

AIR QUALITY CONFORMITY DETERMINATION REPORT

for the:

MOBILITYPLAN **AMENDMENT 1**

And Amendments to the:

Fiscal Year 2026-2029

TRANSPORTATION IMPROVEMENT PROGRAM

And the:

LAMTPO 2050 MTP

Originally Adopted by the Knoxville Regional TPO Executive Board

April 30, 2025

Amendment 1 Adopted by the Knoxville Regional TPO Executive Board

December 16, 2026

DRAFT FOR PUBLIC REVIEW – 11/9/2026



**Air Quality Conformity Determination Report for
Amendments to the Knoxville Regional TPO
Metropolitan Transportation Plan, known as the
“Mobility Plan 2050”
and
the accompanying Knoxville Regional TPO
FY 2026-2029 Transportation Improvement Program**

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Adopting Resolution by Knoxville Regional TPO Executive Board for Air Quality
Conformity Determination of Mobility Plan 2050 and FY 2026-2029 TIP

To Be Provided

Adopting Resolution by Knoxville Regional TPO Executive Board for FY
2026-2029 TIP Amendments

To Be Provided

Adopting Resolution by Lakeway Area Metropolitan Transportation Planning Organization Executive Board for Air Quality Conformity Determination

Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO)

Morristown, TN – Jefferson City, TN – White Pine, TN – Hamblen County, TN – Jefferson County, TN
Bean Station, TN-Grainger County, TN-Hancock County, TN

Resolution #_____

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

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

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

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

WHEREAS, the Lakeway Area Metropolitan Transportation Planning Organization and the Knoxville TPO are within the same area previously designated nonattainment for the 1997 8-Hour Ozone Standard and have a Memorandum of Agreement to cooperatively address transportation conformity requirements that continue to be required as an anti-backsliding measure for this revoked standard, and

WHEREAS, the Knoxville TPO has prepared an Air Quality Conformity Determination for certain transportation project amendments to both its Long-Range Transportation Plan known as Mobility Plan 2050 and its FY 2026-2029 Transportation Improvement Program (TIP). It has been determined that the plans as amended including the LAMTPO planning area within Jefferson County continue to meet the federal air quality conformity requirements included in the U.S. EPA Clean Air Act and current federal surface transportation legislation.

NOW, THEREFORE, BE IT RESOLVED, that the Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) Executive Board endorses the updated Air Quality Conformity Determination as prepared by the Knoxville TPO for the amendments to the Knoxville TPO Mobility Plan 2050 and FY 2026-2029 TIP.

This Resolution shall be effective upon its passage and approval.

ATTEST:

Executive Board Chair

Date

Approval Letter by U.S. DOT for Air Quality Conformity Determination

To Be Provided

Executive Summary

OVERVIEW AND PURPOSE

The Knoxville Regional Transportation Planning Organization (KRTPO) has conducted a regional emissions analysis to support an air quality conformity demonstration for proposed amendments involving air quality non-exempt projects to its Metropolitan (Long-Range) Transportation Plan (MTP) known as the Mobility Plan 2050 and to its FY 2026-2029 Transportation Improvement Program (TIP). The purpose of this report is to document that the amended MTP and TIP conform to federal regulations from the latest surface transportation act known as “Infrastructure Investment and Jobs Act” (IIJA), also known as the “Bipartisan Infrastructure Law” (BIL) and the Clean Air Act Amendments of 1990.

An Air Quality Conformity Determination for transportation plans and programs within the Knoxville Region is required since it is currently designated as a “Maintenance Area” for the 8-Hour Ozone Standard as well as the Particulate Matter 2.5 (PM_{2.5}) Daily Standard. The United States Environmental Protection Agency (EPA) sets air quality standards through the Clean Air Act to protect human health and the environment from unsafe levels of pollution. The transportation conformity process is used to ensure 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 attainment of the NAAQS or any required interim milestone.

The Knoxville Region is currently subject to transportation conformity requirements based on the designations under three separate NAAQS in the following specific geographic locations:

- Maintenance for **2008 8-hour Ozone Standard** – Blount, Knox, and part of Anderson counties
- Maintenance for **2006 Daily PM_{2.5} Standard** – Anderson, Blount, Knox, Loudon and part of Roane counties
- **1997 8-hour Ozone Standard** – Anderson, Blount, Jefferson, Knox, Loudon, Sevier and part of Cocke counties. This standard was revoked by EPA, but transportation conformity remains as an anti-backsliding measure and with fewer requirements that need to be met compared with the above two NAAQS.

Note, the above geographies extend beyond the base planning area boundary of the KRTPO and the intent of this conformity determination is to cover the entirety of the area subject to conformity in coordination with TDOT and the Lakeway Area MTPO.

EMISSIONS ANALYSIS SUMMARY

In order to be able to demonstrate conformity of the TPO's transportation plans with the applicable NAAQS, a regional emissions analysis is performed using outputs from a regional transportation model and a mobile source emissions model from EPA known as "MOVES" (Motor Vehicle Emission Simulator). An estimate of emissions is generated for various required analysis years between the present year and the final year of the MTP and compared against allowable amounts that have been formally set as part of a State Implementation Plan known as "Motor Vehicle Emissions Budgets" (MVEB).

2006 Daily PM_{2.5} Standard

The PM_{2.5} air quality standard consists of two different measurement timeframes – an annual level and a daily level – based on the health effects that can occur for short-term versus long-term exposures. The designation as a nonattainment area under the Annual PM_{2.5} Standard became effective on April 5, 2005 and the designation as a nonattainment area for the Daily PM_{2.5} Standard became effective on December 14, 2009. The EPA approved a redesignation of the area to Attainment with a Maintenance Plan effective on August 28 and 29, 2017 for the daily and annual standards respectively. The Region met the 2012 Annual PM_{2.5} Standard of 12 µg/m³ at its enactment and the 1997 Standard was revoked by EPA, thereby removing the requirement to demonstrate conformity for the Annual Standard. It should also be noted that the EPA recently established an updated Annual PM_{2.5} Standard that was promulgated on February 7, 2024 at a level of 9 µg/m³ for which the official designation process is ongoing at the time of this report adoption.

The EPA published a notice announcing a finding that the 2014 and 2028 Motor Vehicle Emissions Budgets (MVEB) for Direct PM_{2.5} and Oxides of Nitrogen (a PM_{2.5} precursor pollutant) included in the Maintenance SIP are adequate for the purposes of transportation conformity in the Federal Register / Vol. 82, No. 46, page 13347 on March 10, 2017. A regional emissions analysis was conducted using inputs consistent with both the SIP and other latest planning assumptions. The computed emissions from on-road mobile sources compared against the MVEB in the 2006 Daily PM_{2.5} Maintenance Area for the analysis years of 2026, 2028 (interpolated), 2035, 2040 and 2050 are shown in Table E-1.

Table E-1: MVEB Test for 2006 Daily PM_{2.5} Standard

	Analysis Year				
Direct Particulate Matter 2.5:	2026	2028	2035	2040	2050
Motor Vehicle Emissions Budget (MVEB)	1.22	0.67	0.67	0.67	0.67
Projected Emissions	0.42 ✓	0.40 ✓	0.31 ✓	0.30 ✓	0.32 ✓
Oxides of Nitrogen (NO_x):	2026	2028	2035	2040	2050
Motor Vehicle Emissions Budget (MVEB)	42.73	19.65	19.65	19.65	19.65
Projected Emissions	12.37 ✓	10.77 ✓	5.18 ✓	4.38 ✓	4.16 ✓

Emissions in tons per day

2008 Ozone Standard

The nonattainment designation for the 2008 8-hour Ozone Standard became effective on July 20, 2012. A redesignation request to Attainment with a Maintenance Plan was submitted to EPA by the Tennessee Department of Environment and Conservation (TDEC) in November 2014 and approved by EPA on July 13, 2015 with an effective date of August 12, 2015. Therefore, as of August 12, 2015 the Knoxville Region is considered a “Maintenance Area” for the 2008 Ozone Standard.

The EPA published a notice announcing a finding that the 2011 and 2026 Motor Vehicle Emissions Budgets (MVEB) for NO_x and VOC included in the Maintenance SIP are adequate for the purposes of transportation conformity in the Federal Register / Vol. 80, No. 133, page 39970 on July 13, 2015.

A regional emissions analysis was conducted using inputs consistent with both the SIP and other latest planning assumptions, which are documented in Chapter 3 of this report. The computed emissions from on-road mobile sources compared against the MVEB in the 2008 Ozone Maintenance Area for the analysis years of 2026, 2035, 2040 and 2050 are shown in Table E-2a.

Table E-2a: MVEB Test for 2008 Ozone Standard (Original MVEB)

	Analysis Year			
Volatile Organic Compounds (VOC):	2026	2035	2040	2050
Motor Vehicle Emissions Budget (MVEB)	10.49	10.49	10.49	10.49
Projected Emissions	5.32 ✓	3.98 ✓	3.67 ✓	3.50 ✓
Oxides of Nitrogen (NOx):	2026	2035	2040	2050
Motor Vehicle Emissions Budget (MVEB)	17.69	17.69	17.69	17.69
Projected Emissions	9.88 ✓	4.11 ✓	3.43 ✓	3.22 ✓

Emissions in tons per day

The Tennessee Department of Environment & Conservation (TDEC) developed the required 2nd 10-Year Maintenance Plan for the 2008 8-Hour Ozone Standard in early 2024, which was sent to EPA with an official receipt date of 4/15/2024. The Maintenance Plan proposed a new MVEB for the Year 2035 and initially proposed elimination of the previous 2026 MVEB which would mean that the original base year MVEB established for the year 2011 would have been used for any conformity analysis year prior to 2035. A subsequent interpretation was made by EPA that the year 2026 MVEB could not be removed, therefore TDEC revised its request to no longer eliminate the 2026 MVEB so it remains in place.

As of the date of initial preparation of this Conformity Determination Report (October 2026), the EPA has not taken final action to approve the 2nd 10-Year Maintenance Plan although an Adequacy Finding letter was sent by EPA to TDEC on XX/XX/XXXX that officially found the new 2035 MVEB “Adequate for Purposes of Transportation Conformity”. The TPO is providing MVEB tests for both scenarios of with and without final approval of the 2nd 10-Year Maintenance Plan for the 2008 Ozone Standard to show that both cases are met and to cover all the bases during this period of transition. Table E-2b shows the computed emissions from on-road mobile sources compared against the “new” MVEB for 2035 and with the existing 2026 MVEB in the 2008 Ozone Maintenance Area for the analysis years of 2026, 2035, 2040 and 2050.

Table E-3b: MVEB Test for 2008 Ozone Standard (New 2035 MVEB)

	Analysis Year			
Volatile Organic Compounds (VOC):	2026	2035	2040	2050
Motor Vehicle Emissions Budget (MVEB)	10.49	7.22	7.22	7.22
Projected Emissions	5.32 ✓	3.98 ✓	3.67 ✓	3.50 ✓
Oxides of Nitrogen (NOx):	2026	2035	2040	2050
Motor Vehicle Emissions Budget (MVEB)	17.69	16.74	16.74	16.74
Projected Emissions	9.88 ✓	4.11 ✓	3.43 ✓	3.22 ✓

1997 Ozone Standard

The 1997 8-Hour Ozone conformity analysis consists of an abbreviated process since a regional emissions analysis is not required per EPA guidance for this revoked NAAQS. A full description of the requirements to demonstrate conformity for this standard is provided in the main report which essentially boils down to meeting interagency consultation requirements and fiscal constraint of the applicable Plans.

Summary Conformity Statement

In summary, the emissions analysis performed by the KRTPO demonstrates that the projected emissions from the proposed transportation system are less than the allowable amount for each of the required analysis years and thus conformity for the 2008 8-Hour Ozone, 1997 8-hour Ozone, and Daily PM2.5 standards has been demonstrated for the affected current transportation plans and the project amendments thereto.

The conformity determination was coordinated with stakeholder and regulatory agencies through an Interagency Consultation process and a 30-day public review and comment period was held. A summary of comments that were received and responses is included in the report.

Chapter 1 - Introduction and Background Information

1.0 INTRODUCTION

The primary purpose of this document is to demonstrate that air quality non-exempt project amendments to the Knoxville TPO Metropolitan (Long-Range) Transportation Plan (MTP), known as “Mobility Plan 2050” and the Knoxville Regional Transportation Planning Organization (KRTPO) FY 2026-2029 Transportation Improvement Program (TIP) conform to federal regulations from the latest surface transportation act known as “Infrastructure Investment and Jobs Act” (IIJA), also known as the “Bipartisan Infrastructure Law” (BIL) and the Clean Air Act Amendments of 1990.

Federal Transportation Planning Regulations (23 CFR 450) require Metropolitan Planning Organizations to prepare a comprehensive Metropolitan Transportation Plan (MTP) that covers a minimum 20-year horizon. The MTP is required to be updated every four years in air quality nonattainment/maintenance areas in order to ensure that the underlying planning assumptions are still valid. The TPO is also required to prepare a four-year program of projects known as a Transportation Improvement Program (TIP) that must be consistent with the approved MTP.

1.1 STATUS OF CURRENT TRANSPORTATION PLANS

The current MTP, known as Mobility Plan 2050, was adopted by the Knoxville TPO Executive Board in April 2025 and approval of the accompanying Conformity Determination Report by the U.S. DOT was received on May 30, 2025. The TPO adopted a new FY 2026-2029 TIP in October 2025 and transportation conformity was demonstrated using a “Short Conformity Report” process that relied on the previous regional emissions analysis since the TIP projects were a direct subset from the MTP with no changes or additions of air quality non-exempt projects. The conformity determination for the TIP was approved by U.S. DOT on November 19, 2025.

Periodically, as needs and conditions change, it becomes necessary to modify the Plans described above. The TPO is proposing to amend the Mobility Plan 2050 and FY 2026-2029 TIP to reflect recent changes to air quality non-exempt projects that primarily resulted from the annual release by the Tennessee Department of Transportation of its “10-Year Project Plan” which was finalized for the period of FY 2027 - 2035 in May 2026. The project amendments are described in Chapter 2 of this report.

1.2 BACKGROUND ON TRANSPORTATION CONFORMITY

Transportation Conformity is required in nonattainment and maintenance areas by federal regulations (40 CFR Parts 51 and 93) and is the mechanism through which on-road mobile source emissions are addressed in the area's goals for cleaner air. The air quality conformity process is used to ensure 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 attainment of the NAAQS or any required interim milestone. The CAA requires that metropolitan transportation plans, metropolitan transportation improvement programs (TIPs) and Federal projects conform to the purpose of the State Implementation Plan (SIP), which details the emissions levels from each sector including mobile sources needed to regain compliance with the air quality standard. If conformity is not demonstrated then the area may enter what is known as a conformity "lapse" period, which can trigger highway sanctions by the EPA under the authority of the Clean Air Act (CAA) meaning only very specific projects may move forward, while funding is essentially frozen for most new roadway construction or widening projects. Under section 179(b)(1) of the CAA, once EPA imposes highway sanctions the FHWA may not approve or award any grants in the sanctioned area except those that are specifically exempted such as safety and air quality improvement projects that do not encourage single occupancy vehicle capacity. The conformity regulations in 40 CFR 93.104(f) allow for a 12-month lapse grace period during which projects that were in the most recent conforming plan and TIP can continue to move forward, but new non-exempt projects cannot be added.

The general criteria and procedures for determining conformity of transportation plans are described in 40 CFR 93.109 as:

- Latest Planning Assumptions (40 CFR 93.110)
- Latest Emissions Model (40 CFR 93.111)
- Consultation (40 CFR 93.112)
- TCMs (40 CFR 93.113)
- Emissions Budget (40 CFR 93.118)

Subsequent sections of this report document the assumptions, model inputs and procedures used to satisfy the above requirements in conducting the regional emissions analysis to demonstrate transportation conformity for the amendments to the Mobility Plan 2050 and the FY 2026-2029 TIP.

1.3 BACKGROUND ON THE KNOXVILLE REGION OZONE AND PM2.5 MAINTENANCE AREAS

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 must be reviewed periodically. Regions, which are found to be out of compliance with those limits, may be designated as a “Nonattainment Area”.

The Knoxville Region has previously been in non-attainment for two criteria pollutants (ground-level ozone and fine particulate matter) under federal NAAQS with detailed history of EPA designations for Ozone and PM2.5 following sections:

1.3.1 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”.

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. This standard was subsequently revoked with the effective date of the more stringent 2008 8-hour Ozone Standard thereby eliminating the maintenance designation and conformity requirements however a court ruling made in 2018 reinstated the conformity requirement as an anti-backsliding measure. EPA has released specific guidance as to how to address conformity for this revoked standard which is explained in a subsequent section of this report. An important aspect of this geographical area is that it overlaps with a separate adjacent MPO area known as the Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) specifically in the Jefferson County area. Conformity findings for plans and projects in this overlapping area must be coordinated as with this particular conformity determination report which covers the entire area.

EPA again strengthened the ozone standard in 2008 based on an updated review of scientific and medical data. 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.

Figures 1-1 & 1-2 show the affected geographies for the 1997 and 2008 Ozone Standards:

Figure 1-1: Knoxville 1997 8-Hour Ozone “Conformity” Area

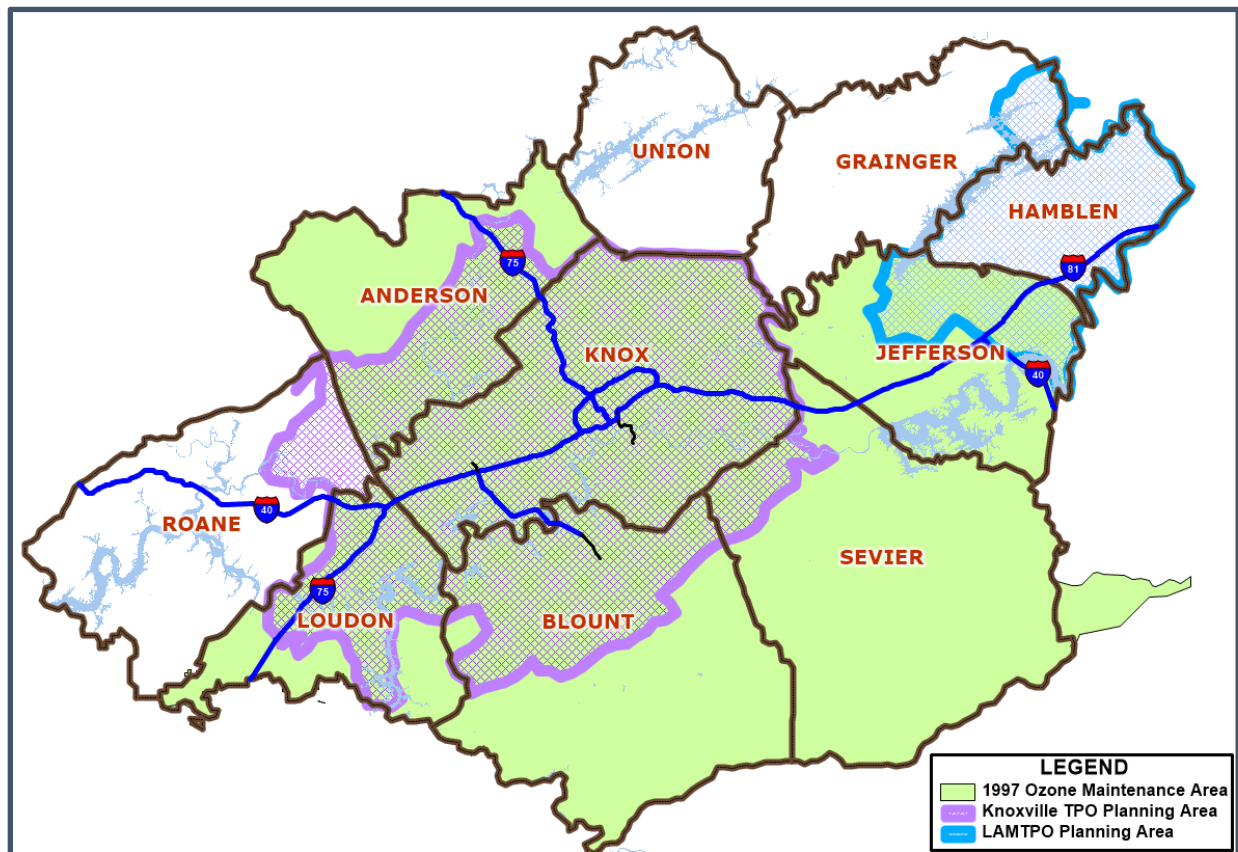
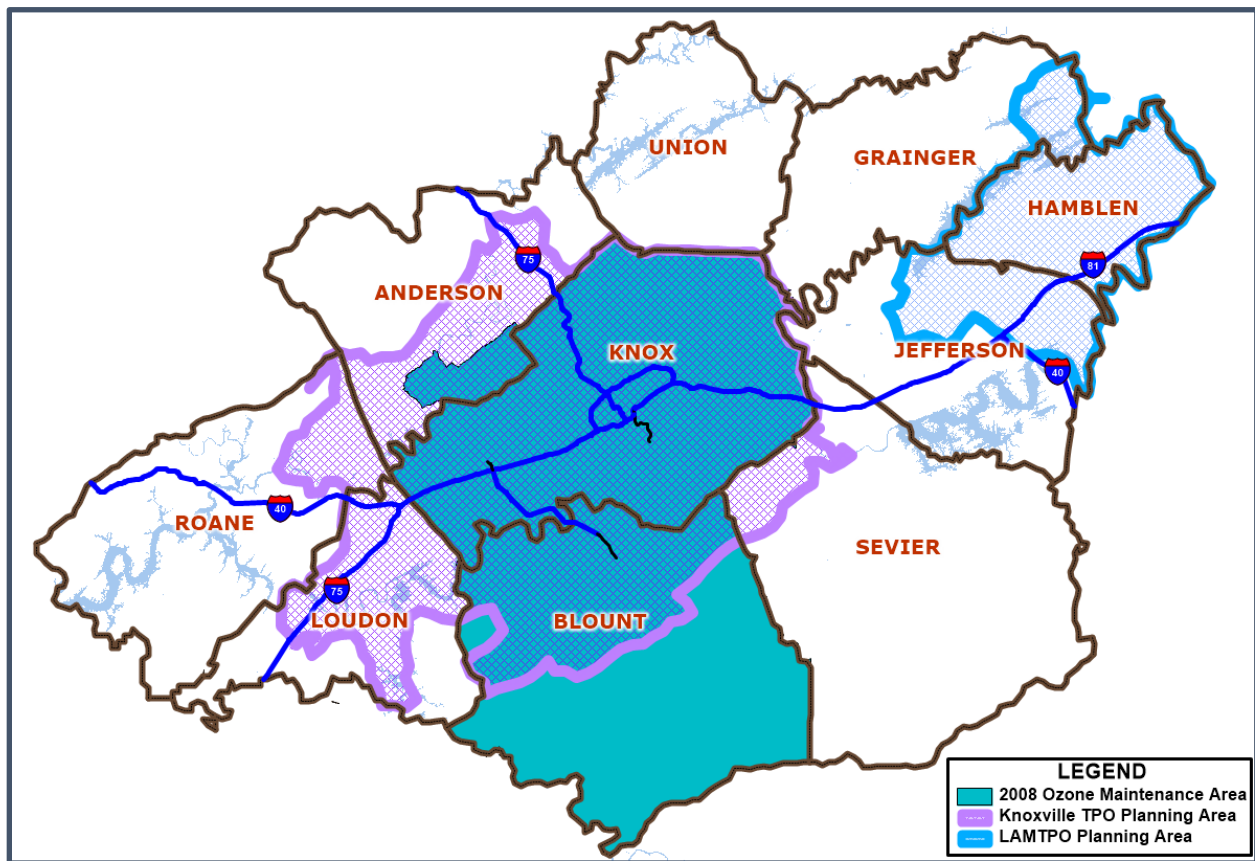


Figure 1-2: Knoxville 8-Hour Ozone Maintenance Area



1.3.2 PM_{2.5}

The EPA first promulgated air quality standards for fine particulate matter less than 2.5 microns in diameter (PM_{2.5}) in 1997 due to evidence that these fine particles pose a significant health risk because of their ability to bypass the nose and throat defenses and lodge deeply within the lungs. The PM_{2.5} air quality standard consists of two different measurement timeframes – an annual level and a daily level – based on the health effects that can occur for short-term versus long-term exposures. The EPA set these initial standards on a daily – 65 micrograms/cubic meter ($\mu\text{g}/\text{m}^3$) and an annual – 15 $\mu\text{g}/\text{m}^3$ basis for levels of PM_{2.5}.

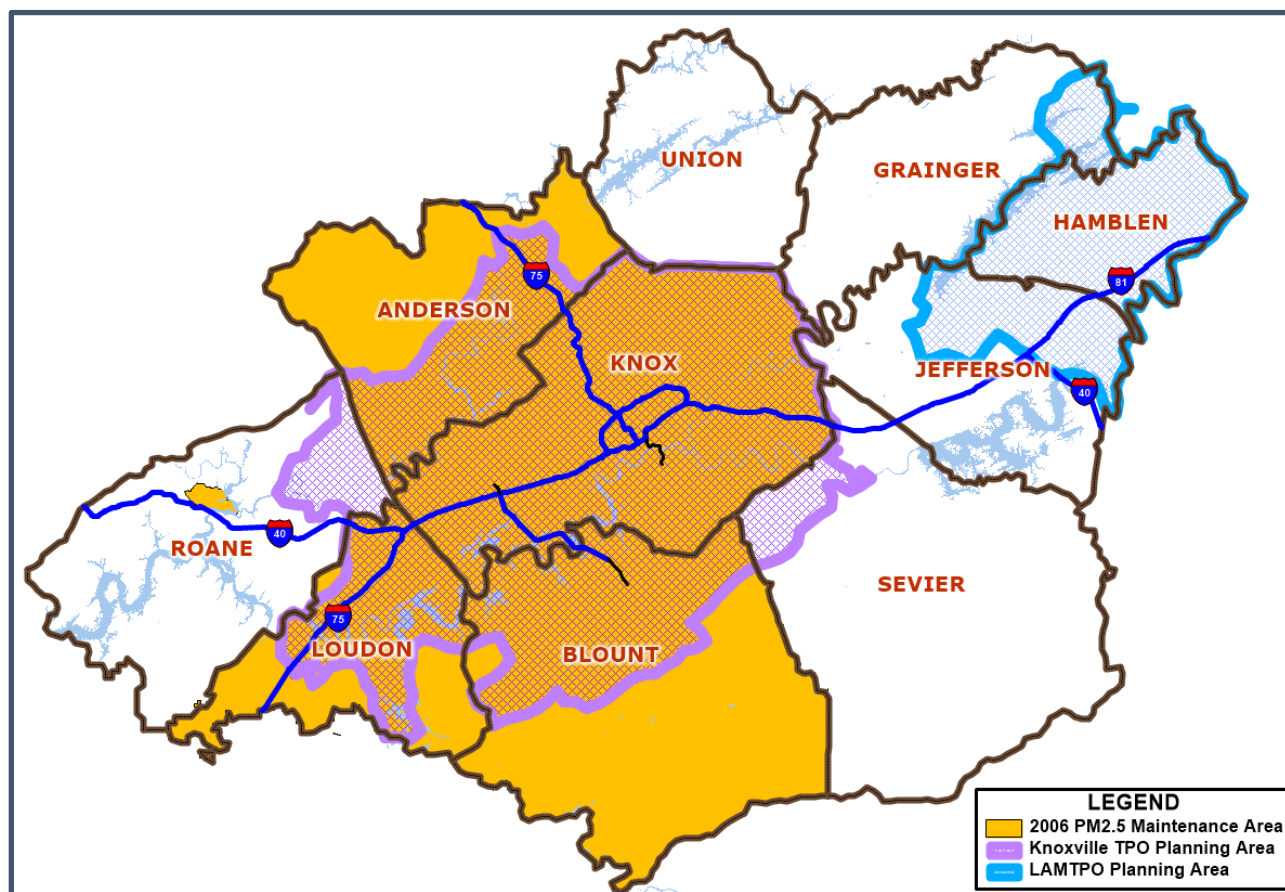
On April 5, 2005, the EPA formally designated the counties of Anderson, Blount, Knox, Loudon, and a portion of Roane in non-attainment for the 1997 Annual PM_{2.5} Standard. As a result of the PM_{2.5} designation, the TPO updated the Mobility Plan in 2006, expanding the Knoxville Region to include that portion of Roane County not included in the original Plan and prepared an updated conformity determination.

EPA strengthened the PM_{2.5} standard in 2006 by reducing the permissible daily levels of PM_{2.5} from 65 to 35 µg/m³. The same counties that were designated under the 1997 Annual PM_{2.5} Standard were formally designated nonattainment for the 2006 Daily PM_{2.5} Standard effective December 2009.

The EPA approved a redesignation of the area to Attainment with a Maintenance Plan effective on August 28 and 29, 2017 for the daily and annual standards respectively. The Region is meeting the 2012 Annual PM_{2.5} Standard of 12 µg/m³ and the 1997 Standard has been revoked by EPA, thereby removing the requirement to demonstrate conformity for the Annual Standard. It should also be noted that the EPA recently established an updated Annual PM_{2.5} Standard that was promulgated on February 7, 2024 at a level of 9 µg/m³ for which the official designation process is ongoing at the time of this report adoption.

The current Knoxville Region Maintenance Areas for the 2006 Daily PM_{2.5} Standard is shown in Figure 1-3 below:

Figure 1-3: Knoxville PM_{2.5} Daily Standard Maintenance Area



1.4 EMISSIONS ANALYSIS BACKGROUND

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

- **Ozone:** Ozone is not directly emitted into the atmosphere; rather it is formed through a chemical reaction between “Volatile Organic Compounds” (VOC) and “Oxides of Nitrogen” (NOx) in the presence of sunlight. Mobile-sources contribute both sources of emissions – VOC are primarily formed from the evaporation of motor fuel, while NOx is formed from the internal combustion process and emitted in vehicle exhaust.
- **PM 2.5:** There are some PM2.5 emissions, known as “Direct PM2.5”, that are directly emitted from motor vehicles. Direct PM2.5 emissions consist of elements contained in vehicle exhaust as well as particles resulting from brake and tire wear. In addition, it is believed that NOx emissions can contribute to secondary formation of PM2.5 so it is also included in the emissions analysis.

