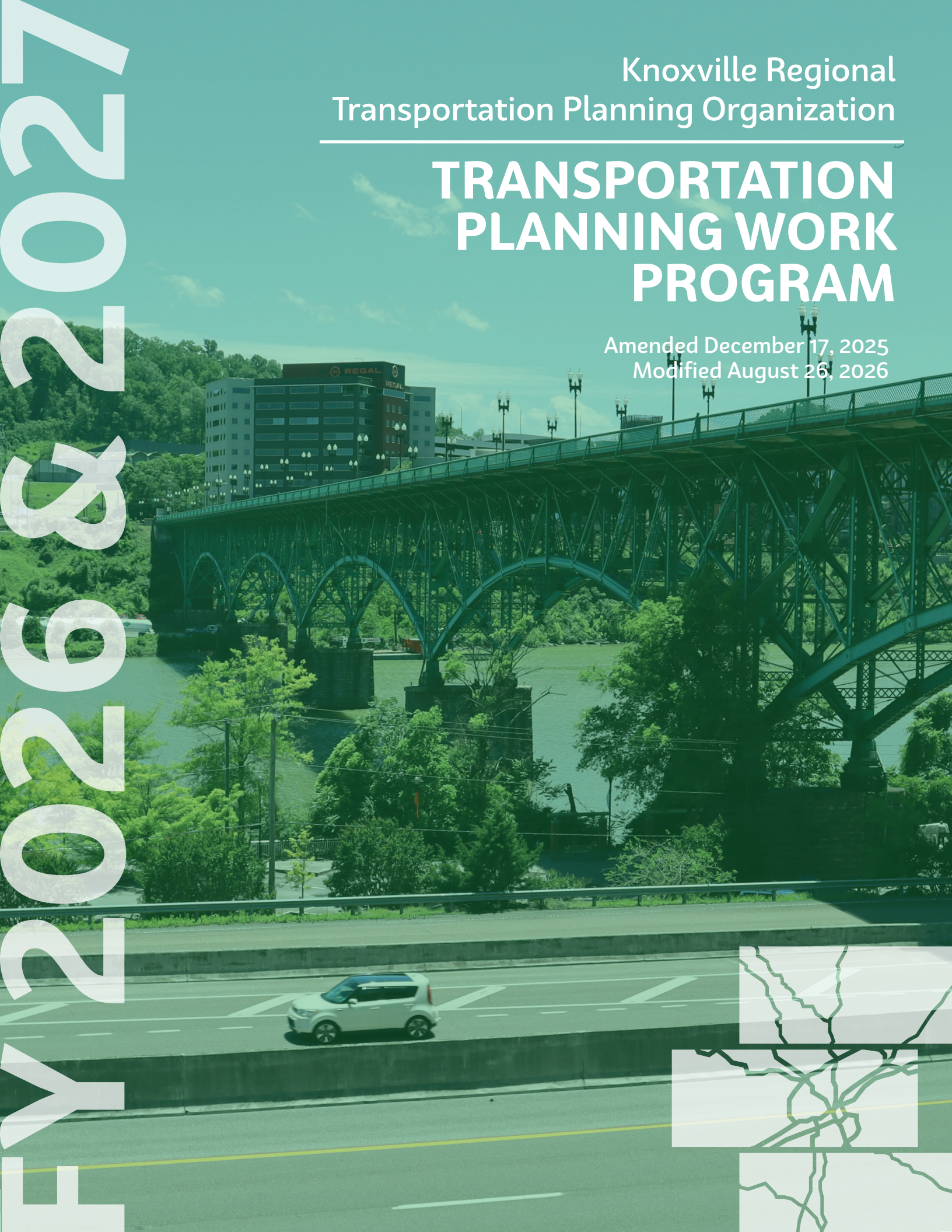
FY 2026 & 2027

Knoxville Regional
Transportation Planning Organization

TRANSPORTATION PLANNING WORK PROGRAM

Amended December 17, 2025
Modified August 26, 2026



Knoxville Regional
Transportation Planning Organization

TRANSPORTATION PLANNING WORK PROGRAM
FY 2026 & 2027

Adopted by the TPO Executive Board on July 23, 2025

Amended December 17, 2025

Modified August 26, 2026

A RESOLUTION BY THE EXECUTIVE BOARD
OF THE KNOXVILLE REGIONAL
TRANSPORTATION PLANNING ORGANIZATION
ADOPTING
THE FISCAL YEAR (FY) 2026 and 2027
TRANSPORTATION PLANNING WORK PROGRAM

WHEREAS, in accordance with the requirements of the US Department of Transportation, Title 23 Code of Federal Regulations (C.F.R.) Section 450.308 of the Metropolitan Planning Regulations, no planning activities can be funded by federal sources until they have been included in the Transportation Planning Work Program; and

WHEREAS, the required planning factors to be considered by Transportation Planning Organizations (TPO) in developing transportation plans and programs, were used in the development of this Transportation Planning Work Program; and

WHEREAS, Federal Transit Administration 5303 planning funds shall be designated to the TPO for transit planning purposes as outlined in the Transportation Planning Work Program; and

WHEREAS, the TPO Technical Committee has endorsed this FY 2026 and FY 2027 Transportation Planning Work Program as the first step in achieving a coordinated transportation system; and

WHEREAS, the elements of the Transportation Planning Work Program are to receive final approval from the Executive Board of the Transportation Planning Organization,

WHEREAS, the public was afforded an opportunity to comment on the Transportation Planning Work Program,

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

that the FY 2026 through FY 2027 Transportation Planning Work Program be adopted.

July 23, 2025
Date

Mayor Glenn Jacobs
Knox County
TPO Executive Board Chair

Doug Burton
TPO Coordinator
Knoxville Regional TPO

A RESOLUTION BY THE EXECUTIVE BOARD
OF THE KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
ADOPTING AMENDMENT NO. 1 OF THE FISCAL YEAR (FY) 2026 and 2027
TRANSPORTATION PLANNING WORK PROGRAM

WHEREAS, in accordance with the requirements of the US Department of Transportation, Title 23 Code of Federal Regulations (C.F.R.) Section 450.308 of the Metropolitan Planning Regulations, no planning activities can be funded by federal sources until they have been included in the Transportation Planning Work Program; and

WHEREAS, the required planning factors to be considered by Transportation Planning Organizations (TPO) in developing transportation plans and programs, were used in the development of this Transportation Planning Work Program Amendment; and

WHEREAS, the TPO Technical Committee has endorsed this FY 2026 and FY 2027 Transportation Planning Work Program Amendment as one step in achieving a coordinated transportation system; and

WHEREAS, the elements of the Transportation Planning Work Program Amendment are to receive final approval from the Executive Board of the Transportation Planning Organization, and

WHEREAS, the public was afforded an opportunity to comment on the Transportation Planning Work Program Amendment,

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

That the FY 2026-2027 Transportation Planning Work Program be amended to add one item to the Community Planning Studies tasks by allocating reserve (unprogrammed) task item funding:

- *Knox-Blount Greenway Connectivity and Mobility Study for Knox County*

December 17, 2025
Date

Mayor Glenn Jacobs
Knox County
TPO Executive Board Chair

Doug Burton
Coordinator
Knoxville Regional TPO

A RESOLUTION BY THE EXECUTIVE BOARD
OF THE KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION MODIFYING
THE FISCAL YEAR (FY) 2026 and 2027 TRANSPORTATION PLANNING WORK PROGRAM

WHEREAS, in accordance with the requirements of the US Department of Transportation, Title 23 Code of Federal Regulations (C.F.R.) Section 450.308 of the Metropolitan Planning Regulations, no planning activities can be funded by federal sources until they have been included in the Transportation Planning Work Program; and

WHEREAS, the required planning factors to be considered by Transportation Planning Organizations (TPO) in developing transportation plans and programs, were used in the development of this Transportation Planning Work Program Modification; and

WHEREAS, the TPO Technical Committee has endorsed this FY 2026 and FY 2027 Transportation Planning Work Program Modification as one step in achieving a coordinated transportation system; and

WHEREAS, the elements of the Transportation Planning Work Program are to receive approval from the Executive Board of the Transportation Planning Organization, and

WHEREAS, the public was afforded an opportunity to comment on the Transportation Planning Work Program Modification,

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

That the FY 2026-2027 Transportation Planning Work Program be modified to add to the Community Planning Studies section: The City of Oak Ridge Corridor Study: Tennessee and Central Avenues.

The study will be funded by allocating reserve (unprogrammed) funding in the amount of $100,000. The funding breakdown is $50,000 from the reserve Complete Street funding, $42,500 from the reserve Community Planning Grant (CPG) funds and TDOT match, and $7,500 from the City of Oak Ridge for local match.

August 26, 2026

Mayor Glen Jacobs
Knox County
TPO Executive Board Chair

Doug Burton
Coordinator
Knoxville Regional TPO

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

Knoxville Regional Transportation Planning Organization

Knoxville-Knox County Planning

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Jonah Bird – Planner

Dallas DeArmond – Administrative Assistant II

This report was prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Tennessee Department of Transportation.

The TPO ensures compliance with Title VI of the Civil Rights Act of 1964 (49 CFR 21) (23 CFR 200) related to statutes and regulations to the end that no person shall be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance from the U.S Department of Transportation on the grounds of race, color, or national origin. To see the TPO's Title VI Plan please visit the website. In addition to Title VI, the TPO ensures compliance with other federal laws to include Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (Sex); the Age Discrimination Act of 1975; and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act of 1990.

The TPO strives to be sure our website is accessible, documents are screen-reader friendly, and translation services are provided. If you need any reasonable assistance or accommodation, please contact the TPO.

