previous fiscal years. Revenue is projected to grow at an annual rate of 2.2% through the TIP period for TPO-allocated federal revenues (STBG-L, TAP-L and CRP-L), aligning TIP fiscal projections with those developed for the 2050 Mobility Plan. Fiscal constraint is demonstrated for the FY 2026-2029 TIP, as programmed expenditures do not exceed projected revenues in any program year.

TABLE 11 - FY 2026-2029 REVENUES & EXPENDITURES

FY 2026-2029 TIP Revenues and Expenditures													
Funding Source	Carry-Over	Revenue (2026)	Programmed (2026)	Balance (2026)	Revenue (2027)	Programmed (2027)	Balance (2027)	Revenue (2028)	Programmed (2028)	Balance (2028)	Revenue (2029)	Programmed (2029)	Balance (2029)
BUILD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,710,387	\$24,710,387	\$0	\$0	\$0	\$0
CMAQ	\$0	\$9,085,341	\$9,085,341	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ PM2.5	\$0	\$3,795,536	\$3,795,536	\$0	\$0	\$0	\$0	\$232,777	\$232,777	\$0	\$798,355	\$798,355	\$0
CRP-L	\$3,976,698	\$5,606,022	\$4,386,335	\$1,219,687	\$2,884,856	\$908,439	\$1,976,417	\$3,678,219	\$748,537	\$2,929,682	\$4,668,924	\$283,440	\$4,385,484
FLAP	\$0	\$40,000	\$40,000	\$0	\$1,780,000	\$1,780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HIP	\$0	\$3,500,000	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HPP	\$0	\$7,505,145	\$7,505,145	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$1,648,530	\$1,648,530	\$0	\$1,394,910	\$1,394,910	\$0	\$1,014,480	\$1,014,480	\$0	\$1,014,480	\$1,014,480	\$0
NHPP	\$0	\$22,683,369	\$22,683,369	\$0	\$81,765,954	\$81,765,954	\$0	\$134,082,427	\$134,082,427	\$0	\$1,677,118	\$1,677,118	\$0
Section 5307	\$0	\$9,102,114	\$9,102,114	\$0	\$9,302,361	\$9,302,361	\$0	\$9,507,013	\$9,507,013	\$0	\$9,716,167	\$9,716,167	\$0
Section 5310	\$0	\$856,291	\$856,291	\$0	\$875,129	\$875,129	\$	\$894,383	\$894,383	\$	\$914,059	\$914,059	\$
Section 5339	\$0	\$772,783	\$772,783	\$0	\$789,784	\$789,784	\$0	\$807,160	\$807,160	\$0	\$824,917	\$824,917	\$0
SS4A	\$0	\$5,817,600	\$5,817,600	\$0	\$174,400	\$174,400	\$0	\$5,944,000	\$5,944,000	\$0	\$10,184,000	\$10,184,000	\$0
STBG-L	\$65,089,960	\$78,644,354	\$47,145,900	\$31,498,454	\$45,351,044	\$27,177,660	\$18,173,384	\$32,330,731	\$6,893,158	\$25,437,573	\$39,906,382	\$7,131,481	\$32,774,901
STBG-S	\$0	\$32,899,373	\$32,899,373	\$0	\$7,639,240	\$7,639,240	\$0	\$4,365,280	\$4,365,280	\$0	\$258,723,886	\$258,723,886	\$0
TAP-L	\$4,674,027	\$6,302,710	\$3,781,118	\$2,521,592	\$4,186,106	\$2,756,982	\$1,429,124	\$3,130,257	\$278,419	\$2,851,838	\$4,590,396	\$713,323	\$3,877,073
TAP-S	\$0	\$0	\$0	\$0	\$1,634,366	\$1,634,366	\$0	\$1,539,860	\$1,539,860	\$0	\$0	\$0	\$0
Federal Subtotal	\$73,740,685	\$188,259,168	\$153,019,435	\$35,239,733	\$157,778,150	\$136,199,225	\$21,578,925	\$222,236,974	\$191,017,881	\$31,219,093	\$333,018,684	\$291,981,226	\$41,037,458
MMAG	\$0	\$1,673,900	\$1,673,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STATE	\$0	\$29,759,408	\$29,759,408	\$0	\$13,535,947	\$13,535,947	\$0	\$56,159,949	\$56,159,949	\$0	\$66,680,295	\$66,680,295	\$0
State Subtotal	\$0	\$31,433,308	\$31,433,308	\$0	\$13,535,947	\$13,535,947	\$0	\$56,159,949	\$56,159,949	\$0	\$66,680,295	\$66,680,295	\$0
LOCAL	\$0	\$51,132,186	\$51,132,186	\$0	\$26,255,267	\$26,255,267	\$0	\$13,307,438	\$13,307,438	\$0	\$5,974,523	\$5,974,523	\$0
Local Subtotal	\$0	\$51,132,186	\$51,132,186	\$0	\$26,255,267	\$26,255,267	\$0	\$13,307,438	\$13,307,438	\$0	\$5,974,523	\$5,974,523	\$0
TIP Total	\$73,740,685	\$270,824,662	\$235,584,929	\$35,239,733	\$197,569,364	\$175,990,439	\$21,578,925	\$291,704,361	\$260,485,268	\$31,219,093	\$405,673,502	\$364,636,044	\$41,037,458

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

MPO SUBALLOCATED FEDERAL FUNDS

In 2026, the annual allocation of STBG-L funds to the TPO Planning Area from TDOT is projected to be \$13,554,394, with subsequent years reflecting an annual 2.2% increase. For purposes of this TIP, the starting STBG-L balance is projected to be \$65.1M as of 8/18/2025. Beginning with the opening balance, each subsequent year (FY 2026-2029) adds the annual allocation, plus any balance carry over and then subtracts out the programmed project expenditures. The remaining balance of STBG-L funds each year is financially constrained. Additionally, a program reserve equal to 10% of all MPO suballocated FHWA revenue is maintained in each program year. **Table 12** provides a summary of TPO suballocated FHWA funds for the four years of the TIP.

TABLE 12 - FHWA SUBALLOCATED FUNDS SUMMARY

FHWA Suballocated funds	Carryover Balance	FY 2026 Allocation	FY 2027 Allocation	FY 2028 Allocation	FY 2029 Allocation
STBG-L	\$65,089,960	\$13,554,394	\$13,852,590	\$14,157,347	\$14,468,809
TAP-L	\$4,674,026	\$1,628,683	\$1,664,514	\$1,701,133	\$1,738,558
CRP-L	\$3,976,698	\$1,629,324	\$1,665,169	\$1,701,802	\$1,739,242

Concerning transit funds, FTA's allocation to the TPO in 2026 for Section 5307 is projected to be \$9,101,114, Section 5310 is projected to be \$856,291, and Section 5339 is projected to be \$772,783. As with FHWA allocations to the TPO, transit revenues are projected to grow at an annual rate of 2.2% (see **Table 13**). A placeholder project for each of the three transit funds is in the TIP and amended each fiscal year according to the amount apportioned to the Knoxville area for each respective fund. Once the subsequent call for projects is complete, the awarded local transit projects are amended in the TIP.

TABLE 13 - FISCAL YEAR 2026 – 2029 FTA TRANSIT FUNDS REVENUES

FTA Transit Funds	FY 2026 Allocation	FY 2027 Allocation	FY 2028 Allocation	FY 2029 Allocation
SECTION 5307 – Urbanized Area Formula Grant	\$9,102,114	\$9,302,361	\$9,507,013	\$9,716,167
SECTION 5310 – Mobility of Seniors and Disabilities	\$856,291	\$875,130	\$894,383	\$914,059
SECTION 5339 – Bus and Bus Facilities Program	\$772,783	\$789,784	\$807,160	\$824,917

5.5 OPERATIONS AND MAINTENANCE

Along with new transportation projects, operating and maintaining the transportation system is an important aspect in ensuring that investments to improve, widen, or expand the existing transportation system are maintained. If new improvements or existing roadways are not maintained properly, then the transportation system is not functioning at its capacity and the new investments are not fully realized.

Operations and maintenance costs can include any number of activities such as paving, maintaining signs, pavement markings and traffic signals or repairing bridges and guardrails on the roadway side of things and bus maintenance for transit agencies. **Table 14** is a list of FY 2024 annual operations and maintenance costs from the jurisdictions in the TPO Planning Area.

TABLE 14 - TPO PLANNING AREA ANNUAL OPERATIONS AND MAINTENANCE COSTS

Jurisdiction	Annual O&M Costs (FY 2024)	O&M Revenue (FY 2024)	Federal Aid Roadway Mileage (Lane Miles)
Anderson County*	\$2,790,313	\$2,790,313	49.3
City of Clinton	\$759,705	\$759,705	21
City of Oak Ridge	\$1,860,165	\$1,860,165	109.2
Blount County*	\$5,642,506	\$5,642,506	223
City of Alcoa	\$264,262	\$264,262	76.6
City of Maryville	\$1,660,000	\$1,660,000	75.1
Knox County	\$7,890,097	\$7,890,097	507.2
Town of Farragut	\$984,099	\$984,099	51.4
City of Knoxville	\$10,883,000	\$10,883,000	430.7
Loudon County*	\$991,500	\$991,500	106.9
Lenoir City	\$350,000	\$350,000	43.7
City of Loudon	\$158,270	\$158,270	23.8
Sevier County*	\$7,098,359	\$7,098,359	38.7
TDOT**	\$18,000,000	\$18,000,000	2,041.8
Knoxville Area Transit (KAT)	\$30,776,190	\$30,776,190	N/A
Total TPO Planning Area	\$90,108,466	\$90,108,466	3,798.4

* TPO Planning Area does not include entire county - O&M costs are for full county, lane miles represent TPO Planning Area

** TDOT's O&M costs include only the portion specifically for roadway resurfacing

The predominant agency responsible for the federal-aid roadway system in the Knoxville TPO is the Tennessee Department of Transportation (TDOT), with well over 50% of the total lane miles of federal-aid roadways. TDOT has recently established a Transportation Asset Management Plan (TAMP) that describes its process for developing a risk-based asset management plan to preserve and maintain Tennessee's roadway network. TDOT utilizes both state and federal funding for Operations and Maintenance and the primary activities of resurfacing and bridge maintenance in the TPO Region are funded largely through the project groupings in the Surface Transportation Block Grant (STBG) and National Highway Performance Program (NHPP) that are included in this TIP as project ID's 26-2026-302 and 26-2026-303 respectively.

The county and municipal jurisdictions within the TPO Region vary considerably in terms of the number of roadway miles that are maintained and their methods for identifying and prioritizing maintenance needs. The majority of O&M funding for these jurisdictions is derived from local taxes and state funding that is provided through shared fuel tax revenues that are distributed to each county and municipality in Tennessee based on various formulas. This TIP carries forward a "Planning & Studies Grouping" (Project ID 26-2026-306), which contains funding for continued data collection for the regional Pavement Management System to promote a data-driven approach to asset management by local public agencies. Additionally, a regional Preservation, Operations and Safety grouping (Project ID 26-2026-307) may be used to program federal STBG funding for federal-aid eligible roadways for activities such as resurfacing.

6.0 AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

The TPO will follow the TIP amendment/modification policy outlined by TDOT/FHWA/FTA. A summary of when the TPO will amend or administratively modify the TIP is as follows:

6.1 AMENDMENTS

An amendment is a major change in the approved TIP. It is defined as follows:

- A major change in the total project cost (excluding groupings); or

TABLE 15 - AMENDMENT/MODIFICATION COST THRESHOLDS

Total project cost of all phases shown within the approved TIP	Amendment	Administrative Modification
Up to \$2 million	≥ 75%	< 75%
\$2 million to \$15 million	≥ 50%	< 50%
\$15 million to \$75 million	≥ 40%	< 40%
\$75 million and above	≥ 30%	< 30%

Source: TDOT and FHWA MOU

- Adding a new project or deleting a project from the TIP; or
- A major change of project scope; examples include, but are not limited to, changing the number of through-lanes, adding/deleting non-motorized facilities, changing mode (e.g., rolling stock or facility type for transit), changing capital category (i.e., transit funding), or changing termini; or
- Any change requiring a new regional air quality conformity finding, where applicable (including a grouping)

The TIP may be amended at any time, but amendments require federal approval and redetermination of TIP fiscal constraint and air quality conformity, where applicable. TDOT will review each amendment and submit the amendment to the appropriate Federal Agency. The federal agencies will review and respond to a formal written request for amendment approval from TDOT within 10 business days of receipt.

6.2 ADMINISTRATIVE MODIFICATIONS

An administrative modification is a minor change from the approved TIP. It is defined as follows:

- A minor change in the total project cost (see total project cost table above); or
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or

- A minor change in the project description/termini that is for clarification and does not change the project scope; or
- Shifting funds between projects within a TIP (i.e., funding sources and projects already identified in the TIP) if the change does not result in a cost increase greater than the amendment threshold (see project total cost table) for the total project cost of all phases shown within the approved TIP; or
- Adding an amount of funds already identified in the STIP/TIP for the current or previous year(s) if the funds are currently identified in the STIP/TIP either in an existing project or as available funds and the change does not result in a cost increase greater than the amendment threshold (see project total cost table) for the total project cost of all phases within the approved TIP; or
- Moving projects from year to year within an approved TIP, except those that cross air quality horizon years; or
- Changes required to follow FHWA and FTA instructions as to the withdrawal of funds or reestablishment of funds withdrawn at the request of FHWA or FTA; or
- Moving funds between similarly labeled groupings, regardless of percent change; or
- Adjustments in revenue to match actual revenue receipts.