1.5 EMISSIONS ANALYSIS PROCEDURE

The emissions analysis is performed primarily using two different models – a Travel Demand Forecasting Model (TDFM), developed by the KRTPO and the MOVES4 mobile source emissions model, which was developed by the EPA and allows the user to input localized parameters. The TDFM provides outputs of the estimated Vehicle Miles of Travel (VMT) on the transportation system and associated average speeds by functional classification. The MOVES4 model uses the activity data from the TDFM and combines it with other inputs describing the analysis area to derive an overall emissions amount. This procedure is known as the “Inventory Mode” of MOVES4, which was chosen for this analysis as opposed to the “Emission Rate Mode”, which produces emissions rates that must be subsequently post processed with the TDFM activity data. Appendix B of this document describes the MOVES4 inputs that were used in the emissions analysis.

Finally, the emissions analysis must also be performed for different years throughout the life of the LRTP. Since the timeframe covered by the LRTP is from 2025-2050, and MVEBs are available for both Ozone and PM2.5, 40 CFR part 93.118 establishes the required analysis years and emissions tests. In general, the required analysis years include:

- Attainment Year for applicable pollutants
- Last Year of the maintenance plan for applicable pollutants
- Any other years for which the maintenance plan establishes budgets

- Last year of the timeframe of the conformity determination
- Years such that there are no more than 10 years between analysis years

Following are the analysis years that were selected to meet the above requirements:

- 2026 – First Analysis Year and also Last Year of 2008 Ozone Standard Maintenance Plan
- 2028 – Applies only to PM2.5 as the Last Year of the 2006 Daily PM2.5 Standards Maintenance Plan (interpolated)
- 2035 – Year no greater than 10 years apart
- 2040 – Year no greater than 10 years apart
- 2050 – Last Year of Transportation Plan

Note, 2028 is designated as being interpolated per the conformity regulations in 40 CFR 93.118(d) which states “the emissions for years for which consistency with motor vehicle emission budgets must be demonstrated may be determined by interpolating between the years for which the regional emissions analysis is performed”. The interpolation is performed as a linear regression between the two emissions outputs for years 2026 and 2035 and is a much simpler analysis than setting up a travel demand model and MOVES model run to specifically quantify emissions for those years.

Chapter 2 – Summary of Project Amendments

2.0 INTRODUCTION

The TPO is proposing to amend the Mobility Plan 2050 and FY 2026-2029 TIP to reflect recent changes to air quality non-exempt projects that primarily resulted from the most recent annual release by the Tennessee Department of Transportation of its “10-Year Project Plan” which was finalized for the period of FY 2027 -2035 in May 2026. TDOT launched its first ever 10-Year Plan in December 2023 and it represented a new strategic framework for Tennessee, guiding transportation improvements while balancing financial constraints, safety, economic growth, and long-term system preservation.

The key aspect of the 10-Year Plan is that it is fiscally constrained and provides a longer roadmap of planned transportation investments than the previous approach of a 3-Year Plan that was adopted annually by the Tennessee State Legislature. In recent years the State Legislature has also provided TDOT with funding infusions of state funding above and beyond the normal revenues obtained through motor fuel taxes, which are known as General Fund Transfers (GFT). The GFT funding has allowed TDOT to program additional projects in the 10-Year Plan as well as accelerate other projects to nearer term horizons. It was recognized that certain projects had advanced and were ready to be formally programmed in the TPO FY 2026-2029 TIP as well as needing to be moved forward in horizon year of the Mobility Plan 2050 which is resulting in the amendments that are the subject of this conformity analysis. Since some of the affected projects are considered as air quality non-exempt projects a new “regional emissions analysis” was deemed to be necessary. Additionally, there was one new project identified in the “Orphan Area” subject to conformity for the 1997 8-Hour Ozone Standard that will be accounted for in the Regional project list and is programmed in the TDOT FY2026-2029 Statewide TIP (STIP).

The remainder of this chapter summarizes the project changes/amendments, including both air quality non-exempt projects that are accounted for in the regional emissions analysis to demonstrate conformity as well as air quality exempt projects that have been/will be added to TIP Groupings so that they can be individually identified in the Mobility Plan for the benefit of the public since they are not called out individually in the TIP Groupings. Appendix D has a summary table of Mobility Plan air quality Exempt and Non-Exempt project amendments along with before and after financial tables to demonstrate fiscal constraint. Appendix E includes the final amended project list of the Mobility Plan 2050 and surrounding projects from the affected regional area also subject to air quality conformity in the Knoxville Region. Appendix F provides the FY 2026-2029 TIP amendments individual profile pages and the before/after financial tables to demonstrate

continued fiscal constraint of the TIP. It should also be noted that neither the LAMTPO 2050 MTP nor its FY 2026-2029 TIP are affected with any project amendments however their projects remain documented in the Regional “Orphan” Area list subject to conformity for the 1997 Ozone Standard and the LAMTPO Executive Board has endorsed this Conformity Determination.

2.1 AIR QUALITY NON-EXEMPT PROJECT AMENDMENTS

There are three (3) amendments to the FY 2026-2029 TPO TIP involving air quality non-exempt projects, with two projects being added to the TIP and one project with a cost increase greater than allowed under an administrative modification, summarized as follows:

- **Amendment 1: (TIP ID 26-2026-015 / Mobility Plan ID 09-257) Relocated Alcoa Highway (SR-115/US-129)** - Amend project to increase the construction phase cost for this non-exempt project. The construction phase is increased from \$150,302,689 to \$221,500,000. This modification adds \$71,197,311 (\$56,957,849 federal NHPP/\$14,239,462 state) to the project and TIP. The total project cost is increased to \$221,500,000.
- **Amendment 2: (TIP ID 26-2026-016 / Mobility Plan ID 09-629) I-40/75 at Campbell Station Road Interchange Reconstruction** - Amend the TIP to add TDOT's I-40/75 at Campbell Station Road Interchange Reconstruction project. The project reconstructs existing interchange to improve capacity, safety and operations. Project includes widening of Campbell Station Road through the interchange from 3 total through lanes plus turn lanes to 5 total through lanes plus turn lanes from near Snyder Rd. to near Campbell Lakes Dr. The ROW phase is programmed in FY 2029 at a cost of \$17,000,000 State funds. This amendment adds \$17,000,000 state funds to the project and the TIP. The total project cost is \$128,000,000.
- **Amendment 3: (TIP ID 26-2026-017 / Mobility Plan ID 09-651) I-40/75 at Watt Road Interchange Reconstruction and Watt Road/Everett Road Widening** - Amend the TIP to add TDOT's I-40/75 at Watt Road Interchange Reconstruction and Watt Road/Everett Road widening project. The project reconstructs the existing interchange to a Diverging Diamond Interchange (DDI) to improve capacity, safety and operations. Project includes widening of Watt Rd through the interchange (between ramps) to 6 through lanes and the remainder of Watt Rd and Everett Rd from 2 and 3-lanes to 4-lanes plus Continuous Center Turn Lane from near Hines Valley Rd to near Buttermilk Rd. The ROW phase is programmed in FY 2027 at a cost of \$12,225,000 (\$9,000,000 State/\$3,225,000 local). The CN phase is programmed in FY 2028 at a cost of \$142,525,000 (\$131,000,000 state/\$11,525,000 local). This amendment adds \$154,750,000 (\$140,000,000 state/\$14,750,000 local) to the project and the TIP. The total project cost is \$157,650,000.

All three projects involved in the above TIP Amendments are already included in the Mobility Plan 2050 although Amendments 2 & 3 involve changes to scope, description or termini as well as the need to move

the projects forward one horizon period (conformity analysis year) from 2040 to 2035. Amendment 2 above includes widening of Everett Road which was previously its own standalone project in the Mobility Plan 2050 project list (Mobility Plan ID 22-600) so it will be removed as an independent project since it has been absorbed into the overall I-40/75 at Watt Road Interchange reconstruction project.

There is one amendment in the Regional “Orphan Area” subject to conformity for the 1997 8-Hour Ozone Standard involving an air quality non-exempt project being added to the FY 2026-2029 TDOT STIP summarized as follows:

- **Regional Orphan Area Project Amendment (TDOT PIN 136437.00) SR-35/US-411 Widening -** Add TDOT's SR-35/US-411 Widening Project in Sevier County. The project will widen SR-35 from 3 and 4-lanes to 4-lanes with continuous center turn lane from near SR-416 to near SR-339, including replacement of existing bridge over Little Pigeon River on SR-35.

Appendix D provides a before/after Mobility Plan project list entry for each project to show the exact changes that were made and incorporated into the TPO travel demand forecasting model for the conformity analysis.

2.2 AIR QUALITY EXEMPT PROJECT AMENDMENTS

Air Quality Exempt projects do not require a formal transportation conformity analysis and are often added to one of several project groupings in the TIP through a simple administrative modification rather than a formal TIP amendment. Periodically and as other updates are being made to the Mobility Plan, the TPO will “catch up” these exempt project additions/changes/deletions to reflect them as individual projects in the Mobility Plan since they are all combined together in a grouping and individual details and mapping of their location are not provided in the TIP. This increases public awareness and knowledge of projects that are funded for implementation with some examples being greenway/multiuse path projects, spot intersection safety projects and traffic signal coordination. These will be shown in the Mobility Plan 2050 project list and included on the interactive map available online [here](#).

- **NEW Mobility Plan ID 26-200 (TIP Grouping 26-2026-308) – Maryville-Alcoa Central Traffic Operations (MACTO) Phase 3 System Upgrades.** This project will provide upgrades to traffic signal controllers, cabinets, UPS backup systems, and detection at 14 intersections. This project was added to the “Travel Congestion & Clean Air Improvement” Grouping as part of the call for projects for the new FY 2026-2029 TIP. This project adds \$1,657,616 horizon year cost using CMAQ funds.

- **REMOVE Mobility Plan ID 17-850 (TIP Grouping 26-2026-305)** – South Waterfront Greenway East of Suttree Landing. The City of Knoxville is no longer pursuing this project which will remove \$9,861,160 in L-STBG-TA funds and it will be removed from the “Bike & Pedestrian” Grouping.
- **CHANGE Mobility Plan ID 21-606 (TIP Grouping 26-2026-305)** – Urban Wilderness Gateway Park. This project was initially proposed for funding using a special discretionary grant award from the federal government known as “Reconnecting Communities” but that grant was subsequently rescinded by the next administration at U.S. DOT. The project is still desired so it is being re-programmed using L-STBG-TA funds and pushed out from 2030 to 2035 horizon year.
- **NEW Mobility Plan ID 26-100 (TIP Grouping 26-2026-302)** – Economic Development From SR-327 to SR-58 (Oak Ridge Turnpike). This project will realign SR-327 at SR-58 to better serve a new industrial development known as Oklo, Inc. The project was recently identified by TDOT through its State Industrial Access program and is proposed to use federal STBG funding in the amount of \$7,380,000. It was reviewed by the Knoxville IAC consultation group and determined to be both Exempt and Not Regionally Significant so it will be placed into the State STBG Grouping in the FY 2026-2029 TIP.
- **NEW Mobility Plan ID 26-400 (TIP Grouping TBD)** – Roundabout at SR-444 and Mialaquo Road. This is a spot safety project to install a roundabout at an existing 2-way stop controlled intersection in Tellico Village. This project has multiple funding sources totaling \$1,800,000 including an allocation of Small Cities STBG funds that now come to Tellico Village as a standalone urbanized area. The TPO will likely create a new TIP Grouping for the Small Cities STBG funding or the project may go into the existing HSIP Grouping TIP ID 26-2026-301.

Chapter 3 – Planning Assumptions for Regional Emissions Analysis

3.0 INTRODUCTION

An important component of the conformity determination is to ensure that the latest planning assumptions are used in developing the inputs to both the regional travel demand model, which provides the majority of the activity data (vehicle speeds and miles driven) for the various analysis years and the emissions rate model, which requires other locality-specific characteristics. The latest planning assumptions requirements are contained in 40 CFR 93.110 and were discussed through the Interagency Consultation (IAC) process as required by 40 CFR 93.105. It was determined in consultation with the IAC that the majority of the planning assumptions that were used for the original Mobility Plan 2050 conformity analysis were still valid and relevant to be used for to demonstrate conformity of these proposed amendments with the exception of a few inputs to the MOVES model that will be described in this section. The details of the planning assumptions being carried forward will not be repeated in this document and the previous Conformity Determination Report can be referred to for full descriptions [here](#).

3.1 LATEST EMISSIONS MODEL:

The TPO staff utilized the same motor vehicle emissions factor model as the previous conformity determination and confirmed with the IAC group that its use was still acceptable. The MOVES4 model was used – it was officially released by EPA through a Federal Register Notice of Availability on September 12, 2023, which set a 2-year grace period for its use instead of the prior version known as “MOVES3”. A subsequent version known as MOVES5 has also been released (officially on December 11, 2024) which set a 2-year grace period for its use which means that MOVES4 can still be used until December 11, 2026. It was confirmed via IAC consultation that the grace period date relates to when the modeling process is begun and not when the final conformity approval must be obtained by. The input default database for the latest version of MOVES4 (MOVES4.0.2) used to determine the total on-road emissions of the pollutants of concern for this conformity analysis is known as “movesdb20250107”.

3.2 EMISSIONS TESTS:

The emissions tests used for this conformity analysis follow the requirements listed in 40 CFR 93.118 based on the fact that a Motor Vehicle Emissions Budget (MVEB) is available for all pollutants. The following subsections of this chapter document the specific MVEBs for each pollutant and note their applicability in terms of the analysis years that were selected as documented in Section 1.4.

3.2.1 FOR 2008 8-HOUR OZONE STANDARD

The emissions test for the 2008 8-Hour Ozone Standard is based on an MVEB that established in the applicable Maintenance Plan. The area is currently in a transition period between the Maintenance Plan set for the first 10-Year period and one that has been developed for the second (final) 10-Year period of the total required 20-Year Maintenance timeframe. The 2nd 10-Year Maintenance Plan was submitted to EPA on 4/15/2024 but official approval has not yet been provided by EPA although the MVEB is able to be approved independently through an “Adequacy Finding” process by EPA. The EPA sent a letter to TDEC dated XX/XX/XXXX that officially found the new 2035 MVEB included in the 2nd 10-Year Maintenance Plan to be “Adequate for Purposes of Transportation Conformity”. The TPO has decided to include budget tests against both Maintenance Plan MVEB’s for the purposes of covering all bases in case it is later determined that one should be used instead of the other.

The 1st 10-Year Maintenance Plan set an MVEB for both an interim year (2011) and the last year of the Maintenance Plan (2026). The EPA published a notice announcing a finding that the 2011 and 2026 Motor Vehicle Emissions Budgets (MVEB) for NO_x and VOC included in the Maintenance SIP are adequate for the purposes of transportation conformity in the Federal Register / Vol. 80, No. 133, page 39970 on July 13, 2015. Table 3-1a shows the MVEB for the 2008 Ozone Standard based on the 1st 10-Year Maintenance Plan:

Table 3-1a: MVEB for 2008 Ozone Standard – 1st 10-Year Maintenance Plan

Pollutant	2011	2026
	(tons/day)	
VOC	19.71	10.49
NO _x	41.62	17.69

The emissions tests are performed for the analysis years previously identified in Section 1.5 of this report of 2026, 2035, 2040 and 2050. Since all these analysis years are from 2026 and later the emissions for those years are compared against the MVEB for 2026 if using the 1st 10-Year Maintenance Plan as the basis for demonstrating transportation conformity.

The 2nd 10-Year Maintenance Plan set a new MVEB for the final year of the 20-Year Maintenance Period which is 2035 and initially proposed removing the 2026 MVEB which would have left the 2011 MVEB in place for all analysis years prior to 2035. EPA subsequently determined that it was not allowable to remove the 2026 MVEB so TDEC has revised its petition, and it will be left in place. As noted above, although the 2nd 10-Year Maintenance Plan is awaiting full approval by EPA there is a process that can be used to determine that the MVEB is adequate for purposes of transportation conformity independently of full Maintenance Plan approval. TDEC received a letter dated XX/XX/XXXX from EPA stating that the 2035 MVEB is adequate for purposes of transportation conformity. Table 3-1b shows the MVEB for the 2008 Ozone Standard based on the 2nd 10-Year Maintenance Plan:

Table 3-1b: MVEB for 2008 Ozone Standard – 2nd 10-Year Maintenance Plan

	2026	2035
Pollutant	(tons/day)	
VOC	10.49	7.22
NOx	17.69	16.74

The emissions tests are performed for the analysis years previously identified in Section 1.5 of this report of 2026, 2035, 2040 and 2050. Therefore the 2026 MVEB is only used for the 2026 analysis year and all other analysis year emissions are compared against the MVEB for 2035 if using the 2nd 10-Year Maintenance Plan as the basis for demonstrating transportation conformity.

3.3.2 FOR 2006 “DAILY” PM2.5 STANDARD

The EPA published a notice announcing a finding that the 2014 and 2028 Motor Vehicle Emissions Budgets (MVEB) for Direct PM2.5 (including direct exhaust PM2.5 emissions and from brake and tire wear) and Oxides of Nitrogen (a PM2.5 precursor pollutant) included in the Maintenance SIP are adequate for the purposes of transportation conformity in the Federal Register / Vol. 82, No. 46, page 13347 on March 10,

2017. These emissions are calculated for an annual situation and converted to daily amounts by dividing by 365. Table 3-2 shows the MVEB for the 2006 Daily PM2.5 Standard:

Table 3-2: MVEB for 2006 Daily PM2.5 Standard

Pollutant	2014	2028
	(tons/day)	
PM2.5	1.22	0.67
NOx	42.73	19.65

The emissions tests are performed for the analysis years previously identified in Section 1.4 of this report of 2026, 2028, 2035, 2040 and 2050. Analysis years prior to 2028 (the 2026 analysis year) use the MVEB for 2014 while all other analysis years are compared against the MVEB for 2028. The year 2028 emissions are interpolated between the 2026 and 2035 analysis year outputs from the emissions modeling process.

3.4 MOVES4 INPUTS AND RUNSPEC DEVELOPMENT:

In order to set up a MOVES4 model run the user must first define the “run specification” or “Runspec” for short, which establishes the specific model domain such as the county, time period, road types, vehicle types and pollutants being modeled for. Following the Runspec, the user enters specific input data for the county being modeled through an interface known as a “County Data Manager”. The County Data Manager allows inputs for a variety of characteristics affecting emissions generation including the number of vehicles, vehicle miles of travel, average speeds, meteorological information, fuel types and average vehicle fleet age by vehicle type among others. The following sub-sections detail the Runspec and County Data Manager parameters used for this conformity analysis.

3.4.1 MOVES4 RUNSPEC PARAMETERS

The MOVES model run is first set up based on a number of parameters to define the appropriate geographic scale and other aspects of the modeling domain to be utilized in the analysis, which is referred to as a “run specification” or runspec for short. No changes were made to the runspec parameters from what was used in the previous conformity analysis for the Mobility Plan 2050 – please refer to the previous CDR for details on the runspec setup.

3.4.2 MOVES3 COUNTY DATA MANAGER INPUT DEVELOPMENT

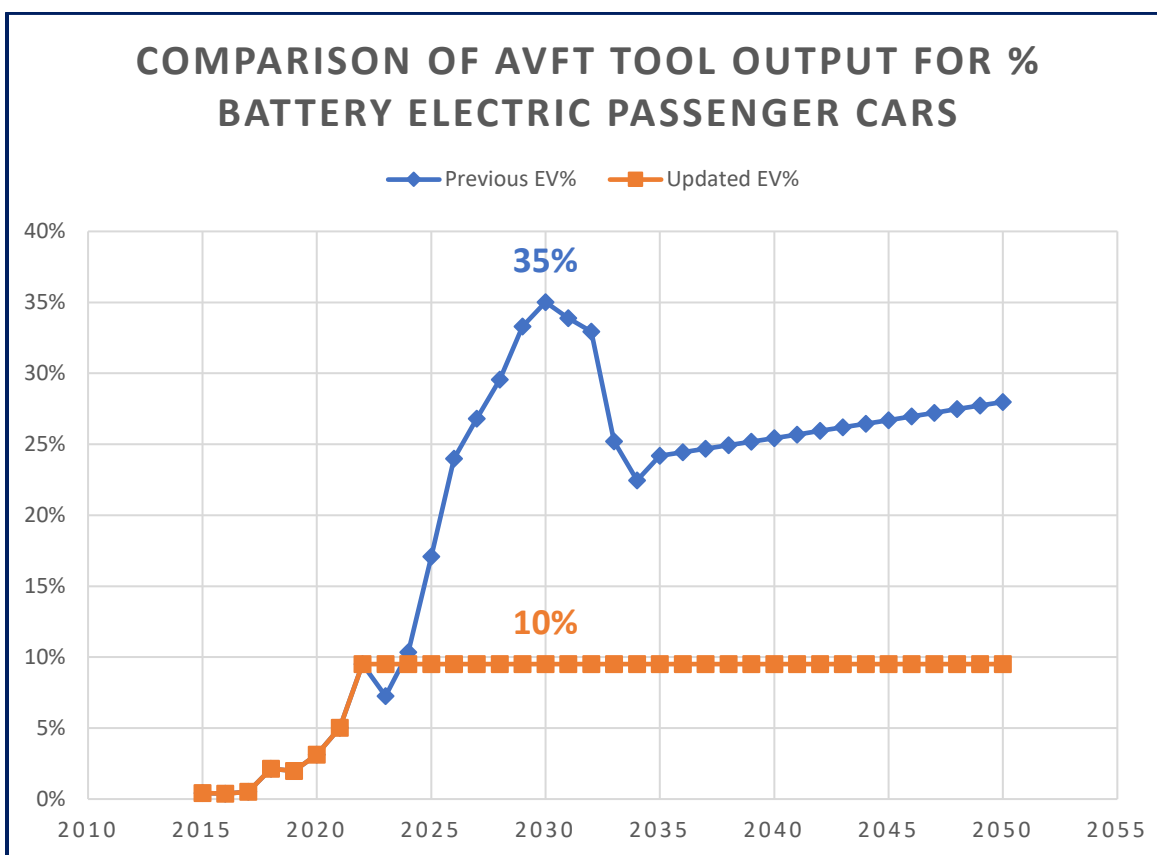
For the locality-specific inputs required in the “County Data Manager” section of MOVES, only a few of the inputs varied from ones that were used in the previous conformity analysis with notable exceptions provided as follows:

1. **Source Type Population** – this input defines the vehicle population within the study area by type of vehicle and must be generated using local-specific data. This input is derived from various sources, the primary of which is vehicle registration data that is maintained by the Tennessee Department of Revenue in terms of the “light duty” categories of vehicles and other national sources and default data for the “heavy duty” categories. No new registration data was available at the time of this conformity analysis so previous base year information was used for this analysis. The previous base year data was collected and provided by TDOT staff to support the National Emissions Inventory (NEI) development for year 2023. The only change to Source Type Population was for future-year projections for certain source types which vary with projected growth in Vehicle Miles Traveled such as heavy duty trucks. The updated growth projection by source type is provided in the Appendix.
2. **Vehicle Type VMT** – this MOVES input consists of four separate input files related to the estimated vehicle miles of travel in the area being analyzed including:
 - HPMSVTypeYear – this is the total amount of VMT estimated for each of the analysis years by Source Type. The future-year VMT projections were updated based on new travel demand forecasting model runs with the project amendments coded to the roadway network as appropriate.
 - Month VMT Fraction – this input accounts for the variability in travel throughout the months of the year. These inputs were by TDOT from its traffic count data and were not changed for this analysis.
 - Day VMT Fraction – this input accounts for the differences in weekday travel versus weekend travel provided by TDOT and were not changed for this analysis.
 - Hour VMT Fraction – this input accounts for the hourly variation in travel and is provided by the regional travel demand forecasting model. It was updated by running the TPO travel demand model post-processor after the project amendments were coded to the roadway network as appropriate.
3. **Average Speed Distribution** – this input was developed using the travel demand model and additional built-in post processing steps to derive the needed format for MOVES and updated after the project amendments were coded to the roadway network as appropriate.
4. **Road Type Distribution** – this input provides the distribution of VMT on each road type by source type. This input is also derived from post processing the travel demand model outputs and updated after the project amendments were coded to the roadway network as appropriate.

5. **Fuels** – Consists of four separate inputs (Fuel Supply, Fuel Formulation, Fuel Usage Fraction and AVFT). These inputs are provided by TDEC based on EPA guidance to reflect fuels used in the Knoxville Region.

An important update was made to the AVFT inputs to reflect the recent and current policy and deregulatory efforts such as the rescission of its 2009 Greenhouse Gas Endangerment Finding by EPA which was finalized on 2/12/2026. These efforts will likely affect the adoption rates of alternatively fueled vehicles such as electric vehicles (EV) with much fewer than were assumed in the prior EPA guidance for use of the AVFT Tool that was supplied with MOVES4 for use in projecting future-year EV fractions of the fleet. For this updated conformity analysis, the “Constant” projection method was used in the AVFT Tool which assumes the proportion of vehicle fleet fueling technologies in place in the base year (2022) remain constant for all future years whereas the previous conformity analysis utilized both “National Average” and “Proportional” projection methods depending on the particular source type. Figure 3-1 below shows the effect of this change with respect to ST 21 (Passenger Vehicles) where it is now assumed that the fleet percentage observed in model year 2022 of 10% stays constant versus the previous input which reached a peak of 35% in year 2030.

Figure 3-1: Updated Battery Electric Car Fleet Percentage



Chapter 4 – Mobile Source Emissions Analysis and Applicable Governing Regulations

4.0 INTRODUCTION

The Metropolitan Planning Regulations of the IJA/BIL (23 CFR Parts 450 and 771, May 27, 2016) and the USEPA Transportation Conformity Rule (40 CFR Parts 51 and 93, August 15, 1997 and amended most recently on March 14, 2012) specify certain minimum requirements that must be addressed in performing a mobile source emissions analysis in order to determine conformity of a Metropolitan Transportation Plan (MTP). The following sections in this chapter discuss these requirements and how they were addressed by the KRTPO in making the determination of conformity on the amended Mobility Plan 2050 and amended FY2026-2029 Transportation Improvement Program.

4.1 REGULATIONS RELATED TO DEVELOPMENT OF MTP AND TRANSPORTATION CONFORMITY

The Metropolitan Planning Regulations found in 23 CFR Part 450 specify the content of Metropolitan Transportation Plans and relevant aspects related to Transportation Conformity.

- **23 CFR 450.322(a)** – The MTP must have a minimum 20-year planning horizon. The MTP covers the period of 2025-2050, which meets the requirement for a minimum 20-year planning horizon. The MTP is known as the Mobility Plan 2050.
- **23 CFR 450.322(b)(6)** – The MTP must “include design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of the source of funding, in nonattainment and maintenance areas to permit conformity determinations under the U.S. EPA conformity regulations at 40 CFR part 51. In all areas, all proposed improvements shall be described in sufficient detail to develop cost estimates”. The project list included in the Mobility Plan document and in Appendix E covers the necessary detail and project scopes to develop cost estimates as accurately as possible.
- **23 CFR 450.322(b)(11)** – The MTP must “include a financial plan that demonstrates the consistency of proposed transportation investments with already available and projected sources of revenue...” The Mobility Plan 2050 main document contains a financial analysis that demonstrates financial constraint and Appendix D includes before/after financial table showing that fiscal constraint will continue to be met following the amendments being made.

4.2 REGULATIONS GOVERNING MOBILE SOURCE EMISSIONS ANALYSES

The Transportation Conformity Rule was first promulgated by EPA on November 24, 1993 (58 FR 62188). It has subsequently been amended several times to cover changes such as the implementation of the 1997 8-Hour Ozone and PM_{2.5} National Ambient Air Quality Standards on July 1, 2004. The most recent amendment to the Transportation Conformity Rule was published in the Federal Register on March 14, 2012 (75 FR 14979), which was a restructuring of several sections such that the Conformity Rule would not need to be revised each time a new or revised NAAQS is issued by EPA. Applicable guidelines from the Transportation Conformity Rule and how they have been addressed in this conformity determination are as follows:

- **40 CFR 93.106(a)** – The transportation plan must specifically describe the transportation system envisioned for certain future years, which are called horizon years and are subject to the following restrictions:
 - The horizon years may be no more than 10 years apart;
 - The first horizon year may not be more than 10 years from the base year used to validate the transportation demand planning model;
 - If the attainment year is in the time span of the transportation plan, the attainment year must be a horizon year, and;
 - The last horizon year must be the last year of the transportation plan's forecast period.

The base year for validation of the KRTPO's transportation demand planning model is 2022 and the KRMP's forecast period is from 2025 to 2050. Therefore, the analysis years used in developing the conformity analysis are:

Analysis Years for 2008 8-hour Ozone Standard:

- 2026 – First horizon year within 10 years from base year used to validate the transportation demand planning model, also is the Final year of the Ozone Maintenance Plan
- 2035 – Year such that there are no more than 10 years between analysis years
- 2040 – Year such that there are no more than 10 years between analysis years
- 2050 – Final year of Mobility Plan 2050

Analysis Years for 2006 Daily PM2.5 Standard:

- 2026 – First horizon year within 10 years from base year used to validate the transportation demand planning model
 - 2028 – Final year of the Maintenance Plan (interpolated)
 - 2035 – Year such that there are no more than 10 years between analysis years
 - 2040 – Year such that there are no more than 10 years between analysis years
 - 2050 – Final year of Mobility Plan 2050
- **40 CFR 93.106(a)(2)(i)** – The transportation plan shall quantify and document the demographic and employment factors influencing the expected transportation demand.

The summary of county-level estimates of socioeconomic data and growth projections for all study years is available upon request. The travel demand model used the following socioeconomic characteristics in order to determine estimates of travel for each analysis year:

- Total Population
- Household Population
- Group Quarters Population
- Number of Households
- Average Persons per Household
- Average Median Household Income
- Workers per Household
- Vehicles per Household
- Students per Household
- School Enrollment (K-12)
- University Student Enrollment
- Total Employment
- Basic Employment
- Industrial Employment
- Retail Trade Employment
- Services Employment

Further information regarding the development of the transportation model socioeconomic data is presented in Appendix K of the Mobility Plan 2050 document.

