



City County Building, Suite 403 • 400 Main Street • Knoxville, Tennessee 37902 (865)
215-2500 • www.knoxtrans.org

September 10, 2019

Tennessee Department of Transportation
James K. Polk Building, Suite 1800
505 Deaderick Street
Nashville, TN 37243-0349

SUBJECT: Amendment to project 17-2017-057 (Pellissippi Parkway (SR-162) at Oak Ridge Highway (SR 62) (Solway) Interchange)

Dear TDOT,

The Knoxville Regional TPO requests concurrence by TDOT to amend the FY 2017-2020 TIP concerning the following project:

Amendment 17-2017-057 (Pellissippi Parkway (SR-162) at Oak Ridge Highway (SR-62) (Solway) Interchange) -

Amend the TIP by adding this project. The project programs \$1,700,000 (\$1,360,000 federal/\$340,000 state) NHPP funding in FY 2019.

This amendment has been incorporated into our FY 2017-2020 TIP. The project page, expenditure summary sheets, air quality conformity determination approval (FHWA), resolution and other pertinent information are included. If you have any questions please contact me at (865) 215-3825.

Sincerely,

A handwritten signature in blue ink that reads "C. Luebke".

Craig Luebke
Transportation Planner

Knoxville Regional Transportation Planning Organization TRANSPORTATION IMPROVEMENT PROGRAM FY 2017-2020

NEW

TIP No.	17-2017-057	Revision No.	0	Mobility Plan No.	09-649
TDOT PIN	123073.00	STIP No.	1747093		
Project Name	Pellissippi Parkway (SR-162) Interchange at Oak Ridge Highway (SR-62) in Solway (IA)				
Lead Agency	TDOT				
Total Project Cost	\$21,400,000				

Project Description	Interchange modification to include additional (new) ramp for westbound to southbound movement.				
Termini/Intersection	SR-162 at SR-62 (Solway) Interchange				
Counties	Knox				
City/Agency					
Length	0.45	(miles)	Conformity Status	Non-Exempt	

Additional Details

Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2019	PE-D	NHPP	\$1,000,000	\$800,000	\$200,000	\$0	\$0
2019	PE-N	NHPP	\$700,000	\$560,000	\$140,000	\$0	\$0
Total			\$1,700,000	\$1,360,000	\$340,000	\$0	\$0

Revision Date	7/24/2019
Revision Details	Amend the TIP by adding this project. The project programs \$1,700,000 (\$1,360,000 federal/\$340,000 state) NHPP funding in FY 2019.
Previous TIP No.	<input style="width: 500px; height: 15px;" type="text"/>



Table 1. Summary of Programmed Revenues

Funding Source	FY 2017	FY 2018	FY 2019	FY 2020	Total	Share (%)
ACPHSIP	\$450,000	\$1,110,000	\$1,000,000	\$0	\$2,560,000	0.28
CMAQ	\$17,481,944	\$1,264,269	\$28,769,000	\$4,957,400	\$52,472,613	5.84
EN	\$0	\$326,000	\$0	\$0	\$326,000	0.04
HIP	\$0	\$2,479,974	\$0	\$0	\$2,479,974	0.28
HPP	\$5,067,350	\$1,000,000	\$9,090,162	\$0	\$15,157,512	1.69
HSIP	\$4,585,888	\$11,592,360	\$8,000,000	\$3,467,360	\$27,645,608	3.07
LIC	\$602,500	\$0	\$0	\$0	\$602,500	0.07
LOCAL	\$36,500,000	\$8,165,000	\$199,738	\$0	\$44,864,738	4.99
L-STBG	\$30,994,115	\$19,596,992	\$26,318,911	\$17,042,309	\$93,952,327	10.45
L-STBG-TA	\$1,357,623	\$1,431,612	\$3,157,168	\$997,500	\$6,943,903	0.77
NHPP	\$182,596,884	\$101,179,693	\$174,427,000	\$43,976,577	\$502,180,154	55.85
PHSIP	\$3,101,500	\$6,636,500	\$1,101,500	\$601,500	\$11,441,000	1.27
PRIVATE	\$0	\$1,800,000	\$36,000	\$0	\$1,836,000	0.20
RNHPP	\$11,566,043	\$0	\$4,236,062	\$0	\$15,802,105	1.76
RPHSIP	\$1,200,000	\$3,324,800	\$0	\$0	\$4,524,800	0.50
SECTION 5307	\$16,940,427	\$8,584,499	\$8,592,575	\$8,592,575	\$42,710,076	4.75
SECTION 5310	\$2,127,004	\$805,389	\$805,389	\$805,389	\$4,543,171	0.51
SECTION 5339	\$1,514,698	\$1,013,641	\$762,616	\$762,616	\$4,053,571	0.45
SECTION 5339b	\$0	\$4,500,000	\$0	\$0	\$4,500,000	0.50
S-STBG	\$20,995,697	\$15,599,521	\$12,650,021	\$3,399,521	\$52,644,760	5.86
S-STBG-TA	\$0	\$1,263,681	\$4,569,097	\$890,565	\$6,723,343	0.75
STA	\$0	\$359,770	\$762,500	\$0	\$1,122,270	0.12
Total	\$337,081,673	\$192,033,701	\$284,477,739	\$85,493,312	\$899,086,424	100.00
Federal	\$240,959,498	\$146,942,065	\$226,483,495	\$69,080,256	\$683,465,314	76.02
State	\$46,311,570	\$31,442,916	\$44,728,990	\$12,266,468	\$134,749,944	14.99
Local	\$49,810,604	\$11,848,720	\$7,798,253	\$4,146,588	\$73,604,165	8.19
Other	\$0	\$1,800,000	\$5,467,000	\$0	\$7,267,000	0.81

Table 2. Summary of Programmed Expenditures

Funding Source	FY 2017	FY 2018	FY 2019	FY 2020	Total	Share (%)
ACPHSIP	\$450,000	\$1,110,000	\$1,000,000	\$0	\$2,560,000	0.28
CMAQ	\$17,481,944	\$1,264,269	\$28,769,000	\$4,957,400	\$52,472,613	5.84
EN	\$0	\$326,000	\$0	\$0	\$326,000	0.04
HIP	\$0	\$2,479,974	\$0	\$0	\$2,479,974	0.28
HPP	\$5,067,350	\$1,000,000	\$9,090,162	\$0	\$15,157,512	1.69
HSIP	\$4,585,888	\$11,592,360	\$8,000,000	\$3,467,360	\$27,645,608	3.07
LIC	\$602,500	\$0	\$0	\$0	\$602,500	0.07
LOCAL	\$36,500,000	\$8,165,000	\$199,738	\$0	\$44,864,738	4.99
L-STBG	\$30,994,115	\$19,596,992	\$26,318,911	\$17,042,309	\$93,952,327	10.45
L-STBG-TA	\$1,357,623	\$1,431,612	\$3,157,168	\$997,500	\$6,943,903	0.77
NHPP	\$182,596,884	\$101,179,693	\$174,427,000	\$43,976,577	\$502,180,154	55.85
PHSIP	\$3,101,500	\$6,636,500	\$1,101,500	\$601,500	\$11,441,000	1.27
PRIVATE	\$0	\$1,800,000	\$36,000	\$0	\$1,836,000	0.20
RNHPP	\$11,566,043	\$0	\$4,236,062	\$0	\$15,802,105	1.76
RPHSIP	\$1,200,000	\$3,324,800	\$0	\$0	\$4,524,800	0.50
SECTION 5307	\$16,940,427	\$8,584,499	\$8,592,575	\$8,592,575	\$42,710,076	4.75
SECTION 5310	\$2,127,004	\$805,389	\$805,389	\$805,389	\$4,543,171	0.51
SECTION 5339	\$1,514,698	\$1,013,641	\$762,616	\$762,616	\$4,053,571	0.45
SECTION 5339b	\$0	\$4,500,000	\$0	\$0	\$4,500,000	0.50
S-STBG	\$20,995,697	\$15,599,521	\$12,650,021	\$3,399,521	\$52,644,760	5.86
S-STBG-TA	\$0	\$1,263,681	\$4,569,097	\$890,565	\$6,723,343	0.75
STA	\$0	\$359,770	\$762,500	\$0	\$1,122,270	0.12
Total	\$337,081,673	\$192,033,701	\$284,477,739	\$85,493,312	\$899,086,424	100.00
Federal	\$240,959,498	\$146,942,065	\$226,483,495	\$69,080,256	\$683,465,314	76.02
State	\$46,311,570	\$31,442,916	\$44,728,990	\$12,266,468	\$134,749,944	14.99
Local	\$49,810,604	\$11,848,720	\$7,798,253	\$4,146,588	\$73,604,165	8.19
Other	\$0	\$1,800,000	\$5,467,000	\$0	\$7,267,000	0.81