Administrative modifications do not require federal approval. Administrative modifications made to TDOT-sponsored projects in the TIP will be made by TDOT with notification to the MPO upon submission of the modification to FHWA/FTA. The MPO will make the changes to funding tables, and project sheets as needed without the need for distribution.

6.3 PROJECT GROUPINGS

The use of project groupings is permitted under 23 CFR 450.326 (h) for projects in the TPO's TIP. Projects that are funded by such groupings are to be of a scale small enough not to warrant individual identification and may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93. Project groupings may only include projects that meet the following conditions: non-regionally significant, environmentally neutral, and exempt from air quality conformity.

Both the TPO and TDOT utilize groupings to program funds to transportation projects. The TPO manages groupings for bike and pedestrian projects, travel congestion and clean air improvement projects, planning reports and studies, and preservation, operations and safety projects that comply with 23 CFR

450.326(h). Descriptions of TDOT and TPO managed groupings can be found on the grouping project pages.

6.4 TPO AMENDMENT/ADMINISTRATIVE MODIFICATION OVERVIEW

Once TPO staff receives a request to add, delete, or otherwise revise some aspect of a TIP project from a local jurisdiction or TDOT, staff determines if the change is an amendment or an administrative modification.

- If the change is an administrative modification, TPO staff will make the modification in the eTIP and provide the appropriate documentation to TDOT for their review/approval. TDOT will then forward it to FHWA/FTA as an informational item. A summary of administrative modifications is provided to the TPO Technical Committee and Executive Board periodically throughout the year.
- For programming changes requiring an amendment, the TPO will announce the pending amendment action on the TPO's TIP web page, including the notice of opportunities to comment at the appropriate Technical Committee and Executive Board meetings. The total public comment period provided for an amendment is a minimum of 14 days. Public notice of TPO Technical Committee and Executive Board meetings are published in various regional, local and minority newspapers 10 to 14 days prior to the meeting. If there is objection to the amendment either from the public or by the Technical Committee/Executive Board, the TPO will take appropriate action regarding the comments. After the Technical Committee recommends approval of an amendment, it is heard for adoption at the Executive Board meeting. Once the Executive Board adopts the amendment, TPO staff coordinates with TDOT to incorporate the amendment into the eTIP platform. TDOT will then forward the amendment to FHWA/FTA for final approval into the TIP/STIP.
 - TIP Amendment Air Quality Conformity Requirements: Since portions of the TPO Planning Area are classified as a Maintenance Area for both Ozone and PM2.5 National Ambient Air Quality Standards, the TPO must demonstrate transportation conformity for any proposed TIP amendments. The TPO staff will engage with its Air Quality Interagency Consultation (IAC) group to determine the appropriate level of conformity analysis that will be required, which mainly depends on whether the project involved has been categorized as either "exempt" or "non-exempt" from the requirement to determine

conformity. In general projects are considered to be non-exempt unless they are specifically listed as exempt in sections 93.126 - 93.128 of the EPA Conformity Regulations in the Clean Air Act. If a TIP amendment involves an existing project, then its exempt/non-exempt status will generally be previously determined whereas a new project will need to be discussed with the IAC group as well as a determination of a need to formally amend the project into the TPO Mobility Plan. If the TPO determines a project to be exempt it will provide the IAC group with a minimum 14-day period to provide any comments or questions. If the project is non-exempt then the TPO will prepare a conformity determination, which the IAC will have 30-days to review prior to the TPO beginning any formal public comment period on the proposed TIP amendment.

7.0 GLOSSARY AND ACRONYMS

7.1 PHASE OF WORK ABBREVIATIONS/GLOSSARY

CONST (Construction): Work by the agency or contractor(s) to construct the project, possibly including utility relocation.

ITS (Intelligent Transportation Systems): Procuring, developing, or integrating technology to manage transportation facilities, improve safety, or mobility.

OPER: Operating the transportation system such as incurring costs related to the day-to-day operations or maintenance of transit vehicle systems, traffic signal systems, or intelligent transportation systems.

PE-N (Preliminary Engineering – **NEPA**): Includes activities from the inception of the project, fulfilling the requirements of the National Environmental Policy Act of 1969 and all applicable legislation, regulations, executive orders, and directives, up to the approval of the environmental document.

PE-D (Preliminary Engineering – Design): Preliminary engineering design work, according to accepted engineering practices, after approval of the environmental document.

PUR: Procuring equipment, software, or vehicles.

ROW: Work from the distribution of ROW plans up to advertising for bids or commencement of work by the Agency, dealing with real property acquisition, temporary and permanent easements, and utility relocation.

Training: Training activities.

7.2 FUNDING ABBREVIATIONS

BUILD	Better Utilizing Investments to Leverage Development
CMAQ	Congestion Mitigation and Air Quality
CRP-(L/S)	Local Carbon Reduction Program (Local/State)
HIP	Highway Infrastructure Program
HPP	High Priority Project
HSIP	Highway Safety Improvement Program
LIC	Local Interstate Connector Program
LOCAL	Local Funds

STBG-(L/S)	Surface Transportation Block Grant Program (Local/State)
TAP-(L/S)	Transportation Alternatives Program (Local/State)
MMAG	Multimodal Access Grant Program
NHPP	National Highway Performance Program
Section 5307	Section 5307 Urbanized Area Formula
Section 5310	Section 5310 Mobility of Seniors and Disabilities
Section 5339	Section 5339 Bus and Bus Facilities

7.3 TRANSPORTATION PLANNING ABBREVIATIONS

3C	Continuing, Cooperative, and Comprehensive
CMP	Congestion Management Process
EPA	Environmental Protection Agency
FAST Act	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IAC	Interagency Consultation
IIJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation System
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standard
RPO	Rural Planning Organization
SIP	State Implementation Plan
STIP	State Transportation Improvement Program
TDOT	Tennessee Department of Transportation
TIP	Transportation Improvement Program

TPO

Knoxville Transportation Planning Organization

UZA

Urbanized Area

8.0 PROJECT DETAIL PAGES

8.1 HOW TO READ A TIP PAGE

Project # Assigned by the TPO

Name of Project

Project Map Image

TIP ID - Project Name

Reconstruct roadway corridor with intersection and pedestrian improvements

Lead Agency ← Agency responsible for the project

Conformity Status ← If project triggers Air Quality Conformity (Exempt or Non-Exempt)

Total Project Cost ← Total cost to complete project, including all phases

PIN ← Project # assigned by TDOT

County ← Location of project by county

Termini ← Limits of project (begin and end points)

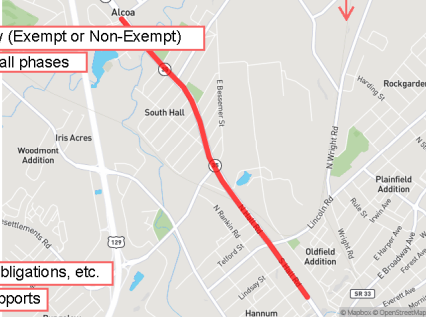
Long Range Plan # ← Project # assigned in TPO's LRTP

Length ← Length of project in miles

Route ← State route # if applicable

Notes ← Contains additional information about the project (obligations, etc.)

Performance Measures ← List of federal PMs the project supports



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N								
PE-N								
Total PE-N								
Total Programmed								

Funding programming details. Includes federal fiscal year of planned obligation (starts Oct. 1 - ends Sep. 30), federal, state and local amounts by phase, federal funding source.

For project groupings, a table of included projects and funding details may be shown here, or on the following page as space allows.

A note about TPO TIP numbers: the first two digits of the TIP number reference this TIP document, for which all projects begin with the number 26. The next four numbers indicate the earliest TIP in which the project was programmed. The final three numbers are the project's unique identifier, which follows a project from its initial TIP entry. In general, 300 series projects are project groupings, 200 series are transit oriented, while the 000 and 100 series range are available for assignment to road projects or other project types as necessary.

8.2 PREVIOUSLY AUTHORIZED PROJECTS AND ANNUAL LISTING OF OBLIGATED PROJECTS

Required by 23 CFR 450.334, the Annual Listing of Obligated Projects (ALOP) Report is an analysis of the projects for which federal transportation funds were obligated in the Knoxville region in the preceding federal fiscal year (October 1 through September 30). Compiled following the end of each fiscal year with the cooperation of TDOT and local transit operators, the report delivers a general overview of the federal obligation process, presents a snapshot of recent obligations history, and provides a project by project listing of all federal obligations for the prior year. The ALOP report is presented at the TPO Technical Committee and Executive Board meetings, as well as being posted to the TPO website for public and partner agency access.

In addition to the annual ALOP report, a status report for all projects in the previous TIP is developed for inclusion in a new TIP. Pursuant to 23 CFR 450.326 (n)(2) the status of all projects included in the FY 2023-2026 TIP is documented in **Appendix D**.

8.3 TPO AREA PROJECTS

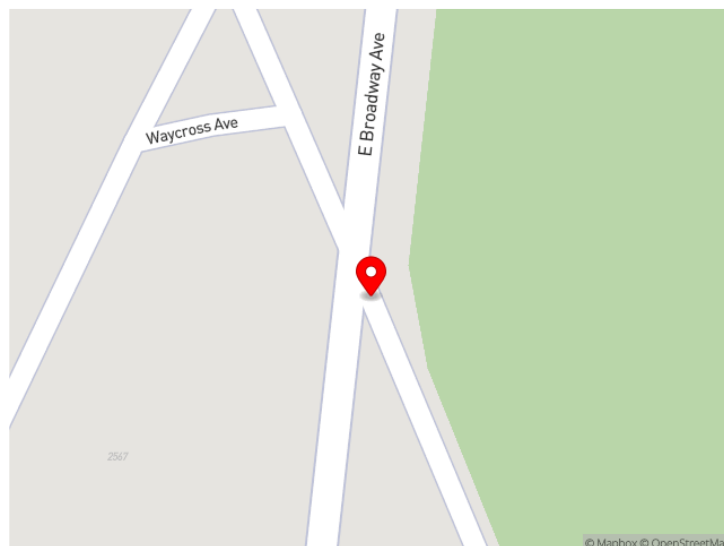
- 8.3.1 BLOUNT COUNTY PROJECTS.....44
- 8.3.2 CITY OF ALCOA PROJECTS.....45
- 8.3.3 CITY OF KNOXVILLE PROJECTS.....49
- 8.3.4 CITY OF LENOIR CITY PROJECTS.....57
- 8.3.5 CITY OF MARYVILLE PROJECTS.....58
- 8.3.6 CITY OF SEVIERVILLE PROJECTS.....61
- 8.3.7 KNOX COUNTY PROJECTS.....62
- 8.3.8 TOWN OF FARRAGUT PROJECTS.....67
- 8.3.9 TPO GROUPINGS (INCLUDES ALL ANDERSON COUNTY AND CITY OF OAK RIDGE PROJECTS.....69
- 8.3.10 TDOT PROJECTS & PROJECTS.....75
- 8.3.11 TRANSIT PROJECTS.....83

8.3.1 BLOUNT COUNTY PROJECTS

26-2026-004 - Old Knoxville Highway (SR-33) Roundabout

Construct a roundabout at the intersection of East Broadway and Old Knoxville Pike

Lead Agency	Blount County
Conformity Status	Exempt
Total Project Cost	\$3,570,013
PIN	-
County	Blount
Termini	Intersection of SR-33 and Old Knoxville Pike
Long Range Plan #	09-212
Length	0
Route	SR-33
Notes	-
Performance Measures	PM-1, PM-3



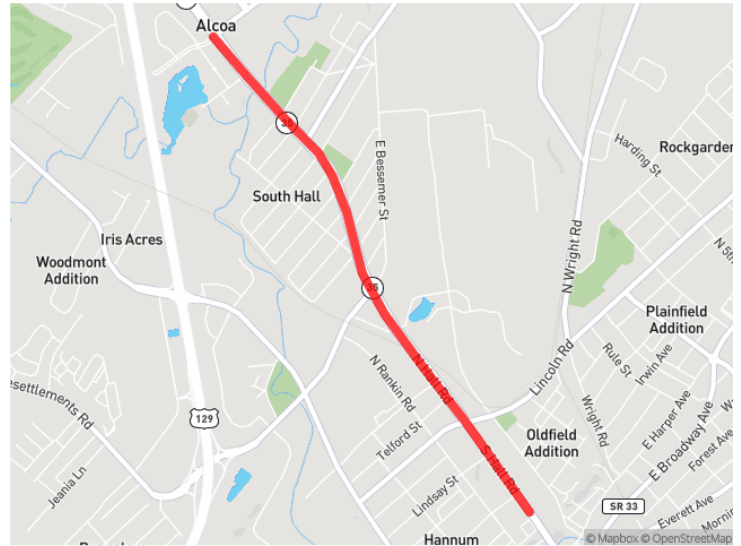
Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	\$21,100	-	-	-	-	\$21,100
PE-N	STBG-L	-	\$84,400	-	-	-	-	\$84,400
Total PE-N		-	\$105,500	-	-	-	-	\$105,500
PE-D	LOCAL	-	-	\$16,537	-	-	-	\$16,537
PE-D	STBG-L	-	-	\$66,149	-	-	-	\$66,149
Total PE-D		-	-	\$82,686	-	-	-	\$82,686
ROW	LOCAL	-	-	-	\$28,526	-	-	\$28,526
ROW	STBG-L	-	-	-	\$114,106	-	-	\$114,106
Total ROW		-	-	-	\$142,632	-	-	\$142,632
Total Pro-programmed		-	\$105,500	\$82,686	\$142,632	-	-	\$330,818

