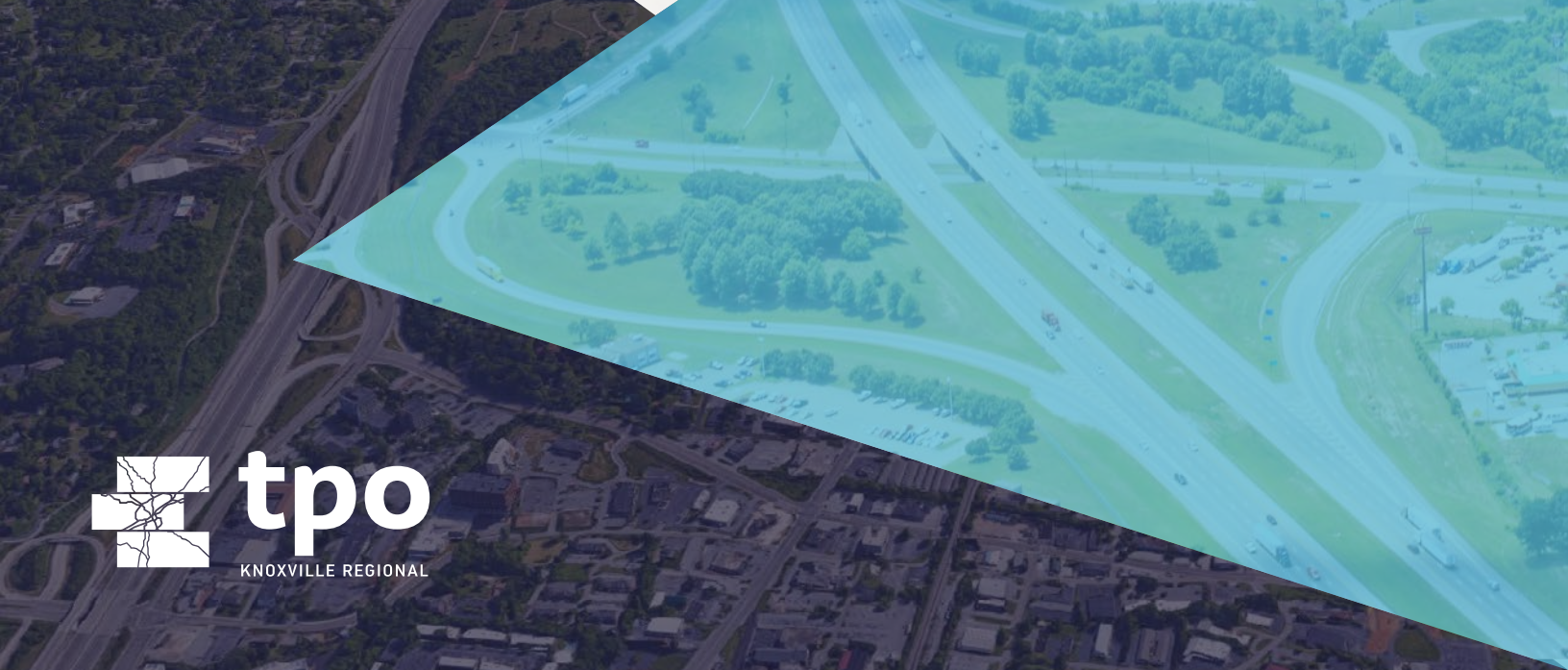


FY 2023-2026

Transportation Improvement Program (TIP)



Adopted by

The TPO Technical Committee on 10/18/22

The TPO Executive Board on 10/26/22

KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION

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The Knoxville Regional Transportation Planning Organization ensures compliance with Title VI of the Civil Rights Act of 1964; 49 CFR, part 26; related statutes and regulations to the end that no person shall be excluded from participation in or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance from the U.S. Department of Transportation on the grounds of race, color, sex, or national origin.

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

Knoxville Regional Transportation Planning Organization

Attention: Title VI Coordinator

400 Main Street, Suite 403

Knoxville, TN 37902

Telephone: (865) 215-2500

**A RESOLUTION BY THE EXECUTIVE BOARD OF THE KNOXVILLE REGIONAL
TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FY 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM & AIR QUALITY CONFORMITY DETERMINATION**

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

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

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

WHEREAS, the Knoxville Region is subject to air quality conformity requirements under the 1997 and 2008 8-Hour Ozone Standards and the 2006 Daily PM2.5 Standard; and,

WHEREAS, an Air Quality Conformity Determination report was prepared to demonstrate that the implementation of the fiscally constrained FY 2023-2026 TIP conforms to the applicable air quality regulations of the Clean Air Act Amendments of 1990 and the Infrastructure Investment and Jobs Act; and

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

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

WHEREAS, notice of public availability of the proposed FY 2023-2026 TIP was published in the newspapers in the Knoxville Metropolitan Planning Area and public meetings for review and comment were held prior to finalizing the TIP; and

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

WHEREAS, the FY 2023-2026 TIP has been prepared by the participating agencies and the TPO Technical Committee recommends that this TIP be adopted by the Executive Board; and

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

That the requirements of the 23 CFR 450.324 (Transportation Improvement Program: General) are met and this resolution be adopted as an endorsement of the FY 2023-2026 Transportation Improvement Program.