Table 1. Summary of Programmed Revenues

Funding Source	FY 2017	FY 2018	FY 2019	FY 2020	Total	Share (%)
ACPHSIP	\$450,000	\$1,110,000	\$1,000,000	\$0	\$2,560,000	0.28
CMAQ	\$17,481,944	\$1,264,269	\$28,769,000	\$4,957,400	\$52,472,613	5.83
EN	\$0	\$326,000	\$0	\$0	\$326,000	0.04
HIP	\$0	\$2,479,974	\$0	\$0	\$2,479,974	0.28
HPP	\$5,067,350	\$1,000,000	\$9,090,162	\$0	\$15,157,512	1.68
HSIP	\$4,585,888	\$11,592,360	\$8,000,000	\$3,467,360	\$27,645,608	3.07
LIC	\$602,500	\$0	\$0	\$0	\$602,500	0.07
LOCAL	\$36,500,000	\$8,165,000	\$199,738	\$0	\$44,864,738	4.98
L-STBG	\$30,994,115	\$19,596,992	\$26,318,911	\$17,042,309	\$93,952,327	10.43
L-STBG-TA	\$1,357,623	\$1,431,612	\$3,157,168	\$997,500	\$6,943,903	0.77
NHPP	\$182,596,884	\$101,179,693	\$176,127,000	\$43,976,577	\$503,880,154	55.94
PHSIP	\$3,101,500	\$6,636,500	\$1,101,500	\$601,500	\$11,441,000	1.27
PRIVATE	\$0	\$1,800,000	\$36,000	\$0	\$1,836,000	0.20
RNHPP	\$11,566,043	\$0	\$4,236,062	\$0	\$15,802,105	1.75
RPHSIP	\$1,200,000	\$3,324,800	\$0	\$0	\$4,524,800	0.50
SECTION 5307	\$16,940,427	\$8,584,499	\$8,592,575	\$8,592,575	\$42,710,076	4.74
SECTION 5310	\$2,127,004	\$805,389	\$805,389	\$805,389	\$4,543,171	0.50
SECTION 5339	\$1,514,698	\$1,013,641	\$762,616	\$762,616	\$4,053,571	0.45
SECTION 5339b	\$0	\$4,500,000	\$0	\$0	\$4,500,000	0.50
S-STBG	\$20,995,697	\$15,599,521	\$12,650,021	\$3,399,521	\$52,644,760	5.84
S-STBG-TA	\$0	\$1,263,681	\$4,569,097	\$890,565	\$6,723,343	0.75
STA	\$0	\$359,770	\$762,500	\$0	\$1,122,270	0.12
Total	\$337,081,673	\$192,033,701	\$286,177,739	\$85,493,312	\$900,786,424	100.00
Federal	\$240,959,498	\$146,942,065	\$227,843,495	\$69,080,256	\$684,825,314	76.03
State	\$46,311,570	\$31,442,916	\$45,068,990	\$12,266,468	\$135,089,944	15.00
Local	\$49,810,604	\$11,848,720	\$7,798,253	\$4,146,588	\$73,604,165	8.17
Other	\$0	\$1,800,000	\$5,467,000	\$0	\$7,267,000	0.81

Table 2. Summary of Programmed Expenditures

Funding Source	FY 2017	FY 2018	FY 2019	FY 2020	Total	Share (%)
ACPHSIP	\$450,000	\$1,110,000	\$1,000,000	\$0	\$2,560,000	0.28
CMAQ	\$17,481,944	\$1,264,269	\$28,769,000	\$4,957,400	\$52,472,613	5.83
EN	\$0	\$326,000	\$0	\$0	\$326,000	0.04
HIP	\$0	\$2,479,974	\$0	\$0	\$2,479,974	0.28
HPP	\$5,067,350	\$1,000,000	\$9,090,162	\$0	\$15,157,512	1.68
HSIP	\$4,585,888	\$11,592,360	\$8,000,000	\$3,467,360	\$27,645,608	3.07
LIC	\$602,500	\$0	\$0	\$0	\$602,500	0.07
LOCAL	\$36,500,000	\$8,165,000	\$199,738	\$0	\$44,864,738	4.98
L-STBG	\$30,994,115	\$19,596,992	\$26,318,911	\$17,042,309	\$93,952,327	10.43
L-STBG-TA	\$1,357,623	\$1,431,612	\$3,157,168	\$997,500	\$6,943,903	0.77
NHPP	\$182,596,884	\$101,179,693	\$176,127,000	\$43,976,577	\$503,880,154	55.94
PHSIP	\$3,101,500	\$6,636,500	\$1,101,500	\$601,500	\$11,441,000	1.27
PRIVATE	\$0	\$1,800,000	\$36,000	\$0	\$1,836,000	0.20
RNHPP	\$11,566,043	\$0	\$4,236,062	\$0	\$15,802,105	1.75
RPHSIP	\$1,200,000	\$3,324,800	\$0	\$0	\$4,524,800	0.50
SECTION 5307	\$16,940,427	\$8,584,499	\$8,592,575	\$8,592,575	\$42,710,076	4.74
SECTION 5310	\$2,127,004	\$805,389	\$805,389	\$805,389	\$4,543,171	0.50
SECTION 5339	\$1,514,698	\$1,013,641	\$762,616	\$762,616	\$4,053,571	0.45
SECTION 5339b	\$0	\$4,500,000	\$0	\$0	\$4,500,000	0.50
S-STBG	\$20,995,697	\$15,599,521	\$12,650,021	\$3,399,521	\$52,644,760	5.84
S-STBG-TA	\$0	\$1,263,681	\$4,569,097	\$890,565	\$6,723,343	0.75
STA	\$0	\$359,770	\$762,500	\$0	\$1,122,270	0.12
Total	\$337,081,673	\$192,033,701	\$286,177,739	\$85,493,312	\$900,786,424	100.00
Federal	\$240,959,498	\$146,942,065	\$227,843,495	\$69,080,256	\$684,825,314	76.03
State	\$46,311,570	\$31,442,916	\$45,068,990	\$12,266,468	\$135,089,944	15.00
Local	\$49,810,604	\$11,848,720	\$7,798,253	\$4,146,588	\$73,604,165	8.17
Other	\$0	\$1,800,000	\$5,467,000	\$0	\$7,267,000	0.81

NOTE: Financial tables run for 17-2017-057 on 05/21/2019. Final amendment 17-2017-048 financial tables run on 6/21/19 on reflect:
 FY 2019 - NHPP: +\$1,700,000 (Federal +\$1,360,000/State +\$340,000)



TRANSPORTATION IMPROVEMENT PROGRAM Transportation Conformity Summary Report

Project Amendments:

On July 24, 2019, the Knoxville Regional TPO Executive Board voted to approve the following amendment to the Knoxville Regional FY 2017 – 2020 Transportation Improvement Program (TIP)

TIP #	LRTP #	Project Name	Conformity Status
17-2017-057	09-649	Pellissippi Parkway (SR-162) at Oak Ridge Highway (SR-62) (Solway) Interchange	Non-Exempt

Air Quality Conformity Status:

This amendment was subject to a conformity finding. A short conformity demonstration report was used to demonstrate conformity for this project and is included with this packet.

Metropolitan Transportation Planning Process Certification:

The Knoxville TPO Planning Process certification is included and certifies that every four years the transportation planning process addresses the major issues in the metropolitan planning area and is conducted in accordance with all applicable requirements.

Resolution:

The adopting resolution for this project and air quality conformity determination is included.

Public Participation:

Public participation processes were in accordance with the Knoxville TPO's federally approved Public Participation Plan. Two public hearings were held on July 9, 2019 at the TPO Technical Committee Meeting, followed by July 24, 2019 at the TPO Executive Board meeting. No public comments were received.

Interagency Consultation:

The Knoxville Air Quality Interagency Consultation (IAC) group was consulted on a 30-day IAC review from May 22, 2019 until June 21, 2019 regarding review of the draft conformity determination report. IAC email correspondence regarding the amendment is included.



U.S. Department
of Transportation
**Federal Highway
Administration**

Tennessee Division

September 9, 2019

404 BNA Drive, Suite 508
Nashville, Tennessee 37217
Phone (615) 781-5770

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

In Reply Refer To:
HPD-TN

Subject: Short Air Quality Conformity Determination for Knoxville, Tennessee

Dear Mr. Aboagye:

The Federal Highway Administration (FHWA) Tennessee Division and Federal Transit Administration (FTA) Region IV Office, in coordination with the Environmental Protection Agency (EPA) Region IV Office, have reviewed the Short Air Quality Conformity Determination Report the Knoxville Regional Transportation Planning Organization (TPO) Executive Board adopted on July 24, 2019.

The Air Quality Conformity Determination covers the Knoxville, TN maintenance area for the 2006 Daily PM_{2.5}, and 2008 8-hour ozone National Ambient Air Quality Standards (NAAQS) and addresses the planned transportation improvements from the TPO's amended Fiscal Year 2017-2020 Transportation Improvement Program (TIP).

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

If you have any questions regarding this determination, please contact me at (615) 781-5767.