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

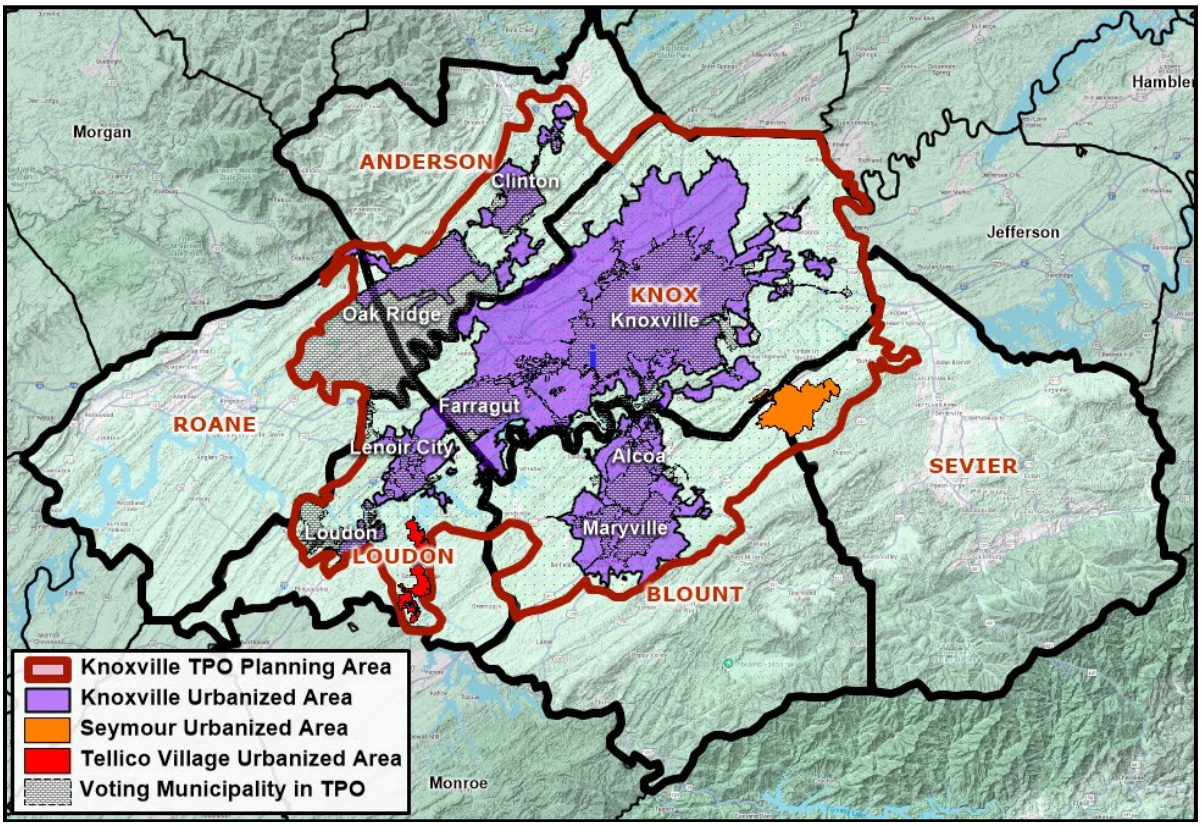
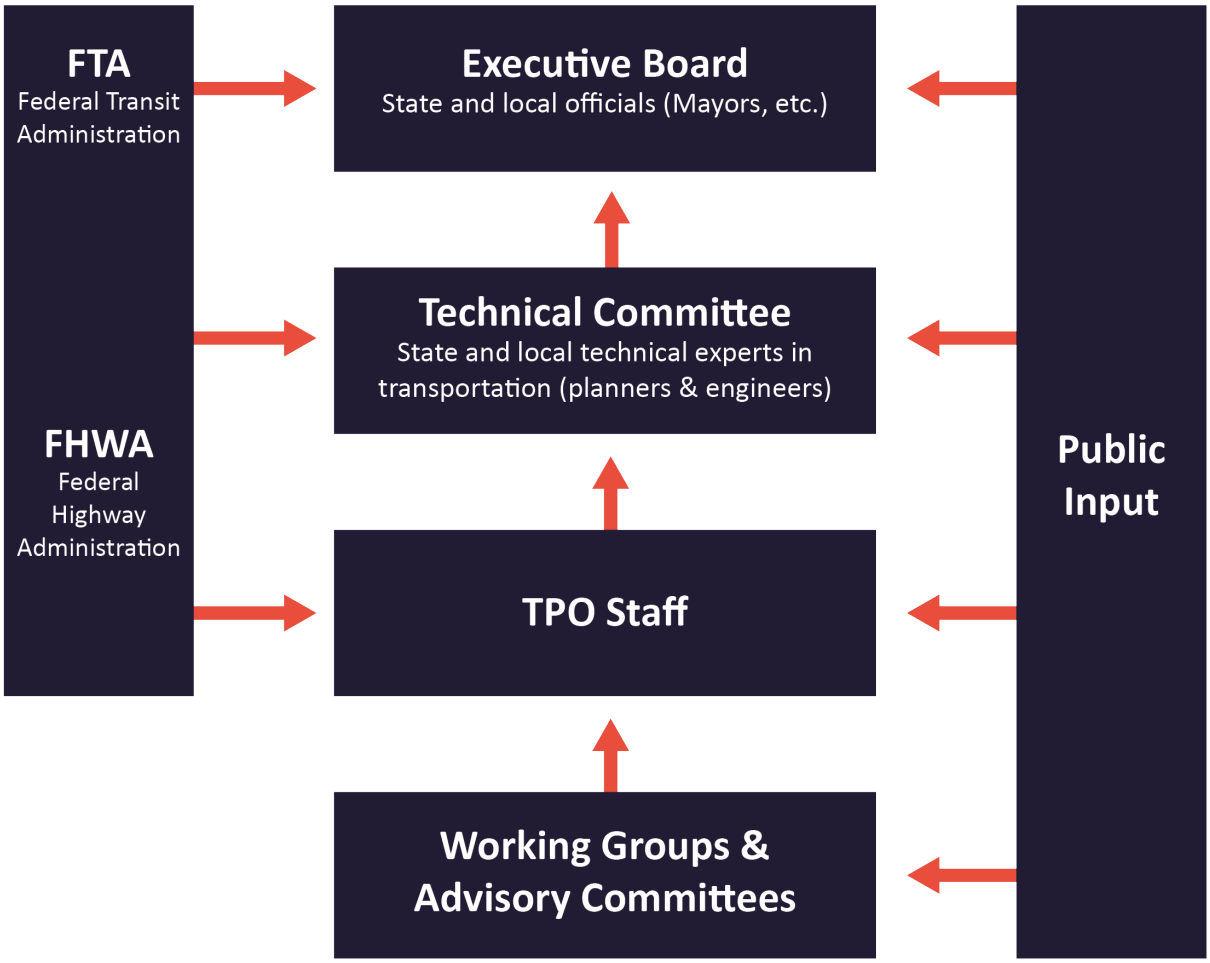


FIGURE 2: TPO STRUCTURE



A. INTRODUCTION

OVERVIEW

The Knoxville Regional Transportation Planning Organization (TPO) is the Metropolitan Planning Organization (MPO) for the Knoxville urban area. Established in 1977, the TPO has the lead responsibility to ensure the transportation planning process is being carried out per federal and state regulations. Federal regulations require that an MPO be designated to carry out a comprehensive, continuing, and cooperative transportation planning process for an urbanized area (as defined by the U.S. Bureau of Census) with a population of 50,000 or more.

The TPO can set a planning area boundary (called Metropolitan Planning Area or MPA) to be the census defined urban area and that area which is expected to be urbanized over the next twenty-years (Map One). The TPO's MPA includes all of Knox County and portions of Anderson, Blount, Loudon, Roane, and Sevier. The following municipalities with population greater than 5,000 are within the TPO's MPA: Cities of Knoxville, Alcoa, Maryville, Loudon, Lenior City, Clinton, Oak Ridge, and the Town of Farragut. Though not incorporated municipalities, the Census Bureau-recognized urbanized areas of Tellico Village and Seymour are also within the TPO's MPA.

Knoxville-Knox County Planning provides staff to manage the TPO under the direction of the TPO Technical Committee and Executive Board. Federal and State oversight is the responsibility of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and the Tennessee Department of Transportation (TDOT). These federal and state agencies help ensure the TPO is adhering to the Federal Metropolitan Planning Process requirements. The TPO's structure is shown in Figure One.

The TPO is responsible for developing a Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program (TIP) for the metropolitan planning area, in cooperation with the State, affected transit operators, and the public. The MTP is a long-range transportation plan that includes long-and short-range actions the region will take to invest in its transportation system, including roadways, transit, bikeways, walkways, and connections between modes. The most current long-range transportation plan for the TPO is called the Mobility Plan 2050. The TIP is a short-range, four-year list of priority transportation projects that are ready to be implemented and are drawn from the Mobility Plan 2050. The 2026-2029 TIP is scheduled to be adopted in October of 2025. To access these documents, go to: www.knoxtpo.org

TDOT has created Rural Planning Organizations (RPO), managed by the Development Districts, to help address rural transportation needs regionally. The East Tennessee South RPO is involved with the TPO in addressing transportation and related issues to improving air quality for the Ozone and PM2.5 Maintenance areas.

The Unified Planning Work Program (also referred to as the Transportation Planning Work Program (TPWP)) identifies the urban area and transportation related air quality planning activities anticipated during fiscal years (FY) 2026 and 2027. FY 2026 begins October 1, 2025 and FY 2027 begins October 1, 2026.

TPO EXECUTIVE BOARD AND TECHNICAL COMMITTEE MEMBERSHIP

The TPO Executive Board and Technical Committee members are as follows:

TPO EXECUTIVE BOARD

Representative of the Governor, State of Tennessee

Anderson County Mayor

City of Clinton Mayor

City of Oak Ridge Mayor

Blount County Mayor

City of Alcoa Mayor

City of Maryville Mayor

Knox County Mayor

Knox County Commission, Chair

City of Knoxville Mayor

City of Knoxville Vice-Mayor

City of Knoxville Transit Director, Public Transit Representative

Town of Farragut Mayor

Loudon County Mayor

City of Lenoir City Mayor

City of Loudon Mayor

Sevier County Mayor

East Tennessee Development District, appointed Representative

Tennessee County Highway Officials Association, appointed Representative

Non-voting participants:

Federal Highway Administration – TN Division

Federal Transit Administration – Region 4

TPO TECHNICAL COMMITTEE

Anderson County

City of Clinton

City of Oak Ridge

Blount County Regional Planning Commission (BCPC)

City of Alcoa, Public Works and Engineering Department

City of Maryville, Engineering and Public Works Department

Knox County, Department of Engineering and Public Works

Knoxville-Knox County Community Action Committee (Knox County CAC Transit)

City of Knoxville, Department of Engineering

Knoxville Area Transit (KAT)

Town of Farragut, Department of Engineering

Knoxville-Knox County Planning

Lakeway Area Metropolitan Transportation Planning Organization

Loudon County

City of Lenoir City

City of Loudon

Sevier County

East Tennessee Development District (ETDD)

East Tennessee Human Resource Agency (ETHRA)

Metropolitan Knoxville Airport Authority

Tennessee Department of Transportation, Long Range Planning Division

Tennessee Vans

Non-voting participants:

Federal Highway Administration – TN Division

Federal Transit Administration – Region 4

COMMONLY USED ACRONYMS AND/OR ABREVIATIONS IN THE WORK TASKS

ADA	Americans with Disabilities Act of 1990
APA	American Planning Association
BIL	Bipartisan Infrastructure Law (same as IIJA)
CAC	Knox County Community Action Committee Transit
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Process
CPG	Consolidated Planning Grant
CV	Connected Vehicle
EPA	Environmental Protection Agency
ETDD	East Tennessee Development District
ETHRA	East Tennessee Human Resources Agency
FAST Act	Fixing America's Surface Transportation Act (Act before IIJA/BIL)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information Systems
HUD	Housing and Urban Development
IIJA	Infrastructure Investment & Jobs Act (same as BIL)
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation System
KAT	Knoxville Area Transit
KCP	Knoxville Commuter Pool
LMTPO	Lakeway Metropolitan Transportation Planning Organization
L-STBG	Local Surface Transportation Block Grant
MOVES	Motor Vehicle Emissions Simulator
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
NAAQS	National Ambient Air Quality Standard
NEPA	National Environmental Policy Act
NOx	Oxides of Nitrogen
PM2.5	Fine Particulate Matter (less than 2.5 microns)

RPO	Rural Planning Organization
SR	State Route
SS4A	Safe Streets and Roads for All
TDEC	Tennessee Department of Environment and Conservation
TDM	Travel Demand Management
TDOT	Tennessee Department of Transportation
TIP	Transportation Improvement Program
TNSHPO	Tennessee State Historic Preservation Office
TPO	Transportation Planning Organization
TPWP	Transportation Planning Work Program (same as UPWP)
UPWP	Unified Planning Work Program (same as TPWP)
UTK	University of Tennessee at Knoxville
UZA	Urbanized Area
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
V2V	Vehicle to Vehicle

B. ABOUT

PURPOSE OF THE WORK PROGRAM

The TPWP documents the transportation planning activities to be performed in the metropolitan planning area for the next two federal fiscal years. This document was prepared in cooperation with our State and local transportation partners. Preparation of the TPWP is required by the federal transportation legislation. The latest federal transportation legislation is the Bipartisan Infrastructure Law (BIL) enacted as the infrastructure Investment and Jobs Act (IIJA), which was signed into law on November 15, 2021. The TPWP is also a requirement of the Metropolitan Planning Code of Federal Regulations (23CFR 450.308) of the United States Department of Transportation.

FEDERAL PLANNING FACTORS

Through implementation of the TPWP, the TPO will meet federal transportation planning mandates and address local transportation challenges such as providing stronger linkages between land-use and transportation planning. The IIJA incorporates the ten planning factors established under the previous Act - Fixing America's Surface Transportation (FAST Act). The planning factors must be considered when developing the TPWP. How the TPWP addresses the planning factors is described below:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

   TPO Response: The programming of projects in the TIP is a work task to address this factor. In addition, monitoring performance factors identified in the Mobility Plan 2050 will help address safety, congestion, and air quality, all important factors to an area's competitiveness and vitality. The TPO also partners with regional chambers of commerce on mobility and economic issues. The TPO will be involved and provide input into the TDOT Knoxville Interstate 40 Corridor Priority Investment Project and future 10-Year Plans. The TPO will be working on more freight issues and data collection with this TPWP.