- **40 CFR 93.106(a)(2)(i)** – The highway and transit system shall be described in terms of the regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in the horizon years.

The transportation system is described in the travel demand model through a GIS-based network of links and nodes with attributes describing the character of roadways. Some of the key attributes that were used to account for the improvement projects that are being proposed include:

- FHWA Functional Classification
- Divided or Un-divided Roadway
- Level of Access Control
- Number of Lanes in each direction
- Lane Width
- Posted Speed Limit
- Area Type (Rural, Suburban, Urban or Major Employment District)

Transit mode usage is also estimated as part of the travel demand model as it relates to the fixed route transit service that is provided by Knoxville Area Transit (KAT).

- **40 CFR 93.110** – The conformity determination must be based upon the most recent planning assumptions in force at the time of the conformity determination. The KRTPO documented its assumptions and planning data with the Interagency Consultation Group, which is summarized in the meeting information included in the Appendix C. The demographic and transportation modeling assumptions are documented in the previous conformity determination report.
- **40 CFR 93.111** – The conformity determination must be based on the latest emission estimation model available. This conformity determination utilized the most recent available version of MOVES –MOVES4, with default database “movesdb20250107”.
- **40 CFR 93.112** – The conformity determination must satisfy consultation requirements in the applicable implementation plan. Chapter 6 and documentation in the appendix relate to the interagency consultation process.
- **40 CFR 93.118 and 93.119** – Motor vehicle emissions budget and other applicable conformity tests that must be used. Chapter 5 of this report documents the emissions tests that were used to demonstrate conformity. The emissions tests were discussed in the Interagency Consultation process to determine their appropriateness.
- **40 CFR 93.122** – Procedures for determining transportation-related emissions. The TPO documented its assumptions and methodology for determining future growth in vehicle miles of travel on the regionally significant transportation system with the Interagency Consultation Group. The primary source for projecting future vehicle activity is the travel demand forecasting model, which includes all regionally significant roadways and represents all regionally significant highway projects being proposed for implementation in the Mobility Plan 2050 and FY 2026-2029 TIP by

analysis year. All counties in the affected air quality maintenance areas are represented in the travel demand model.

- **40 CFR 93.126 and 93.127** – Projects exempt from regional emissions analysis. The highway project list included in the Appendix E of this document describes which projects were determined to be exempt from air quality analysis. These projects were deliberated through the Interagency Consultation process to ensure that there was full agreement on the exempt status for projects.

Examples of exempt projects include:

- Bridge Replacement Project – A project that only entails rehabilitating or replacing the existing bridge in-kind without any additional laneage being constructed.
- Pedestrian Improvement Project
- Interchange Reconfiguration Project
- Intersection Project – This could include any type of project that involves only a single intersection such as adding turn lanes (channelization) or a traffic signal.
- Street Lighting
- Pavement Resurfacing
- Reconstruction of a 2-lane roadway, which is only improving the width and geometrics of the roadway and perhaps some additional turn lanes.

4.3 AVAILABILITY OF TECHNICAL INFORMATION RELATED TO EMISSIONS ANALYSES

Additional information regarding specific MOVES4 emissions model inputs and outputs and travel demand model assumptions is available upon request.

Chapter 5 – Statement of Conformity

5.0 INTRODUCTION

This section of the report covers the conformity requirements for the Knoxville Region under both the 8-Hour Ozone Standard as well as the PM2.5 Standard. The conformity report complies with all applicable requirements found in the State Implementation Plan (SIP), Clean Air Act, Tennessee Transportation Conformity Regulation and the MPO Planning Regulations from IIJA/BIL (23 CFR 450.322).

5.1 STATEMENT OF CONFORMITY – 1997 8-HOUR OZONE STANDARD

5.1.1 OVERVIEW OF SOUTH COAST VERSUS EPA DECISION

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

Per the court’s decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS is needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA for certain transportation activities, including updated or amended metropolitan MTPs and TIPs.

5.1.2 APPLICABLE GEOGRAPHY INCLUDED IN 1997 8-HOUR OZONE ORPHAN AREA

This section of the conformity determination report is specifically intended to cover what is known as the “orphan area”, which are the parts of the 1997 8-hour Ozone Standard that were not included within the 2008 8-hour Ozone Standard nonattainment designation. Figure 1-1 in Section 1.2 above shows the geography in the Knoxville Region affected by the 1997 8-hour Ozone Standard and its relationship to the planning areas for the KRTPO and the LAMTPO. The areas in green with either purple or blue overlay are covered by Knoxville and Lakeway TIPs respectively and areas outside of that are considered part of the TDOT FY 2026-2029 rural area STIP.

5.1.3 ORPHAN AREA CONFORMITY REQUIREMENTS

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

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

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

5.1.4 LATEST PLANNING ASSUMPTIONS

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

The Tennessee SIP does not include any TCMs so this provision does not apply – see also Section 5.1.6.

5.1.5 CONSULTATION REQUIREMENTS

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with the Knoxville-Area Interagency Consultation group which includes federal partners such as FHWA, FTA, and EPA as well as state and local partners. Interagency consultation was conducted consistent with the Tennessee Conformity SIP and the

conformity regulation's requirements at 40 CFR 93.105. Refer to Chapter 6 of this report for additional information on interagency consultation.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. Refer to Chapter 7 for additional information on public consultation.

5.1.6 TIMELY IMPLEMENTATION OF TCMS

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

5.1.7 FISCAL CONSTRAINT

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

5.1.8 ORPHAN AREA PROJECTS

Table E-2 in Appendix E of this report provides a listing of the projects within the geography of the 1997 8-Hour Ozone Standard "orphan area" as previously described. These include all projects currently under development by TDOT as well as the projects included in the LAMTPO 2050 MTP update. Guidance from EPA indicates that IAC consultation is still required for projects within the orphan area to determine whether they are exempt or non-exempt, but a regional significance determination is no longer required since that aspect was only applicable to the regional emissions analysis requirement. A project listing within the conformity determination report noting the project's exempt/non-exempt status is necessary because non-exempt projects need to have a conformity determination, and exempt projects do not. Also, if there's a change to a non-exempt project, then the plan/TIP will need to be amended and a new conformity determination done for the plan/TIP. If there is a change to an exempt project, determining conformity for the plan/TIP is not necessary.

One new project within the portion of the Orphan Area within Sevier County is being amended into the project list and the FY 2026-2029 TDOT STIP. It is described as SR-35/US-411 Widening from near SR-416 to near SR-339 (0.79 miles) with a total cost of \$38,000,000.

5.1.9 SUMMARY OF 1997 8-HOUR STANDARD CONFORMITY ANALYSIS

The KRTPO staff has determined that the Mobility Plan 2050, LAMTPO 2050 MTP, and FY26-29 TIPs are demonstrating conformity with the 1997 8-hr Ozone standard based on the qualitative analysis performed by TPO staff and demonstrated in the CDR. Compliance with the regulations of the Clean Air Act, 40 CFR Parts 51 and 93 (Transportation Conformity Rule) and 23 CFR Part 450 (Metropolitan Planning Regulations established by IIJA/BIL has also been demonstrated.

5.2 STATEMENT OF CONFORMITY – 2008 OZONE STANDARD

The nonattainment designation for the 2008 Ozone Standard became effective on July 20, 2012 and included the counties of Blount, Knox and the portion of Anderson County surrounding the TVA Bull Run Fossil Plant (2000 Census Tracts 202 and 213.02). A redesignation to Attainment for this Standard was approved by EPA through a Federal Register notice on July 13, 2015 and made effective on August 12, 2015. The conformity analysis documented in this report utilizes the Motor Vehicle Emissions Budgets (MVEB) for two separate scenarios depending on the availability of the MVEB established with the 2nd 10-Year Maintenance Plan as described in Section 3.2.1 of this report.

An emissions analysis was conducted for the required analysis years of 2026, 2035, 2040 and 2050 for both scenarios.

5.2.1 SCENARIO 1 – USE OF MVEB FROM 1ST 10-YEAR MAINTENANCE PLAN

The 1st 10-Year Maintenance Plan set an MVEB for both an interim year (2011) and the last year of the Maintenance Plan (2026). The EPA published a notice announcing a finding that the 2011 and 2026 Motor Vehicle Emissions Budgets (MVEB) for NO_x and VOC included in the Maintenance SIP are adequate for the purposes of transportation conformity in the Federal Register / Vol. 80, No. 133, page 39970 on July 13, 2015. Table 5-1a summarizes the MVEB test results for the 2008 Ozone Standard based on the 1st 10-Year Maintenance Plan:

Table 5-1a: MVEB Test for 2008 Ozone Standard (Original 2035 MVEB)

	Analysis Year			
Volatile Organic Compounds (VOC):	2026	2035	2040	2050
Motor Vehicle Emissions Budget (MVEB)	10.49	10.49	10.49	10.49
Projected Emissions	5.32 ✓	3.98 ✓	3.67 ✓	3.50 ✓
Oxides of Nitrogen (NOx):	2026	2035	2040	2050
Motor Vehicle Emissions Budget (MVEB)	17.69	17.69	17.69	17.69
Projected Emissions	9.88 ✓	4.11 ✓	3.43 ✓	3.22 ✓

5.2.2 SCENARIO 2 – USE OF MVEB FROM 2ND 10-YEAR MAINTENANCE PLAN

The 2nd 10-Year Maintenance Plan set a new MVEB for the final year of the 20-Year Maintenance Period which is 2035 and initially proposed removing the 2026 MVEB which would have left the 2011 MVEB in place for all analysis years prior to 2035. EPA subsequently determined that it was not allowable to remove the 2026 MVEB so TDEC has revised its petition, and it will be left in place. TDEC received a letter dated XX/XX/XXXX from EPA stating that the 2035 MVEB is adequate for purposes of transportation conformity. Table 5-1b summarizes the MVEB test results for the 2008 Ozone Standard based on the 1st 10-Year Maintenance Plan:

Table 5-1b: MVEB Test for 2008 Ozone Standard (New 2035 MVEB)

	Analysis Year			
Volatile Organic Compounds (VOC):	2026	2035	2040	2050
Motor Vehicle Emissions Budget (MVEB)	10.49	7.22	7.22	7.22
Projected Emissions	5.32 ✓	3.98 ✓	3.67 ✓	3.50 ✓
Oxides of Nitrogen (NOx):	2026	2035	2040	2050
Motor Vehicle Emissions Budget (MVEB)	17.69	16.74	16.74	16.74
Projected Emissions	9.88 ✓	4.11 ✓	3.43 ✓	3.22 ✓

5.2.3 SUMMARY OF 2008 8-HOUR STANDARD CONFORMITY ANALYSIS

Based on the quantitative conformity analysis the KRTPO staff has determined that the Mobility Plan 2050 and the KRTPO FY 2026-2029 TIP demonstrate conformity for the 2008 8-Hour Ozone Standard using the necessary emissions tests under either scenario of MVEB availability. Compliance with the regulations of the Clean Air Act, 40 CFR Parts 51 and 93 (Transportation Conformity Rule) and 23 CFR Part 450 (Metropolitan Planning Regulations established by IIJA/BIL) has also been demonstrated.

5.3 STATEMENT OF CONFORMITY – 2006 DAILY PM2.5 STANDARD

The Daily PM2.5 conformity analysis consists of an MVEB test for the annual PM2.5-related emissions from on-road mobile sources resulting from components such as brake and tire wear and vehicle exhaust known as “Direct PM2.5” and “Oxides of Nitrogen” (NOx) which can act as precursors to PM2.5 formation. An emissions analysis was conducted for the required analysis years of 2026, 2028, 2035, 2040 and 2050, with year 2028 being interpolated between 2026 and 2035. The results of the emissions analysis are summarized in Table 5-2:

Table 5-2: MVEB Test for 2006 Daily PM2.5 Standard

	Analysis Year				
Direct Particulate Matter 2.5:	2026	2028	2035	2040	2050
Motor Vehicle Emissions Budget (MVEB)	1.22	0.67	0.67	0.67	0.67
Projected Emissions	0.42 ✓	0.40 ✓	0.31 ✓	0.30 ✓	0.32 ✓
Oxides of Nitrogen (NOx):	2026	2028	2035	2040	2050
Motor Vehicle Emissions Budget (MVEB)	42.73	19.65	19.65	19.65	19.65
Projected Emissions	12.37 ✓	10.77 ✓	5.18 ✓	4.38 ✓	4.16 ✓

5.3.1 SUMMARY OF 2006 DAILY PM2.5 STANDARD CONFORMITY ANALYSIS

Based on the quantitative conformity analysis the KRTPO staff has determined that the Mobility Plan 2050 and the KRTPO FY 2026-2029 TIP demonstrate conformity for the 2006 Daily PM2.5 Standard using the necessary emissions tests. Compliance with the regulations of the Clean Air Act, 40 CFR Parts 51 and 93 (Transportation Conformity Rule) and 23 CFR Part 450 (Metropolitan Planning Regulations established by IIJA/BIL) has also been demonstrated.

Chapter 6 – Interagency Consultation

6.0 INTRODUCTION

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

6.1 PARTICIPATING AGENCIES

The Interagency Consultation Participants included representatives from the following agencies:

- Knoxville Regional TPO
- Knox County Department of Air Quality Management
- Tennessee Department of Transportation
- Tennessee Department of Environment & Conservation
- Federal Highway Administration
- United States Environmental Protection Agency
- Federal Transit Administration
- Lakeway Area Metropolitan TPO
- Great Smoky Mountains National Park Service

A list of participant names is included in Appendix C.

6.2 OVERVIEW OF CONSULTATION PROCESS

The development of this conformity determination was coordinated with the Knoxville-area Interagency Consultation group. The process began with a discussion of latest planning assumptions and required model inputs on an IAC conference call held on August 27, 2026. During that call and subsequent follow-up email, the TPO staff requested and ultimately received concurrence from the IAC group for the approach to utilize the previous planning assumptions (with exceptions as noted in Section 3) as well as to use the MOVES4 model. A subsequent call was held to review drafts of the emissions analysis and documentation. The draft Conformity Determination Report was provided to the IAC group for a 30-day review between October 2, 2026 to November 2, 2026. Appendix C contains the minutes of each of the interagency meetings as well as comments and responses to the draft Conformity Determination Report.

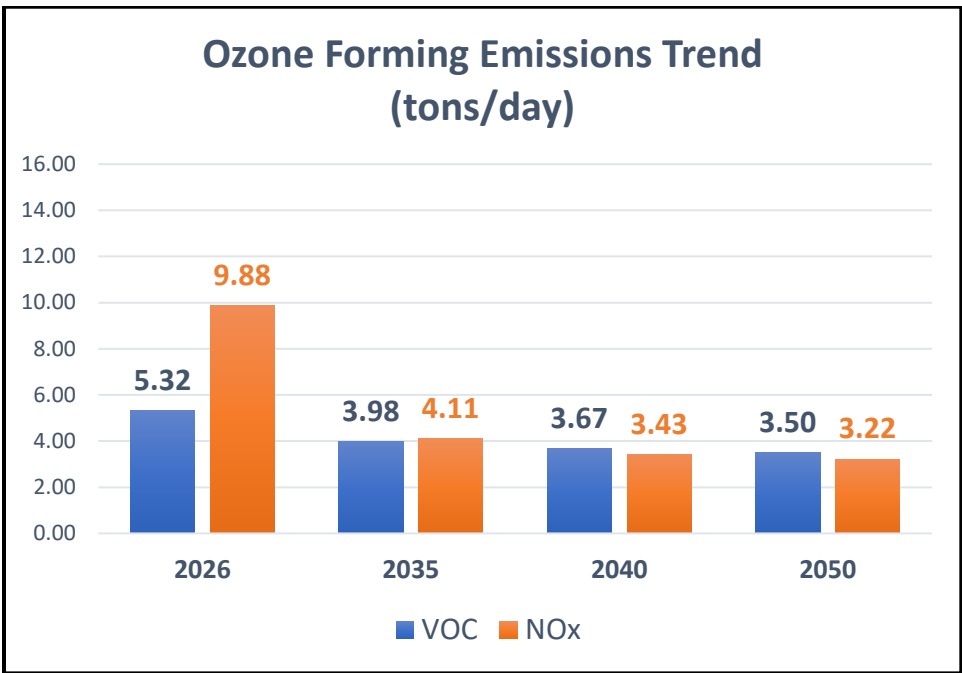
Chapter 7 – Conclusion and Summary of Comments Received

7.0 CONCLUSION

The analysis included in this report has demonstrated that the KRTPO Mobility Plan 2050 and LAMTPO 2050 Metropolitan Transportation Plan along with their accompanying FY 2026-2029 Transportation Improvement Programs as amended are in conformity with air quality regulations found in the Clean Air Act Amendments of 1990 and IIJA/BIL.

Although Vehicle Miles of Travel are projected to increase steadily in the future, the corresponding emissions rates from vehicles are expected to decrease even more significantly according to the modeling performed by the KRTPO.

Figure 7-1: Ozone Emissions Trends for Life of Mobility Plan 2050



The primary reason that emission rates are projected to decline is due to stricter tailpipe emission standards enacted by EPA, most notably the “Tier 2” standards that were enacted in 1999 and phased in between 2004 to 2009. The Tier Two standards represented a 77 to 86 percent reduction in nitrogen oxide emissions for cars and a 92 to 95 percent reduction for trucks from previous standards. A primary mechanism used to reduce emissions was through the reduction in fuel sulfur levels (both gasoline and diesel). More recently

the “Tier 3” standards promulgated in 2014 and effective beginning in 2017 have further addressed tailpipe emissions from motor vehicles and will continue to become more prevalent as the fleet turns over. In the future there is even greater potential for on-road mobile sources to decline with the adoption of electric vehicles and other technologies that continue to evolve over time. The MOVES model incorporates these regulations into its calculations and determines their impacts, which increase over time as the vehicle fleet turns over and includes more of the vehicles affected by the new regulations.

7.1 TRANSPORTATION CONTROL MEASURES

Currently there are no transportation control measures (TCMs) in the Tennessee SIP for the Knoxville 8-hour ozone and PM_{2.5} nonattainment areas. However, should TCMs be introduced in the area, nothing in the KRMP nor the Transportation Improvement Program will prohibit the timely implementation of any that are approved in the SIP for the Knoxville area.

7.2 PUBLIC INVOLVEMENT SUMMARY

The Knoxville Regional TPO conducted a 30-day comment period between November 9, 2026 and December 8, 2026 to allow for public review and comment on the Mobility Plan 2050/FY 2026-2029 TIP Amendments and accompanying Air Quality Conformity Determination. Public hearings were held with the regularly scheduled TPO Technical Committee and Executive Board meetings in December 2026 as well as the November 10, 2026 TPO Technical Committee meeting.

Copies of the Conformity Determination Report were made available on the KRTPO web site. Public notice and legal advertisements for the hearings and locations to view the draft conformity determination report were placed in newspapers by both KRTPO and LAMTPO including: The Knoxville News Sentinel, Maryville Daily Times, The Oak Ridger, Knoxville Focus (a free print and online newspaper available in Knox and surrounding counties), Loudon News Herald, Jefferson Standard Banner, East Tennessee Enlightener (paper targeted toward minority population) and Mountain Press (Sevier County).

7.3 PUBLIC COMMENT AND RESPONSE

There were **TBD** public comments received on the Air Quality Conformity Determination report. Please refer to Appendix G for a copy of the public notice that was advertised.

Appendix A – Emissions Analysis Summary

A.1 EMISSIONS FOR THE 2008 8-HOUR OZONE STANDARD ANALYSIS

Table A-1 – Volatile Organic Compounds (VOC) emissions summary by county for 2008 8-Hour Ozone Standard

	VOC Emissions (tons per day)			
	Analysis Year			
	2026	2035	2040	2050
Anderson (partial)	0.18	0.13	0.12	0.11
Blount	1.32	1.01	0.94	0.91
Knox	3.82	2.84	2.61	2.48
Total	5.32	3.98	3.67	3.50
MVEB (original)	10.49	10.49	10.49	10.49
MVEB (new)	10.49	7.22	7.22	7.22

Table A-2 – Oxides of Nitrogen (NOx) emissions summary by county for 2008 8-Hour Ozone Standard

	NOx Emissions (tons per day)			
	Analysis Year			
	2026	2035	2040	2050
Anderson (partial)	0.21	0.07	0.06	0.05
Blount	1.49	0.61	0.50	0.48
Knox	8.18	3.43	2.87	2.69
Total	9.88	4.11	3.43	3.22
MVEB (original)	17.69	17.69	17.69	17.69
MVEB (new)	17.69	16.74	16.74	16.74

A.2 EMISSIONS FOR THE 2006 DAILY PM2.5 STANDARD

Table A-3 –MOVES Emissions Outputs for Daily Direct PM2.5 Emissions by County

	NOx Emissions (tons per day)			
	Analysis Year			
	2026	2035	2040	2050
Anderson	1.22	0.46	0.37	0.34
Blount	1.45	0.59	0.50	0.48
Knox	8.16	3.50	2.98	2.83
Loudon	1.45	0.60	0.51	0.48
Roane (partial)	0.10	0.04	0.03	0.03
Total	12.37	5.18	4.38	4.16
MVEB	42.73	19.65	19.65	19.65

Table A-4 –MOVES Emissions Outputs for Daily NOx Emissions by County

	PM2.5 Emissions (tons per day)			
	Analysis Year			
	2026	2035	2040	2050
Anderson	0.04	0.03	0.02	0.02
Blount	0.06	0.04	0.04	0.05
Knox	0.28	0.21	0.20	0.22
Loudon	0.04	0.03	0.03	0.03
Roane (partial)	0.00	0.00	0.00	0.00
Total	0.42	0.31	0.30	0.32
MVEB	1.22	0.67	0.67	0.67

Appendix B – MOVES4 Input Development Documentation

B.1 BACKGROUND

General information regarding the MOVES4 runspec and county data manager input development was provided in Section 3.4 of this report. The purpose of this appendix is to provide additional details and example input files used for the county data manager. Several of the inputs were derived based on methodology developed as part of other efforts, primarily the development of the onroad mobile source emissions inventories to support both recent Redesignation Requests and Maintenance Plans for Ozone and PM_{2.5} prepared by the Tennessee Department of Environment & Conservation (TDEC). A primary source of inputs utilized by TDEC was from the Tennessee Department of Transportation (TDOT), which compiled all MOVES inputs necessary to support development of the onroad emissions for the 2023 National Emissions Inventory (NEI). These additional reference materials are not repeated in this document, but are available upon request.

B.2 MOVES COUNTY DATA MANAGER INPUT DATA SOURCES

Several of the following data sets required for MOVES are extremely large and impossible to fully copy into the following sections. Some of the smaller datasets, or parts of datasets for illustration, are included in this document and general descriptions of how each were derived are provided as well, with full data sets being available upon request to KRTPO staff.

B.2.1 METEOROLOGY

Meteorology defined in a relevant SIP for which a MVEB is being used should be incorporated into the relevant analysis. The meteorology inputs (temperature and humidity) were developed and documented by TDEC in the Redesignation Requests and Maintenance Plans for both Ozone and PM_{2.5} following the appropriate EPA Technical Guidance. The 1997 8-hour Ozone inputs are based on the Maintenance Plan which used a min/max temperature of 66/96 and default humidity inputs for MOBILE6.2 that have now been put through the MOBILE6 to MOVES converter. The 2008 8-hour Ozone inputs are based on an average of 3-years between 2009-2011 while the PM_{2.5} inputs are based on a 3-year average spanning 2012-2014. This input is the same for all counties and all analysis years for the applicable pollutant.

B.2.2 SOURCE TYPE POPULATION

Source type (i.e., vehicle type) population is used by MOVES to calculate start and evaporative emissions. In MOVES, start and resting evaporative emissions are related to the population of vehicles in an area. Since vehicle type population directly determines start and evaporative emission, users must develop local data for this input. MOVES classifies vehicles based on the way vehicles are classified in the Federal Highway Administration's HPMS (Highway Performance Monitoring System) rather than on the way they are classified in the EPA's emissions regulations. MOVES categorizes vehicles into 13 source types, which are subsets of 5 HPMS vehicle types.

In order to meet the requirement of using the "latest planning assumptions" for this conformity analysis, the TPO staff utilized the recently compiled source type population for year 2023 by TDOT and compared that against its previous year 2018 source type population data for reasonableness with the IAC group.

The TDOT source was also reviewed and presented to the Tennessee Statewide IAC group in December 2024 to allow for further vetting of this information. TDOT primarily developed this dataset using a July 2023 dataset pull from the Tennessee Department of Revenue (TDOR) which required substantial amount of processing to ensure vehicles were categorized appropriately for the MOVES source types. Some source types that are not readily available in the TDOR data such as long haul trucks were developed using the National Default Local Data methodology that has been described in EPA MOVES technical guidance documents.

Other specific data sources were utilized for some source types where information was available, which included transit buses and school buses where data is available from the transit agencies and local school districts respectively.

Following is a summary of data source used for each vehicle (source) type for this regional emissions analysis:

- Source Type 11 (Motorcycle) – Local County-specific data from TDOT 2023 NEI data
- Source Type 21 (Passenger Car) – Local County-specific data from TDOT 2023 NEI data
- Source Type 31 (Passenger Truck) – Local County-specific data from TDOT 2023 NEI data
- Source Type 32 (Light Commercial Truck) – Local County-specific data from TDOT 2023 NEI data
- Source Type 41 (Intercity Bus) – Default National Default Local Data Method applied to 2023 VMT
- Source Type 42 (Transit Bus) – Utilized 2023 National Transit Database (NTD) information and information from UT Transit (Knox County only county in study area with transit buses).
- Source Type 43 (School Bus) – Utilized TN Department of Education school bus database

- Source Type 51 (Refuse Truck) – Default National Default Local Data Method applied to 2023 VMT
- Source Type 52 (Single Unit Short-Haul Truck) – Local County-specific data from TDOT 2023 NEI data
- Source Type 53 (Single Unit Long-Haul Truck) – Default National Default Local Data Method applied to 2023 VMT
- Source Type 54 (Motorhome) – Default National Default Local Data Method applied to 2023 VMT
- Source Type 61 (Combination Short-Haul Truck) – Default National Default Local Data Method applied to 2023 VMT
- Source Type 62 (Combination Long-Haul Truck) – Default National Default Local Data Method applied to 2023 VMT

Source type population projections for future years are based on various methods as follows based on the specific vehicle type:

- Source Types 11, 21 and 31 - Growth in household vehicle ownership derived from the Knoxville Regional TPO's Travel Demand Model (TDM). The TDM has a vehicle ownership sub-model that allocates vehicle ownership based on population as part of its household population synthesizer. The vehicle ownership is used in helping the TDM determine vehicle mode choice and vehicle activity. As people population increases, the TDM adjusts the vehicle ownership in accordance with population growth and other socioeconomic characteristics. The household vehicle ownership is aggregated to the TDM Traffic Analysis Zone (TAZ) level and then further aggregated to the county level to develop an independent growth rate from the base year 2022 to future analysis years 2026, 2035, 2040 and 2050 for each county subject to air quality conformity.
- Source Type 32 – The growth in passenger vehicle VMT from the TDM is applied to the base year 2022 for each analysis year.
- Source Type 41 – The growth in overall VMT from the TDM is applied to the base year 2022 for each analysis year.
- Source Type 42 – Since transit buses (as defined by EPA in MOVES) only operate in Knox County, it was decided to utilize the overall population growth in Knox County to determine transit bus growth rate since it would be logical to assume that transit usage would increase relative to population growth.
- Source Type 43 – Growth in student population by county as calculated by the TDM household population synthesizer.
- Source Types 51, 52, 53 and 54 – The growth in “single-unit” truck VMT from the TDM is applied to the base year 2022 for each analysis year.
- Source Types 61 and 62 – The growth in “multi-unit” truck VMT from the TDM is applied to the base year 2022 for each analysis year.

Since there are two partial counties included within the nonattainment/maintenance areas for the Knoxville Region, special attention was paid to those areas to develop the sub-area source type populations for the specific affected areas.

- Anderson County – Partial Area included in the 2008 8-hour Ozone Nonattainment Areas covering the portion of Anderson County surrounding the TVA Bull Run Fossil Plant, which corresponds to Anderson County 2000 Census Tracts 202 and 213.02. In order to be consistent with past methodology used in developing the SIP MVEB, a constant factor of 0.21 is multiplied by each Source Type to derive the partial area vehicle counts. This was based on comparing population and vehicle counts in the partial area relative to the entire county.
- Roane County – Partial Area included in the 1997 Annual and 2006 Daily PM2.5 Nonattainment Areas covering the portion of Roane County surrounding the TVA Kingston Fossil Plant, which corresponds to 2000 Census Block Group 471450307002. In order to be consistent with past methodology used in developing the SIP MVEB, a constant factor of 0.013 is multiplied by each Source Type to derive the partial area vehicle counts. This was based on comparing population and vehicle counts in the partial area relative to the entire county.