8.3.2 CITY of ALCOA PROJECTS

26-2026-001 - North Hall Road (SR-35)

Reconstruct roadway corridor with intersection and pedestrian improvements

Lead Agency	City of Alcoa
Conformity Status	Exempt
Total Project Cost	\$17,127,703
PIN	-
County	Blount
Termini	North Hall Rd (SR-35), from Associates Blvd. to City of Alcoa/City of Maryville limits
Long Range Plan #	24-200
Length	1.8
Route	SR-35
Notes	-
Performance Measures	PM-1, PM-2, PM-3

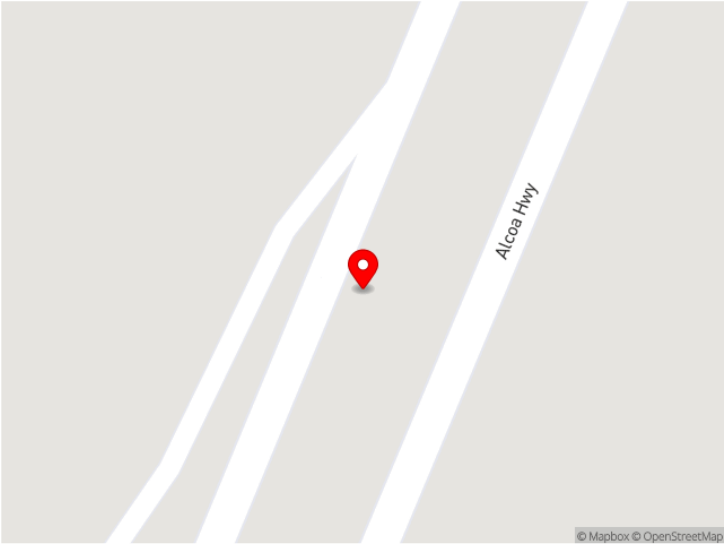


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	-	-	\$56,911	-	-	\$56,911
PE-N	STBG-L	-	-	-	\$227,643	-	-	\$227,643
Total PE-N		-	-	-	\$284,554	-	-	\$284,554
PE-D	LOCAL	-	-	-	-	\$119,590	-	\$119,590
PE-D	STBG-L	-	-	-	-	\$478,359	-	\$478,359
Total PE-D		-	-	-	-	\$597,949	-	\$597,949
Total Programmed		-	-	-	\$284,554	\$597,949	-	\$882,503

26-2026-002 - North Park Boulevard & Airbase Road Safety Improvements

Realign intersection and install traffic signal to improve overall intersection safety.

Lead Agency	City of Alcoa
Conformity Status	Exempt
Total Project Cost	\$6,315,209
PIN	-
County	Blount
Termini	Intersection of North Park Blvd/Airbase Rd at Alcoa Hwy
Long Range Plan #	13-210
Length	0.3
Route	-
Notes	-
Performance Measures	PM-1, PM-3

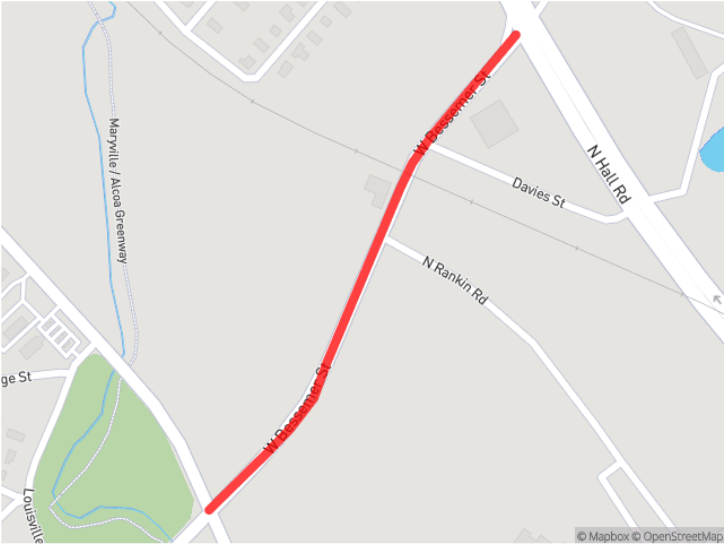


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	-	-	\$29,522	-	-	\$29,522
PE-N	STBG-L	-	-	-	\$118,086	-	-	\$118,086
Total PE-N		-	-	-	\$147,608	-	-	\$147,608
PE-D	LOCAL	-	-	-	-	\$62,036	-	\$62,036
PE-D	STBG-L	-	-	-	-	\$248,142	-	\$248,142
Total PE-D		-	-	-	-	\$310,178	-	\$310,178
Total Pro-grammed		-	-	-	\$147,608	\$310,178	-	\$457,786

26-2026-003 - West Bessemer Street Widening

Widen from 2 to 5 lane cross sections with center turn lane. Includes new sidewalk.

Lead Agency	City of Alcoa
Conformity Status	Non-Exempt
Total Project Cost	\$17,336,439
PIN	-
County	Blount
Termini	West Bessemer Street, from Calderwood St. to North Hall Rd.
Long Range Plan #	24-208
Length	0.38
Route	-
Notes	-
Performance Measures	PM-1, PM-2, PM-3



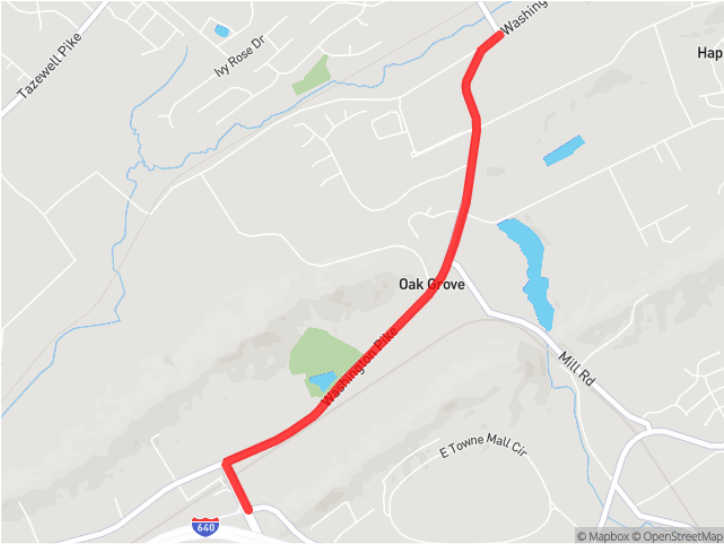
Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	\$53,622	-	-	-	-	\$53,622
PE-N	STBG-L	-	\$214,488	-	-	-	-	\$214,488
Total PE-N		-	\$268,110	-	-	-	-	\$268,110
PE-D	LOCAL	-	-	\$113,768	-	-	-	\$113,768
PE-D	STBG-L	-	-	\$455,073	-	-	-	\$455,073
Total PE-D		-	-	\$568,841	-	-	-	\$568,841
ROW	LOCAL	-	-	-	\$158,255	-	-	\$158,255
ROW	STBG-L	-	-	-	\$633,022	-	-	\$633,022
Total ROW		-	-	-	\$791,277	-	-	\$791,277
Total Pro-programmed		-	\$268,110	\$568,841	\$791,277	-	-	\$1,628,228

8.3.3 CITY OF KNOXVILLE PROJECTS

26-2014-042 - Washington Pike Widening

Widen from 2-lanes to 3/4-lanes with median/center turn lane and including bike/pedestrian facilities.

Lead Agency	City of Knoxville
Conformity Status	Non-Exempt
Total Project Cost	\$29,655,600
PIN	043090.00
County	Knox
Termini	Washington Pike, from North of I-640 to Murphy Road
Long Range Plan #	09-615
Length	1.7
Route	-
Notes	\$6,440,800 federal STBG-L previously obligated
Performance Measures	PM-1, PM-2, PM-3

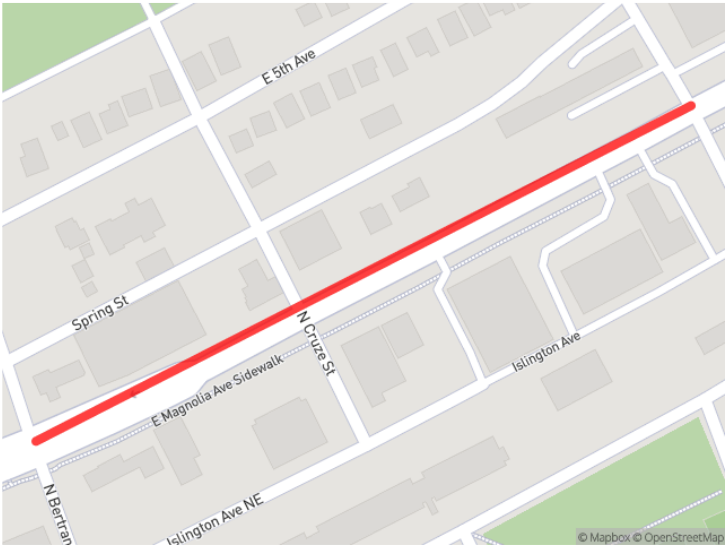


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CONST	LOCAL	-	\$4,220,000	-	-	-	-	\$4,220,000
CONST	STBG-L	-	\$16,880,000	-	-	-	-	\$16,880,000
Total CONST		-	\$21,100,000	-	-	-	-	\$21,100,000
Total Pro-programmed		-	\$21,100,000	-	-	-	-	\$21,100,000

26-2017-017 - Magnolia Avenue (SR-1) Streetscape - Phase 3

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.

Lead Agency	City of Knoxville
Conformity Status	Exempt
Total Project Cost	\$6,275,000
PIN	129559.01
County	Knox
Termini	(US-11/70, East Magnolia Avenue), From North Bertrand Street to North Kyle Street
Long Range Plan #	17-608A
Length	0.24
Route	SR 1
Notes	\$460,240 federal STBG-L previously obligated
Performance Measures	PM-1

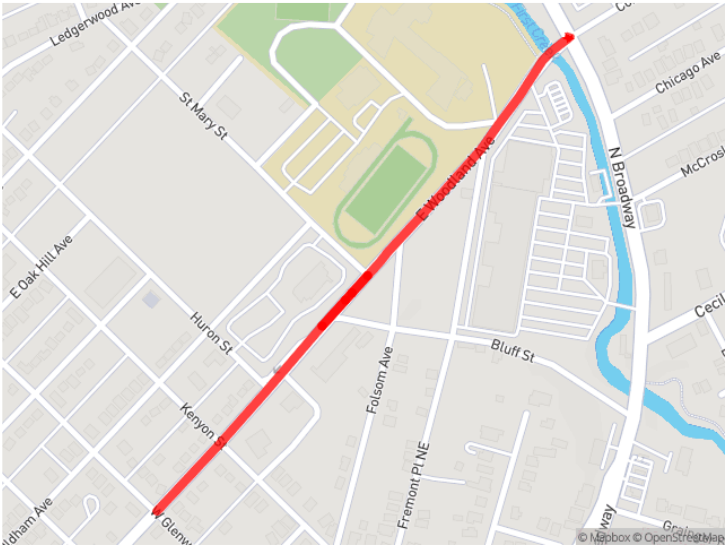


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CONST	LOCAL	-	\$1,055,000	-	-	-	-	\$1,055,000
CONST	STBG-L	-	\$4,220,000	-	-	-	-	\$4,220,000
Total CONST		-	\$5,275,000	-	-	-	-	\$5,275,000
Total Pro-programmed		-	\$5,275,000	-	-	-	-	\$5,275,000

26-2020-004 - Woodland Avenue Complete 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.

Lead Agency	City of Knoxville
Conformity Status	Exempt
Total Project Cost	\$5,849,403
PIN	128306.00
County	Knox
Termini	Woodland Avenue, From SR-33 (US-441, North Broadway) to West Glenwood Street
Long Range Plan #	19-606
Length	0.5
Route	-
Notes	\$635,760 federal STBG-L previously obligated
Performance Measures	PM-1



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CONST	LOCAL	-	\$808,753	-	-	-	-	\$808,753
CONST	SS4A	-	\$2,720,000	-	-	-	-	\$2,720,000
CONST	STBG-L	-	\$515,010	-	-	-	-	\$515,010
Total CONST		-	\$4,043,763	-	-	-	-	\$4,043,763
Total Pro-programmed		-	\$4,043,763	-	-	-	-	\$4,043,763

26-2026-008 - Chapman Highway (SR-33) Safety Improvements Phase 1 (SS4A)

Signal modification, redistribution of lane width, median and access management improvements, and separated bicycle and pedestrian facilities.