Sincerely,

Sean Santalla
Transportation Planning Specialist

cc: Mayor Tom Taylor, Executive Board Chair, Knoxville Regional TPO
Ms. Theresa Claxton, Program Development Team Leader, FHWA TN Division
Mr. Andres Ramirez, Community Planner, FTA Region IV
Ms. Kelly Sheckler, Environmental Scientist, EPA Region IV
Ms. Dianna Myers, Environmental Scientist, EPA Region IV
Ms. Nancy Hirsch, Senior Regional Planner, TDOT
Mr. Troy Ebbert, OCT Region 1 Planning Supervisor, TDOT

Mr. Jeff Welch, Director, Knoxville Regional TPO

Mr. Mike Conger, Senior Transportation Engineer, Knoxville Regional TPO

Mr. Craig Luebke, Transportation Planner, Knoxville Regional TPO

Mr. Marc Corrigan, Environmental Consultant, TDEC

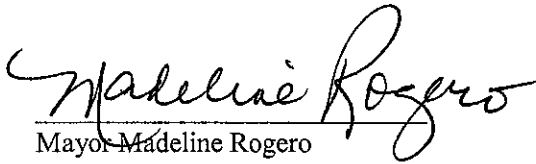
**METROPOLITAN TRANSPORTATION PLANNING PROCESS
CERTIFICATION**

In accordance with 23 CFR 450.334, the Knoxville Regional Transportation Planning Organization for the Knoxville Urbanized Area hereby certify every four years that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

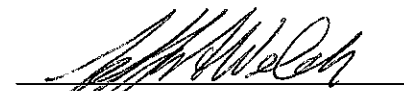
- I. 23 U.S.C. 134, 49 U.S.C. Section 5303 (Highway and Transit);
- II. In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended 942 U.S.C 7504 and 7506 (c) and (d) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination, on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- V. Section 1101 (b) of the FAST ACT (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT (United States Department of Transportation) funded projects;
- VI. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. Provisions of the American with Disabilities Act of 1990 (42 U.S.C 12101 et.Seq) and 49 CFR parts 27, 37 and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

October 26, 2016

Date



Mayor Madeline Rogero
City of Knoxville
TPO Executive Board Chair



Jeffrey A. Welch
Director, Knoxville Regional TPO

**A RESOLUTION BY THE EXECUTIVE BOARD
OF THE KNOXVILLE REGIONAL
TRANSPORTATION PLANNING ORGANIZATION (TPO)
AMENDING THE FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the FY 2017-2020 Knoxville Regional Transportation Improvement Program was adopted on October 26, 2016; and

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

WHEREAS, the Transportation Improvement Program must be updated as needed; and

WHEREAS, the proposed project amendments were reviewed with the Knoxville-Area Air Quality Interagency Consultation Group with respect to air quality conformity requirements and are either exempt from, or were demonstrated to conform with the federal transportation air quality conformity regulations from the Clean Air Act; and

WHEREAS, a short conformity determination report was prepared for the air quality non-exempt project amendments which concluded that air quality conformity was demonstrated by relying on a previous regional emissions analysis; and

WHEREAS, the amended FY2017-2020 TIP was updated consistent with the Mobility Plan 2040; and

WHEREAS, the Knoxville Regional Transportation Planning Organization Technical Committee recommends approval of the Resolution, and

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

That the FY 2017-2020 Transportation Improvement Program be amended to include the following changes and that the Tennessee Department of Transportation include these amendments into the State Transportation Improvement Program:

Attachment #3B - Amendment 17-2017-057 (Pellissippi Parkway at Oak Ridge Hwy Interchange) -

Amend the TIP by adding this project. The project programs \$1,700,000 (\$1,360,000 federal/\$340,000 state) NHPP funding in FY 2019.

Attachment #3C - Amendment 17-2017-058 (Broadway DSRC & Enhanced Detection Traffic Signal Improvements) - Amend the TIP by adding this project. The project programs \$1,845,000 CMAQ funding in FY 2020.

Attachment #3D - Amendment 17-201-059 (Chapman Highway DSRC & Enhanced Detection Traffic Signal Improvements) - Amend the TIP by adding this project. The project programs \$1,194,000 CMAQ funding in FY 2020.

Attachment #3E - Amendment 17-2017-060 (Kingston Pike DSRC and Enhanced Detection Traffic Signal Improvements) - Amend the TIP by adding this project. The project programs \$3,321,000 CMAQ funding in FY 2020.

Attachment #3F - Amendment 17-2017-061 (Traffic Signal Improvements for the U.T. Area) - Amend the TIP by adding this project. The project programs \$210,323 CMAQ funding in FY 2020.

Attachment #3G - Amendment 17-2017-062 (Lenoir City CMAQ ITS - Ph. II) - Amend the TIP by adding this project. The project programs \$5,000 CMAQ in FY 2019 and \$2,305,400 CMAQ in FY 2020.

Attachment #3H - Amendment 17-2017-063 (Knox County Advanced Traffic Management System – Ph. II) - Amend the TIP by adding this project. The project programs \$1,547,000 CMAQ in FY 2020.

Attachment #3I - Amendment 17-2017-024 (Town of Farragut Traffic Management System: Ph. 1) - Amend project to add funding to cover full scope of project. \$20,000 CMAQ is added in FY 2019 and \$6,580,000 CMAQ (\$2,505,000 existing federal/\$4,000,000 new federal/ \$75,000 local) is programmed in FY 2020. The total project cost is increased from \$2,925,000 to \$7,020,000.

Attachment #3J - Amendment 17-2017-064 (City of Oak Ridge Signal Timing Optimization Program - Ph. III) - Amend the TIP by adding this project. The project programs \$400,000 CMAQ in FY 2020.

Attachment #3K - Amendment 17-2017-048 (Blount County Greenway - Ph. 1) - Amend project to revise the project limits and cost estimates. The west terminus is revised from Heritage Middle School to the Maryville City Limits at the northwest corner of Helton Road and US 231. PE-N is increased to \$250,551 L-STBG-TA (\$200,441 federal/\$50,110 local). PE-D is moved from FY 2019 to FY 2020 with no cost change. This amendment also increases the total project cost to \$2,910,119.

July 24, 2019

Date



Mayor Thomas Taylor
City of Maryville
TPO Executive Board Chair



Jeffrey A. Welch, AICP
Director
Knoxville Regional TPO

Short Conformity Report for July 2019 Knoxville Regional TPO TIP Amendment

Project ID:

- 1. TIP ID# 17-2017-057 / KRMP ID# 09-649 – Pellissippi Parkway (SR-162) at Oak Ridge Highway (SR-62) (Solway) Interchange**

Introduction

This report constitutes a conformity determination being made on an air quality non-exempt project amendment to the FY 2017 – 2020 Knoxville Regional TPO Transportation Improvement Program (TIP). The TIP is the federally required short-range document that is a subset of, and implements the Regional Long-Range Transportation Plan of the TPO – currently known as Mobility Plan 2040.

Transportation Air Quality Conformity Background

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

Current Conformity Status

The current Mobility Plan 2040 was adopted by the TPO Executive Board on April 26, 2017 and the Air Quality Conformity Determination was approved by the U.S. Department of Transportation (U.S. DOT) on May 31, 2017. The FY 2017-2020 TIP was originally adopted by the TPO Executive Board on October 26, 2016. Air Quality Conformity for the 2017-2020 TIP was approved by the U.S. DOT on December 1, 2016. The FY 2017-2020 TIP was subsequently amended along with adoption of the Mobility Plan 2040 to maintain consistency between the two Plans in terms of the project lists included therein and to ensure both Plans meet air quality conformity requirements. Most recently, a set of TIP and Mobility Plan amendments were adopted by the TPO Executive Board on October 24, 2018 and a conformity finding was issued by the U.S. DOT on November 19, 2018

A copy of the most recent full Air Quality Conformity Determination Report can be found at: <https://knoxtpo.org/wp-content/uploads/2019/05/Mobility-Plan-2040-Appendix-L.pdf>

Project Amendment Details

Periodically, as needs and conditions change, it becomes necessary to modify the Plans described above. The current action involves amending a project into the FY 2017-2020 TIP since project development funding has been established to initiate the Preliminary Engineering phases. Since this project is already included in the existing Mobility Plan 2040, it has therefore been previously accounted for in the regional emissions analysis used to determine transportation conformity. The TPO staff believes that the previously programmed horizon years for this project is still appropriate based on the current expected project development timeline as described in more detail below.

Following is additional information regarding the proposed amendment and the TIP profile page is included as Attachment 1:

1. TIP Project #17-2017-057 (New), KRMP Project #09-649 – Pellissippi Parkway (SR-162) at Oak Ridge Highway (SR-62) (Solway) Interchange – Interchange modification to include additional (new) ramp for westbound to southbound movement. Amend the project by adding it to the TIP with \$700,000 NHPP (\$560,000 federal/\$140,000 state) for FY19 PE-N and \$1,000,000 NHPP (\$800,000 federal/\$200,000 state) for FY19 PE-D. The total project cost is \$21,400,000.