2. Increase the safety of the transportation system for motorized and nonmotorized users.

   TPO Response: The TPO will continue its very robust process to identify bike and pedestrian and vehicle crashes in the region. The TPO will continue to work with jurisdictions on ways to

mitigate these crashes. As transportation projects are considered in the Mobility Plan and TIP they are evaluated from a safety perspective. The TPO will be working on implementing its Regional Roadway Safety Study and coordinating with jurisdictions who want to apply for or have received a Safe Street and Roads for All (SS4A) grant.

3. Increase the accessibility and mobility options available to people and for freight.

   TPO Response: The TPO will be involved and provide input into the TDOT Knoxville Interstate 40 Corridor Priority Investment Project of which the mitigation of congestion (both vehicle and truck) is a key part. The urban area continues to see large scale production/distribution businesses move to the area. This recently included two Amazon distribution facilities. The TPO will be monitoring the impacts on the transportation system by these types of freight distribution facilities. The work program identifies a number of tasks that seek to improve mobility for people including bicycle and pedestrian planning and an update to the Human Services Transportation Coordination Plan. The TPO will be working with KAT, Knox County CAC Transit, and ETHRA to determine ways to improve coordination and increase options for all.

4. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth economic development patterns.

   TPO Response: The maintenance of the Mobility Plan 2050 is the primary product that the TPO prepares that addresses this issue. The TPO is required to conduct an Air Quality Conformity Analysis on updates of the Mobility Plan and the TIP. The TPO manages a rideshare program called Smart Trips that seeks to encourage fewer trips and a cleaner environment. The TPO will be working on implementing strategies in the transportation sector from the BREATHE project that seeks to reduce pollution. The TPO also works to collaborate with local partners to increase conversations and information around complete streets, place making, and safety issues. The TPO will be working with local jurisdictions on several land use or small area planning studies that will address these types of issues.

5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

TPO Response: This factor is addressed through updates of the Mobility Plan 2050, implementation of projects from the TIP, and corridor and special planning studies. The TPO will be working with the City of Knoxville and KAT on implementing TOD projects and policies. The TPO will be involved with committees and projects that deal with pedestrian, biking, and transit modes. The TPO will be working on freight issues and data collection.

6. Promote efficient system management and operation.

   TPO Response: The development and maintenance of the Intelligent Transportation System and Congestion Management Process are the primary means to address this factor. The TPO will be working with KAT, Knox County CAC Transit, and ETHRA to determine ways to improve coordination.

7. Emphasize the preservation of the existing transportation system.

   TPO Response: In the previous TIP a project was funded to undertake a Pavement Management Study for 5 local partners. This project continues to grow and add additional partners. This effort helps local partners better manage the upkeep of their roadways. The TPO will work with its transit partners on Transit Asset Management issues and ways to make assets last longer.

8. Increase the security of the transportation system for motorized and nonmotorized users.

   TPO Response: The TPO attempts to address this issue through the development of the Mobility Plan, the TIP, and ITS projects. The TPO will work with its transit partners to be sure security is being addressed for both passengers and drivers.

9. Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts on surface transportation.

   TPO Response: The TPO staff recently participated in a TDOT committee to develop an MPO Resilience Guidance Document that provides a template that can help reduce the planning burden for local jurisdictions to conduct resiliency planning. The TPO will coordinate with local jurisdictions to see if any want to develop individual resiliency plans. This factor is also addressed in the Mobility Plan, TIP, and ITS.

10. Enhance travel and tourism.

TPO Response: This region is the major gateway to the Great Smoky Mountains National Park and other major tourist attractions. The TPO has worked cooperatively with local and State partners to support improved traffic. The TPO continues to include Sevier County as a stakeholder in the Knoxville Regional ITS Architecture as it is maintained and updated recognizing the significant traffic challenges presented by the major tourist generators and need for deploying ITS technologies such as along the critical SR 66 corridor.

The TPO MPA continues to become more of a destination and has seen increases in travel and tourism. The TPO will work with local jurisdictions to be sure the transportation system is capable of handling the increased pressures associated with tourism. The TPO will work with its transit providers as they often provide auxiliary services such as for the University of Tennessee and City of Knoxville events for sports games, parades, concerts, festivals, conferences, and events at the new Covenant Health baseball park downtown.

The City of Knoxville's Urban Wilderness is an outdoor adventure area that draws national, state, and local visitors where they can hike, bike, climb, paddle, or just wander in the woods. Over 60 miles of trails and greenways connect a beautiful nature center, pristine lakes, historic sites, dramatic quarries, adventure playgrounds, five city parks, and a 600-acre wildlife area. The TPO helps coordinate with the City of Knoxville on ways to improve access to the Urban Wilderness by coordinating transportation and land use improvements to the surrounding areas.

STATEWIDE PLANNING PRIORITIES

The following is a list of Statewide Planning Priorities that are considered in the development of the TPWP.

1. **Transportation Planning Grants (TPGs).** The UPWP shall include information to support TDOT's TPGs. MPOs shall develop collaborative efforts with their local jurisdictions in support of TPG applications that align with the planning activities of the MPO and TDOT. As always, these planning efforts should consider safety as the number one priority. Specific information is found on TDOT's website which also provides a fact sheet on some of the more popular grant options such as Complete Streets, Bicycle and Pedestrian, Transportation Systems Management & Operations, Corridor Study, Resurfacing and Striping, Community Mobility as well as other multimodal a theme-based planning. The MPO shall develop collaborative efforts with their

local jurisdictions in support of TPG applications that align with the planning activities of the MPO and TDOT.

TPO Response: Many of the tasks identified in the TPWP could be eligible for Transportation Planning grants. The TPO will work with its local partners and jurisdictions to apply for grants where appropriate.

2. **Regional Planning Coordination.** With the recent passage of the Transportation Modernization Act (TMA) and TDOT's associated 10-Year Project Plan, it is more essential than ever to maintain coordinated planning efforts between TDOT and the MPOs as a way to establish the foundation of future 10-Year Plan projects. These efforts can come from a variety of sources such as multi-county corridor studies, access management improvement studies, regional land use/transportation plans, park & ride studies, large-scale bike/pedestrian plan, regional transit studies, and economic development studies.

   TPO Response: As noted in the Planning Priorities Facing the MPA section of the TPWP this is a key effort of the TPO. It is more important than ever that TPO, TDOT, and our local agencies and governments work together to efficiently manage existing projects and plan for future ones.

WORK PROGRAM OBJECTIVES

The objectives of the TPWP are as follows:

1. To maintain and strengthen the cooperative, comprehensive, and continuous transportation planning process of the TPO and the East Tennessee South Rural Planning Organization.

2. To provide for land use and transportation planning data with special consideration to providing stronger linkages between land use and transportation planning.

3. To assist each agency involved in the transportation planning process to develop a coordinated planning program that allows the most efficient use of available personnel and monies.

4. To identify needed transportation planning activities in the study area based on comprehensive transportation planning and transportation system performance analysis and to provide for the funding, agency coordination, and eventual implementation of those activities.

5. To involve affected parties in the TPO transportation planning process. A special emphasis will be to continue to engage disadvantaged groups in the planning process.

A certification of the TPO's transportation planning process was finalized on April 8, 2024. Results from the federal review identified no corrective actions. There were 5 recommendations and the TPO will consider these items as the work program is implemented.

PREVIOUS WORK PROGRAM ACCOMPLISHMENTS

During the FY2024-2025 TPWP there were several accomplishments. Some of these include:

- Maintained the FY2023-2026 TIP.
- Prepared a draft of the FY2026-2029 TIP (to be adopted in October of 2025).
- Adopted the Mobility Plan 2050 including the corresponding Air Quality Conformity Analysis.
- Continued monitoring of the IIJA and its predecessor the FAST Act and adopted the required Performance Measures including PM-1 Safety (Local Targets adopted for first time in 2025), PM-2 Pavement and Bridge Infrastructure Condition, PM-3 System Performance, Transit Asset Management Standards, and Public Transportation Agency Safety Plans.

- Continued managing the Pavement Management collection and analysis project and expanded the participation to 8 local agencies.
- Conducted first regional Household Travel Survey since 2008.
- Continued to work with KAT on transit route planning including implementing the KAT Re-imagined Study route recommendations.
- Completed the Federal Certification Review process for MPOs.

PLANNING PRIORITIES FACING THE MPA

To maintain the metropolitan planning process, the TPO has four required work products that must be complete and compliant. These work products include: a twenty-year long-range transportation plan also called the Mobility Plan 2050 (updated every four years), a short-range Transportation Improvement Program (updated every three years), a transportation planning work program (updated every two years), and a public outreach plan (updated periodically but typically after the completion of the long-range plan). Along with these work products, the TPO also must undergo a Federal Certification Review of the metropolitan planning process every four years.

Unique to this FY26-27 TPWP is that the TPO will not be working directly on any of these required work products as they were all accomplished in the previous TPWP. The TPO was last Certified on April 8, 2024. As for the key work products, the Mobility Plan 2050 was adopted on April 30, 2025, the FY2026-2029 TIP will be adopted on October 22, 2025, the TPWP was adopted on July 23, 2025, and the Outreach Plan will be updated in the Fall of 2025. This leaves the FY26-27 TPWP activities geared more to implementing planning priorities, refining our processes, and focusing on accomplishing planning studies.

INCREASED COORDINATION

Coming out of the pandemic, inflation has greatly impacted the transportation industries. The cost of building materials, land, labor, and consulting services have drastically increased. And this phenomenon is not just limited to roadway construction as the cost of building sidewalks, greenways, bike paths, paving, and traffic signal installation and the cost of buses, mini-buses, vans, driver salaries, and transit amenities have all increased. The Federal Highway Administration's (FHWA) National Highway Construction Cost Index grew by 45.3 percent between 2020 and 2023. The impact of these increased costs is stretching the available resources, which means either resources must be managed more efficiently, new funding must be found, or projects must be pushed back or even eliminated.

In December 2023, the Tennessee Department of Transportation (TDOT) released its 10-Year Project Plan. Key to this plan were TDOT's efforts to develop a fiscally constrained plan where funds get put to work quickly and where projects get started and finished. Other priorities included prioritizing funding for system preservation, balancing urban and rural investments across the State, and fully leveraging federal funds, statewide partnerships, and Public-Private Partnerships to help Transportation Modernization Act (TMA) deliver the most projects possible.

The TPO commends TDOT for taking a comprehensive examination of how they were implementing and financing roadway projects. TDOT's new model is very much in keeping with the TPO mandates that plans be fiscally constrained. However, the timing of the how the 10-Year Plan was created restricted the TPO's involvement in cooperatively providing valuable input into the process. The results of the 10-Year Plan were that twelve projects in the Knoxville MPA were selected to be included. This is an investment of hundreds of millions of dollars into the roadway network. The downside of the plan is several key projects were pushed off until later years, some significantly. These were projects that many local jurisdictions were counting on being built to help alleviate congestion and safety issues in their communities.

The Knoxville MPA is served by three interstates, including I-40, I-75, and I-81. The I-40/75 corridor is the busiest in Tennessee, carrying over 200,000 vehicles a day. This corridor is also one of the most congested with some of the top bottlenecks and crash hot spots and carrying some of the most truck traffic in the State. As projects in this corridor were not able to be fully addressed in the 10-Year Plan, TDOT has launched a West Knoxville Interstate 40 Corridor Priority Investment Project. TDOT has started an effort to study, design, and prioritize improvements to the I-40/75 corridor west of Knoxville, from the I-40/I-75 Interchange in Loudon County to the I-640 Interchange just west of downtown. The TDOT study will take a holistic view of developing a strategy for improving the corridor as a whole.