Lead Agency	City of Knoxville
Conformity Status	Exempt
Total Project Cost	\$21,250,000
PIN	-
County	Knox
Termini	Chapman Highway (SR-33), from Blount Ave. to Ft. Dickerson Rd./Woodlawn Pike
Long Range Plan #	24-610
Length	0.7
Route	SR-33
Notes	-
Performance Measures	PM-1

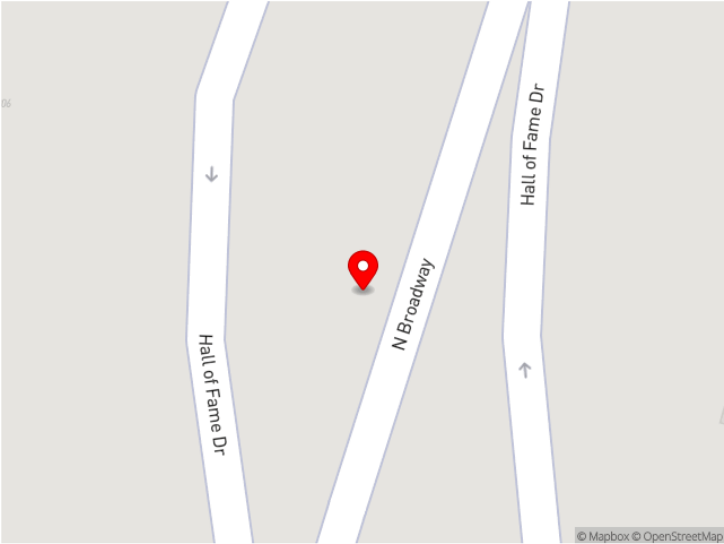


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	\$174,400	-	-	-	-	\$174,400
PE-N	SS4A	-	\$697,600	-	-	-	-	\$697,600
Total PE-N		-	\$872,000	-	-	-	-	\$872,000
PE-D	LOCAL	-	-	\$43,600	-	-	-	\$43,600
PE-D	SS4A	-	-	\$174,400	-	-	-	\$174,400
Total PE-D		-	-	\$218,000	-	-	-	\$218,000
ROW	LOCAL	-	-	-	\$1,486,000	-	-	\$1,486,000
ROW	SS4A	-	-	-	\$5,944,000	-	-	\$5,944,000
Total ROW		-	-	-	\$7,430,000	-	-	\$7,430,000
CN	LOCAL	-	-	-	-	\$2,546,000	-	\$2,546,000
CN	SS4A	-	-	-	-	\$10,184,000	-	\$10,184,000
Total CN		-	-	-	-	\$12,730,000	-	\$12,730,000
Total Programmed		-	\$872,000	\$218,000	\$7,430,000	\$12,730,000	-	\$21,250,000

26-2026-009 - Broadway (SR-33)/Hall of Fame Drive Intersection Improvement Project

Replace interchange style intersection with a roundabout. Add pedestrian crossing infrastructure.

Lead Agency	City of Knoxville
Conformity Status	Exempt
Total Project Cost	\$12,828,285
PIN	-
County	Knox
Termini	From E. Glenwood Ave. to Grainger Ave.
Long Range Plan #	24-602
Length	0.2
Route	SR-33
Notes	-
Performance Measures	PM-1, PM-3

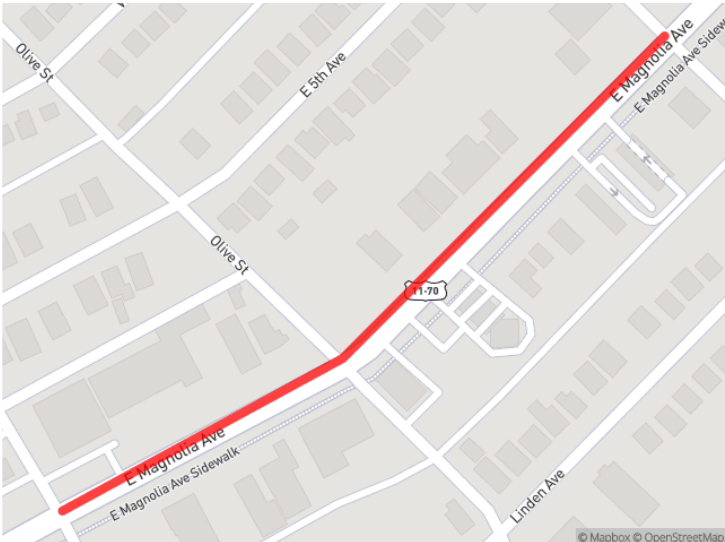


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	-	\$286,644	-	-	-	\$286,644
PE-N	STBG-L	-	-	\$1,146,574	-	-	-	\$1,146,574
Total PE-N		-	-	\$1,433,218	-	-	-	\$1,433,218
PE-D	LOCAL	-	-	\$71,661	-	-	-	\$71,661
PE-D	STBG-L	-	-	\$286,644	-	-	-	\$286,644
Total PE-D		-	-	\$358,305	-	-	-	\$358,305
ROW	LOCAL	-	-	-	\$114,106	-	-	\$114,106
ROW	STBG-L	-	-	-	\$456,425	-	-	\$456,425
Total ROW		-	-	-	\$570,531	-	-	\$570,531
Total Pro-programmed		-	-	\$1,791,523	\$570,531	-	-	\$2,362,054

26-2026-010 - Magnolia Avenue (SR-1) Streetscape - Phase 4

Construct streetscape improvements that include raised medians replacing center left-turn lane, signal improvements, bike lanes, improved sidewalks, transit stops, and amenities.

Lead Agency	City of Knoxville
Conformity Status	Exempt
Total Project Cost	\$7,794,517
PIN	-
County	Knox
Termini	Magnolia Avenue (SR-1), from N. Kyle St. to Spruce St.
Long Range Plan #	17-608B
Length	0.3
Route	SR-1
Notes	-
Performance Measures	PM-1

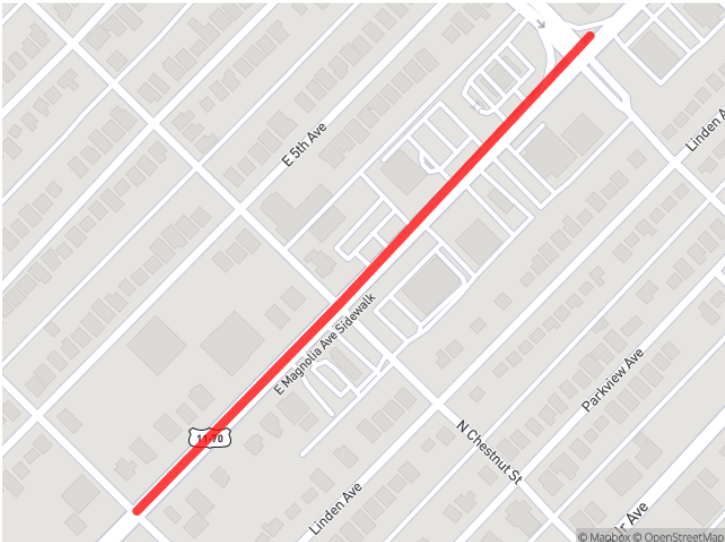


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	\$135,040	-	-	-	-	\$135,040
PE-N	STBG-L	-	\$540,160	-	-	-	-	\$540,160
Total PE-N		-	\$675,200	-	-	-	-	\$675,200
PE-D	LOCAL	-	-	\$35,279	-	-	-	\$35,279
PE-D	STBG-L	-	-	\$141,117	-	-	-	\$141,117
Total PE-D		-	-	\$176,396	-	-	-	\$176,396
ROW	LOCAL	-	-	-	\$68,463	-	-	\$68,463
ROW	STBG-L	-	-	-	\$273,854	-	-	\$273,854
Total ROW		-	-	-	\$342,317	-	-	\$342,317
Total Pro-programmed		-	\$675,200	\$176,396	\$342,317	-	-	\$1,193,913

26-2026-011 - Magnolia Avenue (SR-1) Streetscape - Phase 5

Construct streetscape improvements that include raised medians replacing center left-turn lane, signal improvements, bike lanes, improved sidewalks, transit stops, and amenities.

Lead Agency	City of Knoxville
Conformity Status	Exempt
Total Project Cost	\$9,400,000
PIN	-
County	Knox
Termini	Magnolia Avenue (SR-1), from Spruce St. to N. Cherry St.
Long Range Plan #	17-608C
Length	0.4
Route	SR -1
Notes	-
Performance Measures	PM-1

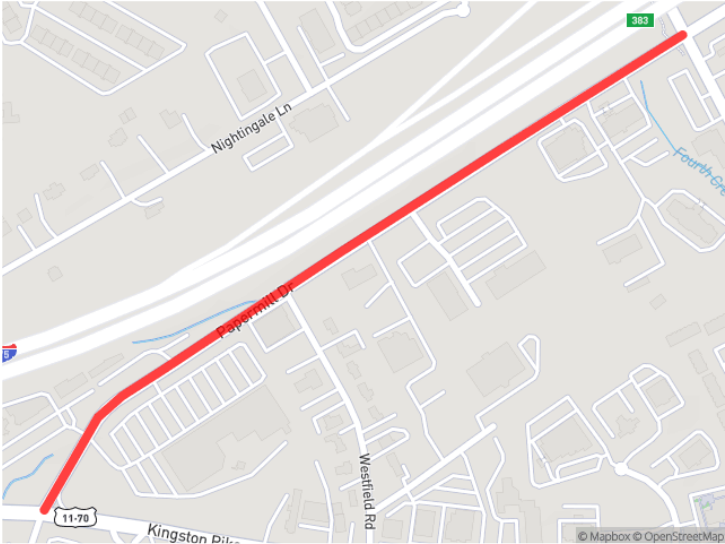


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	-	-	-	\$207,856	-	\$207,856
PE-N	STBG-L	-	-	-	-	\$831,423	-	\$831,423
Total PE-N		-	-	-	-	\$1,039,279	-	\$1,039,279
Total Pro-programmed		-	-	-	-	\$1,039,279	-	\$1,039,279

26-2026-012 - Papermill Drive Complete Street

Reconstruct 2-lane road with intersection improvements, addition of turn lanes and bicycle/pedestrian facilities

Lead Agency	City of Knoxville
Conformity Status	Exempt
Total Project Cost	\$20,309,864
PIN	-
County	Knox
Termini	Papermill Drive, from Weisgarber Rd. to Kingston Pike (SR-1)
Long Range Plan #	09-689
Length	0.61
Route	-
Notes	-
Performance Measures	PM-1, PM-3



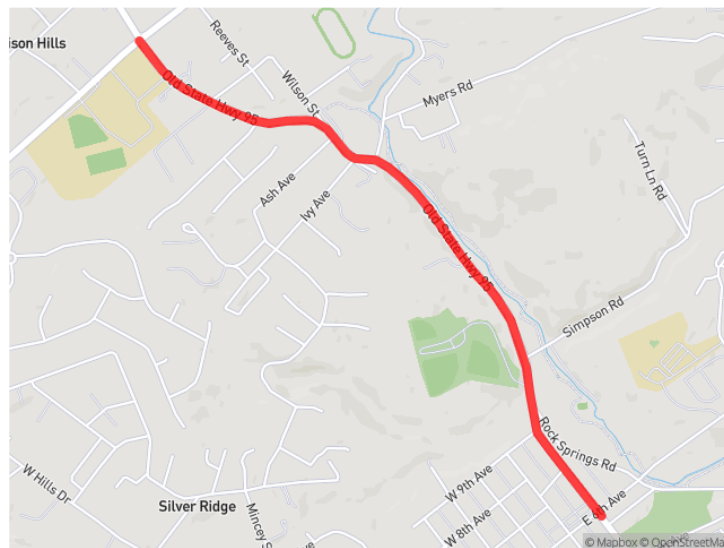
Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	-	\$55,123	-	-	-	\$55,123
PE-N	STBG-L	-	-	\$220,495	-	-	-	\$220,495
Total PE-N		-	-	\$275,618	-	-	-	\$275,618
PE-D	LOCAL	-	-	-	\$205,391	-	-	\$205,391
PE-D	STBG-L	-	-	-	\$821,564	-	-	\$821,564
Total PE-D		-	-	-	\$1,026,955	-	-	\$1,026,955
Total Pro-grammed		-	-	\$275,618	\$1,026,955	-	-	\$1,302,573

8.3.4 CITY OF LENOIR CITY PROJECTS

26-2026-013 - Old Hwy 95 /Kingston Street Improvements

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

Lead Agency	Lenoir City
Conformity Status	Exempt
Total Project Cost	\$8,317,631
PIN	-
County	Loudon
Termini	Old Highway 95/Kingston Street, from E. 6th Ave. to Town Creek Pkwy./Harrison Rd.
Long Range Plan #	24-401
Length	1.15
Route	-
Notes	-
Performance Measures	PM-1, PM-2, PM-3



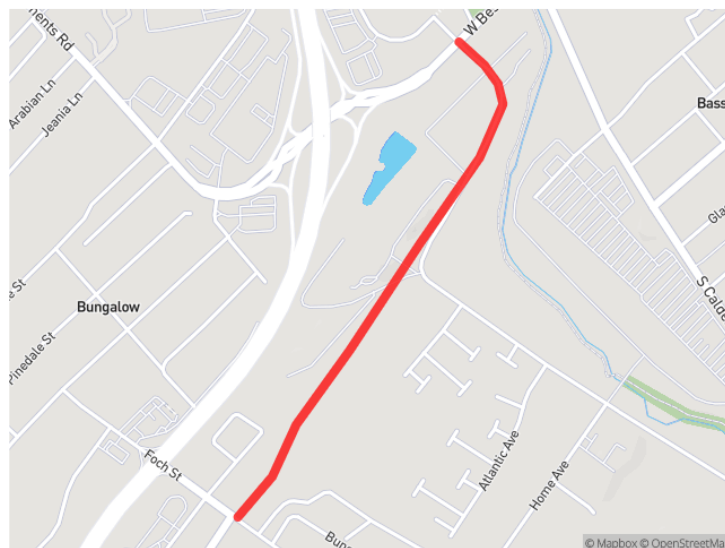
Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	\$104,628	-	-	-	-	\$104,628
PE-N	STBG-L	-	\$418,514	-	-	-	-	\$418,514
Total PE-N		-	\$523,142	-	-	-	-	\$523,142
PE-D	LOCAL	-	\$104,628	-	-	-	-	\$104,628
PE-D	STBG-L	-	\$418,514	-	-	-	-	\$418,514
Total PE-D		-	\$523,142	-	-	-	-	\$523,142
ROW	LOCAL	-	-	\$242,043	-	-	-	\$242,043
ROW	STBG-L	-	-	\$968,175	-	-	-	\$968,175
Total ROW		-	-	\$1,210,218	-	-	-	\$1,210,218
Total Pro-programmed		-	\$1,046,284	\$1,210,218	-	-	-	\$2,256,502

8.3.5 CITY OF MARYVILLE PROJECTS

26-2020-005 - Foothills Mall Drive Extension Phase 2

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.