In general, it is believed that the adoption of the above assumptions will lead to a conservative (high) estimate of total source type population. A comparison of the county with the largest source type population in the region (Knox County) showing the total estimated vehicle count for the previous base year of 2018 to 2023 is provided in table B-1:

Table B-1 – Knox County Source Type Population Comparison of Previous 2018 and New 2023 Base Year

Source Type ID	2018 Population	2023 Population
11	9,180	10,006
21	182,950	153,252
31	194,417	240,015
32	17,457	24,982
41	7	322
42	154	99
43	449	477
51	213	94
52	8,699	11,211
53	313	614
54	1,919	1,810
61	3,547	4,885
62	4,061	2,957
TOTAL	423,366	450,724

Table B-2 below and continued on the following page provides the breakdown of vehicle population growth by source type and county:

Table B-2 – Source Type Population Growth by County 2023 – 2050

Source Type	2023	2026	2035	2040	2050
Anderson County - Full County for PM2.5 Analysis Only					
<i>Motorcycle</i>	2,531	2,565	2,645	2,673	2,720
<i>Passenger Car</i>	28,655	29,039	29,943	30,258	30,799
<i>Passenger Truck</i>	46,947	47,576	49,057	49,573	50,459
<i>Light Commercial Truck</i>	3,687	3,737	3,926	3,998	4,169
<i>Other Buses</i>	64	65	68	69	72
<i>Transit Bus</i>	0	0	0	0	0
<i>School Bus</i>	70	69	69	70	71
<i>Refuse Truck</i>	15	15	16	16	17
<i>Single Unit Short-haul Truck</i>	2,414	2,446	2,566	2,628	2,757
<i>Single Unit Long-haul Truck</i>	98	99	104	107	112
<i>Motor Home</i>	304	308	323	331	347
<i>Combination Short-haul Truck</i>	636	646	677	694	727
<i>Combination Long-haul Truck</i>	466	474	496		533
TOTAL	85,887	87,039	89,890	90,417	92,783

Table B-2 – Source Type Population Growth by County 2023 – 2050 (Continued)

Source Type	2023	2026	2035	2040	2050
Blount County					
<i>Motorcycle</i>	6,413	6,606	7,155	7,435	7,992
<i>Passenger Car</i>	44,568	45,907	49,722	51,668	55,544
<i>Passenger Truck</i>	81,763	84,219	91,218	94,788	101,899
<i>Light Commercial Truck</i>	4,895	5,041	5,608	6,031	6,610
<i>Other Buses</i>	96	99	110	118	129
<i>Transit Bus</i>	0	0	0	0	0
<i>School Bus</i>	149	151	171	187	222
<i>Refuse Truck</i>	17	17	19	20	22
<i>Single Unit Short-haul Truck</i>	4,460	4,586	4,890	5,261	5,757
<i>Single Unit Long-haul Truck</i>	118	121	129	139	152
<i>Motor Home</i>	352	362	386	415	454
<i>Combination Short-haul Truck</i>	469	482	527	558	615
<i>Combination Long-haul Truck</i>	215	221	241	256	282
TOTAL	143,515	147,812	160,176	166,876	179,678
Knox County					
<i>Motorcycle</i>	10,006	10,220	10,861	11,192	11,912
<i>Passenger Car</i>	153,252	156,523	166,346	171,417	182,446
<i>Passenger Truck</i>	240,015	245,137	260,522	268,465	285,737
<i>Light Commercial Truck</i>	24,982	25,601	27,373	28,543	30,503
<i>Other Buses</i>	322	330	354	370	396
<i>Transit Bus</i>	99	101	108	113	121
<i>School Bus</i>	477	492	566	612	624
<i>Refuse Truck</i>	94	97	105	110	120
<i>Single Unit Short-haul Truck</i>	11,211	11,517	12,528	13,113	14,273
<i>Single Unit Long-haul Truck</i>	614	631	686	718	782
<i>Motor Home</i>	1,810	1,859	2,023	2,117	2,304
<i>Combination Short-haul Truck</i>	4,885	5,046	5,560	5,862	6,426
<i>Combination Long-haul Truck</i>	2,957	3,055	3,366	3,548	3,890
TOTAL	450,724	460,609	490,398	506,180	539,534
Loudon County					
<i>Motorcycle</i>	2,042	2,112	2,321	2,425	2,643
<i>Passenger Car</i>	18,695	19,336	21,249	22,203	24,197
<i>Passenger Truck</i>	35,188	36,395	39,995	41,790	45,544
<i>Light Commercial Truck</i>	1,513	1,547	1,685	1,773	1,940
<i>Other Buses</i>	44	45	49	52	57
<i>Transit Bus</i>	0	0	0	0	0
<i>School Bus</i>	63	64	69	76	91
<i>Refuse Truck</i>	15	16	18	19	20
<i>Single Unit Short-haul Truck</i>	1,634	1,722	1,919	2,020	2,220
<i>Single Unit Long-haul Truck</i>	98	103	115	121	133
<i>Motor Home</i>	304	320	357	376	413
<i>Combination Short-haul Truck</i>	843	883	982	1,036	1,146
<i>Combination Long-haul Truck</i>	665	697	775	817	904
TOTAL	61,104	63,240	69,534	72,708	79,308

Table B-2 – Source Type Population Growth by County 2023 – 2050 (Continued)

Source Type	2023	2026	2035	2040	2050
Anderson County - Partial County for Ozone Analysis					
<i>Motorcycle</i>	532	539	556	562	572
<i>Passenger Car</i>	6,018	6,099	6,289	6,355	6,468
<i>Passenger Truck</i>	9,859	9,991	10,302	10,411	10,597
<i>Light Commercial Truck</i>	774	786	842	858	899
<i>Other Buses</i>	13	13	14	14	15
<i>Transit Bus</i>	0	0	0	0	0
<i>School Bus</i>	15	15	15	15	15
<i>Refuse Truck</i>	3	3	3	3	3
<i>Single Unit Short-haul Truck</i>	507	513	539	551	579
<i>Single Unit Long-haul Truck</i>	21	21	22	23	24
<i>Motor Home</i>	64	65	68	70	73
<i>Combination Short-haul Truck</i>	134	133	136	138	140
<i>Combination Long-haul Truck</i>	98	97	100	101	103
TOTAL	18,038	18,275	18,886	19,101	19,488
Roane County - Partial County for PM2.5 Analysis					
<i>Motorcycle</i>	25	25	26	26	26
<i>Passenger Car</i>	232	234	239	239	242
<i>Passenger Truck</i>	402	406	414	415	420
<i>Light Commercial Truck</i>	12	12	13	14	15
<i>Other Buses</i>	1	1	1	1	1
<i>Transit Bus</i>	0	0	0	0	0
<i>School Bus</i>	1	1	1	1	1
<i>Refuse Truck</i>	1	1	1	1	1
<i>Single Unit Short-haul Truck</i>	20	21	23	24	27
<i>Single Unit Long-haul Truck</i>	1	1	1	1	1
<i>Motor Home</i>	3	3	3	4	4
<i>Combination Short-haul Truck</i>	9	9	11	11	13
<i>Combination Long-haul Truck</i>	7	7	8	9	10
TOTAL	714	721	741	746	761

B.2.3 AGE DISTRIBUTION

The EPA strongly recommends the use of local specific data for vehicle age distribution as it can vary greatly for various areas based on a number of factors. This input is important because of the fact that older vehicles generally exhibit higher emissions than newer vehicles due to fewer controls required to meet newer emissions standards and deterioration of other emissions control systems components. The Age Distribution inputs for this regional emissions analysis were developed using an approach of attempting to blend consistent data sources with what was used to develop the overall Source Type

Population for each vehicle type as described in the previous section. For example, cases where the TDOT NEI data source was used for vehicle population its corresponding age distribution that was provided in the same overall dataset was utilized. For source types in which the NDLD method was used it was decided to use the MOVES default age distributions that were developed on a national scale. Local data was used for age of transit and school buses.

B.2.4 VEHICLE TYPE VEHICLE MILES TRAVELED (VMT)

MOVES defines roadways into five different functional types: Off-Network, Rural Restricted Access, Rural Unrestricted Access, Urban Restricted Access and Urban Unrestricted Access. The TPO's Travel Demand Model uses a different roadway classification system, however it is easily converted to the MOVES road types as the Restricted categories involve roadways with no direct access such as Interstates and the Unrestricted road type includes all other types of roadways. The Vehicle Miles Traveled (VMT) from the TDM were then aggregated into the respective MOVES road types.

The Knoxville Regional TPO's TDM predicts average weekday traffic volumes for all arterials and collectors and some major local roads in the 10-county modeling region. The model's roadway network covers over 7,500 lane miles in total over an area of 3,725 square miles represented by 1,186 traffic analysis zones. The current version of the model also predicts the Knoxville Area Transit (KAT) average weekday system ridership and the number of average weekday bicycle and pedestrian trips within the region. All current nonattainment/maintenance area counties are included in the TDM.

The methodology used to grow VMT to the future analysis years was to compare the base year 2022 VMT developed from actual traffic count data and reported by the Tennessee Department of Transportation for the federal Highway Performance Monitoring System (HPMS) to the travel demand model VMT. Correction factors for the model volume were developed and then subsequently applied to the growth rates exhibited for each future network year of the travel demand model based on changes in population and proposed transportation projects included in the Long Range Transportation Plan.

The travel demand model forecasts VMT growth for four different vehicle types of: Passenger Vehicles, Four-Tire Commercial Vehicles, Single-Unit Trucks and Multi-Unit Trucks. Growth factors for each vehicle type were applied to the base year data separately. A special model post-processor was developed for the current TPO TDM which automates the previous process of compiling the VMT by vehicle type into a spreadsheet format and calculating growth factors to apply to each HPMS vehicle type. Table B-3 below displays this model-generated VMT growth calculator spreadsheet for the specific example of the 2050 analysis year for the 2008 Ozone Standard geography:

Table B-3 – Example VMT Growth Calculator for MOVES HPMSVType Year Input

County	HPMSVTypeID	HPMS_2022o3_vmt	growth	HPMS2050o3_vmt
Anderson	10	1,429,005	1.19	1,458,415
Anderson	25	236,678,530	1.19	241,549,526
Anderson	40	616,254	1.17	625,805
Anderson	50	6,766,279	1.17	6,871,144
Anderson	60	2,568,206	1.13	2,541,994
Blount	10	8,357,573	1.35	8,689,795
Blount	25	1,219,437,448	1.35	1,267,911,330
Blount	40	4,073,097	1.24	4,226,320
Blount	50	34,893,302	1.24	36,205,934
Blount	60	35,384,109	1.28	36,687,293
Knox	10	30,302,071	1.28	31,303,141
Knox	25	5,730,538,720	1.28	5,919,854,895
Knox	40	13,485,251	1.24	13,976,537
Knox	50	191,609,545	1.24	198,590,131
Knox	60	471,516,123	1.28	492,276,301

In order to more simply document the projected growth in VMT for each analysis year covered in this conformity determination, the table on the following page (Table B-4) depicts only the total county-level Daily VMT for each analysis year. Subsequent to running the MOVES4 model, the TPO staff reviewed the detailed activity outputs from the model run to ensure that the output VMT matched the input VMT so that it could be verified that all emissions were properly accounted for.

Table B-4 – Growth in Total Daily VMT (by Source Type)

	2022 TDOT	2026	2035	2040	2050
Anderson - P	x	693,279.1	743,590.3	756,720.2	792,545.3
Blount	3,567,522	3,708,823.8	4,122,300.9	4,433,983.6	4,853,269.6
Knox	17,636,854	18,235,619.2	19,538,250.5	20,393,651.2	21,836,146.9
Anderson Full	2,614,333	2,661,949.9	2,797,511.0	2,849,318.2	2,971,962.2
Loudon	2,498,786	2,584,770.9	2,824,775.6	2,972,478.8	3,254,797.9
Roane - P	x	165,934.8	180,300.9	189,611.6	204,520.5

EPA’s MOVES model uses fractions to parse out monthly, daily, and hourly VMT. These fractions are often locally developed to represent local conditions as much as possible. The report developed by TDOT discusses the development of month and day VMT fractions. These fractions were developed from historical average HPMS data. These fractions for July were used to adjust annual average weekday VMT to July average weekday VMT for the Ozone analysis.

Hourly VMT fractions by road type were developed from the TPO’s travel demand model using a new post processor created specifically for developing MOVES-ready inputs. The post-processor is required in order to disaggregate the TDM traffic volume outputs from three time periods (AM, PM and rest of day) into individual hourly volumes for each of the twenty-four hours in a day. The hourly volumes are developed primarily by pattern matching based on the locally available TDOT count data by hour, which vary by road type (urban and rural) but not source type. The travel demand model post-processor uses the four vehicle types from the TDM (passenger vehicles, four-tire commercial vehicles, single-unit trucks and multi-unit trucks) to generate hourly VMT fractions for the different source types that are associated with those categories. In addition, special hourly distributions were applied to source types 42 and 43 (transit bus and school bus) to reflect the unique operating characteristics of these vehicles; for example, school buses basically only operate during school beginning and dismissal periods. Further documentation of travel demand model post-processor is provided in a separate document that was produced by the TPO’s modeling consultant.

B.2.5 AVERAGE SPEED DISTRIBUTION

Average speed distribution is the speed of each source type by road type for each hour of the day. MOVES uses 16 speed bins to group source type speed fractions. These fractions represent the amount

of time a source type spends traveling at that speed on a particular road type. Note, these fractions represent the time spent in these speed bins; these fractions do not reflect instantaneous speeds, but the average speed, including delays like congestion and traffic signals. Average speed distribution for the Knoxville Nonattainment Area is developed by the TPO's TDM along with the aforementioned model post-processor. Similar to the hourly VMT fractions, there is a need for post processing of the raw TDM outputs for average speeds on roadway links primarily for the disaggregate level of detail needed for MOVES inputs. Speed is a direct function of several roadway characteristics and the amount of congestion that is present. The model post-processor develops separate 24-hour traffic volumes for each direction of travel on every roadway link in the model network and determines the average speed based on the amount of congestion (link volume-to-capacity ratio) and other characteristics, such as presence of traffic signals. A separate speed distribution for multi-unit trucks was developed and validated against real-world speed information obtained through the National Performance Measure Research Dataset (NPMRDS). The speeds change over the course of the analysis years in this conformity analysis. The difference accounts for increased congestion and the impact of any changes to the transportation network such as road widening or new roadway construction projects.

B.2.6 ROAD TYPE DISTRIBUTION

Road type distribution is the distribution of VMT on each roadtype by sourcetype. Road type distribution data is developed using the TDM post-processor which automatically tabulates the aggregate VMT (HPMS model adjusted model volumes) by road type and calculates the percent on each road type.

B.2.7 FUELS

Data for this input including the “alternative vehicle fuel technology” (AVFT) aspect was developed and provided by TDEC. A copy of the methodology is provided as follows:

Fuel Data Development

MOVES requires fuel formulation information for each county in the domain being modeled. Similarly, these formulations should also have the associated fuel supply, or the fraction of each fuel used, by month, in each county. EPA's default data is derived and expanded from a series of samples taken at the PADD (Petroleum Administration Defense Districts) level.

EPA's Technical Guidance suggests changing the values that reflect RVP properties to reflect the regulatory requirements in the area being modeled. After reviewing the default MOVES fuel formulation data for 2026, 2035, 2040 and 2050 the RVP values do not reflect the regulatory maximum for all

months. MOVES' Fuel Wizard was used to adjust the RVP to account for the regulatory maximum RVP for fuel subtype 12, the only subtype to which the changes to the RVP apply. In addition to accounting for the regulatory maximum, a 1.0 psi waiver applies to these fuels and is accounted for in the adjustment made to the fuel RVP using the Fuel Wizard in MOVES.

AVFT Data Development

MOVES4 has a change to the AVFT input that helps to better account for the anticipated rapid growth in electric vehicle (EV) population. EPA suggests in their Technical Guidance¹ that local data should be used to develop AVFT for source types where data is available.

AVFT data developed by TDOT from motor vehicle registration data provided by the Tennessee Department of Revenue was used as a starting point in MOVES' AVFT Tool.

One key input in using the AVFT Tool is the most recent complete model year (MY). For more information on the complete model year, see the description in Section 4.8.3 of the MOVES4 Technical Guidance. The last complete MY data contained in AVFT data is 2022 since the data was captured in calendar year 2023 (which also included some 2024 MY data as well).

Transit bus data developed for gasoline, diesel and electric fuel types for Knox County was developed from UTK and KAT transit data obtained by the Knoxville TPO for years 2008-2023. Since MOVES4 AVFT assumes some population of transit buses (source type 42) are fueled with compressed natural gas (CNG) or fuel cell, and there are no known CNG or fuel cell transit buses in the KAT fleet to date, these values are zeroed for 2008 through 2023. Similarly, there are very few EV transit buses and no fuel cell buses model 2002 through 2023. For this reason, values for CNG and fuel cell are set to zero for MY 2008 through 2023. Once the CNG and fuel cell values are zeroed out, the remaining fractions are normalized by MY. As a final check, the fractions for each source type and MY must sum to one.

Once the AVFT Tool input file was created it was imported into the AVFT Tool. To ensure complete AVFT data, gap filling was applied to fill any potential missing model year or fuel type data. The gap filling method was set to "Use defaults and renormalize".

The analysis year chosen was 2060. The projection method selected was "Constant" for all source types. The "Constant" projection method was used due to the uncertainty of MOVES' projection of AVFT in light of the recent and current deregulatory efforts surrounding the rescission of the endangerment

finding and the many associated Federal regulations related to it potentially affecting future motor vehicle emission rates.

¹ *MOVES4 Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity.* U.S. EPA. August 2023. EPA-420-B-23-011.

B.2.8 I/M PROGRAMS

Not applicable to the Knoxville Region

Appendix C – Interagency Consultation

C.1 INTERAGENCY CONSULTATION PARTICIPANTS

Table C-1 shows the current participants in the Knoxville Interagency Consultation process

Table C-1 – Knoxville IAC Participants

Agency	Representative(s)
Knoxville Regional Transportation Planning Organization (TPO) 400 Main Street, Suite 403 Knoxville, TN 37902 (865) 215-2500 FAX: (865) 215-2068	Doug Burton, TPO Coordinator Mike Conger, Senior Transportation Engineer Craig Luebke, Transportation Planner Amy Brooks, Executive Director, Knoxville-Knox County Planning
Knox County Department of Air Quality Management 140 Dameron Avenue Knoxville, TN 37917 (865) 215-5900 FAX: (865) 215-5902	Rebecca Larocque, Director
Tennessee Department of Transportation (TDOT) 505 Deaderick Street Nashville, TN 37243 (615) 741-2848 FAX: (615) 532-8451	Stacy Morrison, OCT Manager Troy Ebbert, Region 1 OCT Manager Chris McPhilamy, Planning Manager Degee Roberts, TDOT Team Lead Mohammad Molla, TDOT Team Lead Jonathon Haynes, Senior Technical Specialist
Tennessee Department of Environment and Conservation (TDEC), Air Pollution Control Division Davy Crockett Tower, 7th Floor 500 James Robertson Parkway Nashville, TN 37243 (615) 767-4825	Marc Corrigan, Environmental Consultant
Federal Highway Administration, Tennessee Division 404 BNA Drive, Building 200, Suite 508 Nashville, TN 37217 (615) 781-5767 FAX: (615) 781-5773	Sonya Baker, Acting Program Delivery Team Lead/Safety Engineer

Agency	Representative(s)
U.S. Environmental Protection Agency (EPA), Region 4 61 Forsyth Street Atlanta, GA 30303 (404) 562-9077 FAX: (404) 562-9019	Gillian Walshe-Langford, SIP Specialist Simon Jarvis, Life Scientist Sunday Gotvald, Environmental Engineer Weston Freund, Life Scientist
Federal Transit Administration (FTA), Region 4 (Atlanta) 61 Forsyth Street Atlanta, GA 30303 (404) 562-3500 FAX: (404) 562-3505	Andres Ramirez, Community Planner Michael Sherman, Community Planner
Lakeway Area Metropolitan Transportation Planning Organization (TPO) 100 W. 1st North Street Morristown, TN 37814 (423)581-0100 FAX: (423) 585-4679	Tina Whitaker, MTPO Director
Great Smoky Mountains National Park (GSMNP), Resource Management & Science Division 1314 Cherokee Orchard Road Gatlinburg, TN 37738 (865)436-1708 FAX: (865) 430-4753	Jim Renfro, Air Quality Branch Chief

C.2 INTERAGENCY CONSULTATION MEETING MINUTES

The following meeting minutes were applicable to this transportation conformity determination:

C.2.1 MEETING MINUTES FOR IAC CONFERENCE CALL ON 8/17/2026

Knoxville Air Quality Interagency Consultation Conference Call Meeting Minutes for 08/27/26

1) Roll Call

Call Participants:

Knoxville TPO:

Mike Conger
Craig Luebke

Lakeway MTPO:

None

EPA:

Simone Jarvis
Sunday Gotvald
Gillian Walshe-Langford

FHWA:

Sonya Baker
Kara Greathouse

FTA:

None

National Park Service:

None

Tennessee Department of Transportation:

Mohammad Molla
Chris McPhilamy
Cash Winn
Troy Ebbert
Jonathan Haynes
Degee Roberts

Tennessee Department of Environment & Conservation:

Marc Corrigan

Knox County Air Quality Management:

Rebecca Larocque

Discussion Items:

2) Discussion of Proposed Project Amendments for Mobility Plan 2050 and TPO FY 2026-2029 TIP

- Mike Conger provided a background summary of the current MTP and TIP conformity as well as proposed project amendments.
 - I-40/75 @ Watt Rd Interchange – TIP amendment to Add project, MTP amendment to revise Horizon Year
 - I-40/75 @ Campbell Station Rd Interchange – TIP amendment to Add project – MTP amendment to revise Horizon Year
 - Relocated Alcoa Hwy – TIP amendment to Amend Cost
 - Economic Development Project – Oak Ridge/Roane County
 - Sevier SR-35/US-411 Widening
- Mohammad Molla asked if the three projects being amended into the TIP were as a result of the TDOT 10-Year Plan, Mike responded yes.
- Mohammad asked if the electronic TIP platform was accessible by TDOT staff and himself in particular, Mike responded that this platform was now

implemented at all of the MPOs statewide and that TDOT staff were able to access it. Mohammad noted that he would like to see all of the projects for their statewide model update and this would be helpful for that application.

- Marc Corrigan asked about a project shown on the 10-Year Plan called TMA Bridge Project and if that was something new or just in there for information purposes? Was wondering if that was in there for decision points for folks to make? Mike responded that this was the subset of all 10-Year Plan projects specific to the Knoxville Region and those that are within the 1997 Ozone Orphan area are shaded in gray such as this bridge project. He further noted that the purpose of this table is to show a crosswalk between the current TPO MTP and TIP to reflect whether each project is consistent between each, the ones that need to be amended are shown as highlighted in yellow.

3) Discussion of Planning Assumptions for Revised Regional Emissions Analysis

- Mike Conger provided a summary of the planning assumptions
- Mohammad M. – inquired if the Lakeway area is still covered in the TPO model. Mike C. responded that as of right now they still are but he had heard that TDOT is developing an independent model for the Lakeway area.
- Mike noted that a full travel demand model update planned with next MTP based on information from recent household travel survey update but for the current proposed analysis we will need to use the current model.
- Mike reviewed the population projections that were used in the model and from Mobility Plan 2050 that were from 2023 and compared those with recently available projections from the same data source Woods & Poole released this year. He noted that overall while the projections are higher it does not seem to be a significant amount at less than 2 percent.
- Emissions Model
- Mike stated that he is proposing to use MOVES4 for the revised regional emissions analysis to keep everything as consistent as possible with how it was done for the last analysis.
- Mike stated that he wanted to discuss the pros & cons of using MOVES4 in light of the fact that MOVES5 is now available and apparently MOVES6 could be released in near future.
- M. Molla asked if MOVES4 was even allowable since MOVES5 is available – S. Gotvald responded that is permissible, as long as analysis begins before December 11 grace period cutoff date
-
- MOVES model inputs
- Meteorology – same inputs used in the applicable Maintenance Plan
- Source Type Population & Age Distribution – Utilized 2023 data developed by TDOT for NEI. M. Molla stated that he thought that the 2023 NEI inputs that TDOT developed were specific to MOVES5 but he would need to verify. There was further discussion about this and Mike noted that he was sure that it was at least produced initially for MOVES4 as that was the format which he has it in. Marc Corrigan stated that he would need to review his files but it could be possible that first it was done based on MOVES4 and then updated to MOVES5 before the final NEI was produced. The main difference is the change to a 40-year age distribution for MOVES5 from the 30-years for MOVES4. It was agreed that Mike would follow-up on this after the call with Marc and Mohammad. Mike

also asked Mohammad about the status of the development of updated inputs to support the 2026 NEI and Mohammad confirmed that the data was not going to be ready anytime soon.

- Vehicle Type VMT – Total VMT and Hour VMT Fractions will be derived from new runs of the TPO TDM and post-processing. The Month and Day fractions are from TDOT, for which there is no new data available yet.
- Average Speed Distribution – from TPO TDM post-processing
- Road Type Distribution – from TPO TDM post-processing
- Fuels – Mike noted that he typically relies on TDEC to provide information on the Fuels inputs and AVFT information. Sunday Gotvald from EPA stated that there is new guidance on using the AVFT input tool due to the rescission of the Endangerment Finding. She provided an overview of the new requirements which are not available in written documentation but the AVFT tool is now considered outdated for MOVES4 and 5 and the standard method would be to project the EV fractions to future years by using the proportional and national average methods. These are the default methods when you open the tool. Right now, the new guidance is to instead use constant projection methods starting from 2025 since that's the last year before the rescission. Marc noted that he was uncertain at the moment on whether the AVFT tool was used and would need to go back and check. Mike stated that we could have offline discussions about this after the call to determine next steps and reach out to EPA for further guidance as necessary.
- Mike next reviewed the budget test results from the previous regional emissions analysis to demonstrate that in all cases our area is well below the minimum allowable budget for each type of emission in the Ozone and PM2.5 analyses.

4) Other Updates – Status of Ozone and PM2.5 Maintenance Plan EPA Approval

- Mike noted that 2nd 10-Year Maintenance Plans had been prepared for both the 2008 Ozone Standard and the 2006 Daily PM2.5 Standard and sent to EPA and asked if there is an update on the approval status.
- Gillian Walshe-Langford indicated that both are currently working through the EPA's internal review process and the Ozone one is further ahead since it had been sent in first but she had no specific information on status or exact timing of when approval may occur. She noted that there have been delays due to various reasons but they are actively being worked on.
- Marc Corrigan asked if it might be a good consideration for us to go ahead and add sort of a contingency budget analysis against the new 2035 Ozone MVEB to this conformity analysis document to address that in a situation where if the Maintenance Plan is approved during the next few months while this is being conducted? Marc asked Mike whether 2035 was already an analysis year and Mike confirmed that it was.
- Simone Jarvis responded that she has seen this done in other areas and it is an option. She stated however that she thinks it is probably unlikely that EPA will have a final approval within the next couple of months based on where things stand now especially given that there are a couple of separate 30-day comment periods involved before it is considered final.

5) Other Business/Next Steps

- Mike provided a brief summary that the TPO is proposing to amend its Mobility Plan 2050 and FY 26-29 TIP to account for a small number of changes/new projects since original adoption
- Prefer to base revised emissions analysis on the same planning and modeling assumptions used for the May 2025 conformity determination for ease
- Next MTP update development expected to begin in Mid 2027 and TDM update to start earlier in 2027
- Target TPO Executive Board Adoption at either 11/18/26 or 12/16/2026
- Mike mentioned that he could put the information and decision points for concurrence in an email to the group and request concurrence that way if acceptable. Sonya Baker responded that she would like that approach. Mike stated he will send a summary email polling the group for consensus on discussion items.

C.2.2 MEETING MINUTES FOR IAC CONFERENCE CALL ON 10/14/2026

Knoxville Air Quality Interagency Consultation Conference Call Meeting Minutes for 10/14/26

1) Roll Call

Call Participants:

Knoxville TPO:

Mike Conger
Craig Luebke

Lakeway MTPO:

EPA:

Weston Freund

FHWA:

Sonya Baker

FTA:

National Park Service:

Tennessee Department of Transportation:

Shannon Harris
Ryan Cleveland
Troy Ebbert
Jonathan Haynes
Ann Marie Anway

Tennessee Department of Environment & Conservation:

Marc Corrigan

Knox County Air Quality Management:

Rebecca Larocque

Discussion Items:

2) Discussion of Potential Revision to TDEC 2nd 10-Year Maintenance Plan for the 2008 Ozone NAAQS to Remove Request for Elimination of the 2026 Motor Vehicle Emissions Budget

- Mike Conger provided a background summary of the discussion item which noted that the 2nd 10-Year Maintenance Plan for the 2008 Ozone Standard had been finalized by TDEC in March 2024 and as part of the formal submittal letter from TDEC to EPA that TDEC had requested the elimination of the previously established Motor Vehicle Emissions Budget (MVEB) for the Year 2026 and leaving in place only the MVEB for the base year of 2011 along with the newly established MVEB for the year 2035.
- Mike stated that very recently EPA advised TDEC that the 2026 MVEB cannot be eliminated so that has set in motion a process where TDEC needs to determine how to revise the request for elimination of the 2026 MVEB. Mike asked if TDEC had an update on where that process stands.
- Marc Corrigan with TDEC responded that a letter has been drafted and is currently working its way through the signature chain of management at TDEC. He noted that once it has been signed off on that it will be submitted to EPA and he confirmed that the letter is basically just asking to withdraw the request for elimination of the 2026 MVEB and to act on the rest of the Maintenance Plan as-is.
- Mike also noted that alongside this revision to the Maintenance Plan was the ability to use the actual newly established MVEB for 2035 and that EPA staff indicated on the same recent call that it they could likely move forward with what is known as an Adequacy Finding process to officially approve the new 2035 MVEB in advance of the full Maintenance Plan approval. Mike asked if EPA staff had an update on the Adequacy Finding process and timeline
- Weston Freund with EPA responded that he believes that EPA is trying to get that out as expeditiously as possible and that the receipt of the revision letter from TDEC that was just mentioned would likely help in that regard. He noted that the EPA was aware of the TPO's timeline for the current conformity determination and they wanted to try and get the Adequacy determined prior to then.
- Mike stated that it would be the TPO's preference to go that Adequacy Finding route because we could address the MVEB now and avoid the separate 2-year clock to demonstrate conformity that would come along with the regular approval.
- Mike confirmed that the timeline for conformity approval was to start public comment on November 8th and adoption would be on December 16th so he will make sure to periodically check in with EPA and TDEC on the status of everything discussed.

3) Discussion of Draft Conformity Determination Report for Amendments to the Mobility Plan 2050 and FY 2026 - 2029 TIP

- a. Mike Conger provided an overview of the draft conformity determination report that he noted was sent to the IAC group back on October 2nd.