This Knoxville I-40 Corridor Investment Project will 1) develop concepts for congestion relief and safety improvements, 2) analyze influence of truck volumes and weigh station traffic, 3) enhance partnership with stakeholders, 4) assess potential environmental impacts for concepts, and 5) understand public perception and priorities. The project will look at a variety of alternatives including adding lanes, frontage roads, and/or choice lanes. The project will also look at improving several interchanges, examine the potential relocation of the weigh stations, and explore a more regional option that would study the possibility of a new northern roadway that would provide a route to alleviate some through traffic. The results of this Project will have a significant impact on the future of the MPA's major roadway system and

the area's congestion, safety, freight movement, financial resources, and land use. It is imperative for the TPO to be actively involved in all aspects of the Project, including the initial study currently underway. This effort will be a key task as outlined in the TPWP.

The TPO is not unsympathetic to TDOT having to make hard choices on which projects get funded and which must be pushed off. The TPO had to do a similar exercise with its own Mobility Plan 2050. As mentioned, inflation has had a serious impact on implementing projects in the MPA. The TPO regularly has to make TIP modifications or amendments to deal with significant project cost overruns. Funding project cost overruns impacts our ability to fully fund future projects. It is more important than ever that TPO, TDOT, and our local agencies and governments work together to efficiently manage existing projects and plan for future ones.

The TPO has been working hard regarding managing funding and project delivery and will continue to refine these efforts over the life of this TPWP. The TPO has put more resources than ever before into managing the TIP and working with local jurisdictions on moving their projects forward faster and more efficiently. The TPO meets regularly with our partners to review their TIP projects and discusses how they can remain on track to be implemented. The TPO will continue to work with our partners on finding funding opportunities and helping them apply for grants including at the federal and state levels. These efforts could include seeking sources like Congestion Mitigation and Air Quality (CMAQ), Transportation Planning Grants, and the Statewide Partnership Program.

A SAFER TRANSPORTATION SYSTEM

The TPO is continually working with TDOT and our local jurisdictions and medical, police, and safety personnel on improving the safety of the transportation system. TPO efforts include mapping severe traffic crashes, injuries, and fatalities and examining how those can be prevented in the future. The TPO will continue working with our biking, pedestrians, and transit community to monitor safety issues and how the system can be improved for those modes. A major effort will be the implementation of the Regional Roadway Safety Plan. The TPO will help coordinate this process and help the region navigate the different safety related federal programs and grant opportunities such as the Safe Streets and Roads for All program.

PERFORMANCE MEASURES

A major initiative for FY 26-27 TPWP is to implement and monitor performance measures identified in the Mobility Plan 2050 that address local, regional, and national planning factors. Performance management and planning for operations will be a key task. The IIJA provides a framework for measuring and improving transportation systems' performance. The U.S. Department of Transportation and State DOTs will take the lead in this effort.

The TPO has adopted the required Performance Factors as well as PM1 - Safety, PM2 - Infrastructure Condition, PM3 - System Performance and Transit Asset Management Standards. The TPO continues to coordinate with TDOT and public transportation service providers on performance-based planning and management. Key to this effort is the ability to showcase this work effort to the public and this is most often accomplished by providing a dashboard on the TPO's website. This was a recommendation in the most recent federal certification. An end-product of the Mobility Plan 2050 adopted in April of 2025 was a dashboard for the TPO. Over the next two years of the TPWP the TPO will work to refine, add to, and improve the online dashboard.

IMPROVING AIR QUALITY

Maintaining healthy air quality continues to be a major focus in the Knoxville Urban Area as well as in several adjoining counties. The U.S. Environmental Protection Agency (EPA) regulates air quality by setting allowable limits of air pollution of several types through National Ambient Air Quality Standards (NAAQS) under the Clean Air Act. Areas that fail to meet the NAAQS may be designated as a "Nonattainment Area" and are subject to additional requirements in the transportation planning process through a mechanism known as Transportation Conformity. The Knoxville Region is currently designated as a Maintenance Area for two separate NAAQS:

- Maintenance for 2006 Daily PM2.5 Standard – Anderson, Blount, Knox, Loudon, and part of Roane counties
- Maintenance for 2008 Ozone Standard – Blount, Knox, and part of Anderson counties

The TPO must ensure its current plans and programs meet transportation conformity requirements and any amendments or updates to projects or plans that are undertaken must be found to conform before federal funds can be authorized. Most recently the TPO Executive Board adopted a Conformity

Determination for the new Mobility Plan 2050 on April 30, 2025 and U. S. DOT and EPA issued a determination of conformity on May 30, 2025.

The TPO will keep working on ways to improve air quality through promoting alternative modes of transportation and congestion reduction programs. The TPO will also examine ways to improve the overall transportation system's resiliency. The impacts of weather-related events present a growing risk to safety, reliability, and sustainable transportation, both in terms of infrastructure and operations. A significant role for the TPO is to help the region navigate the different federal grant opportunities.

LAND USE AND TRANSPORTATION CONNECTION

The TPO will examine ways transportation planning and projects can facilitate positive land use changes and improve social and economic opportunities. The TPO expects to be involved with efforts that include helping to develop plans and policies that promote a transportation system that better connects to housing and employment. This region lacks affordable housing and often newer developments have not considered the needs of the transportation disadvantaged. The TPO, City of Knoxville, and KAT recently completed a Transit Oriented Development (TOD) study that not only identified potential sites for mixed use development (including housing) but also policy changes that need to occur to help spur this type of development. The TPO will continue working with our partners in the next phase of the TOD planning.

The TPO was also involved in assisting Knox County develop a Comprehensive Plan (called Advance Knox). This plan addressed both land use and the mobility needs of the county for the next twenty-five years. The TPO will continue to work with Knox County on additional aspects of this project, including helping to prepare a Unified Development Ordinance (UDO) and being involved in several small area plans that look at the transportation system. It is also anticipated the TPO will be involved with the City of Knoxville as they develop an update to their Comprehensive Plan.

One of the most important activities cities and counties can do to improve the effectiveness of the transportation system for all is better coordinate land use decisions with transportation decisions. The TPO will also work with local jurisdictions to determine when it is appropriate to use planning funds for land use/transportation corridor studies, complete street studies, bicycle and pedestrian plans, system management and operations studies, and community mobility studies. This effort will also include helping jurisdictions apply for TDOT Transportation Planning Grants and Multimodal Access grants.

TECHNOLOGY

Technology in transportation is changing rapidly and now impacts all facets of the system. There is a continued need to improve technology along the roadway which makes driving and traffic management better and safer for everyone. The TPO will help coordinate pavement conditions (for certain jurisdictions) by using technology to collect inventory and condition data to evaluate roadway pavements with the purpose of establishing resurfacing schedules, treatment needs, and costs. Technology impacts the way the consumers receive information and interact with the transportation system. Whether helping drivers avoid congestion through suggesting alternative routes or helping transit riders know where the next bus is along the route, real time data is playing a more important role. All of this information can help the transportation system be more efficient and provide planners with new data sources to help improve forecasting and performance metrics. The TPO will keep up with new data sets and how they can help improve transportation planning and programming.

As shown, one of the more significant efforts for this TPWP is to work to actively coordinate with our other planning partners. The TPO is a collection of agencies and governments that need to work together to effectively implement and maintain the transportation system. This coordination is even more important than ever as many changes are occurring with travel patterns, the economy, technology, freight delivery, and with the government and funding programs themselves. The tasks listed in the TPWP champion these efforts which directly support the Continuing, Cooperative, and Comprehensive Planning Process required of the TPO. The TPO already does an excellent job in this regard, but as shown there is an ever greater need to place an emphasis on these efforts.

WORK PROGRAM STRUCTURE

This document represents a two-year work program and the funding identified for each program area is a combined two-year budget. All of the funding is summarized in tables in Appendix A. Tasks required by the metropolitan planning regulations are grouped by program area, these include 1) Program Administration, 2) Data Collection, Maintenance and Analysis, 3) Short Range Planning, 4) Long Range Planning, 5) Multimodal Planning, and 6) Special Studies and Grant Opportunities. Numerous tasks, with the agency responsible for implementation, are noted in each program area. These tasks address the TPO priorities identified through the Mobility Plan 2050. The tasks also address the IIJA and State initiatives. These efforts will help meet the objectives of the Work Program and the purpose of the TPO. Direct charges are also presented.

PUBLIC PARTICIPATION

Prior to developing the TPWP, staff alerted the TPO Technical Committee and Executive Board to the fact that it is beginning the process and solicited any comments, work tasks, or project ideas. This early input is sought over the course of several Technical Committee and Executive Board meetings. Staff make themselves available to individually meet with any of the TPO's members or jurisdictions to brainstorm or refine any planning ideas. Staff also meet directly with the public transit providers to discuss planning needs and to develop work items for the TPWP. Also, in the early development stages, staff made announcements about the work program being prepared with a variety of agencies and organizations such as Bike/Walk Knoxville, Great Smoky Mountain Regional Greenway Council, Knoxville Knox County Community Action Committee, East Tennessee Area Agency on Aging and Disability Board, Knoxville Transportation Authority Board and other interested groups. Planning needs were also discussed throughout the development of the Mobility Plan 2050.

The draft TPWP was discussed with the TPO Technical Committee and Executive Board at three separate meetings. Members of the TPO Technical Committee include the public transit providers and TDOT. The Executive Board also has a public transit and a TDOT representative. A final draft of the TPWP is circulated to TDOT, FTA, and FHWA for additional comments. Details on the TPWP public involvement and approval process are listed below. The public was solicited for comment on the development of the FY26-27 TPWP. All meetings where the TPWP was discussed at TPO Technical Committee and Executive Board were open to the public. The Technical Committee recommended adoption of the FY26–27 TPWP at the July 8, 2025 meeting. The TPO Executive Board adopted the FY26–27 TPWP at a publicly advertised meeting on July 23, 2025.

The meeting locations of the Technical Committee and Executive Board are ADA compliant and accessible by transit. The meetings are also broadcast on community television and posted online and available for anyone to watch. Notices of TPO meetings are published in the legal ads of the Knoxville News Sentinel, News-Herald (Lenoir City), Daily Times (Maryville), East Tennessee Enlightener, and the Oak Ridger at least 14 days prior to the meeting. The TPO website, www.knoxtpo.org, provides information on public meetings, opportunities for public participation, agendas, and minutes from TPO meetings, and documents prepared by the TPO. The draft TPWP was posted online and for two weeks in advance of the Executive Board meeting for public review and comment. The website accepts public comments and questions via e-mail, as well as by providing the TPO phone number and mailing address.

AMENDMENTS TO THE WORK PROGRAM

The Work Program may be changed through an amendment or modification process at any time as the need arises. Changes that require a formal amendment with TPO Executive Board approval include:

- Addition of funding to the TPWP.
- Modifying the scope of the TPWP, including the addition, deletion, or change in scope of a task*, subtask, or activity.
- Change in lead agency that will perform work in the TPWP.
- Inclusion of costs that require prior written approval.
- Change in the approved matching rate and source.

** Task refers to the six standard tasks by which planning activities are to be programmed (Program Administration; Data Collection, Maintenance and Analysis; Short Range Planning; Long Range Planning; Multimodal Planning; and Special Studies).*

All other changes may be made by administrative modifications.

LIST OF APPENDICES

Appendix A includes Financial Summary with Carryover Funds

TABLE 1: STATUS OF CORE DOCUMENTS AND TRANSPORTATION PERFORMANCE MEASURES

Core Planning and Document/Activity	Date of Last Adoption/Approval	Due Date of Next Adoption/Approval
Metropolitan Transportation Plan (Mobility Plan)	Adopted: April 30, 2025 and A/Q Conformity Approved: May 30, 2025	May 2029
Transportation Improvement Program	June 21, 2023	October 2025
Public Participation Plan (Outreach Plan)	October 2021	Late 2025
Transportation Planning Work Program	Adopted July 23, 2025	August 2027
Safety Performance Measure Targets	February 2025	February 2026
Pavement and Bridge Condition Performance Measure Targets	March 2025 (midpoint adjustments)	March/April 2027
System Performance, CMAQ, and Freight Performance Measure Targets	March 2025 (midpoint adjustments)	March/April 2027
Transit Asset Management Performance Measure Targets	March 2025	March 2027
Transit Safety Performance Measure Targets	March 2025	March 2027

C. TASKS AND SUBTASKS

Please see the Introduction for a list of commonly used acronyms and abbreviations for agencies listed in the work tasks.