Lead Agency	City of Maryville
Conformity Status	Non-Exempt
Total Project Cost	\$9,729,803
PIN	132946.00
County	Blount
Termini	From Foch St. to McCammon Ave.
Long Range Plan #	10-260
Length	0.76
Route	-
Notes	\$346,899 federal STBG-L previously obligated
Performance Measures	PM-1, PM-3

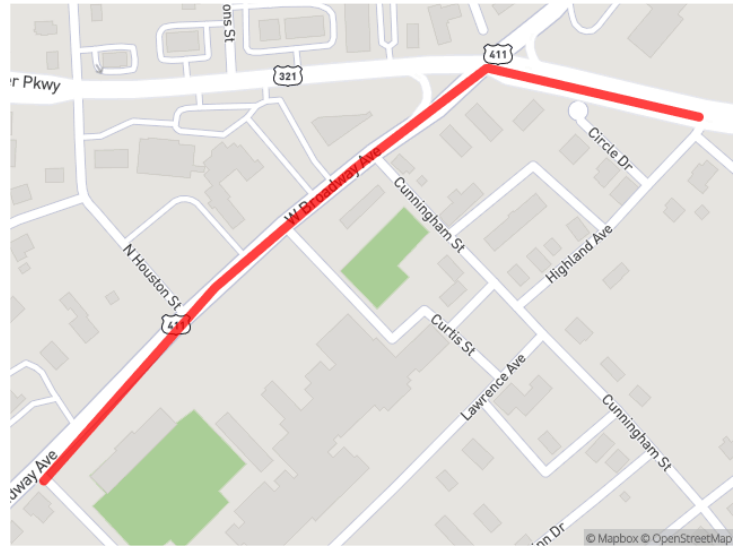


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	LOCAL	-	\$352,370	-	-	-	-	\$352,370
ROW	STBG-L	-	\$1,409,480	-	-	-	-	\$1,409,480
Total ROW		-	\$1,761,850	-	-	-	-	\$1,761,850
CONST	LOCAL	-	-	\$1,508,185	-	-	-	\$1,508,185
CONST	STBG-L	-	-	\$6,032,743	-	-	-	\$6,032,743
Total CONST		-	-	\$7,540,928	-	-	-	\$7,540,928
Total Pro-grammed		-	\$1,761,850	\$7,540,928	-	-	-	\$9,302,778

26-2020-006 - SR-33 West Broadway Avenue Widening

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

Lead Agency	City of Maryville
Conformity Status	Non-Exempt
Total Project Cost	\$7,568,146
PIN	134674.00
County	Blount
Termini	SR-33 (West Broadway Ave.), From US-321(Lamar Alexander Pkwy.) to S. Cedar St.
Long Range Plan #	09-242
Length	0.45
Route	SR-33
Notes	\$592,000 federal STBG-L previously obligated
Performance Measures	PM-1, PM-3



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	LOCAL	-	-	\$170,222	-	-	-	\$170,222
ROW	STBG-L	-	-	\$680,888	-	-	-	\$680,888
Total ROW		-	-	\$851,110	-	-	-	\$851,110
CONST	LOCAL	-	-	-	-	\$1,195,406	-	\$1,195,406
CONST	STBG-L	-	-	-	-	\$4,781,627	-	\$4,781,627
Total CONST		-	-	-	-	\$5,977,033	-	\$5,977,033
Total Pro-grammed		-	-	\$851,110	-	\$5,977,033	-	\$6,828,143

26-2026-014 - SR-336 Montvale Road Improvements at US-321

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

Lead Agency	City of Maryville
Conformity Status	Exempt
Total Project Cost	\$16,000,000
PIN	-
County	Blount
Termini	SR-336 (Montvale Road), from Miller Ave. to US-321/SR-73 (Lamar Alexander Pkwy.)
Long Range Plan #	24-207
Length	0.2
Route	SR-336
Notes	-
Performance Measures	PM-1, PM-2, PM-3



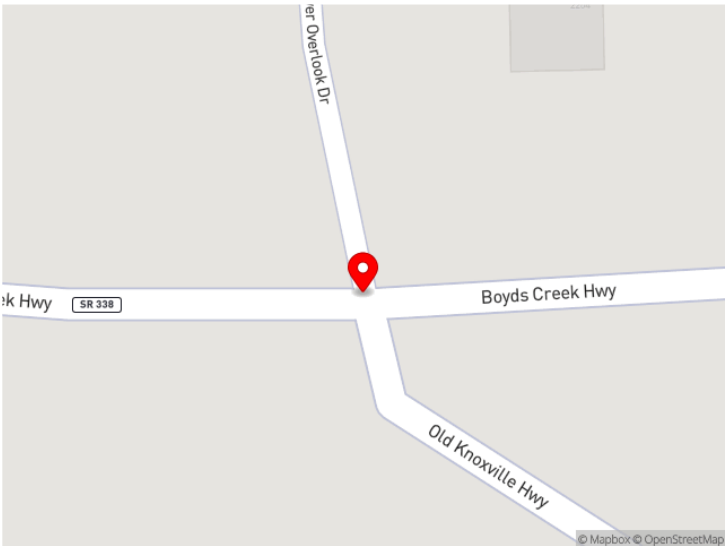
Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	-	-	-	\$70,860	-	\$70,860
PE-N	STBG-L	-	-	-	-	\$283,440	-	\$283,440
Total PE-N		-	-	-	-	\$354,300	-	\$354,300
Total Pro-grammed		-	-	-	-	\$354,300	-	\$354,300

8.3.6 CITY OF SEVIERVILLE PROJECTS

26-2017-044 - Boyds Creek Highway (SR-338) at Old Knoxville Highway Intersection Improvements

Reconfigure the existing intersection to improve safety operations through geometric layout changes, addition of turn lanes, and installation of a new traffic signal.

Lead Agency	City of Sevierville
Conformity Status	Exempt
Total Project Cost	\$2,630,141
PIN	128581.00
County	Sevier
Termini	(Boyds Creek Highway), Intersection at Old Knoxville Highway, LM 10.58 in Sevierville
Long Range Plan #	18-500
Length	0
Route	SR-338
Notes	\$280,048 federal STBG-L previously obligated
Performance Measures	PM-1



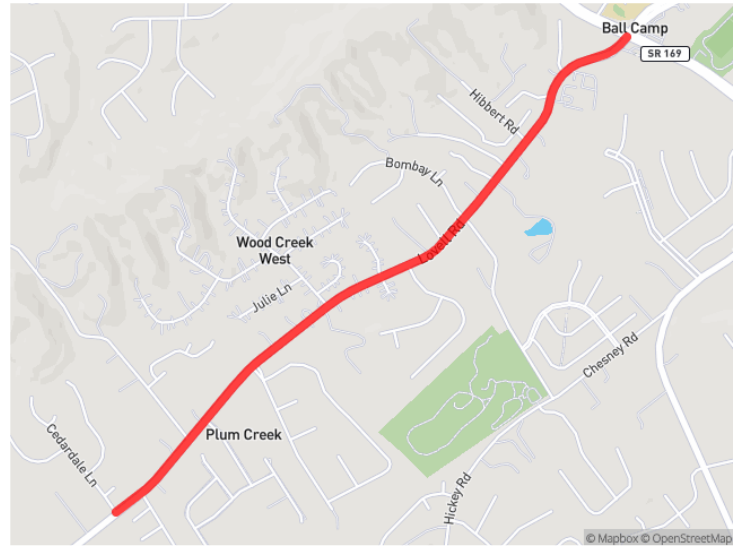
Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CONST	STATE	-	\$456,016	-	-	-	-	\$456,016
CONST	STBG-L	-	\$1,824,066	-	-	-	-	\$1,824,066
Total CONST		-	\$2,280,082	-	-	-	-	\$2,280,082
Total Programmed		-	\$2,280,082	-	-	-	-	\$2,280,082

8.3.7 KNOX COUNTY PROJECTS

26-2014-002 - Lovell Road (SR-131) Widening

Widen 2-lane to 4-lane, including pedestrian and bicycle facilities.

Lead Agency	Knox County
Conformity Status	Non-Exempt
Total Project Cost	\$42,518,659
PIN	121508.00
County	Knox
Termini	Lovell Road, from Cedardale Lane to Middlebrook Pike In Knoxville
Long Range Plan #	09-637
Length	1.7
Route	SR-131
Notes	\$78,880 federal L-STBG/\$953,494 federal HIP funds previously obligated
Performance Measures	PM-1, PM-2, PM-3

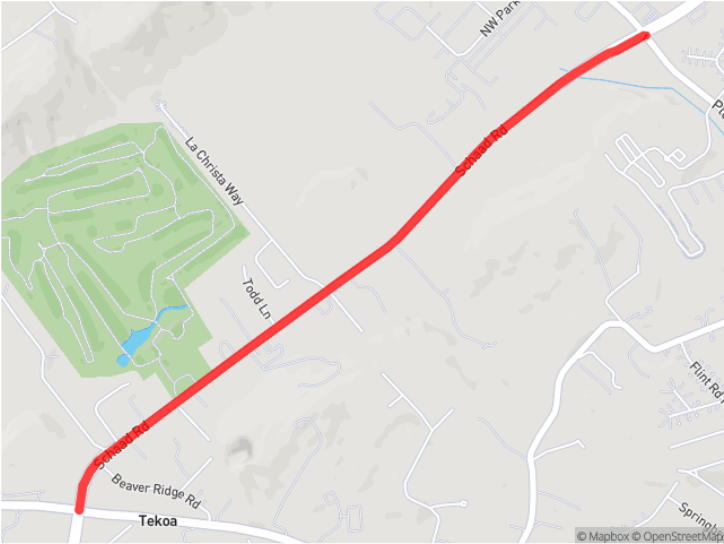


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-D	LOCAL	-	\$557,908	-	-	-	-	\$557,908
PE-D	STBG-L	-	\$2,231,633	-	-	-	-	\$2,231,633
Total PE-D		-	\$2,789,541	-	-	-	-	\$2,789,541
ROW	LOCAL	-	-	\$683,535	-	-	-	\$683,535
ROW	STBG-L	-	-	\$2,734,138	-	-	-	\$2,734,138
Total ROW		-	-	\$3,417,673	-	-	-	\$3,417,673
Total Pro-grammed		-	\$2,789,541	\$3,417,673	-	-	-	\$6,207,214

26-2014-006 - Schaad Road Widening

Widen from 2-lane to 4-lane divided road with addition of median and sidewalks.

Lead Agency	Knox County
Conformity Status	Non-Exempt
Total Project Cost	\$38,614,914
PIN	121731.00
County	Knox
Termini	Schaad Rd. from Oak Ridge Hwy. (SR-62) to Pleasant Ridge Rd.
Long Range Plan #	09-625
Length	1.5
Route	SR 33/SR 73
Notes	-
Performance Measures	PM-1, PM-2, PM-3

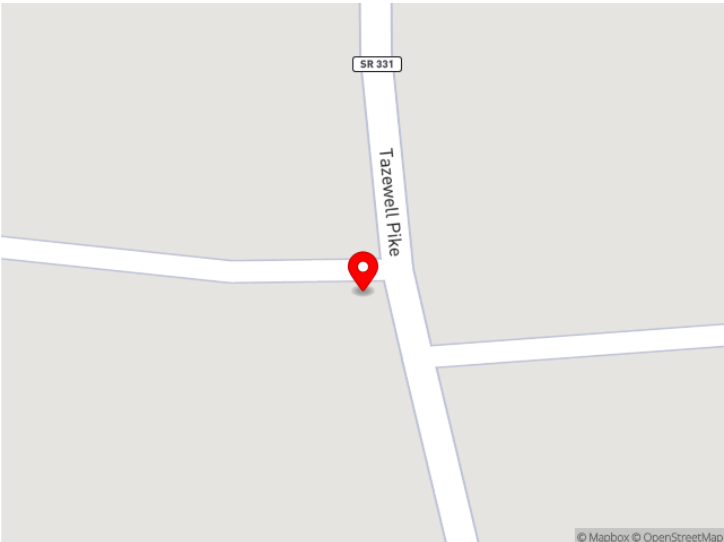


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	LOCAL	-	\$463,200	-	-	-	-	\$463,200
Total ROW		-	\$463,200	-	-	-	-	\$463,200
CONST	LOCAL	-	\$32,006,527	-	-	-	-	\$32,006,527
Total CONST		-	\$32,006,527	-	-	-	-	\$32,006,527
Total Pro-programmed		-	\$32,469,727	-	-	-	-	\$32,469,727

26-2026-005 - Tazewell Pike (SR-331) and Fairview Road Intersection Realignment

Re-alignment of the intersection at Tazewell Pike (SR 331) and Fairview Road. Intersection improvements with traffic signal and turn lanes.