This project is included in the Mobility Plan in the 2024 Conformity Horizon Year.

Below is an excerpt from the Mobility Plan Conformity Determination Project List showing this project:

Table D-1: Projects from 2040 Mobility Plan and Regional Area Subject to Conformity

KRMP ID	ProjectName/Route	Termini	Jurisdiction	Lead Agency	Length (miles)	Project Description/Type of Improvement	FY17-20 TIP ID	Conformity Analysis Year	Exempt Status	Regional Significance
09-637	Lovell Rd Widening (SR-131)	Cedardale Ln. to Middlebrook Pk. (SR-169)	Knox County	Knox County	1.7	Widen 2-lane to 4-lane, including pedestrian and bicycle facilities.	17-2014-002	2024	Non-Exempt	Regionally Significant
09-649	Pellissippi Pkwy (SR-162)/Oak Ridge Hwy Interchange	Interchange at Oak Ridge Hwy (SR-62)	Knox County	TDOT		Reconstruct interchange to provide ramp for westbound to southbound movement		2024	Non-Exempt	Regionally Significant
09-653	Alcoa Hwy (SR-115/US-129) Widening	Woodson Dr. to Cherokee Trail interchange	Knoxville	TDOT	1.6	Widen 4-lane to 6-lane including pedestrian and bicycle facilities.	17-2014-069	2024	Non-Exempt	Regionally Significant

Statement of Conformity

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

- 1997 Annual and 2006 Daily PM2.5 Standards – The regional emissions analysis completed for Mobility Plan 2040 and FY 2017-2020 TIP amendments adopted in October 2018 and conformity finding by U.S. DOT on November 19, 2018. The geographic coverage includes all of Anderson, Blount, Knox and Loudon counties and a small portion of Roane County.
- 2008 8-Hour Ozone Standard – The regional emissions analysis completed for Mobility Plan 2040 and FY 2017-2020 TIP amendments adopted in October 2018 and conformity finding by U.S. DOT on November 19, 2018. The geographic coverage includes all of Blount and Knox counties plus a portion of Anderson County.

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

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

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

- 2024 – First Horizon Year within 10 years from base year used to validate transportation demand planning model (2014)
- 2030 – Year such that there are no more than 10 years between analysis years
- 2040 – Final Year of Mobility Plan 2040

In addition to the required horizon years noted above, there were additional analysis years of 2026 and 2028 based on the final years of the Maintenance Plans for the ozone and PM2.5 standards respectively. These analysis years were not modeled directly for on-road mobile source emissions and used linear interpolation between year 2024 and 2030 outputs instead.

The Mobility Plan identified other interim horizon years that were used to better inform the public of potential project timeframes and to also indicate a priority measure between projects rather than lumping all of them into one of just three horizon year periods. Following were the “Mobility Plan Horizon Years”:

- 2022
- 2026
- 2030 – coincides with Conformity Horizon Year
- 2034
- 2040 – coincides with Conformity Horizon Year

Following is a discussion of the project’s conformity/mobility plan horizon year and its continued relevance based on the proposed TIP amendment:

1. TIP Project #17-2017-057, KRMP Project #09-649 – Pellissippi Parkway (SR-162) at Oak Ridge Highway (SR-62) (Solway) Interchange. This project is in both the Conformity 2024 Horizon Year, which is appropriate given the current projection for the construction phase to be funded in fiscal year 2023.

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

Finding: This project has been adequately described in order to determine its contribution to the regional emissions through the use of the Knoxville Regional TPO's travel demand forecasting model. This project was determined to be non-exempt with respect to air quality conformity since it will involve the construction of an additional ramp movement that does not exist currently, specifically the westbound SR-62 to southbound SR-162 movement. Motorists that desire to make that movement at the current time must travel beyond the interchange and make a U-turn at one of the median openings, which creates a safety and crash risk. The improvement was included in the travel demand model to determine impacts on motor vehicle emissions for the appropriate Conformity Horizon Year.

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

Finding: This project amendment does not result in significant modifications to the design concept and scope from how it was described in the Mobility Plan 2040 project list. It should be recognized; however, that since the project is beginning the preliminary engineering phase that minor scope modifications may occur as well as specific details of the design may change from what is described at this early stage of project development once further evaluations occur in the NEPA process. If any significant scope changes occur then another amendment may become necessary.

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

Finding: The previous regional emissions analyses followed the requirements of 40 CFR 93.118 by demonstrating conformity to all currently applicable motor vehicle emissions budgets (MVEB). The current MVEB in effect for the 2008 Ozone Standard was made effective on July 13, 2015 and the current MVEBs in effect for both the 2006 Daily and 1997 Annual PM2.5 standards were made effective on August 28 and 29, 2017 respectively as noted in the conformity determination report.

Timely Implementation of TCMs

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

Fiscal Constraint Analysis

The “before and after” TIP financial tables are included in Attachment 1 and demonstrate that the FY 2017 – 2020 TIP still meets financial constraint for all fiscal years.

Interagency Consultation and Public Involvement Analysis

The prior regional emissions analyses leading to U.S. DOT’s approval on November 18, 2018 complied with all federal and state requirements for interagency consultation and public involvement. This amendment underwent a 30-day public comment period from June 24, 2019 to July 23, 2019 as per the Knoxville Regional TPO Public Involvement Plan and no comments were received. The amendments were also reviewed by the Knoxville Area Air Quality Interagency Consultation (IAC) Group for a 30-day period from May 23, 2019 to June 21, 2019. No formal comments were received from the IAC Group.

**ATTACHMENT 1 –
FY 2017 – 2020 TIP Project Page**

Knoxville Regional Transportation Planning Organization TRANSPORTATION IMPROVEMENT PROGRAM FY 2017-2020

AMENDED
(NEW)

TIP No.	17-2017-057	Revision No.	0	Mobility Plan No.	09-649
TDOT PIN	123073.00	STIP No.	2047093		
Project Name	Pellissippi Parkway (SR-162) at Oak Ridge Highway (SR-62) (Solway) Interchange				
Lead Agency	TDOT				
Total Project Cost	\$21,400,000				

Project Description	Interchange modification to include additional (new) ramp for westbound to southbound movement.				
Termini/Intersection	SR-162 at SR-62 (Solway) Interchange				
Counties	Knox				
City/Agency					
Length	0.45	(miles)	Conformity Status	Non-Exempt	

Additional Details

Programmed Funds

FY	Phase	Funding Type	Total Funds	Federal	State	Local	Other
2019	PE-D	NHPP	\$1,000,000	\$800,000	\$200,000	\$0	\$0
2019	PE-N	NHPP	\$700,000	\$560,000	\$140,000	\$0	\$0
Total			\$1,700,000	\$1,360,000	\$340,000	\$0	\$0

Revision Date

Revision Details

Previous TIP No.



**ATTACHMENT 2 –
Financial Constraint Summary Tables**

Table 1. Summary of Programmed Revenues

Funding Source	FY 2017	FY 2018	FY 2019	FY 2020	Total	Share (%)
ACPHSIP	\$450,000	\$1,110,000	\$1,000,000	\$0	\$2,560,000	0.28
CMAQ	\$17,481,944	\$1,264,269	\$28,769,000	\$4,957,400	\$52,472,613	5.84
EN	\$0	\$326,000	\$0	\$0	\$326,000	0.04
HIP	\$0	\$2,479,974	\$0	\$0	\$2,479,974	0.28
HPP	\$5,067,350	\$1,000,000	\$9,090,162	\$0	\$15,157,512	1.69
HSIP	\$4,585,888	\$11,592,360	\$8,000,000	\$3,467,360	\$27,645,608	3.07
LIC	\$602,500	\$0	\$0	\$0	\$602,500	0.07
LOCAL	\$36,500,000	\$8,165,000	\$199,738	\$0	\$44,864,738	4.99
L-STBG	\$30,994,115	\$19,596,992	\$26,318,911	\$17,042,309	\$93,952,327	10.45
L-STBG-TA	\$1,357,623	\$1,431,612	\$3,157,168	\$997,500	\$6,943,903	0.77
NHPP	\$182,596,884	\$101,179,693	\$174,427,000	\$43,976,577	\$502,180,154	55.85
PHSIP	\$3,101,500	\$6,636,500	\$1,101,500	\$601,500	\$11,441,000	1.27
PRIVATE	\$0	\$1,800,000	\$36,000	\$0	\$1,836,000	0.20
RNHPP	\$11,566,043	\$0	\$4,236,062	\$0	\$15,802,105	1.76
RPHSIP	\$1,200,000	\$3,324,800	\$0	\$0	\$4,524,800	0.50
SECTION 5307	\$16,940,427	\$8,584,499	\$8,592,575	\$8,592,575	\$42,710,076	4.75
SECTION 5310	\$2,127,004	\$805,389	\$805,389	\$805,389	\$4,543,171	0.51
SECTION 5339	\$1,514,698	\$1,013,641	\$762,616	\$762,616	\$4,053,571	0.45
SECTION 5339b	\$0	\$4,500,000	\$0	\$0	\$4,500,000	0.50
S-STBG	\$20,995,697	\$15,599,521	\$12,650,021	\$3,399,521	\$52,644,760	5.86
S-STBG-TA	\$0	\$1,263,681	\$4,569,097	\$890,565	\$6,723,343	0.75
STA	\$0	\$359,770	\$762,500	\$0	\$1,122,270	0.12
Total	\$337,081,673	\$192,033,701	\$284,477,739	\$85,493,312	\$899,086,424	100.00
Federal	\$240,959,498	\$146,942,065	\$226,483,495	\$69,080,256	\$683,465,314	76.02
State	\$46,311,570	\$31,442,916	\$44,728,990	\$12,266,468	\$134,749,944	14.99
Local	\$49,810,604	\$11,848,720	\$7,798,253	\$4,146,588	\$73,604,165	8.19
Other	\$0	\$1,800,000	\$5,467,000	\$0	\$7,267,000	0.81