October 26, 2022

Date



Mayor Terry Frank
Anderson County
TPO Executive Board Chair



Jeffrey A. Welch, AICP
Director
Knoxville Regional TPO

**METROPOLITAN TRANSPORTATION PLANNING
PROCESS CERTIFICATION**

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

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



Mayor Terry Frank
Anderson County
Knoxville Regional TPO Executive Board Chair

Date: October 26, 2022



Jeffrey A. Welch, AICP
Director, Knoxville Regional TPO

Date: October 26, 2022



Ronnie Porter
Director, TDOT Program Development & Administration Division

Date: 11/1/22

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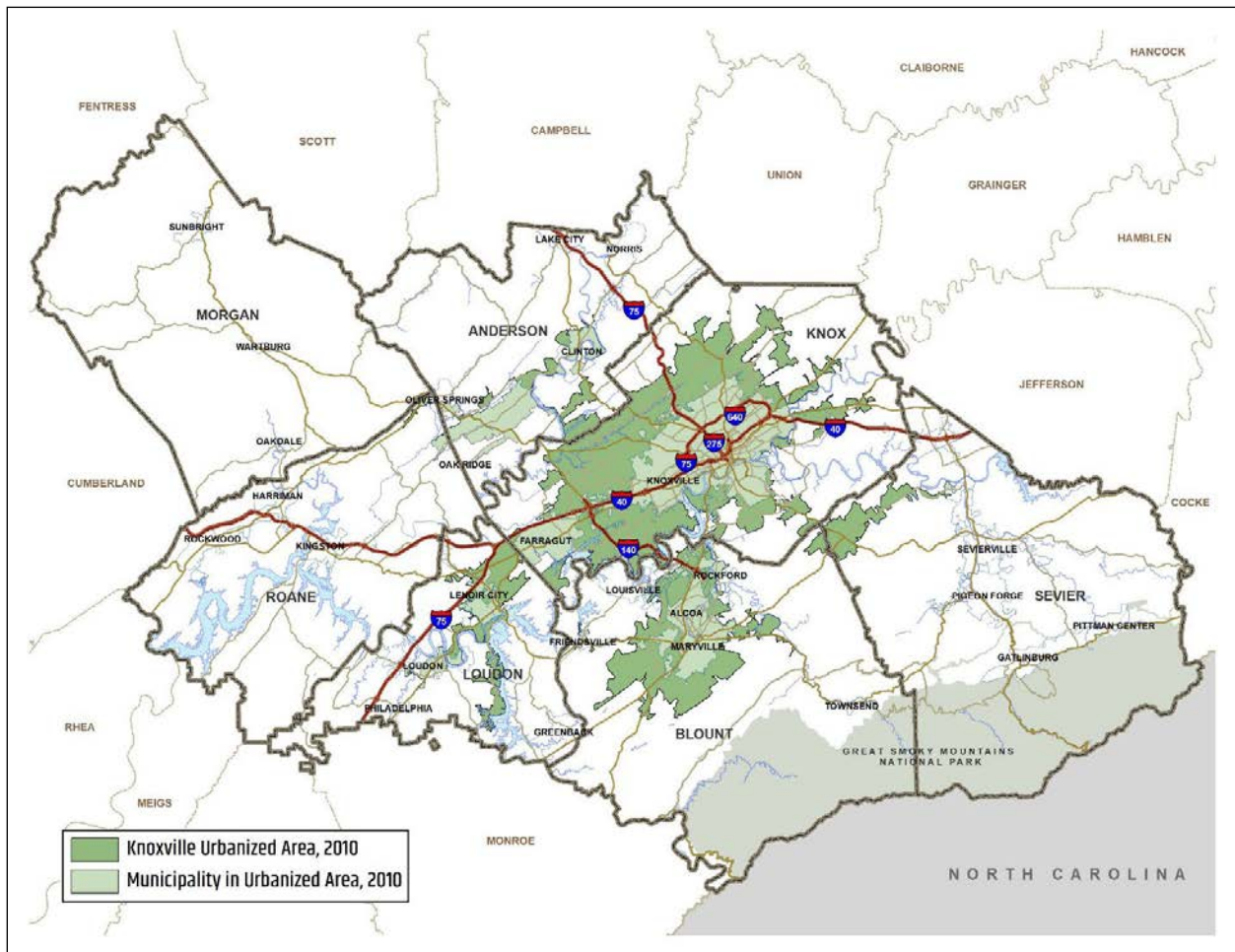
1.0 INTRODUCTION

1.1 Knoxville Regional Transportation Planning Organization Background

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

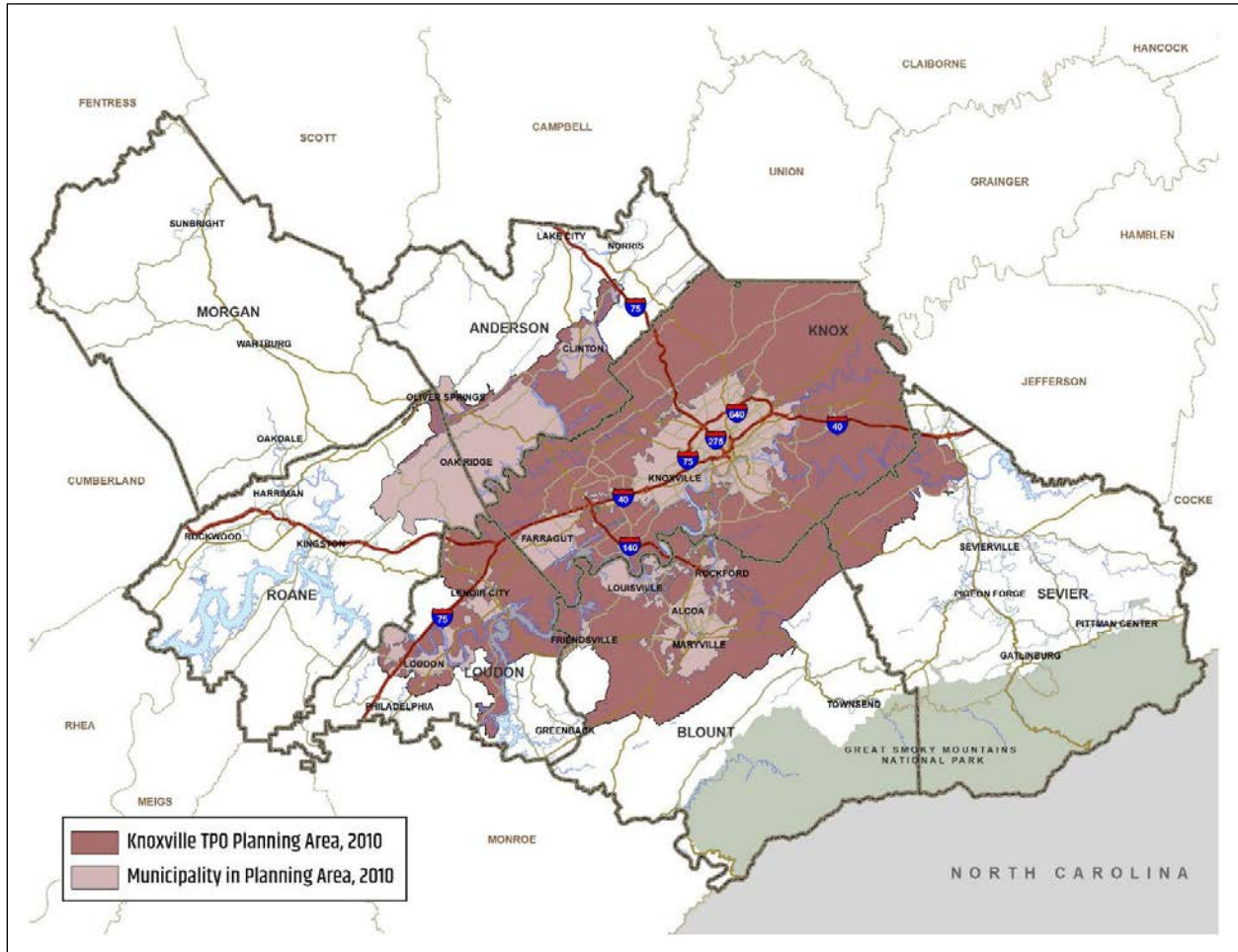
This area is based on the federally designated Knoxville Urbanized Area (UZA). The Knoxville UZA includes a number of jurisdictions, namely the City of Knoxville, Knox County, and parts of Anderson, Blount, Loudon, and Sevier Counties. Since 2010, the Knoxville Urbanized Area population grew 10 percent to an estimated 614,000 in 2020. An update to the Urbanized Area based on the 2020 Census is anticipated to be finalized in 2022.