Lead Agency	Knox County
Conformity Status	Exempt
Total Project Cost	\$2,567,467
PIN	-
County	Knox
Termini	Intersection of Tazewell Pike (SR 331) and Fairview Road
Long Range Plan #	21-604
Length	0
Route	SR-331
Notes	-
Performance Measures	PM-1, PM-3

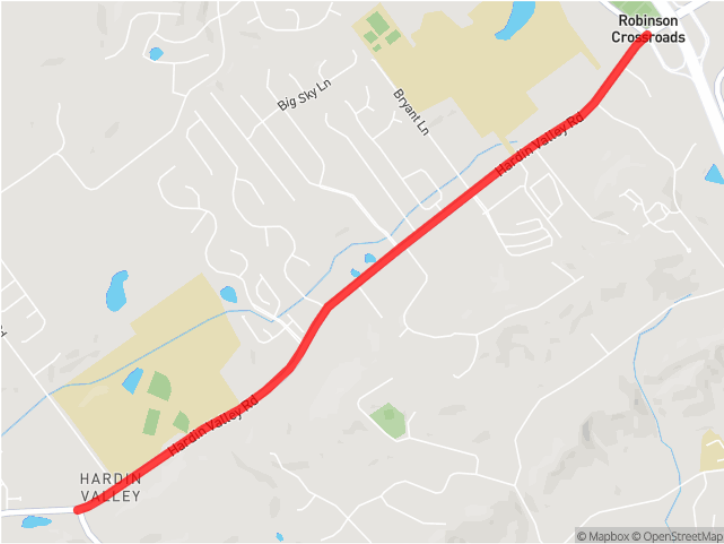


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	\$30,185	-	-	-	-	\$30,185
PE-N	STBG-L	-	\$120,741	-	-	-	-	\$120,741
Total PE-N		-	\$150,926	-	-	-	-	\$150,926
PE-D	LOCAL	-	-	\$21,029	-	-	-	\$21,029
PE-D	STBG-L	-	-	\$84,117	-	-	-	\$84,117
Total PE-D		-	-	\$105,146	-	-	-	\$105,146
ROW	LOCAL	-	-	-	\$32,402	-	-	\$32,402
ROW	STBG-L	-	-	-	\$129,625	-	-	\$129,625
Total ROW		-	-	-	\$162,027	-	-	\$162,027
Total Pro-programmed		-	\$150,926	\$105,146	\$162,027	-	-	\$418,099

26-2026-006 - Hardin Valley Road Widening

Widen from 3 to 5 lanes

Lead Agency	Knox County
Conformity Status	Non-Exempt
Total Project Cost	\$18,948,100
PIN	-
County	Knox
Termini	Hardin Valley Road, from near Pellissippi Pkwy to Campbell Station Rd
Long Range Plan #	24-621
Length	2.1
Route	-
Notes	-
Performance Measures	PM-1, PM-2, PM-3

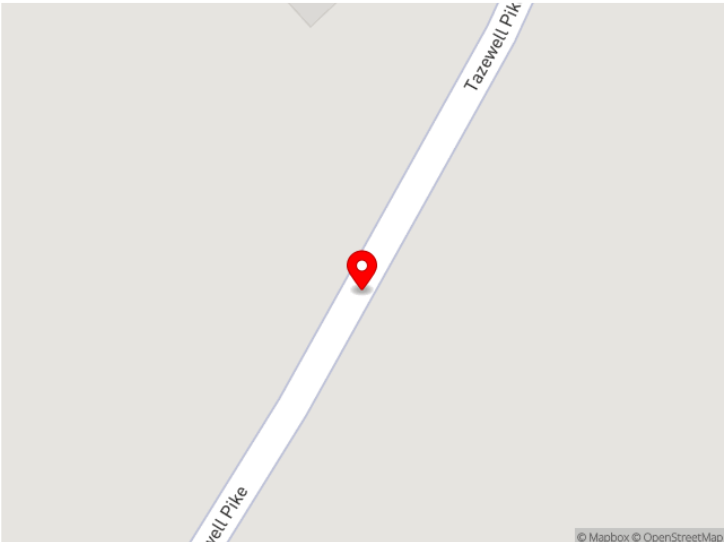


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	LOCAL	-	\$1,500,000	-	-	-	-	\$1,500,000
Total ROW		-	\$1,500,000	-	-	-	-	\$1,500,000
CONST	LOCAL	-	-	\$16,600,000	-	-	-	\$16,600,000
Total CONST		-	-	\$16,600,000	-	-	-	\$16,600,000
Total Pro-programmed		-	\$1,500,000	\$16,600,000	-	-	-	\$18,100,000

26-2026-007 - Tazewell Pike (SR-331) at Ridgeview Road/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.

Lead Agency	Knox County
Conformity Status	Exempt
Total Project Cost	\$14,143,602
PIN	-
County	Knox
Termini	From Carter Rd to Ridgeview Rd
Long Range Plan #	24-607
Length	0.25
Route	SR-331
Notes	-
Performance Measures	PM-1, PM-3



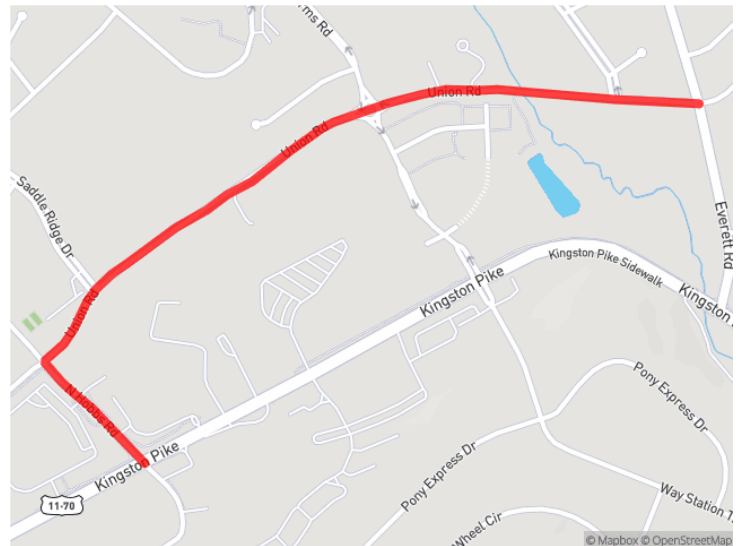
Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N	LOCAL	-	\$85,148	-	-	-	-	\$85,148
PE-N	STBG-L	-	\$340,594	-	-	-	-	\$340,594
Total PE-N		-	\$425,742	-	-	-	-	\$425,742
PE-D	LOCAL	-	-	\$53,817	-	-	-	\$53,817
PE-D	STBG-L	-	-	\$215,267	-	-	-	\$215,267
Total PE-D		-	-	\$269,084	-	-	-	\$269,084
ROW	LOCAL	-	-	-	\$906,208	-	-	\$906,208
ROW	STBG-L	-	-	-	\$3,624,833	-	-	\$3,624,833
Total ROW		-	-	-	\$4,531,041	-	-	\$4,531,041
Total Pro-programmed		-	\$425,742	\$269,084	\$4,531,041	-	-	\$5,225,867

8.3.8 TOWN of FARRAGUT PROJECTS

26-2014-082 - Union Road/N. Hobbs Road Improvements

Reconstruct 2-lane road with addition of turn lanes and bike/pedestrian facilities

Lead Agency	Town of Farragut
Conformity Status	Exempt
Total Project Cost	\$9,794,500
PIN	125045.00
County	Knox
Termini	Union Road, From North Hobbs Road to Everett Road and North Hobbs Road, From Union Road to SR-1 (US-11, Kingston Pike)
Long Range Plan #	13-601
Length	1
Route	-
Notes	\$1,139,000 federal (\$696,000 HIP/\$443,000 STBG-L) previously obligated
Performance Measures	PM-1, PM-2



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CONST	LOCAL	-	\$1,666,900	-	-	-	-	\$1,666,900
CONST	STBG-L	-	\$6,667,600	-	-	-	-	\$6,667,600
Total CONST		-	\$8,334,500	-	-	-	-	\$8,334,500
Total Pro-programmed		-	\$8,334,500	-	-	-	-	\$8,334,500

26-2020-002 - 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.

Lead Agency	Town of Farragut
Conformity Status	Exempt
Total Project Cost	\$9,984,388
PIN	132927.00
County	Knox
Termini	Virtue Road 1200' south of Needlegrass Ln. to Boyd Station Road intersection with Willow Cove Way
Long Range Plan #	09-630
Length	1.14
Route	-
Notes	\$547,200 federal STBG-L previously obligated
Performance Measures	PM-1, PM-2



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	LOCAL	-	\$195,175	-	-	-	-	\$195,175
ROW	STBG-L	-	\$780,700	-	-	-	-	\$780,700
Total ROW		-	\$975,875	-	-	-	-	\$975,875
CONST	LOCAL	-	-	\$1,649,303	-	-	-	\$1,649,303
CONST	STBG-L	-	-	\$6,597,210	-	-	-	\$6,597,210
Total CONST		-	-	\$8,246,513	-	-	-	\$8,246,513
Total Pro-programmed		-	\$975,875	\$8,246,513	-	-	-	\$9,222,388

8.3.9 TPO REGIONAL GROUPING PROJECTS

26-2026-305 - Bicycle and Pedestrian Grouping

Funding from this grouping is used for smaller-scale multimodal transportation projects to achieve safe, connected, and equitable on-and off-road networks. Such projects include pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; vulnerable road user safety assessments; and other activities that accomplish these objectives (Title 23 U.S.C. Section 133(h)(3); Title 23 U.S.C. 206). Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area.

Lead Agency	Various
Conformity Status	Exempt
Total Project Cost	\$91,993,690
PIN	-
County	-
Termini	TPO Planning Area
Long Range Plan #	-
Length	-
Route	-
Notes	-
Performance Measures	PM-1

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N/PE-D/ ROW/CN	BUILD	-	-	-	\$24,710,387	-	-	\$24,710,387
PE-N/PE-D/ ROW/CN	CRP-L	-	\$3,778,655	\$908,439	-	-	-	\$4,687,094
PE-N/PE-D/ ROW/CN	FLAP	-	\$40,000	\$1,780,000	-	-	-	\$1,820,000
PE-N/PE-D/ ROW/CN	HIP	-	\$3,500,000	-	-	-	-	\$3,500,000
PE-N/PE-D/ ROW/CN	LOCAL	-	\$3,493,044	\$3,213,612	\$8,544,182	\$178,330	-	\$15,429,168
PE-N/PE-D/ ROW/CN	MMAG	-	\$1,673,900	-	-	-	-	\$1,673,900
PE-N/PE-D/ ROW/CN	MMAG	-	\$2,400,000	-	-	-	-	\$2,400,000
PE-N/PE-D/ ROW/CN	STATE	-	-	-	\$20,000,000	-	-	\$20,000,000
PE-N/PE-D/ ROW/CN	STBG-L	-	-	\$7,069,070	-	-	-	\$7,069,070
PE-N/PE-D/ ROW/CN	TAP-L	-	\$3,781,118	\$2,756,982	\$278,419	\$713,323	-	\$7,529,842
PE-N/PE-D/ ROW/CN	TAP-S	-	-	\$1,634,366	\$1,539,860	-	-	\$3,174,226
Total PE-N/PE-D/ROW/CN		-	\$18,666,717	\$17,362,469	\$55,072,848	\$891,653	-	\$91,993,687
Total Pro- grammed		-	\$18,666,717	\$17,362,469	\$55,072,848	\$891,653	-	\$91,993,687

Bicycle & Pedestrian Grouping - Programmed Project Phases						
Grantee	Project Name	TDOT PIN	Fund Type	FY	Phase	Federal Funds
Anderson County	Gibbs Ferry Park	136136.00	FLAP	2026	PE-D	\$40,000
			FLAP	2027	CONST	\$1,780,000
	SR-62/SR-61 (East Tri-County Blvd.) Sidewalks	133589.00	TAP-S	2027	CONST	\$711,396
Blount County	Blount County Greenway Trail - Ph. 1 (Demo ID: TN285)	127121.00	HIP	2026	CONST	\$3,000,000
City of Knoxville	East Knox Greenway - Phase 1	128777.00	CRP-L	2026	ROW	\$422,000
			STBG-L	2027	CONST	\$1,763,960
	South Waterfront Greenway - East of Suttree	127815.00	TAP-L	2026	ROW	\$1,097,200
	First Creek Greenway - Broadway Streetscape	125623.00	SS4A	2026	CONST	\$2,400,000
			TAP-L	2026	CONST	\$1,538,775
	Fort Sanders Neighborhood to Tyson Park Connection	129971.00	TAP-L	2026	PE-D	\$549,040
			CRP	2027	ROW	\$908,439
	South Knoxville Bridge Greenway	132924.00	CRP	2026	CONST	\$3,356,655
	Knoxville South Waterfront Pedestrian/Bicycle Bridge (Demo ID: TN286)	-	BUILD	2028	CONST	\$24,710,387
			HIP	2026	PE-D	\$500,000
	Neyland Drive Pedestrian Connection	134758.00	TAP-S	2027	CONST	\$922,970
	Adair to Old Broadway Connection		TAP-L	2026	PE-N	\$105,500
			TAP-L	2027	PE-D	\$57,329
			TAP-L	2028	ROW	\$278,419
			TAP-L	2029	CONST	\$713,323
	East Knox Greenway - Phase 2	-	TAP-L	2026	ROW	\$422,000
			STBG-L	2027	CONST	\$2,204,950
City of Maryville	Maryville to Townsend Greenway - Ph. 1 (Brown Creek)	130845.00	TAP-L	2027	CONST	\$2,429,855
City of Oak Ridge	Oak Ridge Rails to Trails - Ph. 1	125624.00	STBG-L	2027	CONST	\$3,100,160
Knox County	Powell High School Greenway	134645.00	TAP-L	2026	PE-D	\$68,603
			TAP-L	2027	ROW	\$269,798
			TAP-S	2028	CONST	\$1,539,860
Total Federal Funds						\$54,890,619
Total Federal TAP-S Funds						\$3,174,226
Total Federal TAP-L Funds						\$7,529,842
Total Federal STBG-L Funds						\$7,069,070
Total Federal HIP Funds						\$3,500,000
Total Federal FLAP Funds						\$1,820,000
Total Federal SS4A Funds						\$2,400,000
Total Federal BUILD Funds						\$24,710,387
Total Federal CRP-L Funds						\$4,687,094
Bicycle & Pedestrian Grouping - Unprogrammed Project Phases						
Grantee	Project Name	TDOT PIN	Fund Type	FY	Phase	Federal Funds
City of Knoxville	Northwest Greenway Connector Ph. 2	126641.00	TAP-S	TBD	CONST	\$1,865,149
Knox County	Gibbs Schools Pedestrian Bridge	132969.00	TAP-S	TBD	CONST	\$1,938,334
Total Unprogrammed Federal Funds						\$3,803,483
Total Unprogrammed Federal S-STBG-TA Funds						\$3,803,483

26-2026-306 - Planning and Studies Grouping

Funding from this grouping will be used to fund planning reports and studies throughout the metropolitan planning area.