- b. Mike stated that the report was basically a repeat of the original conformity determination done for the Mobility Plan 2050 but did highlight that a new chapter was added (chapter 2) to specifically cover the project amendments, including a discussion of the Non-Exempt project amendments
 - i. Cost increase for Relocated Alcoa Hwy Project
 - ii. Add I-40/I-75 at Campbell Station Rd Interchange reconstruction to TIP
 - iii. Add I-40/I75 at Watt Rd. Interchange to TIP
- c. Mike also noted that we often also catch up the Mobility Plan with Exempt projects that have been added to the TIP Groupings since the original Mobility Plan adoption since they are not individually identified or mapped in the TIP but we can add them to the Mobility Plan Interactive Map so that the public can be aware of them.
- d. Mike reviewed the planning assumptions in Chapter 3 and noted how there were two separate Ozone MVEBs scenarios provided as was earlier discussed dealing with the 2nd 10-Year Maintenance Plan. Mike again asked EPA about the timeframe of the Adequacy Finding relative to how this should be shown in the final conformity report in term of only showing one final scenario.
- e. Weston noted again that EPA was hoping to complete the adequacy process quickly so that the 2035 MVEBs could be used but there were no guarantees at the moment so covering both bases is appropriate for the time being.
- f. Mike went on to cover the remainder of the planning assumptions in Chapter 3 of the report involving the MOVES model inputs and where they were derived noting that several were carried directly over from the previous analysis with the exception of a few such as:
 - i. Source Type Population, which future growth was dependent on VMT growth for a few vehicle types
 - ii. Several travel demand model derived inputs that were updated based on modeling the project changes discussed previously.
 - iii. The Fuels input was revised with an updated AVFT input based on policy changes impacting EV adoption rates for which Mike showed a chart depicting the drastically lower assumed adoption of EVs versus the previous AVFT input, which did cause increased emissions to be projected. Mike stated that he probably should have included the before/after emissions in a chart for this presentation but he can provide that to the group when the minutes of the call go out.
- g. Mike wrapped up the overview by showing the summary information and conformity finding statements, noting that the projected emissions were shown to easily meet the required MVEBs for both Ozone scenarios and for the PM2.5 analysis meaning that conformity was still demonstrated for the Mobility Plan and TIP with the new project amendments being added.
- h. Mike also discussed that the detailed and raw MOVES Input & Output information was transmitted to the IAC and briefly covered how the file structure was set up and organized. He noted that if there were any questions as the IAC is reviewing the information to please reach out at any time.

4) Other Business/Next Steps

- IAC Comment Period: 10/2/2026 - 11/2/2026
- 30-Day Public Review Period: 11/9/2026 -12/8/2026
- Mobility Plan/TIP Amendment Adoption: 12/16/2026 followed by transmittal to USDOT for review and approval of conformity with consultation from EPA

- Rebecca Laroque asked for clarification for timeline of requested IAC comments. Mike confirmed that a response even to confirm “no comment” is always appreciated.
- Mike mentioned that there were no subsequent IAC calls scheduled at this time but if anyone feels that one is necessary at any time to let him know.

C.3 INTERAGENCY CONCURRENCE EMAILS

Following the IAC Conference Call on 8/27/2026 the TPO staff sent an email to the IAC group to formally layout the proposed reuse of Mobility Plan 2050 Conformity Planning Assumptions and use of MOVES4 Model prior to the end of its grace period on 12/11/2026. Below is a copy of the email and the concurrence responses that were received:

Email sent to Knoxville IAC Consultation Group on 8/28/2026:

All,

I really appreciate everyone's time who were able to attend the call yesterday and all of the information that was shared. Attached are the draft minutes for your review as well as the slides that I presented.

As was noted on the call, I wanted to summarize the major assumptions and decision points that I am seeking the IAC group's concurrence on:

First, the overall philosophy is to keep as many planning assumptions, inputs and models the same that were used for the conformity analysis conducted for Mobility Plan 2050 which had conformity finding approved in May 2025 for the following reasons:

- a. No new travel demand model update
- b. Used MOVES4 model which is still within the grace period for use up until 12/11/2026 (analysis must be started prior to that date and not the cutoff for when conformity approval must be obtained)
- c. MOVES5 while available now is likely to be superseded soon by MOVES6 which also supports continued use of MOVES4 in the meantime.

The input sources and methods are still valid based on the following:

- a. MOVES4 inputs primarily derived from work performed for the 2023 National Emissions Inventory (NEI) including the Source Type Population and Age Distribution and are still the most current available as work for the 2026 NEI is still several months away from being completed.
- b. Project amendments will be coded into the TPO Travel Demand Model which will be run for each analysis year and the outputs needed for MOVES4 such as average speed, VMT, etc. will be produced from post-processing of the travel demand model so these will reflect updated activity-based conditions of the roadway system.

- c. Source Type Population growth assumptions that are based on VMT growth or other variables that may change as a result of the project amendments will be updated as necessary.
- d. The AVFT input may need to be adjusted based on latest guidance from EPA to account for the Endangerment Finding Recission earlier this year, the TPO will work with TDEC and EPA staff to update as necessary.

The project amendments and the official Exempt/Non-Exempt status and Regional Significance are proposed as follows (refer also to slides 7 - 10 in the attached):

- a. Amend I-40 at Watt Rd Interchange - moved from Horizon Year 2040 to 2035 based on construction funding in 2029. Change to Non-Exempt from Exempt as it includes additional lanes on roadway through interchange and combines a widening project on Everett Road to the north. Also, this project should be considered as Regionally Significant.
- b. Amend I-40 at Campbell Station Rd Interchange - moved from Horizon Year 2040 to 2035 based on construction funding in 2032. Change to Non-Exempt from Exempt as it includes additional lanes on roadway through interchange and beyond. Also, this project should be considered as Regionally Significant.
- c. Add New Project - Economic Development Project Oak Ridge, Roane County - Realign SR-327 (Blair Road) at SR-58 (Oak Ridge Turnpike) to better serve Oklo, Inc. The TPO staff is proposing that this project be considered as Non-Exempt but also "Not Regionally Significant". The Exempt status is somewhat questionable as it is replacing an existing roadway in-kind but does involve roadway construction. The project should be considered as Not Regionally Significant as it does not add additional lanes nor does it provide a new roadway connection that does not already exist in the same proximity.
- d. Add New Project to Regional Orphan Area List - Sevier SR-35/US-411 Widening, this project adds capacity to a minor arterial in a high traffic area and TPO is proposing to consider it as Non-Exempt and Regionally Significant.

In summary, we would like to obtain IAC consensus on the above and specifically the following items:

- 1. TPO will use MOVES4 model with primarily same inputs as previous regional emissions analysis with the exceptions noted above and with resolution of the AVFT input to EPA's satisfaction.
- 2. Project Amendment Exempt/Non-Exempt Status and Regional Significance as proposed above (especially the determination of the Economic Development Project in Oak Ridge as Not Regionally Significant).

Please review the above information within the **next two (2) weeks, by Friday, September 11th** and let me know if either you concur with this approach or have questions/want to discuss anything further. If I do not receive a response then I will assume you concur with our approach. Thanks,

Mike

- Response from Knox County AQM:
Received 8/31/2026
Knox County Air Quality Management concurs with the proposal for the TPO to utilize Moves4 and each of the project amendments as proposed.

Rebecca Larocque

Division Director – Air Quality

Environmental Health

Health Department

Office: 865-215-5941

Cell: 865-507-9122

140 Dameron Ave

Knoxville, TN 37917



- Response from FHWA:
Received 9/1/2026
FHWA TN & WV concurs.



Sonya R. Baker
Acting Program Delivery Team Lead/
Safety Engineer
FHWA-TN Division
US Department of Transportation
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- Response from EPA:
Received 9/1/2026
EPA R4 concurs.
Regards,
Gillian

Gillian Walshe-Langford, Ph.D
SIP Specialist
Air Planning and Implementation Branch
Air and Radiation Division
U.S. Environmental Protection Agency, Region 4
Phone: (404) 562-9583
walshelangford.gillian@epa.gov

- Response from TDOT:
Received 9/1/2026
Good Morning Mike,

Thank you for the opportunity to review and for the follow up details. I concur with this approach and these determinations.

Respectfully,



Chasity Stinson | TDOT Advanced Environmental Studies Specialist
Tennessee Department of Transportation (TDOT) | Environmental Division
Technical Studies Office, Hazardous Materials/Air and Noise Section
James K. Polk Building, 9th Floor
505 Deadrick St, Suite 900, Nashville, TN 37243
Phone: 615-532-9948
Email: chasity.l.stinson@tn.gov

Hi Mike,

Thank you for the additional clarification regarding the Oak Ridge project. Based on the information provided, I concur with the proposed approach, including the use of MOVES4 and the proposed Exempt/Non-Exempt and Regional Significance determinations, including the revised Exempt determination for the Oak Ridge project under 40 CFR § 93.126.

Thank you,
Degee



Degee Roberts | **Air Quality & Alternative Fuels** Team Lead
Local Programs & Community Investments Division
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312 Rosa L. Parks Ave, 12th Floor
Nashville, TN 37243
c. 629-286-0303
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- Response from TDEC:

Mike,

TDEC APC concurs with the use of MOVES4 before the end of the grace period.

Additionally, I concur that the Realignment SR-327 at SR-58 appears to be an exempt project based on the safety consideration. Also concur with the determinations on the other projects as listed in your email below.

Attached are AVFT files developed with the final 2023 NEI AVFT inputs. Also attached is a Word document describing the data and assumptions used in the development of the projected AVFT.

Please (anyone) let me know if any of the above needs further explanation or if there is something else you need from me.

Marc

C.4 RESPONSES TO COMMENTS FROM IAC PARTICIPANTS

Comments from TDEC:

- There may be references to the previous TIP (2023-2026) instead of the current TIP the document addresses (for example, see pages 7, 35, 37).
Response: Yes, this should in all cases say FY 2026-2029 TIP, corrections made.
- For consistency, on page 9, consider changing “m3” to “m³” in the bottom of the second paragraph.
Response: Change made to fix superscript.
- Top of page 15, “Orpa” should be “Orphan”.
Response: Spelling correction made.
- Near bottom of page 19, table reference to “3a” might be intended for “4a” as well as other similar table references throughout the document. Similarly references to Tables 3b and 4 on page 20. Also, table 5a on page 32.
Response: Yes, table numbering was inconsistent and exporting to PDF changed some table numbers, correction made.
- Page B-2, end of first paragraph where it reads “...subsets of 6 HPMS”; should this be 5 HPMS since the 20 and 30 have been combined to 25?
Response: Yes, this should say 5 categories, correction made.
- Page B-4, the years referenced in the last paragraph do not seem to match those in table B-1.
Response: Revision made to reflect the appropriate years of 2018 and 2023.

Appendix D – Mobility Plan 2050 Project Amendment Summary and Fiscal Constraint

1. Mobility Plan Amendment 1 – ID# 09-257 Relocated Alcoa Highway (SR-115/US-129) Cost Increase

BEFORE –

Project Name	KRMP ID	Jurisdiction	Termini	Length (miles)	Final Description	COST	Conformity Analysis Year	Exempt Status	Exempt Justification	Regional Significance
Blount County Projects										
Relocated Alcoa Hwy (SR-115/US-129) - Stage 2	09-257	Alcoa/TDOT	Proposed Interchange at Tyson Blvd to Existing SR-115 at South Singleton Station Road	4.9	Construct new 4-lane divided highway with auxiliary lanes and new interchanges at McGhee Tyson Airport access, Wright Rd, Pellissippi Pkwy (SR-162) and Singleton Station Rd. Stage construction including grade, drain, base, pave, signal lighting, ITS, greenway, retaining wall, noise walls and bridges. Project to be constructed in two stages: Stage 1 was let to construction in August 2023. Stage 2 completes tie-ins at existing SR-115 at Tyson Blvd and proposed interchange at Singleton Station Road as well as all remaining work.	\$123,400,000	2035	Non-Exempt	N/A	Regionally Significant

AFTER -

Project Name	KRMP ID	Jurisdiction	Termini	Length (miles)	Final Description	COST	Conformity Analysis Year	Exempt Status	Exempt Justification	Regional Significance
Blount County Projects										
Relocated Alcoa Hwy (SR-115/US-129) - Stage 2	09-257	Alcoa/TDOT	Proposed Interchange at Tyson Blvd to Existing SR-115 at South Singleton Station Road	4.9	Construct new 4-lane divided highway with auxiliary lanes and new interchanges at McGhee Tyson Airport access, Wright Rd, Pellissippi Pkwy (SR-162) and Singleton Station Rd. Stage construction including grade, drain, base, pave, signal lighting, ITS, greenway, retaining wall, noise walls and bridges. Project to be constructed in two stages: Stage 1 was let to construction in August 2023. Stage 2 completes tie-ins at existing SR-115 at Tyson Blvd and proposed interchange at Singleton Station Road as well as all remaining work.	\$221,500,000	2035	Non-Exempt	N/A	Regionally Significant

2. Mobility Plan Amendment 2 – ID# 09-629 I-40/75 at Campbell Station Rd Interchange Reconstruction (changes to scope, termini, horizon year, etc.)

BEFORE –

Project Name	KRMP ID	Jurisdiction	Termini	Length (miles)	Final Description	COST	Conformity Analysis Year	Exempt Status	Exempt Justification	Regional Significance
Knox County Projects										
I-40/I-75/Campbell Station Road Interchange	09-629	Farragut/TDOT		0	Reconstruct existing interchange to a diverging diamond with new alignment to improve capacity, safety and operations. Project includes widening of Campbell Station Road through the interchange from 3 through lanes to 5 through lanes plus turn lanes between Snyder Rd and Campbell Lakes Dr	\$120,000,000	2040	Exempt	93.127 (Interchange reconfiguration)	N/A - Exempt

AFTER –

Project Name	KRMP ID	Jurisdiction	Termini	Length (miles)	Final Description	COST	Conformity Analysis Year	Exempt Status	Exempt Justification	Regional Significance
Knox County Projects										
I-40/75 at Campbell Station Road Interchange Reconstruction	09-629	Farragut/TDOT	I-40, Interchange at Campbell Station Road (Exit 373); Campbell Station Road, from near Campbell Lakes Drive to near Snyder Road	0.5	Reconstruct existing interchange to improve capacity, safety and operations. Project includes widening of Campbell Station Road through the interchange from 3 total through lanes plus turn lanes to 5 total through lanes plus turn lanes from near Snyder Rd. to near Campbell Lakes Dr.	\$128,000,000	2035	Non-Exempt	N/A	Regionally Significant

3. Mobility Plan Amendment 3 – ID# 09-651 I-40/75 at Watt Rd Interchange Reconstruction and Watt Road/Everett Road Widening (changes to scope, termini, horizon year, etc). Combines Everett Road Widening (ID# 22-600) into Interchange Reconstruction.

BEFORE –

Project Name	KRMP ID	Jurisdiction	Termini	Length (miles)	Final Description	COST	Conformity Analysis Year	Exempt Status	Exempt Justification	Regional Significance
Knox County Projects										
I-40/I-75/Watt Rd Interchange	09-651	Knox County/TDOT	Interchange at Watt Rd	0	Reconstruct existing interchange to a Single Point Urban Interchange (SPUI) to improve capacity, safety and operations. Project includes widening of Watt Rd through the interchange from 3-lanes to 4-lanes plus turn lanes between Palestine Ln and Everett Rd	\$61,800,000	2040	Exempt	93.127 (Interchange reconfiguration)	N/A - Exempt
Everett Road Widening	22-600	Knox County	El Camino Ln to Buttermilk Rd	0.8	Widen from 2 to 4 lanes with median and/or center turn lane, including bicycle and pedestrian facilities	\$11,000,000	2035	Non-Exempt	N/A	Regionally Significant

AFTER –

Project Name	KRMP ID	Jurisdiction	Termini	Length (miles)	Final Description	COST	Conformity Analysis Year	Exempt Status	Exempt Justification	Regional Significance
Knox County Projects										
I-40/75 at Watt Road Interchange Reconstruction and Watt Road/Everett Road Widening	09-651	Knox County/TDOT	I-40, Interchange at Watt Road (Exit 369); Watt Road/Everett Road, from near Hines Valley Road to near Buttermilk Road.	1.4	Reconstruct existing interchange to a Diverging Diamond Interchange (DDI) to improve capacity, safety and operations. Project includes widening of Watt Rd through the interchange (between ramps) to 6 through lanes and the remainder of Watt Rd and Everett Rd from 2 and 3-lanes to 4-lanes plus Continuous Center Turn Lane from near Hines Valley Rd to near Buttermilk Rd.	\$157,650,000	2035	Non-Exempt	N/A	Regionally Significant

4. Regional Projects for Ozone Orphan Area Project Addition – Sevier County, SR-35/US-411 Widening

NEW PROJECT –

Project Name	KRMP ID	Jurisdiction	Termini	Length (miles)	Final Description	COST	Conformity Analysis Year	Exempt Status	Exempt Justification	Regional Significance
Regional Projects (In 1997 Ozone Maintenance area but Outside TPO Planning Area)										
SR-35/US-411 Widening	TDOT-136437.00	TDOT	SR-35/US-411 from near SR-416 to near SR-339	0.8	Widen SR-35 from 3 and 4-lanes to 4-lanes with continuous center turn lane from near SR-416 to near SR-339, including replacement of existing bridge over Little Pigeon River on SR-35	\$38,000,000	2035	Non-Exempt	N/A	Regionally Significant

5. Exempt Project Additions

NEW PROJECTS –

Project Name	KRMP ID	Jurisdiction	Termini	Length (miles)	Final Description	COST	Conformity Analysis Year	Exempt Status	Exempt Justification	Regional Significance
Anderson County Projects										
Economic Development From SR-327 to SR-58 (Oak Ridge Turnpike)	26-100	Oak Ridge	SR-327 at SR-58	n/a	Realign SR-327 at SR-58 to better serve a new industrial development known as Oklo, Inc	\$7,380,000	2035	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Blount County Projects										
Maryville-Alcoa Central Traffic Operations System Upgrades - Phase 3	26-200	Alcoa/Maryville	Intersections along SR-33, SR-35, SR-73 and SR-115	n/a	This project will provide upgrades to traffic signal controllers, cabinets, UPS backup systems, and detection at 14 intersections.	\$1,230,000	2035	Exempt	93.126 (Other)	N/A - Exempt
Loudon County Projects										
Roundabout at SR-444 and Mialaquo Road	26-400	Loudon County	Intersection at SR-444 & Mialaquo Road	n/a	Install a roundabout at an existing 2-way stop controlled intersection in Tellico Village	\$1,800,000	2035	Exempt	93.127 (Intersection channelization)	N/A - Exempt
Knox County Projects										
South Waterfront Greenway – East of Suttree	17-850	Knoxville	Suttree Landing Park to Island Home Ave Riverwalk	0.6	Construct riverwalk trail connecting the 0.10-mile section of cantilevered riverwalk along Island Home Avenue to Suttree Landing. Park riverwalk that is just east of Foggy Bottom Street along the Tennessee River.	\$7,049,395	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A – Exempt

2025 - 2030 Horizon Years				
Funding Program	Carry Over Funds	Total Revenue	Expenditures	Balance (Carry Over)
CMAQ	\$ 22,919,838	\$ 83,513,827	\$ 68,804,121	\$ 14,709,707
CRP	\$ 3,048,848	\$ 15,707,733	\$ 5,867,479	\$ 9,840,254
HSIP	\$ -	\$ 21,959,776	\$ 21,959,776	\$ -
Local	\$ -	\$ 47,838,980	\$ 47,838,980	\$ -
L-STBG	\$ 71,644,408	\$ 179,629,064	\$ 93,258,907	\$ 86,370,157
NHPP	\$ -	\$ 158,071,289	\$ 158,071,289	\$ -
S-STBG	\$ -	\$ -	\$ -	\$ -
STBG-TA	\$ 13,806,555	\$ 33,960,588	\$ 21,038,007	\$ 12,922,582
State-TDOT	\$ -	\$ 695,700,000	\$ 33,300,000	\$ 662,400,000
Others	\$ -	\$ 64,649,828	\$ 64,649,828	\$ -
Subtotal	\$ 111,419,648	\$ 1,301,031,086	\$ 514,788,385	\$ 786,242,700

2031 - 2040 Horizon Years				
Funding Program	Carry Over Funds	Total Revenue	Expenditures	Balance (Carry Over)
CMAQ	\$ 14,709,707	\$ 135,056,246	\$ 25,710,690	\$ 109,345,557
CRP	\$ 9,840,254	\$ 34,982,238	\$ 10,892,282	\$ 24,089,957
HSIP	\$ -	\$ 93,131,950	\$ 28,930,552	\$ 64,201,398
Local	\$ -	\$ -	\$ -	\$ -
L-STBG	\$ 86,370,157	\$ 300,839,940	\$ 294,694,340	\$ 6,145,600
NHPP	\$ -	\$ 738,585,387	\$ 676,182,884	\$ 62,402,503
S-STBG	\$ -	\$ 64,430,931	\$ 59,431,124	\$ 4,999,807
STBG-TA	\$ 12,922,582	\$ 52,950,780	\$ 25,830,245	\$ 27,120,535
State-TDOT	\$ 662,400,000	\$ 1,523,900,000	\$ 1,491,900,000	\$ 32,000,000
Others	\$ -	\$ 126,616,726	\$ 126,616,726	\$ -
Subtotal	\$ 786,242,700	\$ 3,070,494,200	\$ 2,740,188,843	\$ 330,305,357

2041 - 2050 Horizon Years				
Funding Program	Carry Over Funds	Total Revenue	Expenditures	Balance (Carry Over)
CMAQ	\$ 109,345,557	\$ 258,949,337	\$ 21,604,027	\$ 237,345,309
CRP	\$ 24,089,957	\$ 55,344,165	\$ -	\$ 55,344,165
HSIP	\$ 64,201,398	\$ 211,404,274	\$ 42,007,831	\$ 169,396,443
Local	\$ -	\$ -	\$ -	\$ -
L-STBG	\$ 6,145,600	\$ 272,754,762	\$ 189,774,178	\$ 82,980,584
NHPP	\$ 62,402,503	\$ 1,639,686,504	\$ 1,639,686,504	\$ (0)
S-STBG	\$ 4,999,807	\$ 115,857,482	\$ -	\$ 115,857,482
STBG-TA	\$ 27,120,535	\$ 76,879,920	\$ -	\$ 76,879,920
State-TDOT	\$ 32,000,000	\$ 32,000,000	\$ -	\$ 32,000,000
Others	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 330,305,357	\$ 2,662,876,444	\$ 1,893,072,540	\$ 769,803,903

Note: 2041-2050 HSIP revenue corrected from \$208,235,523 to \$211,404,274

Fiscally Constrained Horizon Years by Funding Program

AMENDED

2025 - 2030 Horizon Years				
Funding Program	Carry Over Funds	Total Revenue	Expenditures	Balance (Carry Over)
CMAQ	\$ 22,919,838	\$ 83,513,827	\$ 68,804,121	\$ 14,709,707
CRP	\$ 3,048,848	\$ 15,707,733	\$ 5,867,479	\$ 9,840,254
HSIP	\$ -	\$ 21,959,776	\$ 21,959,776	\$ -
Local	\$ -	\$ 47,838,980	\$ 47,838,980	\$ -
L-STBG	\$ 71,644,408	\$ 179,629,064	\$ 93,258,907	\$ 86,370,157
NHPP	\$ -	\$ 158,071,289	\$ 158,071,289	\$ -
S-STBG	\$ -	\$ 7,380,000	\$ 7,380,000	\$ -
STBG-TA	\$ 13,806,555	\$ 33,960,588	\$ 21,038,007	\$ 12,922,582
State-TDOT	\$ -	\$ 815,552,689	\$ 33,300,000	\$ 782,252,689
Others	\$ -	\$ 38,812,081	\$ 38,812,081	\$ -
Subtotal	\$ 111,419,648	\$ 1,402,426,028	\$ 496,330,639	\$ 906,095,389

2031 - 2040 Horizon Years				
Funding Program	Carry Over Funds	Total Revenue	Expenditures	Balance (Carry Over)
CMAQ	\$ 14,709,707	\$ 135,056,246	\$ 27,368,306	\$ 107,687,941
CRP	\$ 9,840,254	\$ 34,982,238	\$ 10,892,282	\$ 24,089,957
HSIP	\$ -	\$ 93,131,950	\$ 28,930,552	\$ 64,201,398
Local	\$ -	\$ -	\$ -	\$ -
L-STBG	\$ 86,370,157	\$ 300,839,940	\$ 281,106,812	\$ 19,733,128
NHPP	\$ -	\$ 738,585,387	\$ 473,906,960	\$ 264,678,427
S-STBG	\$ -	\$ 64,430,931	\$ 59,431,124	\$ 4,999,807
STBG-TA	\$ 12,922,582	\$ 52,950,780	\$ 47,103,550	\$ 5,847,230
State-TDOT	\$ 782,252,689	\$ 1,771,752,689	\$ 1,752,711,535	\$ 32,000,000
Others	\$ -	\$ 126,616,726	\$ 126,616,726	\$ -
Subtotal	\$ 906,095,389	\$ 3,318,346,889	\$ 2,808,067,846	\$ 523,237,889

2041 - 2050 Horizon Years				
Funding Program	Carry Over Funds	Total Revenue	Expenditures	Balance (Carry Over)
CMAQ	\$ 107,687,941	\$ 257,291,721	\$ 21,604,027	\$ 235,687,693
CRP	\$ 24,089,957	\$ 55,344,165	\$ -	\$ 55,344,165
HSIP	\$ 64,201,398	\$ 211,404,274	\$ 42,007,831	\$ 169,396,443
Local	\$ -	\$ -	\$ -	\$ -
L-STBG	\$ 19,733,128	\$ 286,342,290	\$ 189,774,178	\$ 96,568,113
NHPP	\$ 264,678,427	\$ 1,841,962,428	\$ 1,639,686,504	\$ 202,275,924
S-STBG	\$ 4,999,807	\$ 115,857,482	\$ -	\$ 115,857,482
STBG-TA	\$ 5,847,230	\$ 55,606,615	\$ -	\$ 55,606,615
State-TDOT	\$ 32,000,000	\$ 32,000,000	\$ -	\$ 32,000,000
Others	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 523,237,889	\$ 2,855,808,976	\$ 1,893,072,540	\$ 962,736,436

Appendix E – Mobility Plan 2050 project list with exempt and regional significance status

E.1 BACKGROUND

The purpose of this list is to specifically document the current projected horizon year for each project and to identify each project's air quality conformity exempt/non-exempt status as well as whether it has been determined to be regionally significant. It should be noted that the Mobility Plan 2050 identifies separate interim horizon years of 2030 and 2045 that were used to better define a project's priority within the required 10 year intervals for conformity purposes, however these are still consistent with the conformity project list.

E.2 LIST OF MOBILITY PLAN PROJECTS BY COUNTY AND HORIZON YEAR

The following project lists (Tables E-1 and E-2) represent the final Mobility Plan 2050 and Regional 1997 Ozone "Orphan Area" projects respectively that are being covered by this regional emissions analysis and conformity determination. The last two columns in this table are important for transportation conformity as they indicate (1) whether a project has been determined to be Exempt or Non-Exempt with respect to the requirement to demonstrate conformity, i.e. generally any project affecting roadway capacity will be considered "Non-exempt" and (2) whether a project is Regionally Significant or not. The regional significance of a project can affect whether a regional emissions analysis may be required for the project or a project change as non-regionally significant projects may be able to rely on a previous regional emissions analysis to determine conformity.