FIGURE 1 - Map of 2010 Knoxville Urbanized Area



The TPO Planning Area encompasses the existing Knoxville UZA, along with contiguous area expected to be urbanized within 20-years and had an estimated 2020 population of 727,000. The planning area determines what projects are included in the Transportation Improvement Program (TIP).

FIGURE 2 - Map of 2010 Knoxville TPO Planning Area



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

1.2 Federal Transportation Legislation and Regulations Overview

The transportation projects and programs in this TIP are primarily funded by federal sources and are subject to the regulations and policies from the legislation which allocates the funding. In November of 2021, the Infrastructure Investments and Jobs Act (IIJA) was signed into law and is the federal authorization act to fund surface transportation

programs, provide policies and a framework for investments to the country's transportation infrastructure through Fiscal Year 2026. Specifically, Metropolitan TIPs are addressed in 23 USC Section 134, 23 CFR Part 450, 49 USC Section 5303, and 49 CFR Part 613 of the federal codes.

The IIJA largely carries over policies from its predecessor known as the FAST Act (Fixing America's Surface Transportation Act) with only minor changes to the transportation planning process. The TPO's Long Range Regional Mobility Plan 2045 addresses all of the IIJA planning factors, which guide transportation planning and programming processes for all states and MPO's throughout the country. The ten planning factors are:

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

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

1. Safety -To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure condition -To maintain the highway infrastructure asset system in a state of good repair.
3. Congestion reduction -To achieve a significant reduction in congestion on the National Highway System.
4. System reliability -To improve the efficiency of the surface transportation system.
5. Freight movement and economic vitality -To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental sustainability -To enhance the performance of the transportation system while protecting and enhancing the natural environment.

7. Reduced project delivery delays -To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

1.3 Transportation Improvement Program – An Overview

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

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

This TIP covers the federal fiscal years (FY) 2023 – 2026 and is an update to the FY 2020 – 2023 TIP, which was adopted on October 23, 2019. The next TIP is anticipated to cover FY 2026 – 2029, with development initiated in late 2024. The federal fiscal year runs from October 1st through September 30th. TDOT also develops a four-year plan called the Statewide Transportation Improvement Program (STIP) by working with Rural Planning Organizations (RPOs) and MPOs throughout the state. After approval by the TPO and the Governor, the TIP shall be included without change, directly or by reference, in the STIP. In nonattainment and maintenance areas, an air quality conformity demonstration finding on the TIP must be made by the FHWA and FTA in consultation with the Environmental Protection Agency (EPA) before it is included in the STIP.

1.4 Programming Policies

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

1. Delayed Project Policy: Project sponsors are given a one-year grace period to obligate funding for projects beyond the originally programmed year of work. If the delay is beyond the control of the project sponsor, TPO managed federal funds will not be removed from the project. If the delay is due to causes within the control of a sponsor, the delay will be documented and the project reviewed by TPO Technical Committee and Executive Board for possible

action, up to and including the removal of TPO managed federal funds. Removed funds will be returned to the TPO general fund and re-programmed. Examples of delays that are considered within the control of a sponsor include: shifting priorities, insufficient local match, etc.

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

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

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

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

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

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

2.0 TIP DEVELOPMENT

2.1 Process and FY 2023-2026 Timeline

The FY 2020-2023 TIP process was initiated in January 2022 with notice to the TPO Technical Committee and a concurrent call for new and rollover STBG and STBG-TA projects released to local jurisdictions and media on January 14, 2022.

The following is a timeline for the 2023-2026 TIP development process:

Call for New/Rollover TIP projects	January 14, 2022
Project applications due to TPO	February 25, 2022
Technical Committee reviews prioritized projects	March – May 2022
TDOT Review (30 business days)	June 24 – August 8, 2022
Interagency Consultation Review (30 calendar days)	August 15 – September 15, 2022
FHWA Review (20 business days)	August 25 – September 23, 2022
Formal Public Comment Period (30 calendar days)	September 22 – October 21, 2022
Public Meetings	July/September/October, 2022
Technical Committee final recommendation	October 18, 2022
Executive Board adoption	October 26, 2022

2.2 TPO Project Selection Process

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

2.2.1 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) FUNDS

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

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

- Is the project included in the 2045 Mobility Plan
- Is the project in the current FY 2020-2023 TIP
- Is a Knoxville Regional TPO member a sponsor and financially committed to the project

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

The following is a summary of the project selection process that was used for the 2045 Mobility Plan update and continued with the FY 2023-2026 TIP:

Selection criteria and scoring system were established with feedback from the public, Mobility Advisory Committee, and TPO Technical Committee (see Mobility Plan 2045 for more details). All projects were scored using the selection criteria. Quantitative data was used whenever available to eliminate subjectivity. Continuing the process established with Mobility Plan 2040, projects that are considered within community (i.e. smaller in scale) were scored differently than community to region projects (i.e. larger projects).