PROGRAM ADMINISTRATION

A. MANAGEMENT AND COORDINATION

Purpose: To manage and administer the transportation planning program and ensure the participation and cooperation of all involved agencies, citizen groups, and individuals. To maintain a continuous, cooperative, and comprehensive transportation planning process consistent with the area's general plans and to ensure that transportation planning projects meet federal and state requirements.

Sub-Tasks:

1. Develop and oversee work schedules and agreements/contracts, coordinate activities of the Executive Board and Technical Committee and other committees of the TPO. Manage the TPO Work Program. (TPO) Status: continuing

2. Develop and maintain agreements with appropriate parties involved in the planning process. Update the Bylaws, as necessary. (TPO) Status: update Bylaws 2026, update Transit Agreement 2026

3. Develop the TPWP for FY 2028 and FY 2029 for the Executive Board adoption and submittal to TDOT, FHWA, and FTA. (TPO, TDOT, KAT and other transit providers) Status: adopt TPWP in July/August 2027

4. Participate in the Association of Metropolitan Planning Organizations and Tennessee MPO Association meetings and other organizations' regional and national meetings. (TPO) Status: annual Tennessee MPO Association conference in 2026 and 2027

5. Participate in TDOT and FHWA initiatives work groups/committees. (TPO, TDOT) Status: continuing

6. The TDOT Planning Division will work jointly with the TPO to establish the required administrative and technical procedures and prepare contractual agreements. In addition, the Planning Division will attend technical and policy board meetings, distribute information on Federal transportation planning guidelines and requirements, conduct seminars and work sessions, review the TPO's transportation planning studies and reports, and undertake general administrative activities. (TDOT – Planning Division) Status: continuing

7. The TDOT Passenger Transportation, Rail and Freight Division will administer State and Federal programs regarding urban public transportation, ridesharing, and transportation systems management. Representatives of this office will participate in TPO meetings, distribute Federal transit guidelines and requirements, conduct seminars and work sessions, and review TPO studies and reports. (TDOT – Passenger Transportation, Rail and Freight Division) Status: continuing

B. COMMUNICATION AND ENGAGEMENT

Purpose: To provide resources and information to ensure public awareness and participation in the regional transportation planning process. To provide opportunities for the public to attend public meetings and stakeholder events to understand and share concerns about mobility issues, projects, plans, and developments.

Sub-Tasks:

1. Evaluate the Public Outreach Plan after the conclusion of the Mobility Plan 2050 public engagement process. Periodic evaluation of engagement efforts is valuable and helps lead to better plans. The post Mobility Plan evaluation could lead to a revision of the Public Outreach Plan. (TPO) Status: update in early 2026

2. Maintain a proactive communication strategy that informs the membership and public on local, state, and national transportation issues, challenges, and opportunities. Develop a social media strategy and online content calendar. (TPO) Status: develop social media strategy 2026

3. Ensure that the transportation planning process and related plans are consistent with Title VI requirements. Prepare the required Title VI reports for TDOT and FTA. (TPO) Status: TDOT Title VI update is annually, FTA Title VI update January 2027

4. Increase and track outreach efforts with members of the urban and metropolitan area. Develop education and information sharing opportunities for members of the TPO and the public. Maintain open communication with federal, State, and local elected officials. (TPO) Status: continuing

5. Maintain and update transportation-related maps, website, and other resources for use by the TPO membership and the public. (TPO) Status: continuing

6. Attend and participate in land use and transportation-related public meetings sponsored by TPO participants and the community. (TPO) Status: continuing

C. DIRECT CHARGES

1. Travel to workshops, seminars, and conferences as required to receive training in federal and state regulations and for information exchange, professional development, and continuing education. (TPO)

2. Purchase computers, software licensing fees, and related equipment. (TPO)

3. Included in this task are charges related to meeting expenses, subscriptions, professional dues/organizational memberships, publication costs, and related office materials. (TPO)

4. Professional consulting services as follows: (TPO)

All planning studies and needs assessments will be consistent with the 2050 Regional Mobility Plan's goals and objectives. As potential studies and needs assessments are identified, they will be discussed with the Technical Committee and Executive Board and, if approved, amended into this Work Program, along with details about their scope of work and schedule.

The equipment, computers, and software will be used to support the metropolitan transportation planning processes in completing the tasks of the adopted TPO work program. During the two-year work program, the TPO expects to purchase up to 5 computers and monitors as well as related equipment such as a printer or video equipment. Web hosting, software purchasing and licensing, network devices and other communication equipment are included as part of this task. Meeting expenses will include events, symposiums, speaker series, and forums etc. that are relevant to transportation planning for our region.

Inclusion of equipment purchases in this TPWP constitutes required State approval. Meeting expenses include room rental, supplies, food, materials, speaker fees, and other expenses.

Examples of conferences or training that the TPO staff could attend are as follows: National and State Annual Planning Association conferences, National and State MPO conferences, State, Regional, and National Bicycle and Pedestrian conferences, US Census conferences, State, Regional, and National ITE conferences, State and Regional Air Quality conferences and Technical Training courses.

TABLE 2: ADMINISTRATIVE FUNDING

FY 2026 & FY 2027 Administration Funding CPG – 80/5/15	
Federal	$332,046.40
State	$20,752.90
Local	$62,258.70
Total	$415,058.00

TABLE 3: KEY WORK PRODUCTS FOR ADMINISTRATIVE TASKS

Key Work Products for Administration Tasks	
Product	Schedule
Update Bylaws	2026/2027
Update Transit Agreement	2027
Transportation Planning Work Program Update	Adopt July/August 2027
TDOT/Tennessee MPO Annual Conference	2026 & 2027
Quarterly Invoices and Reports	Quarterly
Administration and Coordination	Ongoing
Education and Training for Committees	Ongoing
Maintain Website	Ongoing
TPO Title VI Report	January 2027
Develop Social Media Strategy and Content Calendar	2026
Meetings, Outreach, & Public Participation	Ongoing
Maintain Contact Lists	Ongoing
Update Outreach Plan	2026
Evaluation of Virtual Engagement Practices	Ongoing

TABLE 4: BREAKDOWN OF NON-CONSULTANT DIRECT EXPENDITURES

Breakdown Of Non-Consultant Direct Expenditures	
Computers, printers, and related hardware	$40,000.00
Training and travel	$60,000.00
Meeting expenses	$20,000.00
Reference materials, licensing fees, software, memberships	$30,000.00
Total	$150,000.00

*This direct expenditure amount is included in the Administration Funding shown on previous page.

DATA COLLECTION, MAINTENANCE AND ANALYSIS

A. DATA COLLECTION, ANALYSIS AND MONITORING

Purpose: To maintain an inventory of data needed for long range planning and for continued validation of the travel demand forecasting model. This data will be collected for a variety of geographical areas.

Sub-Tasks:

1. Continue urban area traffic count program to support the long-range mobility planning process. This task will include the evaluation (and possible procurement) of emerging technologies and newer data sets (big data) that may be more beneficial than traditional road counts. This data will help ensure that the travel demand model used for the Regional Mobility Plan and corridor studies reflect the most up to date traffic conditions in the urban area. (TPO) Status: continuing

2. Collect land use and roadway network attribute data necessary to maintain the regional (10-county) TPO travel demand forecasting model. (TPO, Lakeway MTPO) Status: update annual traffic count map on website 2026 and 2027

3. Continue to review and compile updated U.S. Census data. (TPO) Status: continuing

4. Monitor changes in land use development activities affecting the transportation systems for the entire planning area, including Lakeway MTPO. Maintaining land use data by traffic analysis zone helps support the travel demand forecasting model. (TPO, Lakeway MTPO and Local Governments, TDOT) Status: continuing

5. Compile and report archived transportation system data, as available, from providers such as the RITIS platform available through a statewide license by TDOT that will provide information on the performance of the regional transportation system. (TPO, TDOT and Local Governments) Status: ongoing

6. Collect and maintain data on transit performance, including ridership, to help keep inputs into the travel demand forecasting model up to date. (TPO, KAT) Status: continuing

7. Collect traffic count data. Traffic count data is collected at three permanent stations, 499 annual cycle stations, and 200 Interstate ramps. TDOT will conduct special traffic counts as needed for

planning and design projects. Maintain crash file and furnish high hazard listings and other safety data as required. (TDOT: Project Planning Division) Status: continuing

8. Develop a process to collect, analyze, and report performance measurements as outlined in the Mobility Plan 2050 through an online dashboard. (TPO) Status: finalize dashboard in 2026 and begin annual updates starting 2027

9. Update Technical Reports as data becomes available from ACS or Census, including topics such as a) Status of Senior Population and Mobility, b) Regional Commuter Patterns, c) Prevalence of Disabilities in the Region and Mobility, d) Traffic Trends, and e) State of Freight in the Region. (TPO) Status: produce at minimum one technical report in 2026 and 2027

10. Regional Study of Pavement Conditions throughout Knoxville TPO Area. Continue to collect inventory and condition data to evaluate roadway pavements in participating jurisdictions for the purpose of establishing current and future resurfacing or other appropriate interim treatment needs and costs. All public roadways may be included, but the total extent is to be determined based on the number of jurisdictions that continue participation beyond the current project contract. Data collection may occur outside the TPO Planning Area to support complete network data collection for TPO member agencies. Eight local agencies are participating in the current TPO Region data collection effort that runs through calendar year 2026. It is anticipated that data collection will continue in future years with continued regional support. This task will include hiring a consultant. (TPO and Local agencies) Status: ongoing

11. Continue and finalize the Regional Household Travel Survey to gain valuable information needed for the next major update of the travel demand model and other general planning purposes. A consultant was retained in conjunction with several other Tennessee MPOs and survey data collection occurred during the Spring and Fall of 2025 with final data analysis and reports expected to be provided early in Fiscal Year 2026. (TPO, TDOT) Status: Complete survey by end of Calendar Year 2025, data analysis ongoing.

12. Knoxville-Knox County Planning will map all the alley-ways and passages in the City of Knoxville. The data and maps will be inputs into an Alley-way and Passages Study. It is anticipated the TPO will hire a consultant to handle part of this work. (Planning, TPO, City of Knoxville) Status: complete in 2026.

B. AIR QUALITY PLANNING

Purpose: To fulfill the requirements of the Clean Air Act Amendments of 1990 (and its successor) and the IIJA and its predecessor, the Fast Act, as related to attainment of the EPA National Ambient Air Quality Standards (NAAQS) in coordination with the Knox County Air Pollution Control Board, Tennessee Department of Environment and Conservation (TDEC), and TDOT.