The project list is sorted by county and conformity analysis year as follows:

Counties:

- Anderson
- Blount
- Knox
- Loudon
- Sevier
- Transit Capital Projects
- TPO Regional Projects
- Regional Orphan Area Projects (Table E-2)

Conformity Analysis Years:

- 2026
- 2035
- 2040
- 2050

Table E-1 – Projects from Knoxville TPO 2050 Mobility Plan Subject to Conformity

Project Name	KRMP ID	FY 2026-2029 TIP ID	Jurisdiction	Termini	Length (miles)	Final Description	Cost (2024 Dollars)	Conformity Analysis Year	Exempt Status	Exempt Justification	Regional Significance
Anderson County Projects											
Edgemoor Road (SR-170) - West Segment	09-101a	26-2017-037b	Oak Ridge/TDOT	Oak Ridge Hwy (SR-62) to Melton Lake Dr	2.6	Widen from 2-lanes to 4-lanes with median and/or center turn lane. Also includes bicycle/pedestrian facilities	\$97,200,000	2035	Non-Exempt	N/A	Regionally Significant
Edgemoor Road (SR-170) - East Segment	09-101b	26-2017-037a	Anderson County/TDOT	Melton Lake Dr to Clinton Hwy (US-25W/SR-9)	3.6	Widen from 2-lanes to 4-lanes with median and/or center turn lane. Also includes bicycle/pedestrian facilities and a new bridge over the Clinch River.	\$250,600,000	2035	Non-Exempt	N/A	Regionally Significant
Emory Valley Road at Melton Lake Drive Roundabout	13-101		Oak Ridge	Intersection	0	Construct roundabout	\$1,136,507	2035	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Oak Ridge Rails to Trails	13-830	26-2026-305	Oak Ridge	Melton Lake Rd/Greenway to Scarboro Rd	4.5	Rails to Trails project on abandoned rails from Elza Gate Park at the Oak Ridge Turnpike to the Y-12 National Security Complex on Scarboro Road, and along Belgrade Road, Warehouse Road, Fairbanks Road, and Lafayette Drive.	\$2,900,000	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Oak Ridge Signal Timing Optimization Program: Phase 3	19-100	26-2026-308	Oak Ridge	Various	3.44	Continues implementation of City's Advanced Traffic Management Systems (ATMS) which are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations	\$3,430,417	2035	Exempt	93.126 (Other)	N/A - Exempt
West End Corridor Intersection Improvements	21-101		Oak Ridge	Renovare Boulevard to Broadberry Avenue at Gallaher Road (SR 58)	N/A	Intersection improvements along Oak Ridge Turnpike (SR-95/SR-58) at Renovare Blvd, Novus Dr, Heritage Center Blvd, and Broadberry Ave at Gallaher Rd	\$2,321,771	2035	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Gibbs Ferry Park	23-801	26-2026-305	Anderson County	Gibbs Ferry Park		Gibbs Ferry Park Improvements and Trailhead	\$2,061,400	2035	Exempt	93.126 (Other)	N/A - Exempt
Norwood Tri-County Blvd. (SR-61/SR-62) Pedestrian Mobility & Safety Project	23-802	26-2026-305	Anderson County	Midway Dr to Gail Lane		Construct sidewalk along E. Tri-County Blvd (SR-61/SR-62) from Midway Drive to Gail Lane	\$889,245	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Aspire Park Support Project Greenway Connection	24-800	26-2026-302	Clinton	From near Carden Farm Drive to near Yarnell Road	0.8	Construct Shared use path with grass strip behind curb and gutter	\$9,263,821	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Economic Development From SR-327 to SR-58 (Oak Ridge Turnpike)	26-100	26-2026-302	Oak Ridge	SR-327 at SR-58	n/a	Realign SR-327 at SR-58 to better serve a new industrial development known as Oklo, Inc	\$7,380,000	2035	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Blount County Projects											
Old Knoxville Hwy (SR-33) Roundabout	09-212	26-2026-004	Blount County/TDOT	Intersection of SR-33 and Old Knoxville Pike	0	Construct a Roundabout at the Intersection of East Broadway and Old Knoxville Pike at the Eagleton Ballfield	\$3,250,000	2035	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
W Broadway Ave (SR-33/US-411) Improvements	09-242	26-2020-006	Maryville	S Cedar St to US 321	0.5	Construct additional westbound left turn lane at intersection with Lamar Alexander Pkwy and convert continuous center turn lane to additional westbound through lane along W Broadway Avenue. Project includes construction of new shared use path and other bicycle/pedestrian enhancements	\$6,573,000	2035	Non-Exempt	N/A	Regionally Significant
Relocated Alcoa Hwy (SR-115/US-129) - Stage 2	09-257	26-2026-015	Alcoa/TDOT	Proposed Interchange at Tyson Blvd to Existing SR-115 at South Singleton Station Road	4.9	Construct new 4-lane divided highway with auxiliary lanes and new interchanges at McGhee Tyson Airport access, Wright Rd, Pellissippi Pkwy (SR-162) and Singleton Station Rd. Stage construction including grade, drain, base, pave, signal lighting, ITS, greenway, retaining wall, noise walls and bridges. Project to be constructed in two stages: Stage 1 was let to construction in August 2023. Stage 2 completes tie-ins at existing SR-115 at Tyson Blvd and proposed interchange at Singleton Station Road as well as all remaining work.	\$123,400,000	2035	Non-Exempt	N/A	Regionally Significant
Foothills Mall Drive Extension Phase 2	10-260	26-2020-005	Maryville	Foch Street to McCammon Ave	0.7	Construct new 2-lane road with turn lanes where needed from Foch St. to McCammon Ave., at Celtic Rd. and Reconstruct McCammon Ave. to an improved 2-lane roadway with curb & gutter to tie in with previous improvements near the Bessemer St. intersection. Project includes a multi-use path on one side throughout.	\$6,190,000	2035	Non-Exempt	N/A	Not Regionally Significant
Harvest Lane Extension	13-208		Alcoa	Existing Harvest Ln terminus to Louisville Rd (SR-334)	0.2	Construct new 2-lane road with sidewalks	\$2,197,013	2035	Non-Exempt	N/A	Not Regionally Significant

Table E-1 – Projects from Knoxville TPO 2050 Mobility Plan Subject to Conformity (continued)

Project Name	KRMP ID	FY 2026-2029 TIP ID	Jurisdiction	Termini	Length (miles)	Final Description	Cost (2024 Dollars)	Conformity Analysis Year	Exempt Status	Exempt Justification	Regional Significance
North Park Blvd & Airbase Rd Safety Improvements	13-210	26-2026-002	Alcoa	Intersection	0.3	Realign North Park Boulevard to Airbase Road	\$9,069,393	2035	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Old Lowes Ferry Rd at Louisville Rd (SR-333) Intersection Improvements	13-214		Blount County	Intersection	0	Realign intersection and add turn lanes	\$733,609	2035	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Louisville Rd (SR-333/SR-334) Reconstruction - Phase 1	13-215		Blount County/TDOT	Louisville Loop Rd to Topside Rd	1.2	Reconstruct 2-lane roadway	\$15,000,000	2035	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Middlesettlements Rd at Miser Station Rd Intersection Improvements	13-218		Blount County	Intersection	0	Realign intersection and add turn lanes	\$800,000	2035	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Maryville to Townsend Greenway - Phase 1 (Brown Creek)	13-833	26-2026-305	Maryville	Harper Ave Trailhead to US 321	1.2	Construct a new shared use path between the existing Maryville/Alcoa Greenway at Aluminum Avenue to Lamar Alexander Pkwy along Brown Creek	\$3,920,000	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Alcoa Hwy (SR-115/US-129) ITS Expansion - Ph 2	18-200b		Alcoa/TDOT	Topside Rd to Cherokee Trail Interchange	5.55	ITS Smartway Geographic Expansion	\$2,767,500	2035	Exempt	93.126 (Other)	N/A - Exempt
Blount County Greenway Trail - Phase 1	18-202	26-2026-305	Blount County	US 321 at NW corner of Helton Rd to Perry's Mill Parking Area	3.3	Greenway trail contained completely within US Highway 321 right-of way from Heritage High School to Perry's Mill Parking area. It will also include additional bike access link to Old Walland Highway across Melrose Station Bridge.	\$4,750,000	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
North Hall Road Corridor Improvements	24-200	26-2026-001	Alcoa	Associates Blvd to City Limits (south of Gill St)	1.8	Corridor-wide improvements from Hall Road (SR-35) Corridor Study report including spot intersection turn lane additions, bike and pedestrian facilities, access management and resurfacing	\$15,096,600	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
SR-336 (Montvale Road) Improvements from US-321 to Miller Ave.	24-207	26-2026-014	Maryville	From Miller Ave to US 321/SR-73 W Lamar Alexander Pkwy	0.2	Widen 0.20 mile section of SR-336 (Montvale Road) from Miller Avenue to SR-73/US-321, including bridge replacements on Montvale Road and Mountain View Avenue, with a new traffic signal at Mountain View Avenue.	\$13,452,191	2035	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
West Bessemer Street Widening	24-208	26-2026-003	Alcoa	Calderwood Rd to N Hall Rd	0.4	Widen from 2 to 5 lane cross section with center turn lane. Includes sidewalk	\$14,314,557	2035	Non-Exempt	N/A	Regionally Significant
Maryville-Alcoa Central Traffic Operations System Upgrades - Phase 3	26-200	26-2026-308	Alcoa/Maryville	Intersections along SR-33, SR-35, SR-73 and SR-115	n/a	This project will provide upgrades to traffic signal controllers, cabinets, UPS backup systems, and detection at 14 intersections.	\$1,230,000	2035	Exempt	93.126 (Other)	N/A - Exempt
Alcoa Hwy (SR-115/US-129) Widening	09-216		Alcoa/TDOT	Pellissippi Pkwy (SR-162) to south of Little River	2.71	Reconstruct SR-115 from 4-lanes to 6-lanes, including a frontage road system with two new interchanges at Singleton Station Road and Topside Road (SR-333), modify the existing SR-115 and SR-162 interchange, and construct a multi-use path. Includes ITS expansion	\$92,524,492	2040	Non-Exempt	N/A	Regionally Significant
Pellissippi Pkwy (SR-162) Extension	09-232		Blount County/TDOT	Old Knoxville Hwy (SR-33) to Lamar Alexander Pkwy (US-321/SR-73)	4.4	Construct new 4-lane highway	\$338,500,000	2040	Non-Exempt	N/A	Regionally Significant
US-129 Interchange Reconstruction at US-411/SR-33	24-203		Maryville	From West of Montgomery Ln to S of Mall Rd	0	Removal of the existing, grade-separated rural interchange between US-129/SR-115 at US-411/SR-33. Reconstruct a conventional, four-leg, urban, at-grade, signalized intersection with turn lanes, curb & gutter, and landscaping. Includes widening of US-129 to six lanes.	\$15,476,549	2040	Non-Exempt	N/A	Regionally Significant
Realignment of SR-35 / US-411 (Sevierville Road)	24-209		Maryville	500 ft W of Washington St along US 321/SR-73 to Walnut St	0.5	Construction of 2640 ft.(0.50 mi.) of new roadway on new alignment to realign Sevierville Road to become the fourth leg of the signalized intersection with US-321 / SR-73 Lamar Alexander Parkway.	\$16,624,923	2040	Non-Exempt	N/A	Regionally Significant
Robert C Jackson Dr Extension - Phase 1	09-202		Alcoa	Middlesettlements Rd to Louisville Rd (SR-334)	0.7	Construct new 4-lane roadway	\$15,772,272	2050	Non-Exempt	N/A	Regionally Significant
Wrights Ferry Road Center Turn Lane Improvements	09-207		Alcoa	Airbase Rd to Topside Rd	1.4	Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities	\$13,749,508	2050	Non-Exempt	N/A	Not Regionally Significant
Ellejoy Rd Reconstruction	09-209		Blount County	Tuckaleechee Pike to Jeffries Hollow Road	3.7	Reconstruct 2-lane road with addition of turn lanes	\$17,500,000	2050	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Old Niles Ferry Road Reconstruction	09-213		Blount County	Calderwood Hwy (SR-115) to Maryville City Limits	3.3	Reconstruct 2-lane road with addition of turn lanes	\$10,880,650	2050	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt

Table E-1 – Projects from Knoxville TPO 2050 Mobility Plan Subject to Conformity (continued)

Project Name	KRMP ID	FY 2026-2029 TIP ID	Jurisdiction	Termini	Length (miles)	Final Description	Cost (2024 Dollars)	Conformity Analysis Year	Exempt Status	Exempt Justification	Regional Significance
Home Avenue Extension	09-220		Alcoa	McCammon Ave to Calderwood St	0.2	Construct new 2-lane road with center turn lane to extend Home Ave through existing shopping center to Calderwood St	\$6,511,437	2050	Non-Exempt	N/A	Not Regionally Significant
US 129 Widening	17-202		Alcoa/Maryville/TDOT	Hall Rd (SR-35) to US 321	2.9	Widen from 4 to 6 lanes	\$26,352,103	2050	Non-Exempt	N/A	Regionally Significant
Foch Street Improvements	24-201		Maryville	Foothills Mall Dr to US 321/SR-73 (W Lamar Alexander Pkwy)	0	Re-align Foch Street to the signalized intersection with US-321 and connect Home Avenue at a "T" intersection. Improve roadway with auxiliary turn lanes where needed with concrete curb & gutter and sidewalk on both sides from Foothills Mall Drive to US-321 (W. Lamar Alexander Pkwy.).	\$1,906,097	2050	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Home Avenue Widening	24-205		Maryville	McCammon Ave to Foch St	0.4	Widen 0.4 mile (2,300 ft.) of Home Avenue to 2-12 ft lanes with auxiliary turn lanes where needed with concrete curb & gutter and sidewalk on both sides from McCammon Avenue to Foch Street.	\$1,684,458	2050	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Chapman Hwy Segment 7	24-210		Blount County	Burnett Station Rd / Old Sevierville Pk to Macon Ln	1.0	Widen to add Center Turn Lane, Drainage & Intersection Improvements	\$8,872,751	2050	Non-Exempt	N/A	Not Regionally Significant
Pellissippi Place Access Road Extension	09-204		Alcoa	Wildwood Rd to Pellissippi Place Existing Terminus	1.2	Construct new 2-lane road with center turn lane or median and bicycle/pedestrian facilities	\$12,094,500	Illustrative	Non-Exempt	N/A	Regionally Significant
Burnett Station Rd Reconstruction	09-221		Blount County	Sevierville Road/SR 35/US 411 to Chapman Highway/SR 71/US 441	4.4	Reconstruction of 2-lane road with addition of turn lanes	\$16,500,000	Illustrative	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Mentor Rd Reconstruction	09-227		Blount County	Louisville Road/SR 334 to Wrights Ferry Road	3.2	Reconstruct 2-lane roadway with addition of turn lanes	\$18,076,369	Illustrative	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Morganton Rd Reconstruction - Phase 2	09-229		Blount County	Walker Rd to William Blount Drive (SR-335)	3.3	Reconstruct 2-lane roadway with addition of turn lanes	\$11,671,000	Illustrative	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Wildwood Rd Reconstruction	09-234		Blount County	Maryville City Limits to Sevierville Rd	6.1	Reconstruct 2-lane road with addition of turn lanes	\$13,500,000	Illustrative	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Peppermint Rd Intersection Reconstruction	09-244		Blount County	Peppermint Rd at Sevierville Rd Intersection	0	Reconstruct Intersection of Peppermint Road and Sevierville Road with the proper Turn Lanes.	\$295,000	Illustrative	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Topside Road (SR-333) Improvements	09-248		Alcoa/TDOT	Wrights Ferry Rd to Alcoa Hwy (SR-115/US-129)	1.3	Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities	\$5,497,800	Illustrative	Non-Exempt	N/A	Not Regionally Significant
Montvale Rd (SR-336) Reconstruction	09-249		Blount County/TDOT	Six Mile Rd to Blockhouse Rd	1.6	Reconstruct 2-lane road with addition of turn lanes	\$2,650,000	Illustrative	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Montvale Rd (SR-336) Widening	09-262		Maryville/TDOT	Montvale Station Rd to US 321	0.6	Widen existing roadway to 2 - 12 foot travel lanes with a 12 foot center turn lane including curb and gutter, sidewalk and a multiuse path. Close SR-73 EB and WB access to Highland Ave. to construct EB right-turn lane onto SR-336; lengthen WB SR-73 left turn lane near Highland Ave	\$29,022,139	Illustrative	Non-Exempt	N/A	Not Regionally Significant
Robert C Jackson Dr Extension - Ph II	13-203		Alcoa	Louisville Rd (SR-334) to US 129 Bypass (SR-115)	0.5	Construct new 4-lane roadway and grade separated interchange connecting US-129 and Associates Boulevard	\$31,781,198	Illustrative	Non-Exempt	N/A	Regionally Significant
Louisville Rd (SR-333) Reconstruction - Phase 2	13-216		Blount County/TDOT	Topside Rd to Old Lowes Ferry Rd	2.9	Reconstruct 2-lane road with addition of turn lanes	\$6,234,469	Illustrative	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Jeffries Hollow Road	21-200		Blount County	Ellejoy Road to Boling Road	1.2	Reconstruct 2-lane roadway with addition of turn lanes	\$3,275,000	Illustrative	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Morganton Road Phase 3	21-205		Blount County	Walker Road to Henry Lane	2.3	Reconstruct 2-lane roadway with addition of turn lanes	\$13,500,000	Illustrative	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Morganton Road Phase 4	21-206		Blount County	Henry Lane to Loudon County Line	2.4	Reconstruct 2-lane roadway with addition of turn lanes	\$10,600,000	Illustrative	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Ralph Phelps Road	21-207		Blount County	Lowes Ferry to Louisville Road	1.8	Reconstruct 2-lane road with addition of turn lanes	\$9,085,000	Illustrative	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt

Table E-1 – Projects from Knoxville TPO 2050 Mobility Plan Subject to Conformity (continued)

Project Name	KRMP ID	FY 2026-2029 TIP ID	Jurisdiction	Termini	Length (miles)	Final Description	Cost (2024 Dollars)	Conformity Analysis Year	Exempt Status	Exempt Justification	Regional Significance
Centennial Park Blvd Extension	24-202		Alcoa	Tesla Blvd to Faraday Street	0.3	Construct new two lane boulevard	\$10,000,000	Illustrative	Non-Exempt	N/A	Not Regionally Significant
Marilyn Road Extension	24-204		Alcoa	Current termini to Davies St	0.1	Road Way extension to connect to Hall Community	\$10,000,000	Illustrative	Non-Exempt	N/A	Not Regionally Significant
Sam Houston School Rd Widening	24-206		Alcoa	SR-33 to Wildwood Rd	2.7	Roadway widening to add center turn lane and intersection Improvements	\$12,000,000	Illustrative	Non-Exempt	N/A	Not Regionally Significant
Knox County Projects											
Knoxville Northwest Greenway Connector Ph. 2	13-858	26-2026-305	Knoxville	Middlebrook Pk. at Third Creek Rd. to SR 62 Western Ave. pedestrian bridge	1.7	New trail connecting from Middlebrook Pk. At Third Creek Rd. to SR 62 Western Ave. pedestrian bridge. ADA upgrades and pedestrian lighting.	\$5,552,664	2026	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Knox County Advanced Traffic Management System - Phase 2	19-604	26-2026-308	Knox County	Various	N/A	Continues implementation of County's Advanced Traffic Management Systems (ATMS) which are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations	\$1,587,100	2026	Exempt	93.126 (Other)	N/A - Exempt
Gibbs Schools Pedestrian Bridge	21-801	26-2026-305	Knox County		N/A	Pedestrian Bridge over Tazewell Pk to serve Gibbs Elementary, Middle, and High Schools	\$2,902,214	2026	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Union Rd/N Hobbs Rd Reconstruction	13-601	26-2014-082	Farragut	Everett Rd to Kingston Pike (SR-1)	1	Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities	\$7,900,000	2035	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
I-75 at Emory Rd (SR-131) Interchange	09-652		Knoxville/Knox County/TDOT		0	Reconfigure existing interchange to a Diverging Diamond Interchange to improve capacity, safety and operations.	\$33,300,000	2035	Exempt	93.127 (Interchange reconfiguration)	N/A - Exempt
Washington Pike	09-615	26-2014-038	Knoxville	I-640 to Murphy Rd	1.7	Widen from 2-lanes to 3/4-lanes with median/center turn lane and including pedestrian and bicycle facilities.	\$27,562,822	2035	Non-Exempt	N/A	Regionally Significant
Schaad Rd Widening	09-625	26-2014-006	Knox County	Oak Ridge Hwy (SR-62) to Pleasant Ridge Rd	1.5	Widen from 2 to 4 lanes with addition of sidewalks	\$24,959,040	2035	Non-Exempt	N/A	Regionally Significant
Virtue Road/Boyd Station Road Improvements - Phase 2	09-630	26-2020-002	Farragut	Willow Cove Way to 1200' S of Needlegrass Ln	1.1	Widen Virtue Rd. to two 11' lanes with curb and gutter, and provide shared use path connection to existing and planned bike/ped facilities.	\$9,167,000	2035	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Lovell Rd Widening (SR-131)	09-637	26-2014-002	Knox County/TDOT	Cedardale Ln to Middlebrook Pk	1.7	Widen 2-lane to 4-lane, including pedestrian and bicycle facilities.	\$35,411,161	2035	Non-Exempt	N/A	Regionally Significant
Papermill Drive Complete Street	09-689	26-2026-012	Knoxville	Weisgarber Rd to Kingston Pike (SR-1)	0.6	Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities	\$23,000,000	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Chapman Highway Advanced Traffic Management System	13-1003	26-2026-308	Knoxville	Mountain Grove Dr to Blount Ave	6.3	Advanced Traffic Management Systems (ATMS) are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations	\$3,980,518	2035	Exempt	93.126 (Other)	N/A - Exempt
Traffic Control Equipment Upgrade - Knoxville (Advanced Traffic Management System - Broadway)	13-602	26-2026-308	Knoxville	Jackson Avenue to Colonial Circle	5.9	Advanced Traffic Management Systems (ATMS) are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations.	\$6,940,830	2035	Exempt	93.126 (Other)	N/A - Exempt
First Creek Greenway - Broadway Streetscape	13-838	26-2026-305	Knoxville	Woodland Ave to Cecil Ave	0.3	Construct a new shared use path extending First Creek Greenway from near Cecil Ave to near Woodland Ave	\$2,500,000	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Knoxville South Waterfront Pedestrian/Bicycle Bridge	13-852	26-2026-305	Knoxville	Clancy Ave to UT	0.3	Construct a new pedestrian/bicycle bridge over the Tennessee River connecting the South Knoxville Waterfront redevelopment area to the University of Tennessee	\$60,000,000	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Accelerated Bus Corridor Stops/Passenger Information Systems Install	17-1006	26-2026-308	Knoxville/KAT	Modified KAT Route 22 which includes portions of Church Ave., Henley St., N. Broadway, Garden Dr., Jacksboro Pk. and Essary Dr. to	8.1	ABC corridor improvements include Transit Signal Priority (TSP), bus queue jump lanes, new ABC Stations (Standard and Basic), and additional pedestrian improvements along the corridor.	\$12,983,520	2035	Exempt	93.126 (Other)	N/A - Exempt
Magnolia Avenue Streetscape - Phase 3	17-608a	26-2017-017	Knoxville	N. Bertrand St to N. Kyle St	0.2	Construct streetscape improvements in the existing right of way that include raised medians replacing center left-turn lane, signal improvements, bike lanes, improved sidewalks, bus pull-offs, and amenities	\$5,100,598	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt

Table E-1 – Projects from Knoxville TPO 2050 Mobility Plan Subject to Conformity (continued)

Project Name	KRMP ID	FY 2026-2029 TIP ID	Jurisdiction	Termini	Length (miles)	Final Description	Cost (2024 Dollars)	Conformity Analysis Year	Exempt Status	Exempt Justification	Regional Significance
Magnolia Avenue Streetscape - Phase 4	17-608b	26-2026-010	Knoxville	N. Kyle St to Spruce St	0.3	Construct streetscape improvements in the existing right of way that include raised medians replacing center left-turn lane, signal improvements, bike lanes, improved sidewalks, bus pull-offs, and amenities	\$6,630,525	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
East Knox Greenway - Phase 1	17-901	26-2026-305	Knoxville	Willow Ave to Knoxville Botanical Gardens	1.6	The East Knox Greenway Ph. 1 will be a 1.3 mile greenway from Harriet Tubman Street to South Chesnut Street.	\$5,199,550	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Tyson Fort Sanders Bike Connection	17-911	26-2026-305	Knoxville	Fort Sanders Neighborhood to Tyson Park	0.5	Construct new shared use path between Fort Sanders Neighborhood and Tyson Park	\$6,650,000	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Traffic Signal Improvements for the U.T. Area	19-603	26-2026-305	Knoxville	Various	N/A	Includes Advanced Traffic Management Systems (ATMS) which are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations.	\$5,749,157	2035	Exempt	93.126 (Other)	N/A - Exempt
Woodland Ave. Complete Street	19-606	26-2020-004	Knoxville	N. Broadway to Glenwood Ave	0.5	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.	\$2,902,214	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Intersection Improvement at Beaver Ridge Road and West Emory Road	21-602		Knox County/TDOT		0	Installation of turn lanes and signalization at Beaver Ridge Rd and W. Emory Rd in Karns	\$2,130,000	2035	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Tazewell Pike and Fairview Road Intersection Realignment	21-604	26-2026-005	Knox County/TDOT		0	Tazewell Pk and Fairview Rd Intersection Realignment (Intersection improvement with turn lanes and traffic signal)	\$2,125,269	2035	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
James White Parkway corridor improvements	21-605		Knoxville		1.2	Address vehicular, pedestrian, and cyclist needs in local roadway network adjacent to James White Pkwy. Includes: Hillwood Ave from Anita Dr to Island Home Ave, Anita Dr from Sevier Ave to Hillwood Ave and Sevierville Pk from Woodlawn Pk to Sevier Ave	\$5,138,342	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Urban Wilderness Gateway Park	21-606		Knoxville	Sevierville Pk to Bridge over TN River	1.2	Approximately 1.2 mile realignment of roadway combining all lanes to the existing southbound roadway. Interchange realignment at southern project terminus, southbound realignment at the northern terminus, extension of Gateway Park with a shared-use path that connects N/S project boundary areas and adjacent neighborhood connections.	\$22,256,928	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
South Knoxville Bridge Greenway	21-800	26-2026-305	Knoxville	Anita Dr to Morningside Greenway at Riverside Dr	0.6	Construct multi-modal path along James White Pkwy	\$4,201,516	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Adair to Old Broadway Connection	21-802		Knoxville	Old Broadway to N Broadway	0.2	Construct new multiuse path to connect existing path on Old Broadway to north of Adair Drive	\$2,430,510	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Neyland Drive Pedestrian Connection	23-803	26-2026-305	Knoxville	Joan Cronan Way to Lake Loudoun Blvd		Design and construction of a sidewalk, with intersection and signal improvements to Neyland Dr/Lake Loudoun Blvd and Joan Cronan Way	\$1,205,180	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Powell High School Greenway	23-804	26-2026-305	Knox County	W Emory Rd to Powell Dr (SR-131)		Construct greenway	\$1,924,825	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Broadway/Hall of Fame Intersection Improvement Project	24-602	26-2026-009	Knoxville	Intersection of Broadway and Hall of Fame Dr	0	Reconstruct and replace existing interchange with a two-lane roundabout. Improve sidewalks connecting to project and add safer pedestrian crossings at approaches to roundabout	\$9,000,000	2035	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Clinton Hwy at W. Beaver Creek Dr Intersection	24-604		Knox County	at W. Beaver Creek Dr Intersection	0	Intersection realignment includes pavement, ROW purchases, utility relocation signalization	\$2,772,660	2035	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
W. Emory Rd (SR-131) at Harrell Rd/Carpenter Rd Intersection	24-605		Knox County	at Harrell Rd/Carpenter Rd Intersection	0	SR-131 at Harrell Rd/Carpenter Rd-Clearing, earthwork, drainage, structure, paving, signing, pavement markings, signalization	\$3,578,860	2035	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Lovell Rd (SR-131) at Parkside Dr Intersection	24-606		Knox County	at Parkside Dr Intersection	0	Turn Lanes, Restriping, Signal Modifications, Sidewalk and Pedestrian Improvements	\$1,510,577	2035	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Tazewell Pike at Ridgeview and Carter	24-607	26-2026-007	Knox County	SR-331 at Ridgeview Rd and Carter Road	0	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.	\$9,934,448	2035	Exempt	93.127 (Intersection Channelization)	N/A - Exempt

Table E-1 – Projects from Knoxville TPO 2050 Mobility Plan Subject to Conformity (continued)

Project Name	KRMP ID	FY 2026-2029 TIP ID	Jurisdiction	Termini	Length (miles)	Final Description	Cost (2024 Dollars)	Conformity Analysis Year	Exempt Status	Exempt Justification	Regional Significance
Chapman Hwy Segment 1a	24-610	26-2026-008	TDOT	From Blount Ave to Woodlawn Pk	0.7	Add/Improve Multimodal Accommodations (Sidewalk and Multiuse path), Intersection & Drainage Improvements	\$21,250,000	2035	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Traffic Control Equipment Upgrade - Knoxville (Advanced Traffic Management System - Kingston Pike)	24-617	26-2026-305	Knoxville	Huxley Rd to Metron Center Way	11.7	Advanced Traffic Management Systems (ATMS) are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations.	\$10,876,872	2035	Exempt	93.126 (Other)	N/A - Exempt
Chapman Highway Transit Signal Priority	24-618	26-2026-305	Knoxville	Blount Ave. to Mountain Grove Dr.	6.3	Transit Signal Priority (TSP) improvements along the corridor	\$1,700,000	2035	Exempt	93.126 (Other)	N/A - Exempt
Kingston Pike Transit Signal Priority	24-619	26-2026-305	Knoxville	Henley St. to N Seven Oaks Dr.	10.8	Transit Signal Priority (TSP) improvements along the corridor.	\$5,200,000	2035	Exempt	93.126 (Other)	N/A - Exempt
Hardin Valley Road Widening	24-621	26-2026-006	Knox County	Near Pellissippi Pkwy to Campbell Station Rd	2.1	Widen from 3-lanes to 5-lanes	\$16,250,000	2035	Non-Exempt	N/A	Regionally Significant
I-40/75 at Campbell Station Road Interchange Reconstruction	09-629	26-2026-016	Farragut/TDOT	I-40, Interchange at Campbell Station Road (Exit 373); Campbell Station Road, from near Campbell Lakes Drive to near Snyder Road	0.5	Reconstruct existing interchange to improve capacity, safety and operations. Project includes widening of Campbell Station Road through the interchange from 3 total through lanes plus turn lanes to 5 total through lanes plus turn lanes from near Snyder Rd. to near Campbell Lakes Dr.	\$128,000,000	2035	Non-Exempt	N/A	Regionally Significant
I-40/75 at Watt Road Interchange Reconstruction and Watt Road/Everett Road Widening	09-651	26-2026-017	Knox County/TDOT	I-40, Interchange at Watt Road (Exit 369); Watt Road/Everett Road, from near Hines Valley Road to near Buttermilk Road.	1.4	Reconstruct existing interchange to a Diverging Diamond Interchange (DDI) to improve capacity, safety and operations. Project includes widening of Watt Rd through the interchange (between ramps) to 6 through lanes and the remainder of Watt Rd and Everett Rd from 2 and 3-lanes to 4-lanes plus Continuous Center Turn Lane from near Hines Valley Rd to near Buttermilk Rd.	\$157,650,000	2035	Non-Exempt	N/A	Regionally Significant
Pellissippi Pkwy (SR-162)/Oak Ridge Hwy Interchange	09-649		Knox County/TDOT	Interchange at Oak Ridge Hwy (SR-62)	0.45	Reconstruct interchange to a Single Point Urban Interchange and provide connection to Solway Rd	\$38,878,058	2040	Non-Exempt	N/A	Regionally Significant
I-75/I-640/I-275 Interchange	09-654		Knoxville/TDOT	Interchange at I-640/I-275 (Sharps Gap).	0.57	Interchange reconstruction along with the addition of auxiliary lanes in each direction on I-75.	\$523,000,000	2040	Non-Exempt	N/A	Regionally Significant
I-40/75 Widening	09-691		Knox County/Farragut/TDOT	I-40/75 Interchange to Campbell Station Rd Interchange	5.3	Widen from 6 to 8 lanes	\$35,737,185	2040	Non-Exempt	N/A	Regionally Significant
Campbell Station Rd Improvements	10-700		Farragut/Knox County	I-40 to Hardin Valley Road	3.3	Widening and realignment of Campbell Station Rd from I-40 to Hardin Valley Rd	\$24,610,774	2040	Non-Exempt	N/A	Regionally Significant
First Creek Greenway - North Knox	13-855		Knoxville	Edgewood Park to Mineral Springs Ave	1.3	Construct a new shared use path along First Creek connecting Edgewood Park to the proposed First Creek Greenway - Old Broadway segment at Mineral Springs Avenue	\$3,192,435	2040	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Magnolia Avenue Streetscape - Phase 5	17-608c	26-2026-011	Knoxville	Spruce St to N. Cherry St	0.4	Construct streetscape improvements in the existing right of way that include raised medians replacing center left-turn lane, signal improvements, bike lanes, improved sidewalks, bus pull-offs, and amenities	\$9,660,083	2040	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Harvey Road Realignment and Railroad Overpass	24-608		Knox County	Harvey at Sanderling Ln to McFee at Red Poppy Dr	0.3	Overpass connecting Harvey Rd to Mcfee Rd.	\$11,625,000	2040	Non-Exempt	N/A	Not Regionally Significant
Magnolia Ave. Transit Signal Priority	24-620		Knoxville	N Hall of Fame Dr. to N Cherry St.	1.5	Transit Signal Priority (TSP) improvements along the corridor	\$700,000	2040	Exempt	93.126 (Other)	N/A - Exempt
Oak Ridge Hwy (SR-62)	09-638		Knox County/TDOT	Schaad Rd to Byington Beaver Ridge Rd	4.2	Widen from 2 to 4 lanes	\$59,553,430	2050	Non-Exempt	N/A	Regionally Significant
Pellissippi Pkwy (SR-162)	09-647		Knox County/TDOT	Edgemoor Rd (SR-170) to Dutchtown Rd	6	Corridor safety and capacity improvements to include access control, interchange reconstruction, frontage roads, additional/auxiliary lanes and provision for a shared use path	\$91,303,650	2050	Non-Exempt	N/A	Regionally Significant
Northshore Drive at Kingston Pike Intersection Improvements	09-658		Knoxville/TDOT	Intersection	0.5	Intersection improvements including additional turn lanes and sidewalk extensions. Replace bridge over Fourth Creek on Kingston Pike.	\$17,095,686	2050	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Oak Ridge Hwy (SR-62)	09-673		Knox County/TDOT	Byington Beaver Ridge Rd (SR-131) to Pellissippi Pkwy (SR-162)	4.2	Widen from 2 to 4 lanes	\$47,758,832	2050	Non-Exempt	N/A	Regionally Significant
I-75 Widening	09-692		Knox County/TDOT	Emory Rd (SR-131) to Raccoon Valley Rd (SR-170)	4.85	Widen from 4 to 6 lanes	\$139,538,446	2050	Non-Exempt	N/A	Regionally Significant