Table 2. Summary of Programmed Expenditures

Funding Source	FY 2017	FY 2018	FY 2019	FY 2020	Total	Share (%)
ACPHSIP	\$450,000	\$1,110,000	\$1,000,000	\$0	\$2,560,000	0.28
CMAQ	\$17,481,944	\$1,264,269	\$28,769,000	\$4,957,400	\$52,472,613	5.84
EN	\$0	\$326,000	\$0	\$0	\$326,000	0.04
HIP	\$0	\$2,479,974	\$0	\$0	\$2,479,974	0.28
HPP	\$5,067,350	\$1,000,000	\$9,090,162	\$0	\$15,157,512	1.69
HSIP	\$4,585,888	\$11,592,360	\$8,000,000	\$3,467,360	\$27,645,608	3.07
LIC	\$602,500	\$0	\$0	\$0	\$602,500	0.07
LOCAL	\$36,500,000	\$8,165,000	\$199,738	\$0	\$44,864,738	4.99
L-STBG	\$30,994,115	\$19,596,992	\$26,318,911	\$17,042,309	\$93,952,327	10.45
L-STBG-TA	\$1,357,623	\$1,431,612	\$3,157,168	\$997,500	\$6,943,903	0.77
NHPP	\$182,596,884	\$101,179,693	\$174,427,000	\$43,976,577	\$502,180,154	55.85
PHSIP	\$3,101,500	\$6,636,500	\$1,101,500	\$601,500	\$11,441,000	1.27
PRIVATE	\$0	\$1,800,000	\$36,000	\$0	\$1,836,000	0.20
RNHPP	\$11,566,043	\$0	\$4,236,062	\$0	\$15,802,105	1.76
RPHSIP	\$1,200,000	\$3,324,800	\$0	\$0	\$4,524,800	0.50
SECTION 5307	\$16,940,427	\$8,584,499	\$8,592,575	\$8,592,575	\$42,710,076	4.75
SECTION 5310	\$2,127,004	\$805,389	\$805,389	\$805,389	\$4,543,171	0.51
SECTION 5339	\$1,514,698	\$1,013,641	\$762,616	\$762,616	\$4,053,571	0.45
SECTION 5339b	\$0	\$4,500,000	\$0	\$0	\$4,500,000	0.50
S-STBG	\$20,995,697	\$15,599,521	\$12,650,021	\$3,399,521	\$52,644,760	5.86
S-STBG-TA	\$0	\$1,263,681	\$4,569,097	\$890,565	\$6,723,343	0.75
STA	\$0	\$359,770	\$762,500	\$0	\$1,122,270	0.12
Total	\$337,081,673	\$192,033,701	\$284,477,739	\$85,493,312	\$899,086,424	100.00
Federal	\$240,959,498	\$146,942,065	\$226,483,495	\$69,080,256	\$683,465,314	76.02
State	\$46,311,570	\$31,442,916	\$44,728,990	\$12,266,468	\$134,749,944	14.99
Local	\$49,810,604	\$11,848,720	\$7,798,253	\$4,146,588	\$73,604,165	8.19
Other	\$0	\$1,800,000	\$5,467,000	\$0	\$7,267,000	0.81

Table 1. Summary of Programmed Revenues

Funding Source	FY 2017	FY 2018	FY 2019	FY 2020	Total	Share (%)
ACPHSIP	\$450,000	\$1,110,000	\$1,000,000	\$0	\$2,560,000	0.28
CMAQ	\$17,481,944	\$1,264,269	\$28,769,000	\$4,957,400	\$52,472,613	5.83
EN	\$0	\$326,000	\$0	\$0	\$326,000	0.04
HIP	\$0	\$2,479,974	\$0	\$0	\$2,479,974	0.28
HPP	\$5,067,350	\$1,000,000	\$9,090,162	\$0	\$15,157,512	1.68
HSIP	\$4,585,888	\$11,592,360	\$8,000,000	\$3,467,360	\$27,645,608	3.07
LIC	\$602,500	\$0	\$0	\$0	\$602,500	0.07
LOCAL	\$36,500,000	\$8,165,000	\$199,738	\$0	\$44,864,738	4.98
L-STBG	\$30,994,115	\$19,596,992	\$26,318,911	\$17,042,309	\$93,952,327	10.43
L-STBG-TA	\$1,357,623	\$1,431,612	\$3,157,168	\$997,500	\$6,943,903	0.77
NHPP	\$182,596,884	\$101,179,693	\$176,127,000	\$43,976,577	\$503,880,154	55.94
PHSIP	\$3,101,500	\$6,636,500	\$1,101,500	\$601,500	\$11,441,000	1.27
PRIVATE	\$0	\$1,800,000	\$36,000	\$0	\$1,836,000	0.20
RNHPP	\$11,566,043	\$0	\$4,236,062	\$0	\$15,802,105	1.75
RPHSIP	\$1,200,000	\$3,324,800	\$0	\$0	\$4,524,800	0.50
SECTION 5307	\$16,940,427	\$8,584,499	\$8,592,575	\$8,592,575	\$42,710,076	4.74
SECTION 5310	\$2,127,004	\$805,389	\$805,389	\$805,389	\$4,543,171	0.50
SECTION 5339	\$1,514,698	\$1,013,641	\$762,616	\$762,616	\$4,053,571	0.45
SECTION 5339b	\$0	\$4,500,000	\$0	\$0	\$4,500,000	0.50
S-STBG	\$20,995,697	\$15,599,521	\$12,650,021	\$3,399,521	\$52,644,760	5.84
S-STBG-TA	\$0	\$1,263,681	\$4,569,097	\$890,565	\$6,723,343	0.75
STA	\$0	\$359,770	\$762,500	\$0	\$1,122,270	0.12
Total	\$337,081,673	\$192,033,701	\$286,177,739	\$85,493,312	\$900,786,424	100.00
Federal	\$240,959,498	\$146,942,065	\$227,843,495	\$69,080,256	\$684,825,314	76.03
State	\$46,311,570	\$31,442,916	\$45,068,990	\$12,266,468	\$135,089,944	15.00
Local	\$49,810,604	\$11,848,720	\$7,798,253	\$4,146,588	\$73,604,165	8.17
Other	\$0	\$1,800,000	\$5,467,000	\$0	\$7,267,000	0.81

Table 2. Summary of Programmed Expenditures

Funding Source	FY 2017	FY 2018	FY 2019	FY 2020	Total	Share (%)
ACPHSIP	\$450,000	\$1,110,000	\$1,000,000	\$0	\$2,560,000	0.28
CMAQ	\$17,481,944	\$1,264,269	\$28,769,000	\$4,957,400	\$52,472,613	5.83
EN	\$0	\$326,000	\$0	\$0	\$326,000	0.04
HIP	\$0	\$2,479,974	\$0	\$0	\$2,479,974	0.28
HPP	\$5,067,350	\$1,000,000	\$9,090,162	\$0	\$15,157,512	1.68
HSIP	\$4,585,888	\$11,592,360	\$8,000,000	\$3,467,360	\$27,645,608	3.07
LIC	\$602,500	\$0	\$0	\$0	\$602,500	0.07
LOCAL	\$36,500,000	\$8,165,000	\$199,738	\$0	\$44,864,738	4.98
L-STBG	\$30,994,115	\$19,596,992	\$26,318,911	\$17,042,309	\$93,952,327	10.43
L-STBG-TA	\$1,357,623	\$1,431,612	\$3,157,168	\$997,500	\$6,943,903	0.77
NHPP	\$182,596,884	\$101,179,693	\$176,127,000	\$43,976,577	\$503,880,154	55.94
PHSIP	\$3,101,500	\$6,636,500	\$1,101,500	\$601,500	\$11,441,000	1.27
PRIVATE	\$0	\$1,800,000	\$36,000	\$0	\$1,836,000	0.20
RNHPP	\$11,566,043	\$0	\$4,236,062	\$0	\$15,802,105	1.75
RPHSIP	\$1,200,000	\$3,324,800	\$0	\$0	\$4,524,800	0.50
SECTION 5307	\$16,940,427	\$8,584,499	\$8,592,575	\$8,592,575	\$42,710,076	4.74
SECTION 5310	\$2,127,004	\$805,389	\$805,389	\$805,389	\$4,543,171	0.50
SECTION 5339	\$1,514,698	\$1,013,641	\$762,616	\$762,616	\$4,053,571	0.45
SECTION 5339b	\$0	\$4,500,000	\$0	\$0	\$4,500,000	0.50
S-STBG	\$20,995,697	\$15,599,521	\$12,650,021	\$3,399,521	\$52,644,760	5.84
S-STBG-TA	\$0	\$1,263,681	\$4,569,097	\$890,565	\$6,723,343	0.75
STA	\$0	\$359,770	\$762,500	\$0	\$1,122,270	0.12
Total	\$337,081,673	\$192,033,701	\$286,177,739	\$85,493,312	\$900,786,424	100.00
Federal	\$240,959,498	\$146,942,065	\$227,843,495	\$69,080,256	\$684,825,314	76.03
State	\$46,311,570	\$31,442,916	\$45,068,990	\$12,266,468	\$135,089,944	15.00
Local	\$49,810,604	\$11,848,720	\$7,798,253	\$4,146,588	\$73,604,165	8.17
Other	\$0	\$1,800,000	\$5,467,000	\$0	\$7,267,000	0.81