Lead Agency	Various
Conformity Status	Exempt
Total Project Cost	\$2,053,112
PIN	-
County	-
Termini	TPO Planning Area
Long Range Plan #	-
Length	-
Route	-
Notes	-
Performance Measures	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Study	LOCAL	-	\$100,000	\$100,000	\$103,500	\$107,122	-	\$410,622
Study	STBG-L	-	\$400,000	\$400,000	\$414,000	\$428,490	-	\$1,642,490
Total Study		-	\$500,000	\$500,000	\$517,500	\$535,612	-	\$2,053,112
Total Pro-programmed		-	\$500,000	\$500,000	\$517,500	\$535,612	-	\$2,053,112

Planning and Studies Grouping						
Grantee	Project Name	TDOT PIN	Fund Type	FY	Phase	Federal Funds
City of Knoxville	Hill Ave. Viaduct Study		STBG-L	2026	Study	\$400,000
Various	Regional Pavement Data Collection		STBG-L	2027	Study	\$400,000
Various	Regional Pavement Data Collection		STBG-L	2028	Study	\$414,000
Various	Regional Pavement Data Collection		STBG-L	2029	Study	\$428,490
Total Federal Funds						\$1,642,490

26-2026-307 - Preservation, Operations and Safety Grouping

Funding from this grouping is used for projects to preserve and improve roadway conditions and performance. Such projects include highway preservation and maintenance, operational improvements, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, highway and transit safety infrastructure improvements, and other activities necessary to the preservation and operation of the regional Federal-aid network. Funding may also be used to achieve strategic or performancebased safety goals by reducing fatalities and serious injuries on all public roads. Such projects include installing cable barriers and guardrail, intersection improvements, pavement markings, roundabouts, rumble strips, safety equipment upgrades, signals, signing, turning lanes, railwayhighway grade crossings upgrades, 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. Except as exempted in Title 23 U.S.C. Section 148, all projects will be consistent with the State strategic highway safety plan.

Lead Agency	Various
Conformity Status	Exempt
Total Project Cost	\$400,000
PIN	-
County	-
Termini	TPO Planning Area
Long Range Plan #	24-702a, 24-703a
Length	-
Route	-
Notes	-
Performance Measures	PM-1, PM-2

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N/PE-D/ ROW/CN	LOCAL	-	\$20,000	\$20,000	\$20,000	\$20,000	-	\$80,000
PE-N/PE-D/ ROW/CN	STBG-L	-	\$80,000	\$80,000	\$80,000	\$80,000	-	\$320,000
Total PE-N/PE-D/ROW/CN		-	\$100,000	\$100,000	\$100,000	\$100,000	-	\$400,000
Total Pro- grammed		-	\$100,000	\$100,000	\$100,000	\$100,000	-	\$400,000

26-2026-308 - Travel Congestion & Clean Air Improvement Grouping

Funding from this grouping is used to reduce transportation emissions and improve air quality. 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.

Lead Agency	Various
Conformity Status	Exempt
Total Project Cost	\$15,973,920
PIN	-
County	-
Termini	TPO Planning Area
Long Range Plan #	24-706a
Length	-
Route	-
Notes	-
Performance Measures	PM-3

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Purchase	CRP-L	-	\$607,680	-	\$748,537	\$283,440	-	\$1,639,657
Purchase	LOCAL	-	\$130,820	-	\$152,902	\$35,430	-	\$319,152
Purchase	STATE	-	\$21,100	-	\$34,232	\$35,430	-	\$90,762
Total Purchase		-	\$759,600	-	\$935,671	\$354,300	-	\$2,049,571
PE-N/PE-D/ ROW/CN	CMAQ	-	\$9,085,341	-	-	-	-	\$9,085,341
PE-N/PE-D/ ROW/CN	CMAQ PM2.5	-	\$3,795,536	-	\$232,777	\$798,355	-	\$4,826,668
PE-N/PE-D/ ROW/CN	LOCAL	-	\$12,340	-	-	-	-	\$12,340
Total PE-N/PE-D/ROW/CN		-	\$12,893,217	-	\$232,777	\$798,355	-	\$13,924,349
Total Programmed		-	\$13,652,817	-	\$1,168,448	\$1,152,655	-	\$15,973,920

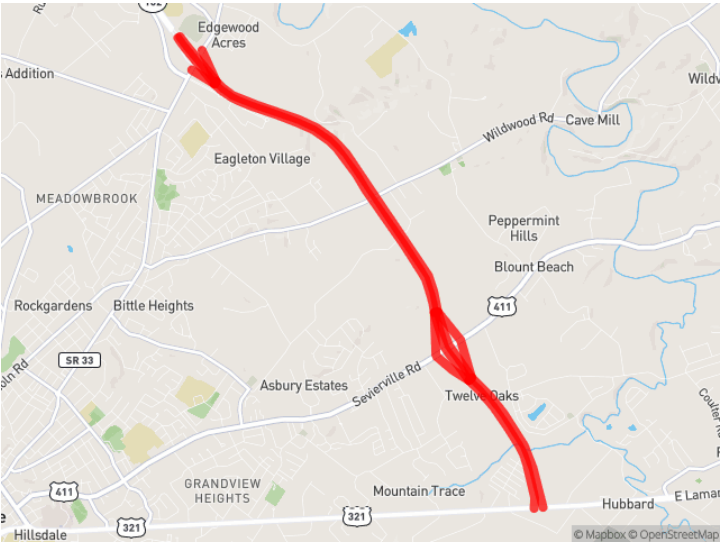
Travel Congestion & Clean Air Improvement Grouping - Programmed Project Phases						
Agency	Project Name	TDOT PIN	Fund Type	FY	Phase	Federal Funds
KAT	KAT Paratransit Vehicle Replacement	-	CRP	2026	PUR	\$168,800
			CRP	2028	PUR	\$273,855
			CRP	2029	PUR	\$283,440
Knoxville Knox Co. CAC	Transit Vehicle Replacement	-	CRP	2026	PUR	\$438,880
		-	CRP	2028	PUR	\$474,682
City of Knoxville	Traffic Control Equipment Upgrade	120004.00	CMAQ PM2.5	2026	PE-N/PE-D/ROW	\$921,425
	Traffic Control Equipment Upgrade - Broadway Corridor	-	CMAQ	2026	PE-N/PE-D/ROW/CN	\$6,200,000
	Chapman Highway ATMS: Knoxville ATMS - Phase 2	120004.01	CMAQ	2026	PE-N/PE-D	\$120,982
	Traffic Signal Improvements for the UT Area	128836.00	CMAQ PM2.5	2026	PE-N/PE-D/ROW/CN	\$2,620,911
			CMAQ	2026	PE-N/PE-D/ROW/CN	\$2,564,360
	Broadway Accelerated Bus Corridor with Signal Priority	125460.00	CMAQ	2026	PE-N/PE-D/ROW	\$199,999
	Kingston Pike Transit Signal Priority	-	CMAQ PM2.5	2029	PE-N/PE-D	\$738,124
	Chapman Highway Transit Signal Priority	-	CMAQ PM2.5	2028	PE-N/PE-D	\$232,777
			CMAQ PM2.5	2029	PE-N/PE-D	\$60,231
City of Maryville	Maryville-Alcoa Central Traffic Operations System Upgrades	-	CMAQ PM2.5	2026	PE-N/PE-D	\$253,200
Total Federal Funds						\$15,551,666
Total Federal CRP Funds						\$1,639,657
Total Federal CMAQ Funds						\$9,085,341
Total Federal CMAQ PM2.5 Funds						\$4,826,668
Travel Congestion & Clean Air Improvement Grouping - Unprogrammed Project Phases						
Grantee	Project Name	TDOT PIN	Fund Type	FY	Phase	Federal Funds
City of Knoxville	Chapman Highway ATMS: Knoxville ATMS - Phase 2	120004.01	CMAQ	TBD	CONST	\$2,814,000
	Traffic Control Equipment Upgrade - Kingston Pike Corridor	-	CMAQ	TBD	CONST	\$2,766,000
	Broadway Accelerated Bus Corridor with Signal Priority	125460.00	CMAQ	TBD	CONST	\$5,335,577
City of Oak Ridge	Oak Ridge Signal Timing 3	128830.00	CMAQ	TBD	CONST	\$2,500,000
Total Unprogrammed Federal Funds						\$13,415,577
Total Unprogrammed Federal CMAQ Funds						\$13,415,577

8.3.10 TDOT PROJECTS

26-2014-025 - Pellissippi Parkway (SR-162) Extension

Construct new 4 lane

Lead Agency:	TDOT
Conformity Status:	Non-Exempt
Total Project Cost:	\$350,000,000
PIN:	101423.00
County:	Blount
Termini:	(Pellissippi Parkway), From near SR-33 to SR-73 (US-321)(TMA)
Long Range Plan #:	09-232
Length:	4.9
Route:	-
Notes:	-
Performance Measures:	PM-3

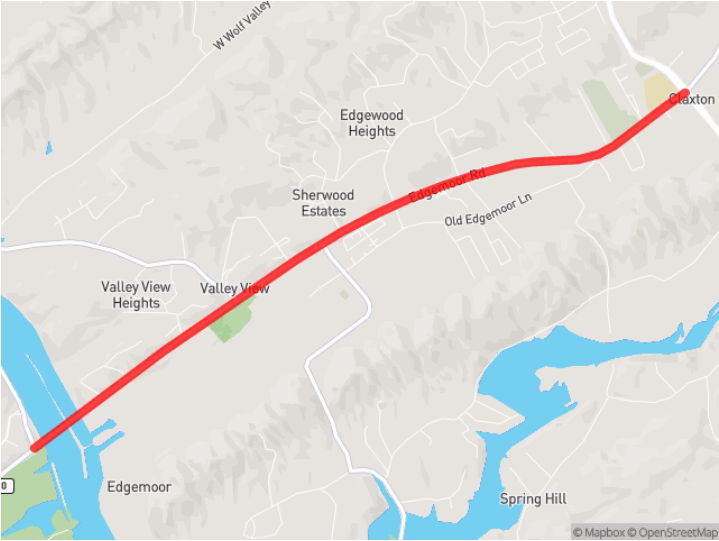


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	HPP	-	\$7,505,145	-	-	-	-	\$7,505,145
ROW	LOCAL	-	\$22,500,000	-	-	-	-	\$22,500,000
ROW	STBG-L	-	\$10,000,000	-	-	-	-	\$10,000,000
Total ROW		-	\$40,005,145	-	-	-	-	\$40,005,145
Total Programmed		-	\$40,005,145	-	-	-	-	\$40,005,145

26-2017-037a - Edgemoor Road (SR-170) - East Segment

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)

Lead Agency:	TDOT
Conformity Status:	Non-Exempt
Total Project Cost:	\$269,336,003
PIN:	124121.02
County:	Anderson
Termini:	Edgemoor Road (SR-170), From near Melton Lake Drive to SR-9 (US-25W, Clinton Highway) (IA) (TMA)
Long Range Plan #:	09-101b
Length:	3.63
Route:	SR-170
Notes:	-
Performance Measures:	PM-1, PM-2, PM-3

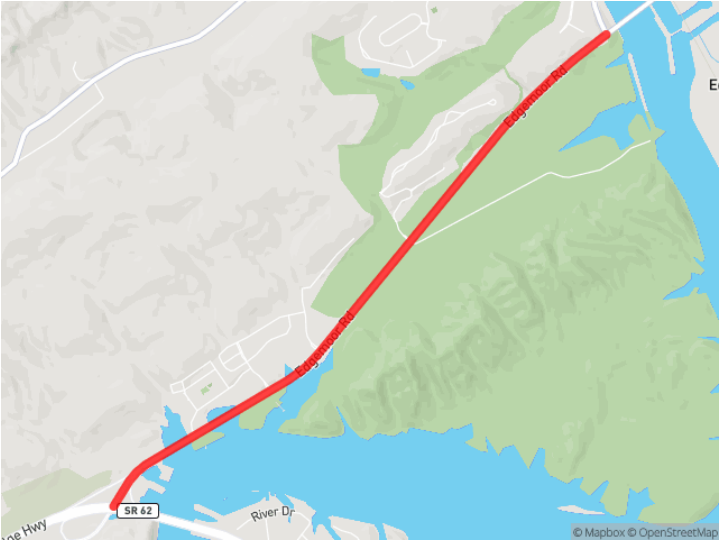


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-D	STATE	-	\$600,000	-	-	-	-	\$600,000
PE-D	STBG-S	-	\$2,400,000	-	-	-	-	\$2,400,000
Total PE-D		-	\$3,000,000	-	-	-	-	\$3,000,000
ROW	STATE	-	\$19,304,241	-	-	-	-	\$19,304,241
ROW	STBG-S	-	\$21,768,813	-	-	-	-	\$21,768,813
Total ROW		-	\$41,073,054	-	-	-	-	\$41,073,054
CONST	STATE	-	-	-	-	\$45,033,898	-	\$45,033,898
CONST	STBG-S	-	-	-	-	\$180,135,591	-	\$180,135,591
Total CONST		-	-	-	-	\$225,169,489	-	\$225,169,489
Total Programmed		-	\$44,073,054	-	-	\$225,169,489	-	\$269,242,543