Table E-1 – Projects from Knoxville TPO 2050 Mobility Plan Subject to Conformity (continued)

Project Name	KRMP ID	FY 2026-2029 TIP ID	Jurisdiction	Termini	Length (miles)	Final Description	Cost (2024 Dollars)	Conformity Analysis Year	Exempt Status	Exempt Justification	Regional Significance
I-40/75 Auxiliary Lanes	13-603		Farragut/TDOT	Campbell Station Rd Interchange to Lovell Rd Interchange	1.4	Construct eastbound and westbound auxiliary lanes between interchanges	\$11,535,000	2050	Non-Exempt	N/A	Regionally Significant
I-75 ITS Expansion	18-600		Knox County/Anderson County/TDOT	MM 109.6 to SR-61 (Exit 122)	13.03	ITS expansion includes the deployment of CCTV cameras at critical interchanges. Install power and communications infrastructure and at Least 2 CCTV Cameras at each Interchange.	\$4,643,542	2050	Exempt	93.126 (Other)	N/A - Exempt
I-40 Westbound Interchange at I-275	21-601		Knoxville/TDOT	I-275 to Near I-640	2	Interchange access improvements and extension of two existing lanes from US129 entrance ramp to WB mainline such that one lane continues through on I-40 mainline	\$65,938,301	2050	Non-Exempt	N/A	Regionally Significant
Chapman Hwy Segment 1b	24-611		TDOT	Woodlawn Pk N to Fronda Ln	1.1	Add/Improve Multimodal Accommodations (Sidewalk and Multiuse path), Intersection & Drainage Improvements	\$13,310,000	2050	Non-Exempt	N/A	Not Regionally Significant
Chapman Hwy Segment 2	24-612		TDOT	Fronda Ln to Colonial Dr	1.5	Widen to add Center Turn Lane, Add Multiuse Path, Drainage & Intersection Improvements	\$14,364,483	2050	Non-Exempt	N/A	Not Regionally Significant
Chapman Hwy Segment 3	24-613		TDOT	Colonial Dr to Chapman Ford Crossing	0.8	Widen to add Center Turn Lane, Add Multiuse Path & Sidewalk, Drainage & Intersection Improvements	\$9,115,176	2050	Non-Exempt	N/A	Not Regionally Significant
Chapman Hwy Segment 4	24-614		TDOT	Chapman Ford Crossing to Nixon Rd	1.1	Widen to add Center Turn Lane, Add Multiuse Path, Drainage & Intersection Improvements	\$8,991,270	2050	Non-Exempt	N/A	Not Regionally Significant
Chapman Hwy Segment 5	24-615		TDOT	Nixon Rd to Mountain Grove Dr	1.2	Add Multimodal Accommodations (Sidewalk and Multiuse path), Intersection & Drainage Improvements	\$11,024,407	2050	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Chapman Hwy Segment 6	24-616		Knox County	Mountain Grove Dr to Hendron Chapel Dr	0.8	Widen to add Center Turn Lane, Drainage & Intersection Improvements	\$6,286,886	2050	Non-Exempt	N/A	Not Regionally Significant
Emory Rd (SR-131)	09-643		Knox County/TDOT	Maynardville Hwy (SR-33) to Tazewell Pk (SR-331)	4.8	Widen from 2 to 4 lanes with median and/or center turn lane, including bicycle and pedestrian facilities	\$81,958,521	Illustrative	Non-Exempt	N/A	Regionally Significant
Gov John Sevier Hwy (SR-168)	09-644		Knox County/TDOT	Alcoa Hwy (SR-115/US-129) to Chapman Hwy (US-441/SR-71)	6.5	Widen from 3 to 4-lane divided roadway	\$80,449,370	Illustrative	Non-Exempt	N/A	Regionally Significant
Northshore Dr (SR-332)	09-645		Knox County/TDOT	Morrell Rd to Ebenezer Rd	3.5	Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities	\$24,262,508	Illustrative	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Northshore Dr (SR-332)	09-646		Knox County/TDOT	Pellissippi Pkwy (SR-162) to Concord Rd (SR-332)	4.5	Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities	\$30,647,379	Illustrative	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Maryville Pk (SR-33)	09-675		Knox County/TDOT	Gov John Sevier Hwy (SR-168) to Blount County Line	1.2	Reconstruct 2-lane road with addition of turn lanes	\$6,895,660	Illustrative	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Northshore Drive Improvements	09-680		Knox County	Concord to Harvey Road	3.6	Widen from 2 to 4-lanes	\$75,000,000	Illustrative	Non-Exempt	N/A	Regionally Significant
Middlebrook Pike Complete Street	19-605		Knoxville	Western Ave to Proctor St	0.9	Install protected bicycle facilities, improve sidewalks and upgrade bike/pedestrian treatments at three intersections. Project connects existing bike/ped facilities on University Avenue to the greenway on Middlebrook Pike at Proctor Street.	\$7,056,717	Illustrative	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Magnolia Ave/Rutledge Pike/Asheville Hwy Interchange Improvements	21-600		Knoxville/TDOT		0	Construct interchange improvements to consist of intersection improvements, bike lanes and enhanced sidewalks	\$14,000,000	Illustrative	Exempt	93.127 (Interchange reconfiguration)	N/A - Exempt
Strawberry Plains Pike Improvements	21-603		Knox County	I-40 to Gov. John Sevier Highway	3.4	Widening of Strawberry Plains Pk from Governor John Sevier Hwy to I 40)	\$46,435,423	Illustrative	Non-Exempt	N/A	Regionally Significant
Northshore Drive & Westland Drive/Lyons View Pike Roundabout	24-601		Knoxville	Intersection of Northshore Drive & Westland Drive/Lyons View Pike to	0	Convert signalized intersection to a two-lane roundabout; construct islands with crosswalks and warning signage on all approaches. Includes sidewalk connection to existing sidewalks & greenway path.	\$3,000,000	Illustrative	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
W Emory Rd Widening	24-609		Knox County	Clinton Hwy to Karns Valley Dr	4.6	Widen W Emory Rd from 2 lanes to 5 lanes (with a TWLTL) with multimodal facilities from the intersection with Clinton Highway through to Karns Valley Dr.	\$57,330,000	Illustrative	Non-Exempt	N/A	Regionally Significant

Table E-1 – Projects from Knoxville TPO 2050 Mobility Plan Subject to Conformity (continued)

Project Name	KRMP ID	FY 2026-2029 TIP ID	Jurisdiction	Termini	Length (miles)	Final Description	Cost (2024 Dollars)	Conformity Analysis Year	Exempt Status	Exempt Justification	Regional Significance
Loudon County Projects											
Grove Street Improvements	17-403		City of Loudon	US-11 to SR-72	1.3	Reconstruct, milling, and resurfacing 1.32 mile of roadway with drainage improvements including curb and gutter throughout. Sidewalks repairs and installed with ADA improvements. Intersection improvements at SR72 including turn lanes and intersection improvement downtown at US11.	\$6,022,360	2035	Exempt	93.126 (Resurfacing)	N/A - Exempt
US 11 at Industrial Park Drive Intersection Improvement	17-407		Lenoir City/TDOT	Intersection of US 11 at Industrial Park Dr	0.2	Intersection improvements including turn lanes and new traffic signal	\$957,731	2035	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Muddy Creek Road Intersection Realignment	17-416		Loudon County	Intersection	0.1	Realign intersection and add turn lanes	\$1,442,000	2035	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
I-75 Widening Loudon County - Segment 1	21-400a	26-2023-005	Loudon County/TDOT	US-321 (SR-73) at Exit 81 to I-40/I-75 Junction	3.4	Widen 4-lane to 6-lane, may also include Bridge over I-75 NBL, LM 4.51 which is PIN 124480.01, also I-40 from LM 4.11 to 4.73	\$97,400,000	2035	Non-Exempt	N/A	Regionally Significant
Old Hwy 95	24-401	26-2026-013	Lenoir City	6th Ave. to Town Creek Pkwy	1.15	Reconstruct roadway 1.15 miles to include two twelve foot lanes curb and gutter with drainage improvements. Sidewalks and street lighting will be installed on one side of the street. Intersections along the corridor with have alignments shifted to standard designs.	\$5,669,108	2035	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Roundabout at SR-444 and Mialaquo Road	26-400	26-2026-302	Loudon County	Intersecion at SR-444 & Mialaquo Road	n/a	Install a roundabout at an existing 2-way stop controlled intersection in Tellico Village	\$1,800,000	2035	Exempt	93.127 (Intersection channelization)	N/A - Exempt
I-75 Widening (Loudon) - Segment 3	21-400c		Loudon County/TDOT	SR-72 (Exit 72) to Sugar Limb Rd (SR-324) at Exit 76	5.5	Widen from 4 to 6 lanes	\$68,800,000	2050	Non-Exempt		Regionally Significant
I-75 Widening (Loudon) - Segment 4	21-400d		Loudon County/TDOT	Sugar Limb Rd (SR-324) at Exit 76 to SR-311 (SR-73) at Exit 81	4.8	Widen from 4 to 6 lanes	\$60,000,000	2050	Non-Exempt		Regionally Significant
I-75 Widening (Loudon) - Segment 2	21-400b		Loudon County/TDOT	Pond Creek Rd (SR-323) at Exit 68 to SR-72 (Exit 72)	2.4	Widen from 4 to 6 lanes	\$30,000,000	Illustrative	Non-Exempt		Regionally Significant
Simpson Road	24-400		Lenoir City	US 321 to Old Hwy 95	0.45	Reconstruct roadway 0.45 miles to include two twelve foot lanes curb and gutter with drainage improvements	\$2,304,301	Illustrative	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Highland Park Dr	24-402		Lenoir City	US 321 to SR-2/US 11	0.26	Reconstruct roadway 0.26 miles to include two twelve foot lanes curb and gutter with drainage improvements	\$1,496,191	Illustrative	Exempt	93.126 (Safety, widening with no add'l lanes)	N/A - Exempt
Sevier County Projects											
Boyd's Creek Highway (SR 338) at Old Knoxville Highway Intersection Improvements	18-500	26-2017-044	Sevierville	at Old Knoxville Highway Intersection	0	Reconfigure existing intersection to improve safety and operations through geometric layout changes, addition of turn lanes, and installation of a new traffic signal.	\$1,271,170	2035	Exempt	93.127 (Traffic Signalization at individual intersection)	N/A - Exempt
Boyd's Creek Highway (SR 338) at Wade Road (Seymour High School) Turn Lanes	24-500		Sevier County	Intersection of Boyd's Creek Hwy (SR 338) at Wade Rd	0	Restriping a right turn lane on Boyd's Creek Hwy from Wade Rd to the entrance of Seymour High School and installing a westbound left turn lane on Wade Rd	\$710,000	2035	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Boyd's Creek Highway (SR 338) at Porterfield Gap Rd Turn Lanes	24-501		Sevier County	Intersection of Boyd's Creek Hwy (SR 338) at Porterfield Gap Rd	0	Adding a turn lane on Boyd's Creek Hwy at the Porterfield Gap Rd intersection	\$1,102,225	2035	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Transit Capital Projects											
Knoxville-Knox County CAC Transit Capital Project	24-1000		CAC		N/A	Purchase of demand response transit vehicles for fleet replacement	\$390,000	2026	Exempt	93.126 (Transit vehicle replacement)	N/A - Exempt
Purchase KAT Vehicles - Fixed Route Buses	24-1001		KAT		N/A	Purchase of fixed-route buses for fleet replacement or minor expansion)	\$8,500,000	2026	Exempt	93.126 (Transit vehicle replacement)	N/A - Exempt
Purchase KAT Paratransit Vans	24-1002		KAT		N/A	Transit Capital Purchase - Paratransit van replacement	\$600,000	2026	Exempt	93.126 (Transit vehicle replacement)	N/A - Exempt

Table E-1 – Projects from Knoxville TPO 2050 Mobility Plan Subject to Conformity (continued)

Project Name	KRMP ID	FY 2026-2029 TIP ID	Jurisdiction	Termini	Length (miles)	Final Description	Cost (2024 Dollars)	Conformity Analysis Year	Exempt Status	Exempt Justification	Regional Significance
TPO Projects & Groupings											
Smart Trips	21-700		TPO	TPO Planning Area	N/A	Continuation of Smart Trips program that encourages alternatives to driving alone through an online ride matching database, incentives, marketing and outreach.	\$1,083,250	N/A	Exempt	93.126 (Air Quality, promotion of ride sharing activities)	N/A - Exempt
Resurfacing Program	24-702		TPO	Throughout TPO Planning Area	N/A	Projects for preservation, rehabilitation, resurfacing and restoration	\$0	N/A	Exempt	93.126 (Resurfacing)	N/A - Exempt
Safety Improvements Program	24-703		TPO	Throughout TPO Planning Area	N/A	Projects that correct or improve a hazardous road location or feature or address a highway safety problem	\$0	N/A	Exempt	93.126 (Safety)	N/A - Exempt
NHS Preservation/Operations	24-704		TDOT	Throughout TPO Planning Area	N/A	Projects for preservation, rehabilitation, resurfacing and restoration of federal aid roadways	\$0	N/A	Exempt	93.126 (Resurfacing)	N/A - Exempt
Safety Improvements Program	24-705		TDOT	Throughout TPO Planning Area	N/A	Projects that correct or improve a hazardous road location or feature or address a highway safety problem.	\$0	N/A	Exempt	93.126 (Safety)	N/A - Exempt
Travel Congestion & Clean Air Improvement Grouping	24-706	26-2026-308	TPO	Throughout TPO Planning Area	N/A	This grouping will be used to fund projects to reduce traffic congestion and improve air quality throughout the Knoxville TPO planning area. Such projects include diesel engine retrofits, traffic flow improvements, transportation control measures, transit improvements, bicycle and pedestrian facilities and programs, travel demand management, alternative fuels and vehicles, and other activities that accomplish these objectives. Projects are required to be non-regionally significant, environmentally neutral, exempt from air quality conformity requirements, and located in the metropolitan planning area.	\$0	N/A	Exempt	93.126 (Other)	N/A - Exempt

Table E-2 – Projects from the Regional “Orphan Area” Subject to 1997 8-Hour Ozone Standard Conformity

Project Name	KRMP ID	FY 2026-2029 TIP ID	Jurisdiction	Termini	Length (miles)	Final Description	Cost (2024 Dollars)	Conformity Analysis Year	Exempt Status	Exempt Justification	Regional Significance
Regional Projects (In 1997 Ozone Maintenance area but Outside TPO Planning Area)											
Veterans Blvd (SR-449) Extension Phase 2	TDOT-132674.00		Sevier County/TDOT	Henderson Rd to SR-66 at Gists Creek Rd	3.2	Construct new 4-lane Divided Road		2035	Non-Exempt	N/A	Regionally Significant
I-40 Exit 408	TDOT-133581.00		Sevier County/TDOT		3.2	Construct New Interchange at I-40 and New 4-lane Divided Connector Road from Dumlpin Valley Rd to SR-139		2035	Non-Exempt	N/A	Regionally Significant
SR-35 (US-411)	TDOT-121620.00		Sevierville/TDOT	SR-448 (North Parkway) to Eastgate Rd	1.1	Capacity and Operational Improvements at the intersection of SR-35 and SR-449 with left turn lane restrictions		2035	Exempt	93.126 (Safety)	N/A - Exempt
Veterans Blvd (SR-449) Extension Phase 1	TDOT-124788.00		Sevierville/TDOT	SR-35 to Robert Henderson Rd	0.4	Construct new 5-lane Facility		2035	Non-Exempt	N/A	Regionally Significant
SR-35/US-411 Widening	TDOT-136437.00		Sevierville/TDOT	SR-35/US-411 from near SR-416 to near SR-339	0.79	Widen SR-35 from 3 and 4-lanes to 4-lanes with continuous center turn lane from near SR-416 to near SR-339, including replacement of existing bridge over Little Pigeon River on SR-35	\$38,000,000	2035	Non-Exempt	N/A	Regionally Significant
I-40 Bridge Replacement	TDOT-106301.00		Jefferson County/TDOT	Bridge over French Broad River, LM 14.70	1.05	Replace Bridge		2035	Exempt	93.126 (Safety)	N/A - Exempt
Intersection of US11E and SR 92/Old Andrew Johnson Hwy	LAMTPO-17		Jefferson City	Intersection	0	Realign the intersection of US 11E and SR 92/Old Andrew Jackson Hwy; extend Overlook Rd		2040	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Chucky Pike	LAMTPO-2008		Jefferson City	Intersection	0	Reconstruct Chucky Pike with signal modifications at US 11E intersection		2040	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Intersection of SR 34/US 11E and Russell Ave	LAMTPO-2043		Jefferson City	Intersection	0	Intersection improvements: add right turn lanes on SR 34/US 11E, ped signals and sidewalks on all approaches		2040	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
SR 34/US 11E	LAMTPO-2051		Jefferson City	Russell Rd to Odyssey Rd	1.9	Intersection and access management improvements along SR 34/US 11E from Russell Ave to Odyssey Rd		2040	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Intersection of SR 32 (State St) and SR 113 (Main St)	LAMTPO-2052		White Pine	Intersection	0	Intersection improvements at SR 32 (State St) and SR 113 (Main St): add left turn lanes on SR 32 (State St) and a left turn lane on eastbound SR 113		2040	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Intersection of SR 34/US 11E and George Ave	LAMTPO-2060		Jefferson City		0	Intersection improvements at SR 34/US 11E and George Avenue: add NB right turn lane extending to Elmwood St.		2040	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Intersection of SR 34/US 11E & E. Old Andrew Johnson Hwy	LAMTPO-2007		Jefferson City	Intersection	0	Intersection improvements at SR 34/US 11E and E Old Andrew Jackson Highway: signalize the intersection		2050	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Intersection of E. Old Andrew Johnson Hwy and Municipal Dr	LAMTPO-2009		Jefferson City	Intersection	0	Intersection improvements at E Old Andrew Jackson Hwy and Municipal Dr: Add turn lanes		2050	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Intersection of Old Andrew Johnson Hwy and E. Main St/N. Chucky Pike	LAMTPO-2012		Jefferson City	Intersection	0	Intersection improvements at Old Andrew Jackson Hwy and E Main St./N Chucky Pike: realign offset intersection		2050	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
US11E Sidewalks new and repair	LAMTPO-4003		Jefferson City	Chucky Pike to SR92	1.7	US11E Sidewalks new and repair		2050	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
US11E @ Odell Rd Intersection Improvements	LAMTPO-4008		Jefferson City	Intersection	0	US11E @ Odell Rd Intersection Improvements		2050	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
US11E @ Hicks Rd Intersection Improvements	LAMTPO-4009		Jefferson City	Intersection	0	US11E @ Hicks Rd Intersection Improvements		2050	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
US11E @ SR92_ Maple St Intersection Improvements	LAMTPO-4012		Jefferson City	Intersection	0	US11E @ SR92_ Maple St Intersection Improvements		2050	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
SR92 Russell Ave @ Flat Gap Rd Improvements	LAMTPO-4013		Jefferson City	Intersection	0	SR92 Russell Ave @ Flat Gap Rd Improvements		2050	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
US11E @ Clinch View Circle Improvements	LAMTPO-4015		Jefferson City	Intersection	0	US11E @ Clinch View Circle Improvements		2050	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
US11E @ Pearl Ave Intersection Improvements	LAMTPO-4017		Jefferson City	Intersection	0	US11E @ Pearl Ave Intersection Improvements		2050	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
US11E Multiuse Path in Jefferson City	LAMTPO-4019		Jefferson City	SR92 to SR92 / Maple Ave	1.3	US11E Multiuse Path in Jefferson City		2050	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
Intersection of SR 341 (Roy Messer Hwy) and SR 113 (Main St)	LAMTPO-6003		White Pine	Intersection	0	Signalize the intersection of SR 341 (Roy Messer Hwy) and SR 113 (Main St)		2050	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
SR92	LAMTPO-904		Jefferson City	Old Andrew Johnson Highway to Easeley Road	0.4	Widen SR92 from 2 to 3 lanes from Old Andrew Johnson Hwy to Easeley Rd		2050	Exempt	93.126 (Safety)	N/A - Exempt
Old Andrew Johnson Hwy	LAMTPO-905		Jefferson City	Branner Avenue to N. Chucky Pike	0.3	Widen Old Andrew Johnson Hwy from 2 to 3 lanes from Branner Ave to N. Chucky Pk		2050	Exempt	93.126 (Safety)	N/A - Exempt
Great Smoky Mountains National Park - Foothills Parkway Section 8D	NPS-1		NPS - Sevier County	U.S. 321 (Wears Valley Rd) to U.S. 441 Gatlinburg "Spur"	9	Construct 9 miles of new access controlled scenic 2-lane parkway facility		2050	Non-Exempt	N/A	Regionally Significant

Table E-2 – Projects from the Regional “Orphan Area” Subject to 1997 8-Hour Ozone Standard Conformity (continued)

Project Name	KRMP ID	FY 2026-2029 TIP ID	Jurisdiction	Termini	Length (miles)	Final Description	Cost (2024 Dollars)	Conformity Analysis Year	Exempt Status	Exempt Justification	Regional Significance
SR-73 (US-321)	TDOT - 100989.00		Sevier County/TDOT	Buckhorn Rd to SR-416	1.4	Widen from 2 to 4 lane divided		2050	Non-Exempt	N/A	Regionally Significant
SR92 at Crooke Road / Mt. Horeb Road	LAMTPO-144		Jefferson City	Intersection	0	SR92 at Crooke Road / Mt. Horeb Road ITS signalization		Illustrative	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
SR92 at Oak Hills Circle / Bradford Square Drive	LAMTPO-145		Jefferson City	Intersection	0	SR92 at Oak Hills Circle / Bradford Square Drive ITS signalization		Illustrative	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
SR34/US11E at Lucille Lane	LAMTPO-146		Jefferson City	Intersection	0	SR34/US11E at Lucille Lane ITS signalization and realignment of median		Illustrative	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
SR92 at Hinchey Hollow Road / Colony Drive	LAMTPO-147		Jefferson City	Intersection	0	SR92 at Hinchey Hollow Road / Colony Drive new intersection signal and safety improvements		Illustrative	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
I-81	LAMTPO-2049		Jefferson County/TDOT	Approximately 1 mile west of I-40 Interchange (Exit 1) to Near SR 341 (Roy Messer Hwy) - Exit 4	3.6	Widen I-81 from 4 to 6 lanes and add acceleration lane on I-40 WB		Illustrative	Non-Exempt	N/A	Regionally Significant
US11E Multiuse Path in Jefferson County	LAMTPO-4004		Jefferson City	Chucky Pike to Mayfield Dr	2.7	US11E Multiuse Path in Jefferson County		Illustrative	Exempt	93.126 (Bike/Ped Facilities)	N/A - Exempt
US11E @ Odyssey Rd Intersection Improvements	LAMTPO-4006		Jefferson City	Intersection	0	US11E @ Odyssey Rd Intersection Improvements		Illustrative	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
SR92 George Ave Intersection Improvements	LAMTPO-4014		Jefferson City	Intersection	0	SR92 George Ave Intersection Improvements		Illustrative	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
US11E @ Meadow Spring Drive Improvements	LAMTPO-4016		Jefferson City	Intersection	0	US11E @ Meadow Spring Drive Improvements		Illustrative	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
US11E @ Universal Rd Intersection Improvements	LAMTPO-4018		Jefferson City	Intersection	0	US11E @ Universal Rd Intersection Improvements		Illustrative	Exempt	93.127 (Intersection Channelization)	N/A - Exempt
Widen SR32/US25E	LAMTPO-903		White Pine	I-81 Exit to SR341 / Roy Messer Highway	3.4	Widen SR32/US25E (State St) from 2 to 4 lanes from I-81 to SR341 (Roy Messer Hwy)		Illustrative	Non-Exempt	N/A	Regionally Significant
Widen I-81	LAMTPO-909		Jefferson/Hamblen County	SR341 / Exit 4 to SR340 / Exit 15	11.0	Widen I-81 from 4 to 6 lanes from SR341 (Exit 4) to SR340 (Exit 15)		Illustrative	Non-Exempt	N/A	Regionally Significant
Various Roadway Resurfacing Projects in Jefferson County	LAMTPO-resurfacing		Jefferson City	Various	N/A	Roadway resurfacing on various roadways throughout Jefferson County		Various	Exempt	93.126 (Resurfacing)	N/A - Exempt

Appendix F – FY 2026 – 2029 Transportation Improvement Program (TIP) Profile Pages and Fiscal Constraint

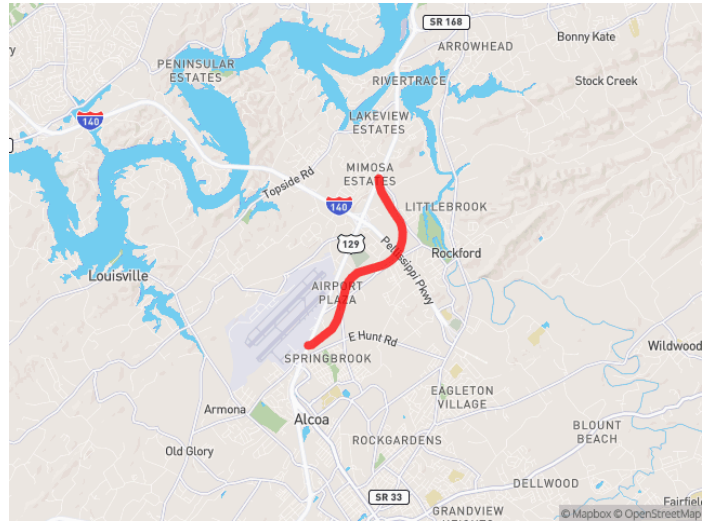
F.1 BACKGROUND

The profile pages for each of the FY 2026-2029 TIP Amendments are provided for reference.

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.

PIN:	101651.05
Lead Agency:	TDOT
County:	Blount
Conformity Status:	Non-Exempt
Termini:	(Relocated Alcoa Highway), from Proposed Interchange at Tyson Blvd to Existing SR-115 at South Singleton Station Road Stage 2 (IA) (TMA)
Estimated Cost:	\$150,302,689
Length:	4.9
Long Range Plan #:	09-257
Horizon Year:	-
Performance Measures:	PM1 - Roadway Safety, PM3 - System Performance, Freight, and CMAQ
Notes:	-

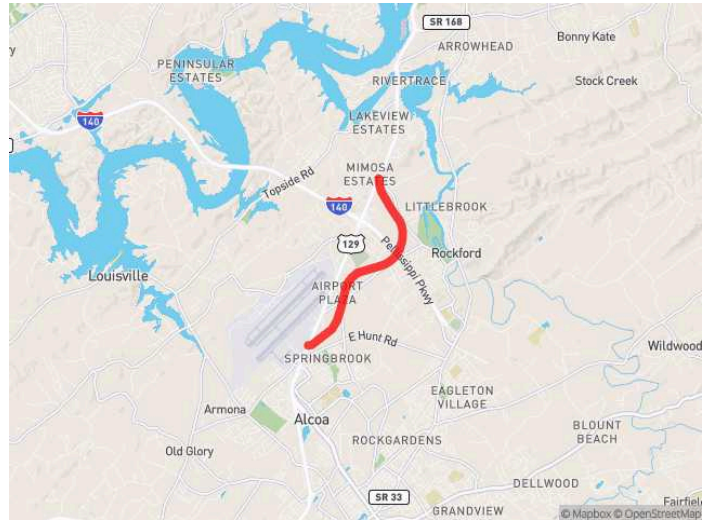


Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Const	NHPP	\$0	\$0	\$0	\$120,242,151	\$0	\$0	\$120,242,151
Const	STATE	\$0	\$0	\$0	\$30,060,538	\$0	\$0	\$30,060,538
Total Const		\$0	\$0	\$0	\$150,302,689	\$0	\$0	\$150,302,689
Total Programmed		\$0	\$0	\$0	\$150,302,689	\$0	\$0	\$150,302,689

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.