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

The scoring criterion were established to mirror the Mobility Plan 2045 Goals. The following are brief descriptions of each scoring criterion and how points were generally assigned:

Table 1 - Mobility Plan Selection Criteria and Point System

GOAL	SCORING DESCRIPTION	COMMUNITY TO REGION POINTS	WITHIN COMMUNITY POINTS
Goal 1: Maintenance & Efficiency	Roughly two-thirds of points were awarded based on whether the project improved the efficiency of an existing roadway rather than new construction, maximum points were awarded for projects that minimized environmental impacts. Therefore, a simple resurfacing project would receive more points than a major roadway widening project. The other one-third of points were based on the roadway functional classification to give more weight to projects that are on roadways of more regional significance	19	19
Goal 2: More Options	Points were awarded based on the inclusion of transit accommodation, sidewalks, bike lanes, and/or greenway trails within the project. This was combined with the level of population and employment density calculated with the “Preservation of Places” goal to assess the level of connectivity between major origins and destinations. Projects with additional lanes were given slightly fewer points than a comparable minor reconstruction project because of increases in vehicle speeds and crossing distance which degrade safety for people walking and bicycling.	17	18

GOAL	SCORING DESCRIPTION	COMMUNITY TO REGION POINTS	WITHIN COMMUNITY POINTS
Goal 3: Safety & Security	The majority of points were awarded based on existing crash rates on a scale developed by a percentile ranking process relative to all projects. If a project was on a new route it was given only the minimum points possible unless it could be specifically tied to a parallel route that was being bypassed and its crash rate. Additional points were awarded if accommodations for alternative modes were provided. Security/emergency response points were based on the functional class of the roadway.	13	16
Goal 4: Health & Environment	The majority of points for this category were based on a clear demonstration of the project promoting active transportation and whether stormwater mitigation was addressed. A small number of points were also given based on a subjective assessment of the project's potential impact on idling reduction to reduce air pollution.	10	13
Goal 5: Equitable Access	Points were awarded based on project location relative to the Priority Population status (Moderate, High or Very High).	9	13
Goal 6: Congestion Reduction	The Knoxville Regional Travel Demand Model was used to determine the roadway's current volume-to-capacity ratio that would be affected by the project and a portion of the points in this category were assigned based on that relative congestion level. The other portion of points in this category were assigned based on the type of project and whether it specifically targeted congestion reduction, as opposed to having a safety or economic development emphasis. Additionally, maximum points were given to project types that would address congestion through demand management or operations. Projects that address congested corridors and the goals of the Congestion Management Process (CMP) were given additional weighting under this criterion. The CMP is documented in the Mobility Plan 2040 and a specific set of congested corridors were identified in Appendix H of that Plan and provided to the jurisdictions as part of the TIP application process.	12	8
Goal 7: Preservation of Places	A geographic analysis was performed to determine the existing population and employment density within the immediate area around each project and a relative scale was developed to convert this measure to appropriate points. This measure was used to determine whether the project was located in a more established area rather than spreading out to undeveloped locations.	11	9
Goal 8 Economy & Freight	Points were awarded based on the amount of employment within one mile of project location and relative percentile ranking. The percent of truck traffic was also used to assign points specifically for projects submitted in the Community to Region category.	9	4

2.2.2 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM – TRANSPORTATION ALTERNATIVES (STBG-TA) FUNDS

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

STBG-TA funds were solicited and prioritized alongside STBG projects with the January 14th call for projects. Project evaluation was based on the Mobility Plan Selection Criteria described in **Table 1**.

2.2.3 SECTION 5307, 5310, AND 5339 TRANSIT FUNDS

The City of Knoxville is the Designated Recipient for Section 5307 (Urban Formula) and Section 5339 (Bus & Bus Facilities) funds. Knoxville Area Transit (KAT) is the City of Knoxville’s bus service. The City of Knoxville/KAT has an agreement with the other urban area transit agencies (Knox CAC Transit and the East Tennessee Human Resource Agency) on how to distribute the Section 5307 funding. The City of Knoxville/KAT is the recipient of all of the Section 5339 funds. Starting in 2013, the City of Knoxville requested the TPO help manage a public involvement process for the Section 5307 and Section 5339 funds. As per the FTA Circular 9030.1D, the public participation requirements for the TIP may be used in lieu of a local process when developing the required FTA Program of Projects (POP). A POP is a list or program of projects utilizing FTA funds. The first-year of an approved TIP constitutes a list of “agreed to” projects for FTA purposes. To make it clear to the public, the public notice for the POP will state the TIP process is being used and it satisfies the FTA public involvement requirements for developing a POP. Before any Section 5307 or Section 5339 projects are added to the TIP, a public hearing is advertised, allowing comments on the proposed POP. Once that process is complete, projects are approved for the TIP by the TPO Technical Committee and Executive Board. This annual process ensures transit projects do not exceed the apportioned levels of funding each fiscal year for the TPO area.

The TPO is the Designated Recipient for 5310 funds (Enhanced Mobility for Seniors and Individuals with Disabilities). Both non-profits and local transit agencies can apply for the funding. The application process may or may not occur at the same time as the TIP call-for-projects and depends on when funding is available by Congress. The TPO holds a publicly advertised call-for-projects and posts the application on the TPO website. Applications are then evaluated and scored using established criteria. TPO staff, working with a subcommittee of the Technical Committee, prioritize 5310 projects in keeping with the recommendations in the Knoxville Regional Human Services Transportation Coordinated Plan. The subcommittee’s ranked list of all eligible applications is then presented to the full Technical Committee for consideration. Finally, the recommendation of the Technical Committee is presented to the Executive Board for final approval and inclusion in the TIP. The TPO’s Section 5310 Program Management Plan provides additional guidance on applying for funding and lists project eligibility. The Section 5310 application and criteria are included in **Appendix B**.

2.2.4 CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS

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

2.2.5 CARBON REDUCTION PROGRAM FUNDS

The IJIA established this new program to provide funding for projects to reduce transportation emissions or the development of carbon reduction strategies. Funds are apportioned to states by formula and 65% of funds are suballocated to areas based on population.

2.3 State Sponsored Projects

The TDOT submitted to the Knoxville TPO a list of projects funded by the various federal and state funding sources, including projects on the National Highway System. These projects are consistent with the Mobility Plan 2045, the STIP, TDOT’s 25-Year Transportation Policy Plan, and the jurisdictions’ transportation plans. The various funding sources include National Highway Performance Program (NHPP), High Priority Project (HPP), Surface Transportation Block Grant Program (STBG), and Highway Safety Improvement Program (HSIP).

2.4 Title VI and Environmental Justice

The TPO is responsible for ensuring that transportation policies, programs, and projects in the urban area do not have an adverse effect, especially on those persons protected under Title VI of the 1964 Civil Rights Act and the Environmental Justice laws established under Executive Order 12898 in 1994. Title VI is part of the Civil Rights Act of 1964 that ensures no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied benefits, or be subjected to discrimination under any program or activity receiving federal financial assistance. Executive Order 12898, signed in 1994, directs every federal agency to make Environmental Justice (EJ) part of its mission by identifying and addressing the effects of all programs, policies, and activities on minority populations and low-income populations. The U.S. Department of Transportation (DOT) EJ initiatives under DOT Order 5610.2(a) that was issued in 1997 and updated in 2012 accomplish this goal by involving the potentially affected public in developing transportation projects that fit harmoniously within their communities without sacrificing safety or mobility.