NOTE: Financial tables run on 05/21/2019 and reflect:
 FY 2019 - NHPP: +\$1,700,000 (Federal +\$1,360,000/State +\$340,000)

**ATTACHMENT 3 –
Executive Board Resolution**

**A RESOLUTION BY THE EXECUTIVE BOARD
OF THE KNOXVILLE REGIONAL
TRANSPORTATION PLANNING ORGANIZATION (TPO)
AMENDING THE FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the FY 2017-2020 Knoxville Regional Transportation Improvement Program was adopted on October 26, 2016; and

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

WHEREAS, the Transportation Improvement Program must be updated as needed; and

WHEREAS, the proposed project amendments were reviewed with the Knoxville-Area Air Quality Interagency Consultation Group with respect to air quality conformity requirements and are either exempt from, or were demonstrated to conform with the federal transportation air quality conformity regulations from the Clean Air Act; and

WHEREAS, a short conformity determination report was prepared for the air quality non-exempt project amendments which concluded that air quality conformity was demonstrated by relying on a previous regional emissions analysis; and

WHEREAS, the amended FY2017-2020 TIP was updated consistent with the Mobility Plan 2040; and

WHEREAS, the Knoxville Regional Transportation Planning Organization Technical Committee recommends approval of the Resolution, and

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

That the FY 2017-2020 Transportation Improvement Program be amended to include the following changes and that the Tennessee Department of Transportation include these amendments into the State Transportation Improvement Program:

Attachment #3B - Amendment 17-2017-057 (Pellissippi Parkway at Oak Ridge Hwy Interchange) -

Amend the TIP by adding this project. The project programs \$1,700,000 (\$1,360,000 federal/\$340,000 state) NHPP funding in FY 2019.

Attachment #3C - Amendment 17-2017-058 (Broadway DSRC & Enhanced Detection Traffic Signal

Improvements) - Amend the TIP by adding this project. The project programs \$1,845,000 CMAQ funding in FY 2020.

Attachment #3D - Amendment 17-201-059 (Chapman Highway DSRC & Enhanced Detection Traffic

Signal Improvements) - Amend the TIP by adding this project. The project programs \$1,194,000 CMAQ funding in FY 2020.

Attachment #3E - Amendment 17-2017-060 (Kingston Pike DSRC and Enhanced Detection Traffic Signal Improvements) - Amend the TIP by adding this project. The project programs \$3,321,000 CMAQ funding in FY 2020.

Attachment #3F - Amendment 17-2017-061 (Traffic Signal Improvements for the U.T. Area) - Amend the TIP by adding this project. The project programs \$210,323 CMAQ funding in FY 2020.

Attachment #3G - Amendment 17-2017-062 (Lenoir City CMAQ ITS - Ph. II) - Amend the TIP by adding this project. The project programs \$5,000 CMAQ in FY 2019 and \$2,305,400 CMAQ in FY 2020.

Attachment #3H - Amendment 17-2017-063 (Knox County Advanced Traffic Management System – Ph. II) - Amend the TIP by adding this project. The project programs \$1,547,000 CMAQ in FY 2020.

Attachment #3I - Amendment 17-2017-024 (Town of Farragut Traffic Management System: Ph. 1) - Amend project to add funding to cover full scope of project. \$20,000 CMAQ is added in FY 2019 and \$6,580,000 CMAQ (\$2,505,000 existing federal/\$4,000,000 new federal/ \$75,000 local) is programmed in FY 2020. The total project cost is increased from \$2,925,000 to \$7,020,000.

Attachment #3J - Amendment 17-2017-064 (City of Oak Ridge Signal Timing Optimization Program - Ph. III) - Amend the TIP by adding this project. The project programs \$400,000 CMAQ in FY 2020.

Attachment #3K - Amendment 17-2017-048 (Blount County Greenway - Ph. 1) - Amend project to revise the project limits and cost estimates. The west terminus is revised from Heritage Middle School to the Maryville City Limits at the northwest corner of Helton Road and US 231. PE-N is increased to \$250,551 L-STBG-TA (\$200,441 federal/\$50,110 local). PE-D is moved from FY 2019 to FY 2020 with no cost change. This amendment also increases the total project cost to \$2,910,119.

July 24, 2019

Date



Mayor Thomas Taylor
City of Maryville
TPO Executive Board Chair



Jeffrey A. Welch, AICP
Director
Knoxville Regional TPO

**ATTACHMENT 4 –
IAC Correspondence**



Craig Luebke <craig.luebke@knoxplanning.org>

Knoxville IAC - Short Conformity Report and Scheduling IAC Conference Call

1 message

Mike Conger <mike.conger@knoxplanning.org>

Wed, May 22, 2019 at 4:26 PM

To: Holly.Peterson@dot.gov, Stanley.A.Mitchell@dot.gov, Alan Jones <alan.jones@tn.gov>, "Andres Ramirez (FTA)" <andres.ramirez@dot.gov>, Brian Rivera <brivera@aqm.co.knox.tn.us>, Coby Webster <cwebster@aqm.co.knox.tn.us>, Craig Luebke <craig.luebke@knoxplanning.org>, Darlene Reiter <darlene.reiter@tn.gov>, Deborah Fleming <deborah.fleming@tn.gov>, Dianna Myers <myers.dianna@epa.gov>, Greg Riggs <Greg.Riggs@tn.gov>, Jeff Welch <jeff.welch@knoxplanning.org>, Jim Renfro <jim_renfro@nps.gov>, "Lynne A. Liddington" <lalidding@aqm.co.knox.tn.us>, Lynorae Benjamin <benjamin.lynorae@epamail.epa.gov>, Marc Corrigan <marc.corrigan@tn.gov>, Mike Conger <mike.conger@knoxtrans.org>, Rashad Pinckney <rashad.pinckney@tn.gov>, Rich D <richd@mymorristown.com>, Richard Monteith <Monteith.Richard@epa.gov>, Richard Wong <wong.richard@epa.gov>, Robert Hayzlett <Robert.Hayzlett@tn.gov>, Ronnie Porter <ronnie.porter@tn.gov>, "Sean Santalla (FHWA)" <sean.santalla@dot.gov>, "Sheckler.Kelly@epa.gov" <sheckler.kelly@epa.gov>, Teresa Cantrell <teresa_cantrell@nps.gov>, Theresa Claxton <theresa.claxton@dot.gov>, "Troy J. Ebbert" <troy.j.ebbert@tn.gov>, "Walther, Katherine" <Walther.Katherine@epa.gov>

Knoxville IAC Members,

The Knoxville Regional TPO Executive Board will be hearing an air quality non-exempt project amendment at their July 24, 2019 meeting. The TPO staff has completed a draft "Short Conformity Report" (SCR) for this non-exempt project based on the ability to rely on a previous regional emissions analysis to demonstrate conformity as this project is included in the current Metropolitan Transportation Plan.

Following is a summary of each of the amendment and attached is the SCR with additional information including the TIP profile page. An attachment to the SCR is also included with before and after financial tables that represents all amendments is also provided for financial constraint determination purposes.

- **TIP ID# 17-2017-057 / KRMP ID# 09-649 – Pellissippi Parkway (SR-162) at Oak Ridge Highway (SR-62) (Solway) Interchange** - Amend the project by adding it to the TIP. This project will modify the existing interchange of two state routes and provide for a new movement that is not currently accommodated by the interchange, which is for the westbound SR-62 to southbound SR-162. It is being programmed for Preliminary Engineering funding with \$700,000 National Highway Performance Program (NHPP) (\$560,000 federal/\$140,000 state) for FY19 PE-NEPA phase and \$1,000,000 NHPP (\$800,000 federal/\$200,000 state) for FY19 PE-Design. The total project cost is estimated at \$21,400,000 and is to be managed and let to contract by TDOT.