PIN:	101651.05
Lead Agency:	TDOT
County:	Blount
Conformity Status:	Non-Exempt
Termini:	(Relocated Alcoa Highway), from Proposed Interchange at Tyson Blvd to Existing SR-115 at South Singleton Station Road Stage 2 (IA) (TMA)
Estimated Cost:	\$221,500,000
Length:	4.9
Long Range Plan #:	09-257
Horizon Year:	-
Performance Measures:	PM1 - Roadway Safety, PM3 - System Performance, Freight, and CMAQ
Notes:	TPO Amendment #1: Amend project to increase the construction phase cost for this non-exempt project. The construction phase is increased from \$150,302,689 to \$221,500,000. This modification adds \$71,197,311 (\$56,957,849 federal NHPP/\$14,239,462 state) to the project and TIP. The total project cost is increased to \$221,500,000.



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Const	NHPP	\$0	\$0	\$0	\$177,200,000	\$0	\$0	\$177,200,000
Const	STATE	\$0	\$0	\$0	\$44,300,000	\$0	\$0	\$44,300,000
Total Const		\$0	\$0	\$0	\$221,500,000	\$0	\$0	\$221,500,000
Total Programmed		\$0	\$0	\$0	\$221,500,000	\$0	\$0	\$221,500,000

Current Change Reason:	Schedule / Funding / Scope- Update:
Current Change Reason:	Financing/Funding Revision
Project Changes:	Plan Revision Name changed from "Initial Import" to "Knox TPO Amendment #1"
Project Changes:	Estimated Cost changed from "150302689" to "221500000"
Project Changes:	Notes changed from "None" to "TPO Amendment #1: Amend project to increase the construction phase cost for this non-exempt project. The construction phase is increased from \$150,302,689 to \$221,500,000. This modification adds \$71,197,311 (\$56,957,849 federal NHPP/\$14,239,462 state) to the project and TIP. The total project cost is increased to \$221,500,000."

Name	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	\$8,964,359	\$8,964,359	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ PM2.5	\$0	\$2,874,111	\$2,874,111	\$0	\$0	\$0	\$0	\$232,777	\$232,777	\$0	\$798,355	\$798,355	\$0
CRP-L	\$3,976,968	\$5,603,103	\$5,603,103	\$0	\$1,665,169	\$0	\$1,665,169	\$3,366,971	\$1,182,294	\$2,184,677	\$3,923,919	\$283,440	\$3,640,479
FLAP	\$0	\$40,000	\$40,000	\$0	\$1,780,000	\$1,780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HIP	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HPP	\$0	\$0	\$0	\$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	\$16,205,204	\$16,205,204	\$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	\$9,081,981	\$9,081,981	\$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	\$0	\$894,383	\$894,383	\$0	\$914,059	\$914,059	\$0
Section 5339	\$0	\$2,271,488	\$2,271,488	\$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	\$52,076,121	\$65,603,989	\$33,378,777	\$32,225,212	\$46,077,802	\$27,177,660	\$18,900,142	\$33,057,489	\$6,893,158	\$26,164,331	\$40,633,140	\$7,131,481	\$33,501,659
STBG-S	\$0	\$8,730,560	\$8,730,560	\$0	\$7,639,240	\$7,639,240	\$0	\$4,365,280	\$4,365,280	\$0	\$258,723,886	\$258,723,886	\$0
TAP-L	\$4,251,548	\$5,878,716	\$4,032,078	\$1,846,638	\$3,511,152	\$3,178,006	\$333,146	\$2,034,279	\$278,419	\$1,755,860	\$3,494,418	\$713,323	\$2,781,095
TAP-L-TIFIA	\$205,629	\$211,958	\$205,692	\$6,266	\$6,266	\$0	\$6,266	\$6,266	\$0	\$6,266	\$6,266	\$0	\$6,266
TAP-S	\$0	\$3,538,250	\$3,538,250	\$0	\$1,634,366	\$1,634,366	\$0	\$1,539,860	\$1,539,860	\$0	\$0	\$0	\$0
Federal Subtotal	\$60,510,266	\$140,326,140	\$106,248,024	\$34,078,116	\$156,616,533	\$135,711,810	\$20,904,723	\$221,562,772	\$191,451,638	\$30,111,134	\$331,910,725	\$291,981,226	\$39,929,499
MMAG	\$0	\$1,673,900	\$1,673,900	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0
STATE	\$0	\$12,072,215	\$12,072,215	\$0	\$13,535,947	\$13,535,947	\$0	\$56,159,949	\$56,159,949	\$0	\$66,680,295	\$66,680,295	\$0
LOCAL	\$0	\$49,889,981	\$49,889,981	\$0	\$26,133,415	\$26,133,415	\$0	\$13,415,877	\$13,415,877	\$0	\$5,974,523	\$5,974,523	\$0
Local Subtotal	\$0	\$63,636,096	\$63,636,096	\$0	\$39,669,362	\$39,669,362	\$0	\$69,575,826	\$69,575,826	\$0	\$72,654,818	\$72,654,818	\$0
Total	\$60,510,266	\$203,962,236	\$169,884,120	\$34,078,116	\$196,285,895	\$175,381,172	\$20,904,723	\$291,138,598	\$261,027,464	\$30,111,134	\$404,565,543	\$364,636,044	\$39,929,499

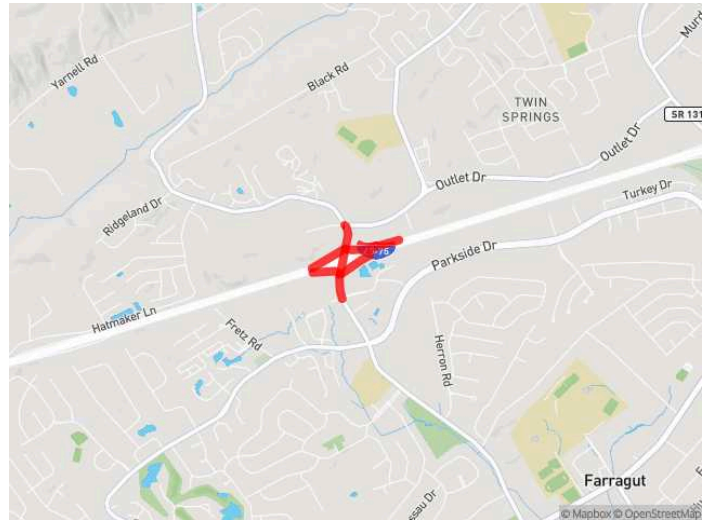
Name	Carry-Over	Revenue (2026)	Programmed (2026)	Balance (2026)	Revenue (2027)	Programmed (2027)	Balance (2027)	Revenue (2028)	Programmed (2028)	Balance (2028)	Revenue (2029)	Programmed (2029)	Balance (2029)
BUILD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,710,387	\$24,710,387	\$0	\$0	\$0	\$0
CMAQ	\$0	\$8,964,359	\$8,964,359	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ PM2.5	\$0	\$2,874,111	\$2,874,111	\$0	\$0	\$0	\$0	\$232,777	\$232,777	\$0	\$798,355	\$798,355	\$0
CRP-L	\$3,976,968	\$5,603,103	\$5,603,103	\$0	\$1,665,169	\$0	\$1,665,169	\$3,366,971	\$1,182,294	\$2,184,677	\$3,923,919	\$283,440	\$3,640,479
FLAP	\$0	\$40,000	\$40,000	\$0	\$1,780,000	\$1,780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HIP	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HPP	\$0	\$0	\$0	\$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	\$16,205,204	\$16,205,204	\$0	\$81,765,954	\$81,765,954	\$0	\$191,040,276	\$191,040,276	\$0	\$1,677,118	\$1,677,118	\$0
Section 5307	\$0	\$9,081,981	\$9,081,981	\$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	\$0	\$894,383	\$894,383	\$0	\$914,059	\$914,059	\$0
Section 5339	\$0	\$2,271,488	\$2,271,488	\$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	\$52,076,121	\$65,603,989	\$33,378,777	\$32,225,212	\$46,077,802	\$27,177,660	\$18,900,142	\$33,057,489	\$6,893,158	\$26,164,331	\$40,633,140	\$7,131,481	\$33,501,659
STBG-S	\$0	\$8,730,560	\$8,730,560	\$0	\$7,639,240	\$7,639,240	\$0	\$4,365,280	\$4,365,280	\$0	\$258,723,886	\$258,723,886	\$0
TAP-L	\$4,251,548	\$5,878,716	\$4,032,078	\$1,846,638	\$3,511,152	\$3,178,006	\$333,146	\$2,034,279	\$278,419	\$1,755,860	\$3,494,418	\$713,323	\$2,781,095
TAP-L-TIFIA	\$205,629	\$211,958	\$205,692	\$6,266	\$6,266	\$0	\$6,266	\$6,266	\$0	\$6,266	\$6,266	\$0	\$6,266
TAP-S	\$0	\$3,538,250	\$3,538,250	\$0	\$1,634,366	\$1,634,366	\$0	\$1,539,860	\$1,539,860	\$0	\$0	\$0	\$0
Federal Subtotal	\$60,510,266	\$140,326,140	\$106,248,024	\$34,078,116	\$156,616,533	\$135,711,810	\$20,904,723	\$278,520,621	\$248,409,487	\$30,111,134	\$331,910,725	\$291,981,226	\$39,929,499
MMAG	\$0	\$1,673,900	\$1,673,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STATE	\$0	\$12,072,215	\$12,072,215	\$0	\$13,535,947	\$13,535,947	\$0	\$70,399,411	\$70,399,411	\$0	\$66,680,295	\$66,680,295	\$0
LOCAL	\$0	\$49,889,981	\$49,889,981	\$0	\$26,133,415	\$26,133,415	\$0	\$13,415,877	\$13,415,877	\$0	\$5,974,523	\$5,974,523	\$0
Local Subtotal	\$0	\$63,636,096	\$63,636,096	\$0	\$39,669,362	\$39,669,362	\$0	\$83,815,288	\$83,815,288	\$0	\$72,654,818	\$72,654,818	\$0
Total	\$60,510,266	\$203,962,236	\$169,884,120	\$34,078,116	\$196,285,895	\$175,381,172	\$20,904,723	\$362,335,909	\$332,224,775	\$30,111,134	\$404,565,543	\$364,636,044	\$39,929,499

Note: Fiscal constraint report updated 9/24/26 and reflects:
FY 2028 NHPP: +\$71,197,311 (FEDERAL:+\$56,957,849 STATE: +\$14,239,462)

26-2026-016 - I-40/75 at Campbell Station Road Interchange Reconstruction

Reconstruct existing interchange to improve capacity, safety and operations. Project includes widening of Campbell Station Road through the interchange from 3 total through lanes plus turn lanes to 5 total through lanes plus turn lanes from near Snyder Rd. to near Campbell Lakes Dr.

PIN:	132673.00
Lead Agency:	TDOT
County:	Knox
Conformity Status:	Non-Exempt
Termini:	I-40, Interchange at Campbell Station Road (Exit 373); Campbell Station Road, from near Campbell Lakes Drive to near Snyder Road
Estimated Cost:	\$128,000,000
Length:	0.5
Long Range Plan #:	09-629
Horizon Year:	-
Performance Measures:	PM1 - Roadway Safety, PM3 - System Performance, Freight, and CMAQ
Notes:	TPO Amendment #2: Amend the TIP to add TDOT's I-40/75 at Campbell Station Road Interchange Reconstruction project. The project reconstructs existing interchange to improve capacity, safety and operations. Project includes widening of Campbell Station Road through the interchange from 3 total through lanes plus turn lanes to 5 total through lanes plus turn lanes from near Snyder Rd. to near Campbell Lakes Dr. The ROW phase is programmed in FY 2029 at a cost of \$17,000,000 State funds. This amendment adds \$17,000,000 state funds to the project and the TIP. The total project cost is \$128,000,000.



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	STATE	\$0	\$0	\$0	\$0	\$17,000,000	\$0	\$17,000,000
Total ROW		\$0	\$0	\$0	\$0	\$17,000,000	\$0	\$17,000,000
Total Programmed		\$0	\$0	\$0	\$0	\$17,000,000	\$0	\$17,000,000

Current Change Reason:	New Project
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Name	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	\$8,964,359	\$8,964,359	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ PM2.5	\$0	\$2,874,111	\$2,874,111	\$0	\$0	\$0	\$0	\$232,777	\$232,777	\$0	\$798,355	\$798,355	\$0
CRP-L	\$3,976,968	\$5,603,103	\$5,603,103	\$0	\$1,665,169	\$0	\$1,665,169	\$3,366,971	\$1,182,294	\$2,184,677	\$3,923,919	\$283,440	\$3,640,479
FLAP	\$0	\$40,000	\$40,000	\$0	\$1,780,000	\$1,780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HIP	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HPP	\$0	\$0	\$0	\$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	\$16,205,204	\$16,205,204	\$0	\$81,765,954	\$81,765,954	\$0	\$191,040,276	\$191,040,276	\$0	\$1,677,118	\$1,677,118	\$0
Section 5307	\$0	\$9,081,981	\$9,081,981	\$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	\$0	\$894,383	\$894,383	\$0	\$914,059	\$914,059	\$0
Section 5339	\$0	\$2,271,488	\$2,271,488	\$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	\$52,076,121	\$65,603,989	\$33,378,777	\$32,225,212	\$46,077,802	\$27,177,660	\$18,900,142	\$33,057,489	\$6,893,158	\$26,164,331	\$40,633,140	\$7,131,481	\$33,501,659
STBG-S	\$0	\$8,730,560	\$8,730,560	\$0	\$7,639,240	\$7,639,240	\$0	\$4,365,280	\$4,365,280	\$0	\$258,723,886	\$258,723,886	\$0
TAP-L	\$4,251,548	\$5,878,716	\$4,032,078	\$1,846,638	\$3,511,152	\$3,178,006	\$333,146	\$2,034,279	\$278,419	\$1,755,860	\$3,494,418	\$713,323	\$2,781,095
TAP-L-TIFIA	\$205,629	\$211,958	\$205,692	\$6,266	\$6,266	\$0	\$6,266	\$6,266	\$0	\$6,266	\$6,266	\$0	\$6,266
TAP-S	\$0	\$3,538,250	\$3,538,250	\$0	\$1,634,366	\$1,634,366	\$0	\$1,539,860	\$1,539,860	\$0	\$0	\$0	\$0
Federal Subtotal	\$60,510,266	\$140,326,140	\$106,248,024	\$34,078,116	\$156,616,533	\$135,711,810	\$20,904,723	\$278,520,621	\$248,409,487	\$30,111,134	\$331,910,725	\$291,981,226	\$39,929,499
MMAG	\$0	\$1,673,900	\$1,673,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STATE	\$0	\$12,072,215	\$12,072,215	\$0	\$13,535,947	\$13,535,947	\$0	\$70,399,411	\$70,399,411	\$0	\$66,680,295	\$66,680,295	\$0
LOCAL	\$0	\$49,889,981	\$49,889,981	\$0	\$26,133,415	\$26,133,415	\$0	\$13,415,877	\$13,415,877	\$0	\$5,974,523	\$5,974,523	\$0
Local Subtotal	\$0	\$63,636,096	\$63,636,096	\$0	\$39,669,362	\$39,669,362	\$0	\$83,815,288	\$83,815,288	\$0	\$72,654,818	\$72,654,818	\$0
Total	\$60,510,266	\$203,962,236	\$169,884,120	\$34,078,116	\$196,285,895	\$175,381,172	\$20,904,723	\$362,335,909	\$332,224,775	\$30,111,134	\$404,565,543	\$364,636,044	\$39,929,499

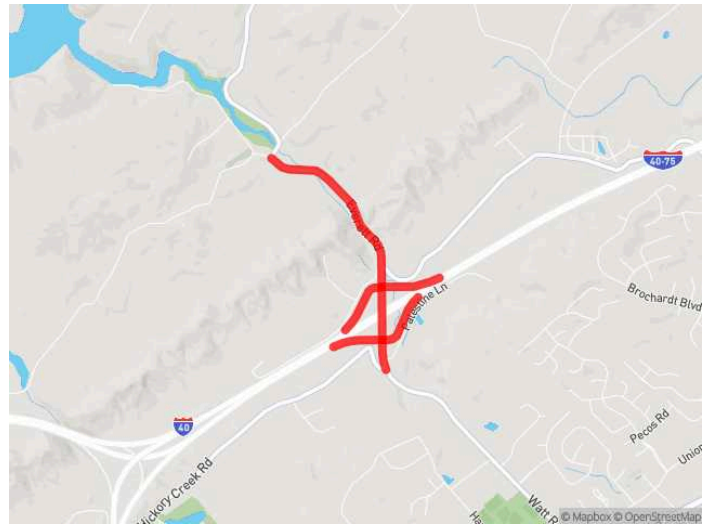
Name	Carry-Over	Revenue (2026)	Programmed (2026)	Balance (2026)	Revenue (2027)	Programmed (2027)	Balance (2027)	Revenue (2028)	Programmed (2028)	Balance (2028)	Revenue (2029)	Programmed (2029)	Balance (2029)
BUILD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,710,387	\$24,710,387	\$0	\$0	\$0	\$0
CMAQ	\$0	\$8,964,359	\$8,964,359	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ PM2.5	\$0	\$2,874,111	\$2,874,111	\$0	\$0	\$0	\$0	\$232,777	\$232,777	\$0	\$798,355	\$798,355	\$0
CRP-L	\$3,976,968	\$5,603,103	\$5,603,103	\$0	\$1,665,169	\$0	\$1,665,169	\$3,366,971	\$1,182,294	\$2,184,677	\$3,923,919	\$283,440	\$3,640,479
FLAP	\$0	\$40,000	\$40,000	\$0	\$1,780,000	\$1,780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HIP	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HPP	\$0	\$0	\$0	\$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	\$16,205,204	\$16,205,204	\$0	\$81,765,954	\$81,765,954	\$0	\$191,040,276	\$191,040,276	\$0	\$1,677,118	\$1,677,118	\$0
Section 5307	\$0	\$9,081,981	\$9,081,981	\$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	\$0	\$894,383	\$894,383	\$0	\$914,059	\$914,059	\$0
Section 5339	\$0	\$2,271,488	\$2,271,488	\$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	\$52,076,121	\$65,603,989	\$33,378,777	\$32,225,212	\$46,077,802	\$27,177,660	\$18,900,142	\$33,057,489	\$6,893,158	\$26,164,331	\$40,633,140	\$7,131,481	\$33,501,659
STBG-S	\$0	\$8,730,560	\$8,730,560	\$0	\$7,639,240	\$7,639,240	\$0	\$4,365,280	\$4,365,280	\$0	\$258,723,886	\$258,723,886	\$0
TAP-L	\$4,251,548	\$5,878,716	\$4,032,078	\$1,846,638	\$3,511,152	\$3,178,006	\$333,146	\$2,034,279	\$278,419	\$1,755,860	\$3,494,418	\$713,323	\$2,781,095
TAP-L-TIFIA	\$205,629	\$211,958	\$205,692	\$6,266	\$6,266	\$0	\$6,266	\$6,266	\$0	\$6,266	\$6,266	\$0	\$6,266
TAP-S	\$0	\$3,538,250	\$3,538,250	\$0	\$1,634,366	\$1,634,366	\$0	\$1,539,860	\$1,539,860	\$0	\$0	\$0	\$0
Federal Subtotal	\$60,510,266	\$140,326,140	\$106,248,024	\$34,078,116	\$156,616,533	\$135,711,810	\$20,904,723	\$278,520,621	\$248,409,487	\$30,111,134	\$331,910,725	\$291,981,226	\$39,929,499
MMAG	\$0	\$1,673,900	\$1,673,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STATE	\$0	\$12,072,215	\$12,072,215	\$0	\$13,535,947	\$13,535,947	\$0	\$70,399,411	\$70,399,411	\$0	\$83,680,295	\$83,680,295	\$
LOCAL	\$0	\$49,889,981	\$49,889,981	\$0	\$26,133,415	\$26,133,415	\$0	\$13,415,877	\$13,415,877	\$0	\$5,974,523	\$5,974,523	\$0
Local Subtotal	\$0	\$63,636,096	\$63,636,096	\$0	\$39,669,362	\$39,669,362	\$0	\$83,815,288	\$83,815,288	\$0	\$89,654,818	\$89,654,818	\$
Total	\$60,510,266	\$203,962,236	\$169,884,120	\$34,078,116	\$196,285,895	\$175,381,172	\$20,904,723	\$362,335,909	\$332,224,775	\$30,111,134	\$421,565,543	\$381,636,044	\$39,929,499

Note: Fiscal constraint report updated 9/24/26 and reflects:
FY 2029 STATE: +\$17,000,000 (STATE: +\$17,000,000)

26-2026-017 - I-40/75 at Watt Road Interchange Reconstruction and Watt Road/Everett Road Widening

Reconstruct existing interchange to a Diverging Diamond Interchange (DDI) to improve capacity, safety and operations. Project includes widening of Watt Rd through the interchange (between ramps) to 6 through lanes and the remainder of Watt Rd and Everett Rd from 2 and 3-lanes to 4-lanes plus Continuous Center Turn Lane from near Hines Valley Rd to near Buttermilk Rd.

PIN:	132678.00
Lead Agency:	TDOT
County:	Knox
Conformity Status:	Non-Exempt
Termini:	I-40, Interchange at Watt Road (Exit 369); Watt Road/Everett Road, from near Hines Valley Road to near Buttermilk Road.
Estimated Cost:	\$157,650,000
Length:	1.4
Long Range Plan #:	09-651
Horizon Year:	-
Performance Measures:	PM1 - Roadway Safety, PM3 - System Performance, Freight, and CMAQ
Notes:	TPO Amendment #3: Amend the TIP to add TDOT's I-40/75 at Watt Road Interchange Reconstruction and Watt Road/Everett Road widening project. The project reconstructs the existing interchange to a Diverging Diamond Interchange (DDI) to improve capacity, safety and operations. Project includes widening of Watt Rd through the interchange (between ramps) to 6 through lanes and the remainder of Watt Rd and Everett Rd from 2 and 3-lanes to 4-lanes plus Continuous Center Turn Lane from near Hines Valley Rd to near Buttermilk Rd



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
ROW	STATE	\$0	\$0	\$9,000,000	\$0	\$0	\$0	\$9,000,000
↳ ROW	LOCAL	\$0	\$0	\$3,225,000	\$0	\$0	\$0	\$3,225,000
Total ROW		\$0	\$0	\$12,225,000	\$0	\$0	\$0	\$12,225,000
Const	STATE	\$0	\$0	\$0	\$131,000,000	\$0	\$0	\$131,000,000
↳ Const	LOCAL	\$0	\$0	\$0	\$11,525,000	\$0	\$0	\$11,525,000
Total Const		\$0	\$0	\$0	\$142,525,000	\$0	\$0	\$142,525,000
Total Programmed		\$0	\$0	\$12,225,000	\$142,525,000	\$0	\$0	\$154,750,000

Current Change Reason:	New Project
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Name	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	\$8,964,359	\$8,964,359	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ PM2.5	\$0	\$2,874,111	\$2,874,111	\$0	\$0	\$0	\$0	\$232,777	\$232,777	\$0	\$798,355	\$798,355	\$0
CRP-L	\$3,976,968	\$5,603,103	\$5,603,103	\$0	\$1,665,169	\$0	\$1,665,169	\$3,366,971	\$1,182,294	\$2,184,677	\$3,923,919	\$283,440	\$3,640,479
FLAP	\$0	\$40,000	\$40,000	\$0	\$1,780,000	\$1,780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HIP	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HPP	\$0	\$0	\$0	\$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	\$16,205,204	\$16,205,204	\$0	\$81,765,954	\$81,765,954	\$0	\$191,040,276	\$191,040,276	\$0	\$1,677,118	\$1,677,118	\$0
Section 5307	\$0	\$9,081,981	\$9,081,981	\$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	\$0	\$894,383	\$894,383	\$0	\$914,059	\$914,059	\$0
Section 5339	\$0	\$2,271,488	\$2,271,488	\$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	\$52,076,121	\$65,603,989	\$33,378,777	\$32,225,212	\$46,077,802	\$27,177,660	\$18,900,142	\$33,057,489	\$6,893,158	\$26,164,331	\$40,633,140	\$7,131,481	\$33,501,659
STBG-S	\$0	\$8,730,560	\$8,730,560	\$0	\$7,639,240	\$7,639,240	\$0	\$4,365,280	\$4,365,280	\$0	\$258,723,886	\$258,723,886	\$0
TAP-L	\$4,251,548	\$5,878,716	\$4,032,078	\$1,846,638	\$3,511,152	\$3,178,006	\$333,146	\$2,034,279	\$278,419	\$1,755,860	\$3,494,418	\$713,323	\$2,781,095
TAP-L-TIFIA	\$205,629	\$211,958	\$205,692	\$6,266	\$6,266	\$0	\$6,266	\$6,266	\$0	\$6,266	\$6,266	\$0	\$6,266
TAP-S	\$0	\$3,538,250	\$3,538,250	\$0	\$1,634,366	\$1,634,366	\$0	\$1,539,860	\$1,539,860	\$0	\$0	\$0	\$0
Federal Subtotal	\$60,510,266	\$140,326,140	\$106,248,024	\$34,078,116	\$156,616,533	\$135,711,810	\$20,904,723	\$278,520,621	\$248,409,487	\$30,111,134	\$331,910,725	\$291,981,226	\$39,929,499
MMAG	\$0	\$1,673,900	\$1,673,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STATE	\$0	\$12,072,215	\$12,072,215	\$0	\$13,535,947	\$13,535,947	\$0	\$70,399,411	\$70,399,411	\$0	\$83,680,295	\$83,680,295	\$
LOCAL	\$0	\$49,889,981	\$49,889,981	\$0	\$26,133,415	\$26,133,415	\$0	\$13,415,877	\$13,415,877	\$0	\$5,974,523	\$5,974,523	\$0
Local Subtotal	\$0	\$63,636,096	\$63,636,096	\$0	\$39,669,362	\$39,669,362	\$0	\$83,815,288	\$83,815,288	\$0	\$89,654,818	\$89,654,818	\$
Total	\$60,510,266	\$203,962,236	\$169,884,120	\$34,078,116	\$196,285,895	\$175,381,172	\$20,904,723	\$362,335,909	\$332,224,775	\$30,111,134	\$421,565,543	\$381,636,044	\$39,929,499

Name	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	\$8,964,359	\$8,964,359	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ PM2.5	\$0	\$2,874,111	\$2,874,111	\$0	\$0	\$0	\$0	\$232,777	\$232,777	\$0	\$798,355	\$798,355	\$
CRP-L	\$3,976,968	\$5,603,103	\$5,603,103	\$0	\$1,665,169	\$0	\$1,665,169	\$3,366,971	\$1,182,294	\$2,184,677	\$3,923,919	\$283,440	\$3,640,479
FLAP	\$0	\$40,000	\$40,000	\$0	\$1,780,000	\$1,780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HIP	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HPP	\$0	\$0	\$0	\$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	\$
NHPP	\$0	\$16,205,204	\$16,205,204	\$0	\$81,765,954	\$81,765,954	\$0	\$191,040,276	\$191,040,276	\$0	\$1,677,118	\$1,677,118	\$
Section 5307	\$0	\$9,081,981	\$9,081,981	\$0	\$9,302,361	\$9,302,361	\$0	\$9,507,013	\$9,507,013	\$0	\$9,716,167	\$9,716,167	\$
Section 5310	\$0	\$856,291	\$856,291	\$0	\$875,129	\$875,129	\$0	\$894,383	\$894,383	\$0	\$914,059	\$914,059	\$
Section 5339	\$0	\$2,271,488	\$2,271,488	\$0	\$789,784	\$789,784	\$0	\$807,160	\$807,160	\$0	\$824,917	\$824,917	\$
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	\$
STBG-L	\$52,076,121	\$65,603,989	\$33,378,777	\$32,225,212	\$46,077,802	\$27,177,660	\$18,900,142	\$33,057,489	\$6,893,158	\$26,164,331	\$40,633,140	\$7,131,481	\$33,501,659
STBG-S	\$0	\$8,730,560	\$8,730,560	\$0	\$7,639,240	\$7,639,240	\$0	\$4,365,280	\$4,365,280	\$0	\$258,723,886	\$258,723,886	\$
TAP-L	\$4,251,548	\$5,878,716	\$4,032,078	\$1,846,638	\$3,511,152	\$3,178,006	\$333,146	\$2,034,279	\$278,419	\$1,755,860	\$3,494,418	\$713,323	\$2,781,095
TAP-L-TIFIA	\$205,629	\$211,958	\$205,692	\$6,266	\$6,266	\$0	\$6,266	\$6,266	\$0	\$6,266	\$6,266	\$0	\$6,266
TAP-S	\$0	\$3,538,250	\$3,538,250	\$0	\$1,634,366	\$1,634,366	\$0	\$1,539,860	\$1,539,860	\$0	\$0	\$0	\$0
Federal Subtotal	\$60,510,266	\$140,326,140	\$106,248,024	\$34,078,116	\$156,616,533	\$135,711,810	\$20,904,723	\$278,520,621	\$248,409,487	\$30,111,134	\$331,910,725	\$291,981,226	\$39,929,499
MMAG	\$0	\$1,673,900	\$1,673,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STATE	\$0	\$12,072,215	\$12,072,215	\$0	\$22,535,947	\$22,535,947	\$0	\$201,399,411	\$201,399,411	\$0	\$83,680,295	\$83,680,295	\$
LOCAL	\$0	\$49,889,981	\$49,889,981	\$0	\$29,358,415	\$29,358,415	\$0	\$24,940,877	\$24,940,877	\$0	\$5,974,523	\$5,974,523	\$
Local Subtotal	\$0	\$63,636,096	\$63,636,096	\$0	\$51,894,362	\$51,894,362	\$0	\$226,340,288	\$226,340,288	\$0	\$89,654,818	\$89,654,818	\$
Total	\$60,510,266	\$203,962,236	\$169,884,120	\$34,078,116	\$208,510,895	\$187,606,172	\$20,904,723	\$504,860,909	\$474,749,775	\$30,111,134	\$421,565,543	\$381,636,044	\$39,929,499

Note: Fiscal constraint report updated 9/28/26 and reflects:
FY 2027 STATE: +\$9,000,000 LOCAL: +\$3,225,000
FY 2028 STATE: +\$131,000,000 LOCAL: +\$11,525,000

Appendix G – Public Notice and Legal Ad Proofs

To Be Provided