26-2017-037b - Edgemoor Road (SR-170) - West Segment

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)

Lead Agency:	TDOT
Conformity Status:	Non-Exempt
Total Project Cost:	\$105,134,456
PIN:	124121.01
County:	Anderson
Termini:	Edgemoor Road (SR-170), From SR-62 (Oak Ridge Highway) to near Melton Lake Drive (IA)(TMA)
Long Range Plan #:	09-101a
Length:	2.55
Route:	SR-170
Notes:	-
Performance Measures:	PM-1, PM-2, PM-3

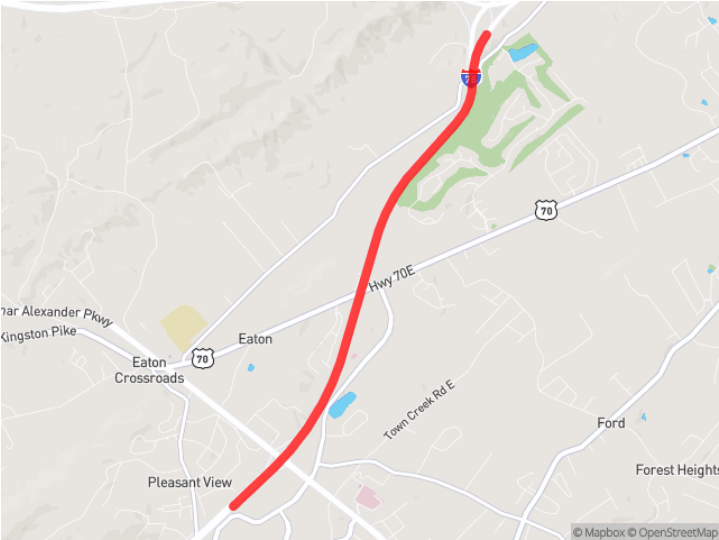


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-D	NHPP	-	\$1,008,000	-	-	-	-	\$1,008,000
PE-D	STATE	-	\$252,000	-	-	-	-	\$252,000
Total PE-D		-	\$1,260,000	-	-	-	-	\$1,260,000
ROW	NHPP	-	\$5,470,165	-	-	-	-	\$5,470,165
ROW	STATE	-	\$1,367,542	-	-	-	-	\$1,367,542
Total ROW		-	\$6,837,707	-	-	-	-	\$6,837,707
CONST	STATE	-	-	-	-	\$19,374,244	-	\$19,374,244
CONST	STBG-S	-	-	-	-	\$77,496,975	-	\$77,496,975
Total CONST		-	-	-	-	\$96,871,219	-	\$96,871,219
Total Programmed		-	\$8,097,707	-	-	\$96,871,219	-	\$104,968,926

26-2023-005 - Loudon Rural I-75 Widening from Exit 81 to I-40

Widen 4-lane to 6-lane

Lead Agency:	TDOT
Conformity Status:	Non-Exempt
Total Project Cost:	\$195,000,010
PIN:	124480.05
County:	Loudon
Termini:	I-75, From SR-73, Exit 81, to I-40 Interchange (TMA)
Long Range Plan #:	21-400a
Length:	3.48
Route:	-
Notes:	-
Performance Measures:	PM-2, PM-3

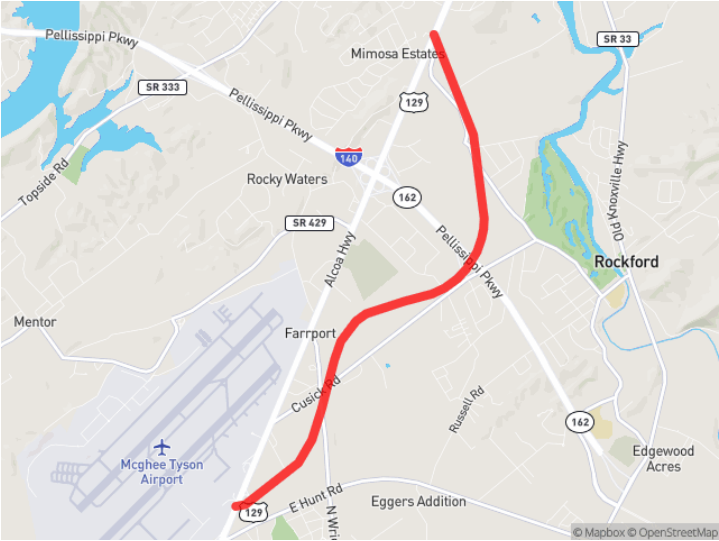


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CONST	NHPP	-	-	\$74,457,000	-	-	-	\$74,457,000
CONST	STATE	-	-	\$8,273,000	-	-	-	\$8,273,000
Total CONST		-	-	\$82,730,000	-	-	-	\$82,730,000
Total Programmed		-	-	\$82,730,000	-	-	-	\$82,730,000

26-2026-015 - Relocated Alcoa Highway (SR-115/US-129)

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.

Lead Agency:	TDOT
Conformity Status:	Non-Exempt
Total Project Cost:	\$150,302,689
PIN:	101651.05
County:	Blount
Termini:	(Relocated Alcoa Highway), from Proposed Interchange at Tyson Blvd to Existing SR-115 at South Singleton Station Road Stage 2 (IA)(TMA)
Long Range Plan #:	09-257
Length:	4.9
Route:	SR-115/US-129
Notes:	-
Performance Measures:	PM-1, PM-3



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
CONST	NHPP	-	-	-	\$120,242,151	-	-	\$120,242,151
CONST	STATE	-	-	-	\$30,060,538	-	-	\$30,060,538
Total CONST		-	-	-	\$150,302,689	-	-	\$150,302,689
Total Programmed		-	-	-	\$150,302,689	-	-	\$150,302,689

26-2026-301 - Highway Safety Improvement Program Grouping

Funding from this grouping is used to achieve the State's strategic or performance based safety goals by reducing fatalities and serious injuries on all public roads. Such projects include installing cable barriers and guardrail, intersection improvements, pavement markings, roundabouts, rumble strips, safety equipment upgrades, signals, signing, turning lanes, railwayhighway grade crossings upgrades, 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. Except as exempted in Title 23 U.S.C. Section 148, all projects will be consistent with the State strategic highway safety plan.

Lead Agency	TDOT
Conformity Status	Exempt
Total Project Cost	\$5,636,000
PIN	126777.00
County	Anderson, Blount, Knox, Loudon, Roane, Sevier
Termini	KNOXVILLE TPO - GROUPING
Long Range Plan #	24-705a
Length	-
Route	-
Notes	-
Performance Measures	PM-1

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N/PE-D/ ROW/CN	HSIP	-	\$1,648,530	\$1,394,910	\$1,014,480	\$1,014,480	-	\$5,072,400
PE-N/PE-D/ ROW/CN	STATE	-	\$183,170	\$154,990	\$112,720	\$112,720	-	\$563,600
Total PE-N/PE-D/ROW/CN		-	\$1,831,700	\$1,549,900	\$1,127,200	\$1,127,200	-	\$5,636,000
Total Pro- grammed		-	\$1,831,700	\$1,549,900	\$1,127,200	\$1,127,200	-	\$5,636,000

26-2026-302 - Surface Transportation System Preservation and Operation Grouping

Funding from this grouping is used for projects to preserve and improve roadway conditions and performance. Such projects include highway preservation and maintenance, operational improvements, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, highway and transit safety infrastructure improvements, and other activities necessary to the preservation and operation of Tennessee's Federal-aid network. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area. Except as exempted in Title 23 U.S.C. Section 133, all projects will be located on roadways functionally classified as rural minor collectors or higher.

Lead Agency	TDOT
Conformity Status	Exempt
Total Project Cost	\$27,283,000
PIN	126776.00
County	Anderson, Blount, Knox, Loudon, Roane, Sevier
Termini	KNOXVILLE TPO - GROUPING
Long Range Plan #	-
Length	-
Route	-
Notes	-
Performance Measures	PM-2

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N/PE-D/ ROW/CN	STATE	-	\$2,182,640	\$1,909,810	\$1,091,320	\$272,830	-	\$5,456,600
PE-N/PE-D/ ROW/CN	STBG-S	-	\$8,730,560	\$7,639,240	\$4,365,280	\$1,091,320	-	\$21,826,400
Total PE-N/PE-D/ROW/CN		-	\$10,913,200	\$9,549,050	\$5,456,600	\$1,364,150	-	\$27,283,000
Total Pro- grammed		-	\$10,913,200	\$9,549,050	\$5,456,600	\$1,364,150	-	\$27,283,000

26-2026-303 - National Highway System Preservation and Operation Grouping

Funding from this grouping is used to support the good condition and performance of the National Highway System (NHS), 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. Such projects include preservation and maintenance, operational improvements, bridge and tunnel projects, bicycle transportation and pedestrian infrastructure, highway and transit safety infrastructure improvements, infrastructure-based intelligent transportation systems capital and cybersecurity improvements, environmental mitigation efforts, and other activities necessary to the preservation and operation of the NHS. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements and located in the metropolitan planning area. Except as exempted in Title 23 U.S.C. Section 119, all projects will be located on the NHS.

Lead Agency	TDOT
Conformity Status	Exempt
Total Project Cost	\$48,789,440
PIN	126775.00
County	Anderson, Blount, Knox, Loudon, Roane, Sevier
Termini	KNOXVILLE TPO - GROUPING
Long Range Plan #	24-704a
Length	-
Route	-
Notes	-
Performance Measures	-

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
PE-N/PE-D/ ROW/CN	NHPP	-	\$16,205,204	\$7,308,954	\$13,840,276	\$1,677,118	-	\$39,031,552
PE-N/PE-D/ ROW/CN	STATE	-	\$4,051,301	\$1,827,238	\$3,460,069	\$419,280	-	\$9,757,888
Total PE-N/PE-D/ROW/CN		-	\$20,256,505	\$9,136,192	\$17,300,345	\$2,096,398	-	\$48,789,440
Total Pro- grammed		-	\$20,256,505	\$9,136,192	\$17,300,345	\$2,096,398	-	\$48,789,440

8.3.11 TRANSIT PROJECTS

26-2026-200 - 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.

Lead Agency	City of Knoxville
Conformity Status	Exempt
Total Project Cost	\$47,034,569
PIN	-
County	-
Termini	TPO Planning Area
Long Range Plan #	-
Length	-
Route	-
Notes	Apportionment years are aligned with fiscal year programming.
Performance Measures	TAM

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Purchase	LOCAL	-	\$1,137,764	\$1,162,795	\$1,188,377	\$1,214,521	-	\$4,703,457
Purchase	Section 5307	-	\$9,102,114	\$9,302,361	\$9,507,013	\$9,716,167	-	\$37,627,655
Purchase	STATE	-	\$1,137,764	\$1,162,795	\$1,188,377	\$1,214,521	-	\$4,703,457
Total Purchase		-	\$11,377,642	\$11,627,951	\$11,883,767	\$12,145,209	-	\$47,034,569
Total Programmed		-	\$11,377,642	\$11,627,951	\$11,883,767	\$12,145,209	-	\$47,034,569

26-2026-201 - 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. 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.

Lead Agency	Knoxville Knox County CAC
Conformity Status	Exempt
Total Project Cost	\$4,424,828
PIN	-
County	-
Termini	TPO Planning Area
Long Range Plan #	-
Length	-
Route	-
Notes	Apportionment years are aligned with fiscal year programming.
Performance Measures	TAM

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Purchase	LOCAL	-	\$107,036	\$109,391	\$111,798	\$114,257	-	\$442,482
Purchase	Section 5310	-	\$856,291	\$875,129	\$894,383	\$914,059	-	\$3,539,862
Purchase	STATE	-	\$107,036	\$109,391	\$111,798	\$114,257	-	\$442,482
Total Purchase		-	\$1,070,363	\$1,093,911	\$1,117,979	\$1,142,573	-	\$4,424,826
Total Programmed		-	\$1,070,363	\$1,093,911	\$1,117,979	\$1,142,573	-	\$4,424,826

26-2026-202 - 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.

Lead Agency	City of Knoxville
Conformity Status	Exempt
Total Project Cost	\$3,993,306
PIN	-
County	-
Termini	City of Knoxville
Long Range Plan #	-
Length	-
Route	-
Notes	Apportionment years are aligned with fiscal year programming.
Performance Measures	TAM

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Purchase	LOCAL	-	\$96,598	\$98,723	\$100,895	\$103,115	-	\$399,331
Purchase	Section 5339	-	\$772,783	\$789,784	\$807,160	\$824,917	-	\$3,194,644
Purchase	STATE	-	\$96,598	\$98,723	\$100,895	\$103,115	-	\$399,331
Total Purchase		-	\$965,979	\$987,230	\$1,008,950	\$1,031,147	-	\$3,993,306
Total Programmed		-	\$965,979	\$987,230	\$1,008,950	\$1,031,147	-	\$3,993,306