I am proposing a 30-day IAC review period as per the Tennessee Conformity SIP that will last until **June 21, 2019**. Following the IAC review will be a 30-day public review period assuming there are no major comments that need to be resolved.

In addition to the IAC review of the SCR, I am also reaching out to begin discussions regarding the upcoming conformity determination that will be needed for the full update of the TPO's Transportation Improvement Program (TIP). The current FY 2017-2020 is being transitioned to a new FY 2020-2023 TIP and a conformity determination will be required as part of this update. The TPO staff has been reviewing project submittals and coordinating with TDOT on the state's projects that will need to be programmed in the new TIP. We expect to have a draft project list for review in the next couple weeks and will discuss conformity implications with the IAC. I am setting a date of **Wednesday, June 19 at 3:00 PM ET** for an IAC conference call to discuss this matter as well as a few other topics such as an update to the Ozone Maintenance Plan that will be led by TDEC staff. A full agenda and additional information will be sent to the IAC within a week of the conference call. I will send out a calendar appointment with the conference line information shortly after this email.

You will be able to provide comments on the SCR during the call on June 19th, which is just prior to the June 21 deadline for IAC review, but I encourage you to reach out to me directly if you have any questions or comments beforehand.

Thanks,

Mike

--

Mike Conger, P.E.
Senior Transportation Engineer
865.215.3813



Knoxville Regional TPO | Knoxville-Knox County Planning
400 Main Street, Suite 403 | Knoxville, TN 37902

July 2019 TIP Amendment Short Conformity Report_IACReview.pdf
631K



Craig Luebke <craig.luebke@knoxplanning.org>

RE: Knoxville IAC - Short Conformity Report and Scheduling IAC Conference Call

1 message

Santalla, Sean (FHWA) <sean.santalla@dot.gov>

Fri, Jun 21, 2019 at 12:43 PM

To: Mike Conger <mike.conger@knoxplanning.org>

Cc: "Liles, Holly (FTA)" <holly.liles@dot.gov>, "Mitchell, Stanley" <stanley.a.mitchell@dot.gov>, Alan Jones <alan.jones@tn.gov>, "Ramirez, Andres (FTA)" <andres.ramirez@dot.gov>, Brian Rivera <brivera@aqm.co.knox.tn.us>, Coby Webster <cwebster@aqm.co.knox.tn.us>, Craig Luebke <craig.luebke@knoxplanning.org>, Darlene Reiter <darlene.reiter@tn.gov>, Deborah Fleming <deborah.fleming@tn.gov>, Dianna Myers <myers.dianna@epa.gov>, Greg Riggs <Greg.Riggs@tn.gov>, Jeff Welch <jeff.welch@knoxplanning.org>, Jim Renfro <jim_renfro@nps.gov>, "Lynne A. Liddington" <lalidding@aqm.co.knox.tn.us>, Lynorae Benjamin <benjamin.lynorae@epa.gov>, Marc Corrigan <marc.corrigan@tn.gov>, Mike Conger <mike.conger@knoxtrans.org>, Rashad Pinckney <rashad.pinckney@tn.gov>, "richd mymorristown.com" <richd@mymorristown.com>, Richard Monteith <Monteith.Richard@epa.gov>, Richard Wong <wong.richard@epa.gov>, Robert Hayzlett <Robert.Hayzlett@tn.gov>, Ronnie Porter <ronnie.porter@tn.gov>, "Sheckler.Kelly@epa.gov" <sheckler.kelly@epa.gov>, "teresa_cantrell nps.gov" <teresa_cantrell@nps.gov>, "Claxton, Theresa (FHWA)" <Theresa.Claxton@dot.gov>, "Troy J. Ebbert" <troy.j.ebbert@tn.gov>, "Walther, Katherine" <Walther.Katherine@epa.gov>

Mike,

FHWA has reviewed the draft short conformity report and, based on this review and the discussion at this past IAC call, has no comments. Thank you for the opportunity to review.

Thanks!

Sean Santalla

Planning & Air Quality Specialist

FHWA Tennessee Division

404 BNA Drive, Bldg 200, Ste 508

Nashville, TN 37217

615-781-5767

From: Mike Conger [mailto:mike.conger@knoxplanning.org]

Sent: Wednesday, May 22, 2019 3:27 PM

To: Liles, Holly (FTA) <holly.liles@dot.gov>; Mitchell, Stanley <stanley.a.mitchell@dot.gov>; Alan Jones <alan.jones@tn.gov>; Ramirez, Andres (FTA) <andres.ramirez@dot.gov>; Brian Rivera <brivera@aqm.co.knox.tn.us>; Coby Webster <cwebster@aqm.co.knox.tn.us>; Craig Luebke <craig.luebke@knoxplanning.org>; Darlene Reiter <darlene.reiter@tn.gov>; Deborah Fleming <deborah.fleming@tn.gov>; Dianna Myers <myers.dianna@epa.gov>; Greg Riggs <Greg.Riggs@tn.gov>; Jeff Welch <jeff.welch@knoxplanning.org>; Jim Renfro <jim_renfro@nps.gov>; Lynne A. Liddington <lalidding@aqm.co.knox.tn.us>; Lynorae Benjamin <benjamin.lynorae@epa.gov>; Marc Corrigan <marc.corrigan@tn.gov>; Mike Conger <mike.conger@knoxtrans.org>; Rashad Pinckney <rashad.pinckney@tn.gov>; richd mymorristown.com <richd@mymorristown.com>; Richard Monteith <Monteith.Richard@epa.gov>; Richard Wong <wong.richard@epa.gov>; Robert Hayzlett <Robert.Hayzlett@tn.gov>; Ronnie Porter <ronnie.porter@tn.gov>; Santalla, Sean (FHWA) <sean.santalla@dot.gov>; Sheckler.Kelly@epa.gov; teresa_cantrell nps.gov <teresa_cantrell@nps.gov>; Claxton, Theresa (FHWA) <Theresa.Claxton@dot.gov>; Troy J. Ebbert <troy.j.ebbert@tn.gov>; Walther, Katherine <Walther.Katherine@epa.gov>

Subject: Knoxville IAC - Short Conformity Report and Scheduling IAC Conference Call

Knoxville IAC Members,

The Knoxville Regional TPO Executive Board will be hearing an air quality non-exempt project amendment at their July 24, 2019 meeting. The TPO staff has completed a draft "Short Conformity Report" (SCR) for this non-exempt project based on the ability to rely on a previous regional emissions analysis to demonstrate conformity as this project is included in the current Metropolitan Transportation Plan.

Following is a summary of each of the amendment and attached is the SCR with additional information including the TIP profile page. An attachment to the SCR is also included with before and after financial tables that represents all amendments is also provided for financial constraint determination purposes.

- **TIP ID# 17-2017-057 / KRMP ID# 09-649 – Pellissippi Parkway (SR-162) at Oak Ridge Highway (SR-62) (Solway) Interchange** - Amend the project by adding it to the TIP. This project will modify the existing interchange of two state routes and provide for a new movement that is not currently accommodated by the interchange, which is for the westbound SR-62 to southbound SR-162. It is being programmed for Preliminary Engineering funding with \$700,000 National Highway Performance Program (NHPP) (\$560,000 federal/\$140,000 state) for FY 19 PE-NEPA phase and \$1,000,000 NHPP (\$800,000 federal/\$200,000 state) for FY 19 PE-Design. The total project cost is estimated at \$21,400,000 and is to be managed and let to contract by TDOT.

9/10/2019

Knoxville - Knox County Planning Mail - RE: Knoxville IAC - Short Conformity Report and Scheduling IAC Conference Call

I am proposing a 30-day IAC review period as per the Tennessee Conformity SIP that will last until **June 21, 2019**. Following the IAC review will be a 30-day public review period assuming there are no major comments that need to be resolved.

In addition to the IAC review of the SCR, I am also reaching out to begin discussions regarding the upcoming conformity determination that will be needed for the full update of the TPO's Transportation Improvement Program (TIP). The current FY 2017-2020 is being transitioned to a new FY 2020-2023 TIP and a conformity determination will be required as part of this update. The TPO staff has been reviewing project submittals and coordinating with TDOT on the state's projects that will need to be programmed in the new TIP. We expect to have a draft project list for review in the next couple weeks and will discuss conformity implications with the IAC. I am setting a date of **Wednesday, June 19 at 3:00 PM ET** for an IAC conference call to discuss this matter as well as a few other topics such as an update to the Ozone Maintenance Plan that will be led by TDEC staff. A full agenda and additional information will be sent to the IAC within a week of the conference call. I will send out a calendar appointment with the conference line information shortly after this email.

You will be able to provide comments on the SCR during the call on June 19th, which is just prior to the June 21 deadline for IAC review, but I encourage you to reach out to me directly if you have any questions or comments beforehand.