There are 134 projects in the Knoxville Regional Mobility Plan with a total cost of \$4.5 billion. Of that total, 41 projects located within or directly adjacent EJ communities are programmed in the FY 23-26 TIP for a programmed investment of \$393.9 million. This represents 63.4 percent of the total FY 23-26 TIP programming amount of \$621.3 million.

For local project evaluation, applicants are required to complete Section 4 regarding Equitable Access on the TIP application. Applicants are asked to provide a description of how the project improves access and mobility for Priority Populations, including access to employment centers, community facilities, retail, grocery and other services.

Established with Mobility Plan 2040, Priority Populations represent an effort to measure the location and extent of challenges to accessible quality food, physical activity centers, and chronic disease prevention. The complex nature of these challenges is indicated by the inclusion of twenty-two socioeconomic measures in the Priority Population methodology. (Priority Population map is included in Appendix B). Additionally, projects in the TIP are required to be in the Mobility Plan or consistent with its principles and strategies. This includes ensuring that improvements are planned and benefit those living in EJ communities.

2.5 Performance Based Planning and Programming

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

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

Table 2 - IJA Performance Measures

Rulemaking	National Goal	Performance Area	Performance Measures
FHWA PM1	Safety	Injuries & Fatalities	<ul style="list-style-type: none"> • Number of fatalities • Fatality rate (per 100 million vehicle-miles traveled) • Number of serious injuries • Serious injury rate (per 100 million vehicle-miles traveled) • Number of non-motorized fatalities and non-motorized serious injuries
FHWA PM2	Infrastructure Condition	Pavement Condition	<ul style="list-style-type: none"> • Percentage of pavements on the Interstate System in good condition • Percentage of pavements on the Interstate System in poor condition • Percentage of pavements on the non-Interstate NHS in good condition • Percentage of pavements on the non-Interstate NHS in poor condition
		Bridge Condition	<ul style="list-style-type: none"> • Percentage of NHS bridges classified as in good condition • Percentage of NHS bridges classified as in poor condition

Table 2 - FAST Act Performance Measures, Continued

Rulemaking	National Goal	Performance Area	Performance Measures
FHWA PM3	System Reliability	System Performance: Performance of the National Highway System	<ul style="list-style-type: none"> • Percentage of person-miles traveled on the Interstate System that are reliable • Percent of person-miles traveled on the non-Interstate NHS that are reliable
	Freight Movement and Economic Vitality	System Performance: Freight Movement of the Interstate System	Truck Travel Time Reliability Index
	Congestion Reduction	System Performance: Traffic Congestion	<ul style="list-style-type: none"> • Annual hours of peak hour excessive delay per capita • Percent of non-single-occupant vehicle travel
	Environmental Sustainability	System Performance: Congestion Mitigation and Air Quality Program	Total emissions reductions
FTA Transit Performance	Transit Asset Management	Equipment	Percentage of vehicles that have met or exceeded their Useful Life Benchmark
		Rolling Stock	Percentage of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark
		Infrastructure	Percentage of track segments with performance restrictions
		Facilities	Percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale
	Transit Safety	Fatalities	Total number reportable fatalities and rate per total vehicle revenue miles by mode
		Injuries	Total number reportable injuries and rate per total vehicle revenue miles by mode
		Safety Events	Total number reportable events and rate per total vehicle revenue miles by mode
		System Reliability	Mean distance between major mechanical failures by mode

For each roadway performance measure, the TPO is required to establish a regional performance target or adopt TDOT's target and therefore agree to plan and program projects that contribute toward meeting the state targets. PM1 targets are updated annually. PM2 and PM3 are based on a 4-year "Performance Period", with the current period running from 2022 to 2025. Separate 2-year and 4-year targets are established for various measures under PM2 and PM3, as applicable under 23 CFR part 490.

Transit performance measures require the TPO to establish performance targets not less than 180 days from the establishment of the transit provider transit asset management (TAM) targets or standards established under 23 CFR part 490, and 49 U.S.C. 5326(c). This was accomplished on April 28, 2021 when the TPO Executive Board adopted the regional TAM targets. The TPO Executive Board will be presented with updated TAM targets for their adoption at their July 27, 2022 meeting (pending). Capital funding programmed in this TIP will support TAM target achievement

for all three transit agencies serving the Knoxville urbanized area. The TAM Target set for each vehicle class is to have 10% or fewer vehicles in the state of good repair backlog (needing to be replaced). For the first year of the TIP, 2023, the Knoxville urban area is in good shape with buses, trolleys, and heavy-duty cutaway minibuses with each class being below the 10% backlog target. The vehicle classes of concern are light-duty cutaway minibuses, minivans, and sedans. All three of these types of vehicles exceed the 10% backlog target with vehicles in need of replacement. TIP funding will help keep the TAM Targets for the Knoxville urban area at acceptable levels, or being no worse than the current status. A lot of the light-duty cutaway minibuses, minivans, and sedans that are needing to be replaced are eligible for the Section 5310 capital funding. It should be noted, the TIP does not contain an exhaustive list of transit capital funding. There are several programs and funding sources, e.g., Section 5310, CMAQ, and the TDOT Improve Act Capital Grant program that help fund vehicles that are not included yet in the TIP as they have an annual application process. In the area of transit safety, on July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The PTASP became effective on July 19, 2019, with a one-year deadline of July 20, 2020 for transit operators to develop compliant safety plans. Each operator in the TPO Planning Area (KAT, ETHRA and CAC) has a completed safety plan and updates the TPO whenever their safety plans and/or targets are adjusted. The TPO Executive Board adopted each transit agency's safety targets originally on April 28, 2021 and then updated safety targets on July 27, 2022 (pending).

The Knoxville TPO most recently adopted performance targets for the PM1 Safety measures in March 2022, while PM2 and PM3 targets were last adopted in February 2021. In each instance the TPO chose to support the statewide targets established by TDOT through a collaborative process. TPO staff continue to actively participated in TDOT's target setting working groups. Tables 3-5 document the adopted targets and funding amounts programmed in support of each performance measure.