Sub-Tasks:

1. Assess the impact of new air quality standards and area designations (both Ozone and PM2.5) as they are released from both an urban and regional perspective. Participate in the Knox County Air Quality Board and other regional air quality initiatives. (TPO) Status: continuing

2. Participate in statewide interagency conference calls organized by FHWA, EPA, and TDEC. (TPO) Status: continuing on a monthly basis

3. The TPO will work with its State and regional partners to maintain the air quality modeling software MOVES. Ongoing training will be included. (TPO) Status: continuing

4. Coordinate an interagency consultation process to review transportation conformity determinations on an as needed basis for amendments and updates to the Regional Mobility Plan and the TIP. (TPO) Status: continuing

5. Participate with TDEC, TDOT, and local jurisdictions in maintaining a motor vehicle emissions budget as part of the State Implementation Plan for the Knoxville Ozone and PM2.5 maintenance area. (TPO) Status: continuing

6. Provide data, modeling, and analysis of air quality as appropriate. Anticipated efforts include helping with the BREATHE project. Part of the funding for BREATHE covers the Knoxville Metropolitan Statistical Area (MSA). (TPO, TDOT, City of Knoxville, regional governments, and agencies) Status: continuing

TABLE 5: DATA COLLECTION AND ANALYSIS FUNDING

FY 2026 & FY 2027 Data Collection and Analysis Funding	
CPG - 80/5/15	
Federal	$248,686.40
State	$15,542.90
Local	$46,628.70
L-STBG - 80/20	
Federal	$720,000.00
Local	$180,000.00
Total	$1,210,858.00

TABLE 6: KEY WORK PRODUCTS FOR DATA COLLECTION, MAINTENANCE AND ANALYSIS TASKS

Key Work Products for Data Collection, Maintenance and Analysis Tasks	
Product	Schedule
Update Traffic Count Data and Webpage Maps	2026 & 2027
Performance Measures Dashboard	2026 and annual update 2027
Crash Data/Collision Diagrams	Ongoing
Census & ACS Reports	As Needed
Development Related Data	Ongoing
Travel Time Data	As Needed
Transit Data	Ongoing
Technical Reports	Minimum one in 2026 & 2027
Air Quality Conformity Updates	Ongoing
Origin and Destination Data	As Needed
Finalize Regional Household Travel Survey	Fall 2025
City of Knoxville Alley-way Mapping Project	2026/2027

TABLE 7: PLANNING STUDIES FUNDED BY L-STBG FUNDS APPROVED IN THE TIP

Planning Studies Funded by L-STBG Funds Approved in the TIP		
Grantee	Product	Schedule
TPO	Pavement Management Data Collection Study	2026-2027

SHORT RANGE PLANNING

Purpose: To maintain the Transportation Improvement Program (TIP), monitor projects, and establish priorities and funding options for regional transportation needs.

Sub-Tasks:

1. Maintain the Fiscal Years 2023-2026 TIP, in coordination with TDOT and local implementing agencies. Develop annual TPO priority list of projects to be submitted to TDOT. (TPO) Status: continuing

2. Prepare the Fiscal Years 2026-2029 TIP. (TPO) Status: anticipated adoption is October of 2025

3. Prepare and make available to the public the annual listing of obligated projects. (TPO, TDOT) Status: December of 2025 and 2026

4. Monitor projects that are listed in the TIP to ensure proper funding and priorities are being met and to facilitate timely project delivery. Project monitoring includes twice yearly project review meetings with implementing agencies and TDOT and summary reporting to TDOT. (TPO, TDOT) Status: continuing

5. Implement TIP business policies that promote efficient and transparent administration. Also, continue to track TPO managed funds balances (L-STBG, CRP, L-STBG-TA). (TPO, TDOT) Status: continuing

6. Implement TIP tools, including web-based e-TIP to prepare, administer, and communicate the TIP. (TPO) Status: anticipated implementation of the new e-TIP platform is October of 2025

TABLE 8: SHORT RANGE PLANNING FUNDING

FY 2026 & FY 2027 Short Range Planning and Funding	
CPG - 80/5/15	
Federal	$141,364.00
State	$8,835.25
Local	$26,505.75
Total	$176,705.00

TABLE 9: KEY WORK PRODUCTS FOR SHORT RANGE PLANNING TASKS

Key Work Products for Short Range Planning Tasks	
Product	Schedule
Listing of Obligated Projects	December of 2026 & 2027
Regular Project Status Reports	Ongoing
Maintain the TIP	Ongoing
Web-based e-TIP	Active with FY 23-26 TIP & ongoing
Prepare the 2026-2029 TIP	Adopt in October of 2025
Convert TIP to new eTIP Platform	2026

LONG RANGE PLANNING

Purpose: Maintain and/or update the Long-Range Transportation Plan (Mobility Plan 2050) and the corresponding travel demand forecasting model for the region. Continue to address national/regional issues such as aging population, resiliency, healthy environment/people, mobility choices, and livable communities.

Sub-Tasks:

1. Maintain the current Metropolitan Transportation Plan (MTP) known as the Mobility Plan 2050. (TPO) Status: continuing

2. Develop the major Metropolitan Transportation Plan (MTP) update to be known as the Mobility Plan 2055. It is anticipated the TPO will engage a consultant to help prepare the major MTP update. The air quality status as a Maintenance Area necessitates a 4-year MTP cycle meaning that the next update and associated conformity finding will be due by May 30, 2029.

   The following tasks represent a general framework of a typical MTP update and is subject to refinement: 1) approve vision and goals; 2) develop project evaluation criteria; 3) determine existing conditions and transportation deficiencies; 4) update the Congestion Management Process (CMP); 5) update the regional ITS Architecture; 6) establish financial assumptions; 7) conduct project selection; 8) conduct travel demand modeling work; and 9) conduct public

involvement and outreach efforts. The TPO staff will conduct the necessary regional emissions analysis and all Interagency Consultation in order to ensure an approvable conformity finding.

While most of the update to the Mobility Plan 2055 will be outside the time frame of this work program, TPO staff will need to begin to draft a scope-of-work and begin organizing the consultant procurement process near the end of this work program. A consultant can be procured through either the TDOT Long Range Planning Division's on-call consultant process or separately by Knoxville-Knox County Planning, if so desired by the TPO. (TPO, TDOT, Lakeway MTPO, Local Governments). Status: start the update and consultant selection process in July of 2027

3. Maintain the travel demand model for the 10-county area. The travel demand model includes the entire planning region of the Lakeway Metropolitan Transportation Planning Organization. (TPO, Lakeway MTPO) Status: continuing

4. Update travel demand model with data from the Household Travel Survey and other data sources such as latest Census data. The TPO engaged a consultant to conduct a visioning and scoping exercise during 2025 to determine the desired model features which will be used to develop a request for proposals to retain a model development consultant in FY 2026. (TPO) Status: began the visioning portion of work effort in Fall of 2025 and start the update in 2026

5. Utilize the travel demand model to evaluate various development scenarios for the study area. (TPO) Status: as needed

6. The TPO will continue to address resiliency, livability, health impacts, and changing demographics in all relevant planning processes. (TPO) Status: continuing

7. Utilize the travel demand forecasting model for regional transportation corridor studies and scenario planning. Linkage to the NEPA process and major project design scopes will be encouraged. (TPO) Status: continuing

8. Evaluate State and local planned growth and economic development patterns for consistency with the Mobility Plan 2050 and updates. (TPO, ETDD) Status: continuing

9. Provide assistance to the TPO on model development, scenario planning, ITS architecture, and freight planning. (TDOT) Status: continuing

TABLE 10: LONG RANGE PLANNING AND FUNDING

FY 2026 & FY 2027 Long Range Planning Funding	
CPG - 80/5/15	
Federal	$1,130,728.80
State	$70,670.55
Local	$212,011.65
CPG - 100	
Federal	$247,030.00
Total	$1,660,441.00

TABLE 11: KEY WORK PRODUCTS FOR LONG RANGE PLANNING TASKS

Key Work Products for Long Range Planning Tasks	
Product	Schedule
Maintain Regional Mobility Plan	Ongoing
Conduct Visioning to Spec Travel Demand Model Work	Fall of 2025
Update and Enhance Travel Demand Model	2026/2027
Preliminary Work on Regional Mobility Plan 2055	Start July of 2027
Technical Reports	Ongoing

MULTIMODAL PLANNING

Purpose: To provide more opportunities throughout our region for people to access transit, ridesharing, telecommuting, walking, and bicycling to improve health, access, and economic opportunity and addressing components of land use and transportation that impact multimodal considerations now and in the future.

Sub-Tasks:

1. Respond to compliance issues and provide required documentation for FTA and TDOT, including updating Transit Asset Management (TAM) Plans and targets, Public Transit Agency Safety Plans (PTASP) and targets, and the ITS Architecture (as necessary). Other work will include Disadvantaged Business Enterprise (DBE) and National Transit Database reporting. Other work includes assisting with TIP requirements and development of Section 5307, 5310, 5339 Program of Projects. Status: continuing. (TPO, KAT, CAC, ETHRA) Status: continuing

2. Title VI planning which includes monitoring, surveying, service evaluation, and preparing reports. KAT intends to hire a consultant to help prepare their Title VI Plan, bus survey, and update their Title VI route and fare assessment procedures. (TPO, KAT, CAC, ETHRA) Status: KAT Title VI Plan is due January of 2026, TPO Title VI Plan is due January of 2027

3. Americans with Disabilities Act (ADA) planning assistance. KAT intends to hire a consultant to help review the LIFT (ADA) services, including examining service provision, service policies, service area, and review of eligibility requirements and registration procedures. (KAT, TPO) Status: Service Plan start Spring of 2026

4. Collect and prepare data to support transit planning, modeling, and mode split calculations. Acquire and maintain planning tools. (TPO, KAT, Smart Trips, ETHRA, CAC) Status: continuing

5. Develop plans, services, and programs to meet mobility needs and improve air quality of the TPO planning area, especially in congested corridors. This includes studying and promoting a variety of alternative forms of transportation including walking, biking, carpooling, vanpooling, ride sharing, express services, micro-transit services, and fixed-route services. This also could include complete street planning. (KAT, TPO, CAC, KCP, Smart Trips) Status: continuing

6. Provide Geographic Information System (GIS) support to assist in Title VI reporting, route planning and scheduling, demand response services, bus stop and shelter locations (and improvement schedules), and public information. (KAT, TPO) Status: continuing

7. Provide technical assistance and support for downtown Knoxville mobility issues, including transit vehicle routing, parking, bicycle, and pedestrian planning. This also could include complete street planning. (TPO, KAT) Status: continuing

8. Provide human service planning assistance to improve transportation services for seniors, persons who are disabled, and persons of low income, including updating the Human Services Transportation Coordination Plan (HSTCP). The TPO may engage a consultant to help with the HSTCP. (KAT, CAC, ETHRA, KCP, TPO) Status: complete in 2026

9. Provide management and oversight and work on urban area Transit Plans. Continuing investigating regional coordination of existing services. Conduct a regional park-and-ride study. Evaluate the opportunities for regional transit services. Examine potential relocation sites and design work for a new KAT Maintenance Facility and bus parking. Stay involved in studies and research that examine future transportation options such as light rail and/or commuter passenger rail. Some of these items could include hiring a consultant. (TPO, KAT, CAC, ETHRA, Smart Trips) Status: continuing

10. Administer the FTA Section 5310 – Enhanced Mobility of Seniors and Persons with Disability program. Administration includes call for projects, submitting grants to FTA for approval, FTA quarterly reports, and being sure sub-recipients are meeting FTA requirements. This task utilizes Section 5310 funds for administration and planning. (TPO, CAC) Status: continuing

11. Participate in the development and monitoring of regional plans and programs for sidewalks, bike facilities, and greenways including the Safe Routes to School Program. Assist TPO participants in further identifying and creating pedestrian/bicycle linkages to jobs, schools, parks, and other key destinations, and between cities and counties. Also, assist TPO participants in finding funding sources for construction of bicycle and pedestrian facilities. This task includes complete street planning. (TPO) Status: continuing

12. TPO staff and local partners and, as appropriate, consultants, will develop sub area plans/subcomponents of the regional mobility plan to create greater choices and access to transportation facilities. (TPO and Local Governments) Status: continuing

13. Identify opportunities to implement Complete Street strategies throughout the area. Work with member jurisdictions on development and implementation of Complete Streets policies. (TPO) Status: continuing

14. Coordinate with land use and community planning efforts to be sure multimodal needs area being considered and implemented, including addressing community public health and safety issues. (TPO) Status: continuing

15. The TPO and KAT engaged a consultant who helped identify areas where transit-oriented development (TOD) could blend with mixed-and low-income development to spur job growth. The TPO and KAT will explore the recommendations of this Study (due Summer of 2025) and look to implement a next phase called the Priority Investment Areas Study. This work could potentially include looking at specific corridors and/or sites and land use and development regulations to implement TOD type projects. Projects/studies could also examine how other modes and complete street policies complement TOD. There is the potential a consultant will be hired to assist in this effort. (KAT, City of Knoxville, TPO) Status: start next phase in 2026

    Note: work associated with Sub-Tasks 5, 6, 7, 11, 12, 13, 14, 15 and Special Studies and Grant Opportunities, Section C. Regional Transportation Planning - Task C.9. – work with local jurisdiction to implement the Regional Roadway Safety Action Plan will help meet the BIL requirement that the TPO use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. This meets the CPG 2.5% threshold for Complete Streets Planning.