Thanks,

Mike

--

Mike Conger, P.E.

Senior Transportation Engineer

865.215.3813



Knoxville Regional TPO | Knoxville-Knox County Planning

400 Main Street, Suite 403 | Knoxville, TN 37902

**ATTACHMENT 5 –
IAC Conference Call Minutes**

Knoxville Air Quality Interagency Consultation Conference Call
Meeting Minutes for 6/19/19

1.) Roll Call

Call Participants:

Knoxville TPO:

Mike Conger
Craig Luebke

Lakeway MTPO:

Rich DesGrosseillers

EPA:

Kelly Sheckler
Richard Montieth

FHWA:

Sean Santalla

FTA:

None

National Park Service:

None

Tennessee Department of Transportation:

Deborah Fleming

Tennessee Department of Environment & Conservation:

Marc Corrigan
Greg Riggs

Knox County Air Quality Management:

None

Discussion Items:

2.) Discussion of July 2019 TIP Amendment & Short Conformity Report

Mike Conger provided an overview of the draft short conformity report (SCR) for a proposed TIP amendment that was submitted to the IAC on May 22nd. Mike described the contents of the report that indicate satisfaction of the requirements in 40 CFR 93.122 (g) for reliance on a previous regional emissions analysis to demonstrate conformity for this non-exempt project. He noted that the IAC review deadline was this coming Friday, June 21st and any comments or questions could also be addressed on

this call. Sean Santalla asked about clarification on whether this project scope had been changed from when it had been previously proposed as a STIP amendment last year. Mike replied that the first time it was submitted that it had listed an incorrect scope as it had apparently been mixed up with another interchange project on the same roadway. Mike further elaborated that this description was now correct and matched what was modeled for conformity.

Mike asked a question of the group for any guidance related to whether the TPO needed to address the 1997 Ozone Standard in this SCR as related to the South Coast vs. EPA court decision affecting that Standard. There was initial discussion among the group that perhaps a statement would need to be included in the SCR to address this aspect, but it was unclear since the particular project in question is within Knox County which is also subject to the 2008 Ozone Standard so it may not be needed. It was confirmed following the call in consultation between FHWA TN Division and Region 4 EPA staff that according to EPA guidance since the affected project is within the 2008 area and conformity is continuing to be demonstrated for the 2008 area, the TPO does not need to determine conformity for the 1997 orphan area.

3.) Discussion of Conformity Process, Draft Project List and Timeline for FY 2020- 2023 Transportation Improvement Program (TIP)

Mike discussed the upcoming need and process for a conformity determination for the next major update of the TPO's Transportation Improvement Program (TIP) that will cover fiscal years 2020-2023. He noted that the key element of the TIP is the project list since the whole purpose of the TIP is to show which projects are receiving funding over the next few years for one of its major phases of work (Engineering, Right-of-Way and Construction). The TIP must be a direct subset of the current Long Range Transportation Plan and this project list is being used to demonstrate that the proposed projects are directly included or are consistent with one of the goals. Mike noted that the majority of projects in the new TIP are simply being carried forward from the current TIP as they are still under development. He stated that there were some new projects being added and these are noted in a separate section of the project list and additional information about these projects will be provided later. He noted that the IAC group should review the list for any immediate questions or comments, but that there will be additional review time for the entire TIP and associated conformity determination. Mike further elaborated that based on the TPO staff analysis of the project list that we feel that conformity can be demonstrated by relying on the most recent regional emissions analysis for the last Long Range Plan amendments since all projects are still consistent with that conformity determination. Mike stated that the projected schedule for IAC review of the draft TIP and conformity determination would be in late July following an initial review by TDOT staff.

There was discussion among the group regarding the same issue from the last item in terms of how to address conformity for the 1997 Ozone Standard. Sean Santalla asked if LAMTPO had prepared a draft project list for the Jefferson County portion. Rich DesGrosseillers responded that his project list was complete and he had already provided it to Mike. It was decided that further discussion should occur among TPO, FHWA and EPA regarding the appropriate mechanism to address this.

4.) Discussion of the 1997 8-Hour Ozone Limited Maintenance Plan for the Knoxville Area (TDEC)

Marc Corrigan provided an overview of the document. This document provides Tennessee's maintenance plan for the remainder of the 20-year maintenance period for the 1997-8 hour ozone NAAQS as per Clean Air Act section 175A(b). To provide a bit of context, the Environmental Protection Agency (EPA) revoked the 1997 8-hour ozone National Ambient Air Quality Standards (NAAQS) effective April 5, 2015. EPA's 2008 8-hour ozone "Implementation Plan Requirements" rule provided that states were no longer responsible, under certain conditions, for developing and submitting maintenance plans for former 1997 ozone NAAQS nonattainment areas. Certain aspects of EPA's Implementation Plan rule were challenged in court. One of the items challenged was the Agency's rule that excused "orphan maintenance areas," i.e., areas that had been redesignated to attainment for the 1997 ozone NAAQS and were initially designated attainment for the 2008 ozone NAAQS, from submitting a second maintenance plan for the 1997 ozone NAAQS.

On February 16, 2018, the D.C. Circuit Court issued a decision in South Coast Air Quality Management District v. EPA (South Coast II) that, among other things, granted the petitioners argument on this point. The Court held that "orphan maintenance areas" are required to submit the "second 10-year" maintenance plans under Clean Air Act (CAA) section 175A(b). These areas, therefore, must submit a second maintenance plan to ensure maintenance through the full 20-year period following the effective date of redesignation.

To assist areas, EPA provided a resource document that outlines Limited Maintenance Plans (LMP) as an option. Additionally, EPA has published several guidance documents describing "limited maintenance plans". The key criteria outlined in these documents allowing the use of the LMP option is that the current air quality levels for ambient monitoring sites in the area are substantially below the level of the standard. EPA provided guidance that "substantially" is interpreted as below 85% of the level of the standard, or in this case a design value of 71 ppb or less.

To provide some historical background, EPA designated the area as nonattainment for the 1997 8-hour ozone NAAQS, effective June 15, 2004. EPA designated the Knoxville Nonattainment Area to include a number of counties, which were pointed out later in discussion in Figure 2. Based on the design value for ozone data from 2007-2009, the Knoxville area met the 1997 ozone NAAQS, and has been attaining the 1997 ozone NAAQS since. In fact, at this time, all of the Knoxville area is in attainment for each of the various ozone NAAQS, including the most recent, and most restrictive NAAQS: the 2015 8-hour ozone NAAQS set at a level of 70 ppb.

Marc then discussed the basic elements of the LMP. The first, and key element of the LMP, is air quality. Marc pointed out the air quality data and trends depicted in Table 1 and Figure 1. Marc then directed the IAC to Figure 2. This figure illustrates the extent of the LMP area, shown in light green.

Although EPA's guidance notes that emissions inventories are not required for LMPs, since EPA made available emission inventories in their recent resource document, they are included here as further evidence that it is expected that the Area will continue to maintain the '97 ozone NAAQS. Those inventories are shown in Tables 2 and 3. As per EPA's Transportation Conformity Guidance for the South Coast II Court Decision, the LMP explains that MVEBs will not be established. Although Marc noted that this may not relieve transportation officials from other conformity requirements contained in 40 CFR 93.109(e) of EPA's transportation conformity rule.

Marc mentioned that an additional requirement of LMPs is to continue to monitor ozone in the region. This LMP assures that monitoring will continue as needed. Marc also mentioned that the LMP goes into some brief discussion of both federal and state control measures that are thought to contribute to the area attaining and continuing to maintain the '97 ozone NAAQS.

Another component of the LMP is the contingency plan. Contingency plans assure that if air quality should degrade, prompt action will be taken to bring the area back into compliance for the NAAQS. The maintenance plan must identify the contingency measures to be considered for possible adoption, a schedule for adoption and implementation of the selected contingency measures, and a time limit for action by the state. Marc pointed out the schedule and a list of measure that would likely be looked at, although the list is not all inclusive and other measures may be considered as appropriate, begins on the bottom of page 16.

Marc concluded by reiterating the purpose of the document: this document demonstrates that the Knoxville 1997 8-hour ozone "Orphan" Area continues, and is expected to continue, to maintain compliance with the 1997 8-hour ozone NAAQS. Mike echoed one of the points the document mentions: if TVA retires the Bull Run fossil plant as the TVA Board is considering, it may mean additional significant NOx reductions in the region.

5.) Other Business/Next Steps

Sean Santalla asked about next steps regarding the review of the Limited Maintenance Plan in terms of whether FHWA had a subsequent review role. Marc responded that as a participant on the IAC that the FHWA was able to review and provide comments during this IAC review period. He mentioned other steps involved in the final approval process such as subsequent review by EPA and adoption by the State Air Board.

Mike noted that as previously mentioned a draft TIP and conformity determination would be sent to the IAC group sometime in late July and that another conference call would likely be scheduled along with that.