Table 3: (PM1) TDOT and TPO Safety Targets

Performance Measures	5 Year Rolling Averages	
	Baseline	Target
	2016-2020	2018-2022
Number Fatalities	1,090.8	1,201.4
Fatality Rate	1.367	1.476
Number of Serious Injuries	6,310.8	5,588.6
Serious Injury Rate	7.910	6.869
Number of Non-motorized Fatalities and Serious Injuries	521.6	534.8
TIP PM1 programming investment: 35 projects/groupings program \$487.8 million in total PM1 supportive funding		

Table 4: (PM2) TDOT and TPO Pavement and Bridge Condition Targets

Performance Measures	Baseline	2-Year Target	4-Year Target
Percentage of pavements on the Interstate System in good condition	75.6%	71.5%	60.0%
Percentage of pavements on the Interstate System in poor condition	0.14%	0.3%	1.0%
Percentage of pavements on the non-Interstate NHS in good condition	44.8%	41.6%	40.0%
Percentage of pavements on the non-Interstate NHS in poor condition	3.24%	4.0%	5.0%
Percentage of NHS bridges classified as in good condition	39.5%	36.1%	36.0%
Percentage of NHS bridges classified as in poor condition	4.9%	4.1%	6.0%
TIP PM2 programming investment: 21 projects/groupings program \$338.7 million in total PM2 supportive funding			

Table 5: (PM3) TDOT and TPO System Performance Targets

Performance Measures	Baseline	2-Year Target	4-Year Target
Subpart E - Interstate Reliability (Percent of person-miles traveled on the Interstate System that are reliable)	88.2%	88.2%	83.0%
Subpart E - Non-Interstate NHS Reliability (Percent of person-miles traveled on the non-Interstate NHS that are reliable)	89.4%	89.4%	87.5%
Subpart F – Freight Reliability (Truck Travel Time Reliability Index)	1.35	1.35	1.37
Subpart G – Traffic Congestion (Peak Hour Excessive Delay per Capita)	8.54	10.8	10.8
Subpart G – Traffic Congestion (Percent of Non-Single Occupancy Vehicle Travel)	16.6%	16.7%	16.7%
Total emissions reductions	VOC = 230.025 CO = 530.282 NO _x = 363.399 PM2.5 = 2.897	VOC = 44.438 CO = 530.282 NO _x = 196.176 PM2.5 = 7.586	VOC = 41.449 CO = 150.000 NO _x = 181.679 PM2.5 = 7.340
TIP PM3 programming investment: 27 projects/groupings program \$372.2 million in total PM3 supportive funding			

Note: Knoxville Regional TPO is only required to adopt 4-year targets and only subject to emissions reductions targets for the pollutants of VOC, NO_x and PM2.5 as indicated by the shading above.

TRANSIT ASSET MANAGEMENT (TAM) AND TRANSIT SAFETY

Local transit agencies have adopted TAM targets and submitted TAM Plans to the TPO. The TPO adopted updated Urban Area TAM performance targets (Table 6) and transit safety performance targets (Table 7) at the July 27, 2022 Executive Board meeting (Pending).

Table 6: TPO 2022 Transit Asset Management Targets (Pending July Executive Board Adoption)

Asset Class/Definition	Agency	Total Assets	2023 # Assets In Good Repair	2023 # Assets In SGR Backlog	2023 % Assets In SGR Backlog	2023 Target % Assets In SGR Backlog
Rolling Stock - All Revenue Vehicles % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)						
Bus & Rubber Tire Vintage Trolley – 14 Years	KAT	68	68	0	0.00%	< 10.0%
Cutaway – 8 Years	KAT, Knox CAC, NP	73	66	7	9.59%	< 10.0%
Cutaway – Light Duty – 5 Years	ETHRA	20	16	4	20.00%	< 10.0%
Ford Transit Vans – 7 Years	KAT, Knox CAC, NP	16	16	0	0.00%	< 10.0%
Minivan – 8 Years	Knox CAC, CAC VAT, NP	34	25	9	26.47%	< 10.0%
Automobile – 8 Years	Knox CAC, CAC VAT, NP	19	9	10	52.63%	< 10.0%
Equipment - Non-Revenue Vehicles % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)						
Support Vehicle – 8 Years	KAT, CAC	18	15	3	16.67%	< 10%
Equipment – Over \$50,000/Owned % of equipment with a condition rating below 3.0 on FTA’s Transit Economic Requirements Model (TERM) Scale						
Equipment	KAT, CAC	21	20	1	4.76%	< 10.0%
Facilities - All Buildings or Structures % of facilities with a condition rating below 3.0 on FTA’s Transit Economic Requirements Model (TERM) Scale						
Facilities	KAT	2	2	0	0.00%	0.00%
TIP Transit Asset Management Programming Investment: 8 projects/groupings program \$63.2 million in total transit asset supportive funding						

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

Table 7: TPO 2022 Transit Safety Performance Targets

Knoxville Area Transit (KAT) 2021-2022 Safety Performance Targets								
2021 Motor Bus Vehicle Revenue Miles			2,898,175	2021 Demand Response Vehicle Revenue Miles			439,666	
	Number of Fatalities	Rate of Fatalities per 100K VRM	Number of Injuries	Rate of Injuries Per 100K VRM	Number of Safety Events	Rate of Safety Events Per 100 VRM	Total Major Mechanical Failures	Miles between Major Mechanical Failures (System Reliability)
MB	0	0	2	0.07	3	0.10	340	8,524
DR	0	0	2	0.45	3	0.68	40	10,992
Knox County CAC Transit 2021-2022 Safety Performance Targets								
2021 Vehicle Revenue Miles			919,731					
	Number of Fatalities	Rate of Fatalities per 100K VRM	Number of Injuries	Rate of Injuries Per 100K VRM	Number of Safety Events	Rate of Safety Events Per 100 VRM	Total Major Mechanical Failures	Miles between Major Mechanical Failures (System Reliability)
DR	0	0	1	0.11	1	0.11	7	131,390
ETHRA 2021-2022 Safety Performance Targets								
2021 Vehicle Revenue Miles			2,850,617	Note: Targets Set for ETHRA are for their entire 16 county service area				
	Number of Fatalities	Rate of Fatalities per 100K VRM	Number of Injuries	Rate of Injuries Per 100K VRM	Number of Safety Events	Rate of Safety Events Per 100 VRM	Total Major Mechanical Failures	Miles between Major Mechanical Failures (System Reliability)
DR	0	0	2	0.07	2	0.07	35	81,446

MB = Motor Bus DR = Demand Response

Performance based programming for the FY 2023-2026 TIP directs investments toward the National Goals, performance measures, their associated targets and the local/regional goals established with the Mobility Plan. Local project applicants were required to indicate performance measures for which their project would provide a benefit, with a request to further describe how the project would do so. With project scoring criterion that assign points to projects promoting maintenance and efficiency, greater mode choice options, safety and security, economy and freight, and congestion reduction, a strong connection to National Goals and performance measures and is established. Progress toward the performance targets is an expected outcome of implementing the TIP program of projects.