TABLE 12: MULTIMODAL PLANNING FUNDING

FY 2026 & FY 2027 Multimodal Planning Funding	
CPG - 80/5/15	
Federal	$318,069.60
State	$19,879.35
Local	$59,638.05
TPO FTA 5310 - 100	
Federal	$180,359.00
CAC FTA 5310 - 100	
Federal	$166,000.00
CPG - 100	
Federal	$300,000.00
KAT FTA 5307 - 80/10/10	
Federal	$576,000.00
State	$72,000.00
Local	$72,000.00
Total	$1,763,946.00

TABLE 13: KEY WORK PRODUCTS FOR MULTIMODAL PLANNING TASKS

Key Work Products for Multimodal Planning Tasks	
Product	Schedule
Technical Assistance and Workshops	Ongoing
Prepare FTA Annual Program of Projects	Annually
Smart Trips (Alternative Modes Program)	Ongoing
Review TAM Targets	2027
Review PTSAP Targets	2027
KAT Title VI Report Update	2026
TPO Title VI Report Update	January 2027
KAT ADA Service Plan	2027
Update Human Services Coordination Plan	2027
Priority Investment Area/TOD Phase 2 Study	2027

SPECIAL STUDIES AND GRANT OPPORTUNITIES

A. TRANSPORTATION MANAGEMENT AND OPERATIONS

Purpose: To improve air quality, increase safety, promote transportation choices, and enhance the efficiency of the regional transportation system. As appropriate assist in preparing plans and programs for severe weather and other disasters. These tasks can also include helping local and regional partners apply for grants.

Sub-Tasks:

1. Maintain and update the Congestion Management Process (CMP) Plan. The CMP is used by TPO participants to select projects to be programmed in the TIP and listed in the Mobility Plan. Monitor the effectiveness of the CMP. Improve access of congestion related information to TPO partners and the public. The CMP will be updated as part of the next Mobility Plan 2055. A consultant may be hired to assist in the update of the CMP. (TPO) Status: continuing

2. Acquire and analyze travel time data to measure the performance of the system. (TPO) Status: continuing

3. Review and evaluate projects submitted for Congestion Mitigation and Air Quality Improvement (CMAQ) program funding to ensure maximum benefit to the urban area. Coordinate with TDOT to complete the FHWA required annual CMAQ emissions reporting done in the online federal "UPACS" system. (TPO, TDOT) Status: annual report due in 2026 and 2027

4. Develop and maintain safety-related information and assessments to assist in project selection for the Mobility Plan, TIP, or CMP Plan. (TPO, TDOT, KAT, FHWA) Status: continuing

5. Continue to manage the Knoxville Regional Smart Trips Program to improve air quality, reduce parking requirements, and reduce traffic congestion. The purpose of Smart Trips is to promote and encourage the use of transit, carpooling, vanpooling, bicycling, walking, and telecommuting. This task includes the TPO and Smart Trips working to plan and/or implement Travel Demand Management (TDM) strategies. (This task can be funded with CMAQ grants and other funding as available.) (TPO, TDOT, Knoxville-Knox County Planning, transit agencies) Status: continuing

6. Maintain the Knoxville Regional Intelligent Transportation Systems (ITS) architecture that was last updated in 2021. A complete update of the current Regional ITS Architecture will be undertaken during the second year of this Work Program in preparation for the next Mobility Plan 2055. A consultant may be hired to help complete this work. (TPO) Status: FY 2027

7. The TPO will continue to participate in an Incident Management Task Force created by TDOT for the urban area. The TPO will encourage this group to develop more specific plans related to natural and human-made disasters. As part of this effort the resiliency of the transportation system will be continually assessed. (TPO, TDOT) Status: continuing

8. The IIJA and its predecessor the FAST Act requires the establishment of a Transportation Performance Management (TPM) system for states and MPO's. The TPO will work with TDOT in reviewing and maintaining the TPM. This task also includes monitoring of federal PM requirements, coordination with TDOT and local partners on the development Performance Measure Targets, and the development of a transportation system performance report card and dashboard. (TPO, TDOT, local partners) Status: see dates

    a. PM1 (Safety): Annual Update

    b. PM2 (Infrastructure): 4-Year Target next due 2026 (TDOT), 2027 (TPO)

    c. PM3: (System Performance): 4-Year Target next due 2026 (TDOT), 2027 (TPO)

    d. TAM: (Transit Asset Management): next Target update due 2027

9. Participate with State and local partners in management and operations studies of regional transportation corridors/locations. This effort can include helping State and local partners apply for grants. (TPO, State and local partners) Status: as needed

10. The TPO shall develop methods to ensure resiliency is included in local projects. This effort will include assisting local jurisdictions with funding opportunities (TDOT, TPO, and local governments) Status: continuing

B. COMMUNITY PLANNING STUDIES

This section identifies projects to address sub-regional transportation planning needs through the evaluation of alternative development and mobility concepts. All projects will be in concert with the goals and objectives of the Mobility Plan 2050. It is the intent of the TPO that the products of these planning efforts will help facilitate a more informed decision-making process in the implementation of the Mobility Plan 2050, TIP, CMP Plan, and their subsequent updates.

Purpose: To carry out planning studies related to proposed changes in land use and transportation plans. The outcomes from some of the studies can provide links to the NEPA process of that particular project. These tasks can also include helping local and regional partners apply for grants.

Sub-Tasks:

11. Undertake transportation planning studies and needs assessments in conjunction with land use studies of regional corridors and places. Some of the issues that will be addressed include access to goods and services, public and community health, environment, economic prosperity, housing, and mobility options. All planning studies and needs assessments will be consistent with the Mobility Plan 2050's goals and objectives. As potential studies and needs assessments are identified, they will be discussed with the Technical Committee and Executive Board and, if approved, amended into this Work Program, along with details about their scope of work and schedule. Products will help facilitate the long-range transportation decision-making process and be inputs into the Mobility Plan, TIP, CMP Plan, or their subsequent updates and ADA requirements/transition plans. (TPO, TDOT and local governments) Status: as needed

12. Help support local jurisdictions in developing applications for the TDOT Transportation Planning Grants (TPG). Grant applications will align with TDOT and TPO planning priorities, which include safety as a top priority. Emphasis will be placed on grants that cover Complete Streets, Bicycle and Pedestrian, Transportation System Management and Operations, Corridor Study, Resurfacing and Striping, Community Mobility, as well as other multimodal and theme-based planning. (TDOT, TPO and local governments). Status: as needed

13. Participate in Environmental Assessments (EA), Environmental Impact studies (EIS), planning studies, and alternative analysis of proposed projects in the urban area to ensure that they are

consistent with the plans of the TPO including Mobility Plan, TIP, and CMP. (TPO, TDOT) Status: as needed

14. Conduct a planning study that will consider improvements to traffic operations and safety for pedestrians within Farragut's Town Center area, relieving congestion at the intersection of SR-1 (Kingston Pike) and SR-332 (Campbell Station Road) in Farragut. The study will examine the practicality of extending Municipal Center Drive to the western portion of Municipal Center Drive (a gap in the road exists) and connecting to an extension of Jamestowne Boulevard from Kingston Pike. A consultant will be hired to conduct this study. (Town of Farragut, TPO, and TDOT) Status: start in 2026

15. Conduct a planning study for Montvale Road in the City of Maryville. Maryville is looking to conduct a planning-level study to improve a corridor along Montvale Road to include the intersection of SR-73 and SR-336. As part of this study an examination of the benefits of an improved roadway and greenway trail system will be explored. A consultant will be hired to conduct this study. (City of Maryville, TPO, and TDOT) Status: start in 2026

16. Conduct a planning study for the Tazewell Pike Corridor in the City of Knoxville. The City of Knoxville is looking to conduct a planning-level study to improve the corridor between North Broadway and Murphy Road. The study would summarize existing and future transportation issues and needs and include a traffic analysis on roadway design and capacity, safety issues, and multimodal issues. The study would define levels of access and mobility, identify operational breakdowns, and promote safety and efficiency. North Knox County continues to experience rapid growth and planned improvements to Washington Pike are likely to impact traffic patterns in this area. The corridor is within a "High Injury Network" as identified in the City's Vision Zero Plan. A consultant will be hired to prepare the study. (City of Knoxville and TPO) Status: start in 2026

17. Conduct an Alley-Way Survey & Study. Knoxville-Knox County Planning will map all the alley-ways and passages in the City of Knoxville. The study will provide a framework to classify them into different categories based on their existing uses and to outline options to capitalize on opportunities for aesthetic improvement and activation of these spaces. Recommendations will also include which alleys to maintain for service access, and which could possibly be closed (or at least portions of them) if necessary. The study would recommend design guidelines,

enhancement strategies, and activation strategies for the alleys and passages. These recommendations should enhance the urban realm by improving pedestrian and bicycle connectivity and creating active and interesting building edges. A consultant will be hired to prepare the study. (Planning, TPO, City of Knoxville) Status: Start in 2026

18. Conduct a Knox-Blount Greenway Connectivity and Mobility Study. Knox County will conduct a study that will evaluate the missing greenway and mobility connections along Alcoa Highway from Lake Crossing Lane south to the existing and planned sections of the Knox–Blount Greenway. This area represents a critical gap in the regional greenway system where no continuous facilities currently exist. By assessing conditions and identifying feasible connections, the study will also explore ways to strengthen local access from surrounding neighborhoods, schools, and parks. The outcome will be a plan identifying preferred options, conceptual layouts, and connectivity strategies to guide future design and funding phases. This effort also advances the long-term regional vision of connecting Knoxville to the Great Smoky Mountain system. A consultant will be hired to prepare the study. (Knox County, TPO, and TDOT) Status: start in 2026
19. Conduct a planning study for the Tennessee Avenue and Central Avenue area in the City of Oak Ridge. The City of Oak Ridge will conduct a corridor study along Tennessee Avenue and Central Avenue to bolster multimodal accessibility in the area. Jackson Square and the surrounding businesses are the center of many community and cultural events in Oak Ridge. The City is interested in exploring a connection from Jackson Square/Central Avenue across the Oak Ridge Turnpike to the Evins Federal Building. Ultimately, the goal of corridor study is to find multiple improvements to the transportation network that will allow for improved connectivity, accessibility, and safety for pedestrian, bicycle, and automobile traffic along the corridor connecting the Field through the Square and down to the Federal Building. A consultant will be hired to prepare the study. (Town of Farragut, TPO, and TDOT) Status: start in 2026

C. REGIONAL TRANSPORTATION PLANNING

Purpose: To assist the efforts of federal, state, and local agencies in addressing regional transportation planning issues. This includes mobility and air quality issues from a regional perspective and the impact

that the Great Smoky Mountains National Park and other tourism attractions in the area have on traffic in the region. These tasks can also include helping local and regional partners apply for grants.