To the maximum extent practicable, the Knoxville TPO will continue to encourage investments that are directed to achieving the adopted performance targets. A direct performance measures scoring category for future project application cycles is identified as an opportunity to strengthen the PBPP connection. Beyond the project programming

process, the Knoxville TPO will leverage its regional partnerships, education and outreach efforts as additional areas of emphasis for performance target achievement.

2.6 Project Monitoring

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

2.7 Connections to Other Planning Activities, Documents and Programs

The Mobility Plan 2045, the region's Metropolitan Transportation Plan (MTP), charts the region's vision for the movement of people and good over the next two decades. To realize its goals, Mobility Plan 2045 calls for a greater connection between regional transportation investments and community development and land use, and an emphasis on a broader regional participation in consideration of the connected nature of Air Quality Planning, Travel Demand Forecasting and Tourism.

The FY 2023-2026 TIP serves to implement Mobility Plan 2045 goals by programming projects prioritized for inclusion with the same selection criteria established for the Mobility Plan (Table 1). This directs TIP investment toward achieving the plan's goals and objectives. Other TPO, regional and local plans and studies, including the Knoxville Regional ITS Architecture Report and the Deployment Plan, the Congestion Management Process Plan (CMP), the City of Knoxville Bicycle Facilities Plan, the TPO Human Services Transportation Coordination Plan, regional greenway and transit plans inform the TIP, with points awarded to projects that reflect the goals, priorities, policies and strategies represented in the plans.

The TPO Unified Planning Work Program for FY 2022-2023 documents the development of the FY 2023-2026 TIP as a transportation programming task.

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

The TPO continues to collaborate in support of the regional vision through our partnerships, including the East Tennessee North RPO and the Smoky Mountain Regional Greenway Council.

3.0 PUBLIC INVOLVEMENT

3.1 Public Involvement Process

The public involvement process for the FY 2023-2026 TIP is in accordance with policies and procedures outlined in the TPO's The Outreach Plan for public participation.

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

The TPO discussed the FY 2023-2026 TIP at Technical Committee meetings and Executive Board meetings from March through the TIP development period (September final adoption target). All meetings were advertised in the local papers and on the TPO's website. At these meetings, citizens were able to make comments and raise concerns or questions during any phase of the process.

3.2 Public Meeting Dates

The following are formal public meeting dates based on the timeline for TIP completion. The public will be able to provide comments or concerns at any of these meetings regarding draft versions of the FY 2023-2026 TIP:

- **Draft TIP Call for Local Project List & Revenue Review** – April 12, 2022 at 9:00am at the Technical Committee meeting in the City County Building in downtown Knoxville; and
- **Draft TIP Call for Local Project List & Revenue Review** – May 27, 2022 at 9:00am at the Executive Board meeting in the City County Building in downtown Knoxville; and
- **Draft TIP & Project List Review** – July 12, 2022 at 9:00am at the Technical Committee meeting in the City County Building in downtown Knoxville; and
- **Draft TIP & Project List Review** – July 27, 2022, at 9:00 a.m. at the Executive Board meeting in the City County Building in downtown Knoxville; and
- **Revised Draft TIP & Programming Policy Review** – September 13, 2022 at 9:00am at the Technical Committee meeting in the City County Building in downtown Knoxville; and
- **Revised Draft TIP & Programming Policy Review** – September 28, 2022, at 9:00 a.m. at the Executive Board meeting in the City County Building in downtown Knoxville; and

- **TIP approval recommendation** – October 18, 2022 at 9:00 a.m. at the Technical Committee meeting in the City County Building in downtown Knoxville; and
- **TIP approval** – October 26, 2022 at 9:00 a.m. at the Executive Board meeting in the City County Building in downtown Knoxville.

4.0 AIR QUALITY

4.1 Air Quality Summary

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

4.1.1 OZONE

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

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

EPA again strengthened the ozone standard in 2008 based on an updated review of scientific and medical data to ensure that air quality standards are set at an appropriate level to protect the environment and human health. This standard is known as the “2008 8-hour Ozone Standard” and it was set at 75 ppb. A formal designation of nonattainment areas for this standard became effective on July 20, 2012 and included the counties of Blount and Knox plus a portion of Anderson County surrounding the TVA Bull Run Fossil Plant. The EPA approved a re-designation of the area to attainment with a maintenance plan effective on August 12, 2015 and Knoxville is now considered a Maintenance Area for the 2008 Ozone Standard.

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

4.1.2 PM 2.5

EPA first promulgated a “fine” particulate matter standard in 1997 to distinguish between smaller particles of less than 2.5 microns in diameter (PM2.5) from the standard already in place for particles of 10 microns or less in diameter (PM10). This standard was set at a value of 15 micrograms per cubic meter as measured on an annual level (1997 Annual PM2.5 Standard) and at a value of 65 micrograms per cubic meter as measured on a daily level (Daily Standard). The EPA formally designated the counties of Anderson, Blount, Knox, Loudon, and a portion of Roane in non-attainment for the 1997 Annual PM2.5 Standard on April 5, 2005.

In 2006, EPA kept the annual standard but strengthened the daily standard by reducing the permissible daily levels of PM2.5 from 65 to 35 micrograms per cubic meter. The same geography as the 1997 Annual PM2.5 Standard was formally designated non-attainment for the 2006 Daily PM2.5 Standard effective December 2009.

The EPA approved a re-designation of the area to Attainment with a Maintenance Plan effective on August 28 and 29, 2017 for the daily and annual standards respectively. The Knoxville Region is meeting the current (2012) Annual PM2.5 Standard of 12 micrograms per cubic meter and the 1997 Standard has been revoked by EPA since it is less stringent than the new standard. A designation as a Maintenance Area for the 2006 Daily PM2.5 Standard currently remains in place for the Knoxville Region.