Sub-Tasks:

20. Participate in the Great Smoky Mountains Regional Greenway Council by serving on the council and providing technical assistance. Assist jurisdictions in the development of pedestrian, bicycle, and greenway plans that offer regional connectivity. (TPO and local jurisdictions) Status: continuing

21. Participate in regional transportation issues such as regional corridor studies (I-75 and I-40), regional rail planning, the I-81 Corridor Coalition to assess impacts on the long-range mobility plan development, safety, and air quality. (TPO) Status: continuing

22. Amend the Mobility Plan 2050 and air quality conformity analysis, as necessary. This task will be conducted in coordination with TDOT, East Tennessee South RPO, and the affected local governments. (TPO, TDOT, ETDD, Lakeway MTPO) Status: continuing

23. Significant regional data are required to maintain and enhance the regional travel demand forecasting model and land use models. TPO staff will work with local, regional, and State agencies to maintain land use and socio-economic data in order to do land use and transportation planning at the regional and sub-regional level. (TPO, State and Local Governments) Status: continuing

24. TPO staff will assist TDOT and local governments in conducting regional corridor studies. All planning studies will be consistent with the Mobility Plan 2050's goals and objectives. Products will help facilitate the long-range transportation decision-making process and be inputs into the Mobility Plan, TIP, CMP Plan, or their subsequent updates. (TPO, TDOT, and Local Governments) Status: continuing

25. TPO staff will provide technical transportation planning support to the East Tennessee South RPO. This support will consist of assisting in identifying regional transportation project priorities, assessments of tourist related traffic impacts, determining consistency of transportation projects to the adopted and conforming Mobility Plan 2050, and studies required to meet federal and state requirements and local/regional needs. Regional bicycle, transit, and

pedestrian/greenway assessments and needs analysis will be conducted, as necessary. (TPO, ETDD, TDOT, and Local Governments) Status: continuing

26. Continue coordinating with Knox County on their comprehensive planning efforts called Advance Knox (adopted 2024) that addresses both land use and the transportation and mobility needs of the county for the next twenty-five years. The TPO will work to incorporate the results in future transportation and mobility plans. The TPO will continue to work with Knox County on additional aspects of this project including helping to prepare a Unified Development Ordinance (UDO) and being involved in several small area plans. (Knox County, Knoxville-Knox County Planning, and TPO) Status: complete work in 2026

27. Coordinate with the City of Knoxville on developing their Comprehensive Plan that addresses both land use and transportation and mobility needs for the next twenty-five years. A consultant will be hired to assist with this project. (City of Knoxville, Knoxville-Knox County Planning, TPO, KAT) Status: start in Fall of 2025

28. Work with local governments and TDOT on implementation of the Regional Roadway Safety Action Plan (RRSAP). This includes helping TPO partners apply for Safe Streets and Roads for All (SS4A) grants. This also involves the TPO participating in, coordinating with, or even managing on behalf of our partners SS4A funded studies, plans, or projects. Several TPO partners have received grants. There is a chance the RRSAP might need to be updated based on the amount of grants and projects so far received by TPO partners. If this update occurs that task may include hiring a consultant. Status: ongoing

29. The TPO will continue to coordinate with the City of Knoxville and other local governments in the 9-county Knoxville Metropolitan Statistical Area (MSA) on planning for the reduction of pollution. The name of the project for this effort is BEATHE. A portion of this planning is funded by a grant to the MSA which includes hiring consultants. The TPO has taken the lead on regional coordination for the planning effort, which is focused on identifying strategies to reduce pollution. Most of this project will be completed by Fall of 2025. Depending on final recommendations, there could be the need for additional work and outreach during this TPWP. Future tasks could include hiring a consultant. (TPO, City of Knoxville, Local Governments, and Agencies) Status: finalize in fall of 2025

D. INTERMODAL PLANNING

Purpose: To ensure that transportation plans and programs result in an integrated, intermodal transportation system that facilitates the safe, efficient, and economic movement of people and goods. Provide staff support to studies and projects including analysis and reports, as necessary.

Sub-Tasks:

1. Incorporate freight-related issues into the transportation planning process by participating in meetings of the State Freight Advisory Committee. (TPO) Status: continuing

2. Stay involved with ongoing freight planning activities such as the I-81 Improvement Strategy (Corridor), Norfolk Southern Crescent Corridor Plans, McGhee Tyson Airport Master Plan, and other efforts. Examine the need to collect freight data, conduct freight related technical reports, or an urban area freight plan. If it is determined a freight plan is needed, a consultant may be hired to assist with this project. (TPO, TDOT) Status: continuing

3. Continue to provide staff assistance by providing technical support/best practices in the implementation of proposed local and regional corridor improvement projects. (TPO and Local Governments) Status: continuing

TABLE 14: SPECIAL STUDIES FUNDING

FY 2026 & FY 2027 Special Studies Funding	
CPG - 80/5/15	
Federal	$1,292,804.13
State	$80,800.26
Local	$242,400.77
CPG – 100	
Federal	$907,749.00
CMAQ – 80/20	
Federal	$158,309.67
Local	$39,577.42
Total	$2,721,641.25

TABLE 15: KEY WORK PRODUCTS FOR SPECIAL STUDIES TASKS

Key Work Products for Special Studies Tasks	
Product	Schedule
Smart Trips TDM program	Ongoing
CMAQ Annual Report	2026 and 2027
Travel Time Studies/Analysis	As needed
ITS Architecture Update	2027
Transportation Performance Management: Targets and Dashboard	2026 and 2027
Incident Management Meetings	Yearly
Kingston Pike Pedestrian Study	2027
Montvale Road Study	2027
Tazewell Pike Study	2027
Knox County UDO and Small Area Plans	2026 and 2027
City of Knoxville Comprehensive Plan	2026 and 2027
Regional/Community Planning Studies	As needed
Regional Air Quality Conformity Analysis Amendments	As needed
Travel Demand Model Enhancements with Lakeway	As needed
EPA COK BREATHE Project	2025
Alley-Way Survey and Study	2027
Knox-Blount Greenway Connectivity and Mobility Study	2027
Technical Support and Planning	Ongoing
City of Oak Ridge Corridor Study (Tennessee & Central Avenues)	2027
Regional Corridor Studies	As needed
Mobility Plan Update	Start July 2027
Regional Roadway Safety Action Plan Coordination/Update	Ongoing
Freight Data, Technical Studies, Possible Plan	2026 and 2027

APPENDIX A

TABLE 16: REVENUES TABLE

Funding Source	Task 1 Administration	Task 2 Data Collection and Analysis	Task 3 Short Range Planning	Task 4 Long Range Planning	Task 5 Multimodal Planning	Task 6 Special Studies	Total
Federal Funding Sources							
Federal FTA - TPO 5310 - 100%	$-	$-	$-	$-	$180,359.00	$-	$180,359.00
Federal FTA – CAC 5310 - 100%	$-	$-	$-	$-	$166,000.00	$-	$166,000.00
Federal FTA - KAT 5307 - 80%	$-	$-	$-	$-	$576,000.00	$-	$576,000.00
Federal CPG - Complete Streets - 100%	$-	$-	$-	$247,030.00	$300,000.00	$907,749.00	$1,454,779.00
Federal - CPG - 80%	$332,046.40	$248,686.40	$141,364.00	$1,130,728.80	$318,069.60	$1,292,804.13	$3,463,699.33
Federal - L-STBG - 80%	$-	$720,000.00	$-	$-	$-	$-	$720,000.00
Federal - CMAQ - TPO SmartTrips - 80%	$-	$-	$-	$-	$-	$158,309.67	$158,309.67
State Funding Sources							
KAT - FTA 5307 - TDOT Match - 10%	$-	$-	$-	$-	$72,000.00	$-	$72,000.00
TDOT - CPG Match - 5%	$20,752.90	$15,542.90	$8,835.25	$70,670.55	$19,879.35	$80,800.26	$216,481.21
Local Funding Sources							
Local Match -L-STBG - 20%	$-	$180,000.00	$-	$-	$-	$-	$180,000.00
Local Match -CMAQ - TPO SmartTrips - 20%	$-	$-	$-	$-	$-	$39,577.42	$39,577.42
Local Match - CPG - 15%	$62,258.70	$46,628.70	$26,505.75	$212,011.65	$59,638.05	$242,400.77	$649,443.62
KAT - FTA 5307 - Local Match - 10%	$-	$-	$-	$-	$72,000.00		$72,000.00
Total	**$415,058.00**	**$1,210,858.00**	**$176,705.00**	**$1,660,411.00**	**$1,763,946.00**	**$2,721,641.25**	**$7,948,649.25**

FTA = Federal Transit Administration | TPO = Transportation Planning Organization | CAC = Knoxville Knox County Community Action Committee | KAT = Knoxville Area Transit
CPG = Consolidated Planning Grant | L-STBG = Local Surface Transportation Block Grant | CMAQ = Congestion Mitigations and Air Quality

TABLE 17: FUNDING BY TASK

Work Task	Task 1 Administration	Task 2 Data Collection and Analysis	Task 3 Short Range Planning	Task 4 Long Range Planning	Task 5 Multi-modal Planning	Task 6 Special Studies	Sub-Total 100% Federal Funding	Sub-Total All Other Funding	Total All Funding
Salary/ Benefits - 24% & Indirect Rate - 40% (CPG)	$265,058.00	$280,858.00	$176,705.00	$353,411.00	$397,587.00	$309,234.00	$-	$1,782,853.00	$1,782,853.00
Salary/ Benefits - 24% & Indirect Rate - 40% (CPG/100%)	$-	$-	$-	$-	$100,000.00	$-	$100,000.00	$-	$100,000.00
Salary/ Benefits - 24% & Indirect Rate - 40% (CMAQ)	$-	$-	$-	$-	$-	$50,000.00	$-	$50,000.00	$50,000.00
Direct Costs	$150,000.00	$-	$-	$-	$-	$-	$-	$150,000.00	$150,000.00
TPO Section 5310 Administration and Planning	$-	$-	$-	$-	$55,359.00	$-	$-	$55,359.00	$55,359.00
CAC Section 5310 Administration and Planning	$-	$-	$-	$-	$166,000.00	$-	$-	$166,000.00	$166,000.00
KAT Section 5307 Administration and Planning	$-	$-	$-	$-	$720,000.00	$-	$-	$720,000.00	$720,000.00
Consultants/ Projects									
Traffic Counts Contractor	$-	$30,000.00	$-	$-	$-	$-	$-	$30,000.00	$30,000.00
Priority Investment Study – Phase 2	$-	$-	$-	$-	$200,000.00	$-	$200,000.00	$-	$200,000.00
Kingston Pike Corridor Study	$-	$-	$-	$-	$-	$126,000.00	$26,000.00	$100,000.00	$126,000.00
Montvale Road Corridor Study	$-	$-	$-	$-	$-	$100,000.00	$20,000.00	$80,000.00	$100,000.00
Tazewell Pike Corridor Study	$-	$-	$-	$-	$-	$250,000.00	$50,000.00	$200,000.00	$250,000.00
City of Knoxville Comprehensive Plan	$-	$-	$-	$-	$-	$750,000.00	$500,000.00	$250,000.00	$750,000.00
Alley-way Study	$-	$-	$-	$-	$-	$200,000.00	$100,000.00	$100,000.00	$200,000.00
Mobility Plan 2055 Update	$-	$-	$-	$807,030.00	$-	$-	$247,030.00	$560,000.00	$807,030.00
TDM Model Update	$-	$-	$-	$500,000.00	$-	$-	$-	$500,000.00	$500,000.00
Knox-Blount Greenway Connectivity & Mobility Study	$	$	$	$	$	$100,000.00	$	$100,000.00	$100,000.00
City of Oak Ridge Corridor Study	$	$	$	$	$	$100,000.00	$50,000.00	$50,000.00	$100,000.00
Other Planning Studies	$-	$-	$-	$-	$-	$426,771.16	$-	$426,771.16	$426,771.16
Human Services Coordination Transportation Plan	$-	$-	$-	$-	$125,000.00	$-	$-	$125,000.00	$125,000.00
Pavement Management L-STBG Funded	$-	$900,000.00	$-	$-	$-	$-	$-	$900,000.00	$900,000.00
Complete Street, Safety, Accessible Options Funding	$-	$-	$-	$-	$-	$161,749.00	$161,743.00	$-	$161,749.00
Smart Trips - Subcontracted	$-	$-	$-	$-	$-	$147,887.09	$-	$147,887.09	$147,887.09
Work Task	Task 1 Administration	Task 2 Data Collection and Analysis	Task 3 Short Range Planning	Task 4 Long Range Planning	Task 5 Multi-modal Planning	Task 6 Special Studies	Sub-Total 100% Federal Funding	Sub-Total All Other Funding	Total All Funding
Total	**$415,058.00**	**$1,210,858.00**	**$176,705.00**	**$1,660,441.00**	**$1,763,946.00**	**$2,721,641.25**	**1,454,779.00**	**$6,493,870.25**	**$7,948,649.25**