4.2 Air Quality Conformity

As an Air Quality Maintenance Area, the Knoxville TPO must demonstrate that its transportation plans and programs will meet air quality conformity requirements – a process known as “Transportation Conformity”, which is addressed in federal regulations in 40 CFR Parts 51 and 93, known as the “Conformity Rule”. More specifically, a conformity determination is required for the FY 2023-2026 TIP as per 40 CFR 93.104(c)(1), which states “A new TIP must be demonstrated to conform before the TIP is approved by the MPO or accepted by the DOT.” This ensures that federal funds will not be spent on projects that cause or contribute to any new violations of the National Ambient Air Quality Standards (NAAQS); increase the frequency or severity of NAAQS violations; or delay timely attainments of the NAAQS or any required interim milestone.

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

The current TIP projects must always be consistent and a direct subset of the active long-range plan, the Mobility Plan 2045. A review of the proposed FY 2023-2026 TIP projects in relation to the project list included in the Mobility Plan 2045 was conducted in order to determine consistency between the two in terms of projects included and their scope, timeframe and other details. Through this review it was determined that multiple air quality non-exempt projects had changes that needed to be accounted for in a revised regional emissions analysis and through a formal amendment of the Mobility Plan 2045.

Conformity has been demonstrated for the Knoxville TPO FY 2023-2026 TIP by performing a new regional emissions analysis that was conducted for the Mobility Plan 2045 and documented in a separate report that is also incorporated in **Appendix D**. Additionally, as previously noted, the TPO conducts a single conformity analysis for the entire affected Knoxville Region that is subject to air quality conformity. The conformity analysis therefore also covers the TDOT FY 2023-2026 Statewide Transportation Improvement Program (STIP) and the FY 2023-2026 LAMTPO TIP for projects included within the areas outside of the KRTPO Planning Area, including the 1997 Ozone Standard Orphan Area, that are subject to conformity in the overall Knoxville Region is also demonstrated.

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

Since the TIP meets conformity regulations of the EPA and the USDOT under 40 CFR Part 93, and approved by appropriate agencies, the FY 2023-2026 TIP is conforming. Currently there are no transportation control measures (TCMs) in the Tennessee SIP for the affected Knoxville maintenance areas. However, should TCMs be introduced in the area, nothing in the TIP will prohibit the timely implementation of any that are approved in the SIP for the Knoxville area.

5.0 FINANCIAL PLAN

5.1 Financial Summary

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

5.2 Funding Sources

Table 8 provides a list of federal funding sources under the current legislation (Infrastructure Investment and Jobs Act) and the required match for projects in the FY 2023-2026 TIP. The maximum share of project costs that may be funded with Federal-aid highway funds (the “Federal share”) varies based upon the Federal-aid program from which the project receives funding. Certain safety projects and CMAQ projects that include an air quality or congestion relief component are eligible for 100 percent Federal funding. In some cases, the Federal share is also adjusted based on related statutory provisions. See https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm for additional information on Federal share.

TABLE 8 – Selected Federal Funding Under IIJA

FUNDING PROGRAM	ABBREVIATION	SOURCE	FUNDING SHARE
Bridge Formula Program	BFP	FHWA	80% Federal, 20% Match
Carbon Reduction Program	CRP	FHWA	80% Federal, 20% Match
Congestion Mitigation and Air Quality Improvement Program	CMAQ	FHWA	100% Federal or 80% Federal, 20% Match
Highway Safety Improvement Program (includes penalty and rail safety funds)	HSIP, PHSIP, RHSIP	FHWA	90% Federal, 10% Match
National Electric Vehicle Infrastructure Program	NEVI	FHWA	80% Federal, 20% Match
National Highway Freight Program	NHFP	FHWA	90% Federal, 10% State or 80% Federal, 20% State
National Highway Performance Program	NHPP	FHWA	80% Federal, 20% Match
Rail-Highway Crossings Program	RHCP	FHWA	100% Federal
Safe Streets and Roads for All	SS4A	FHWA	80% Federal, 20% Match
Surface Transportation Block Grant Program – State	STBG	FHWA	80% Federal, 20% Match
Surface Transportation Block Grant Program – Local	L-STBG	FHWA	80% Federal, 20% Match
Transportation Alternatives	STBG-TA	FHWA	80% Federal, 20% Match
Section 5307 Urbanized Area Formula – Capital Assistance	5307	FTA	80% Federal, 10% State, 10% Local
Section 5307 Urbanized Area Formula – Operating Assistance	5307	FTA	50% Federal, 50% Match
Section 5310 Mobility of Seniors and Disabilities – Capital Assistance	5310	FTA	80% Federal, 10% State, 10% Local

TABLE 8 – Selected Federal Funding Under IIJA Cont.

FUNDING PROGRAM	ABBREVIATION	SOURCE	FUNDING SHARE
Section 5310 Mobility of Seniors and Disabilities – Operating Assistance	5310	FTA	50% Federal, 50% Match
Section 5339 Bus and Bus Facilities	5339	FTA	80% Federal, 10% State, 10% Local

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

TABLE 9 - Carryover Federal Funding Under Previous Transportation Bills

FUNDING PROGRAM	ABBREVIATION	SOURCE	FUNDING SHARE
High Priority Project	HPP	FHWA	80% Federal, 20% Match

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

TABLE 10 - State Funded Programs

FUNDING PROGRAM	ABBREVIATION	SOURCE	FUNDING SHARE
Interchange Lighting	IL	TDOT	50% State, 50% Local Match
Local Interstate Connector	LIC	TDOT	50% State, 50% Local Match
Multimodal Access Grant	MMAG	TDOT	90-95% State, 5-10% Local Match
State Industrial Access Road	SIA	TDOT	100% State, 0% Local Match (Construction) 50% State, 50% Local Match (ROW)
Traffic Signal Modernization	TSMP	TDOT	100% State

5.3 Advance Construction

Advance Construction (AC) is a technique which allows a State to initiate a project using non-federal funds while preserving eligibility for future Federal-Aid funds. Eligibility means that FHWA has determined that the project technically qualifies for Federal-Aid; however, no present or future Federal funds are committed to the project. After an AC project is authorized, the state may convert the project to regular Federal-Aid funding provided Federal funds are made available for the project.

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

5.4 Revenues and Expenditures

Local jurisdictions were directed to accurately account for project inflation costs by using a 5 percent inflation rate for each year (2023-2026) based on consultation with TDOT and taking into consideration rising bid prices. Ultimate project cost estimates were left to the judgment of the sponsoring agency due to primary project knowledge and the variety of inflationary pressures by project type and schedule. **Table 11** is a summary of revenues and expenditures for all projects in the FY 2023-2026 TIP by funding source and fiscal year. All revenues and expenditures reflect year of expenditure dollars. Revenues for TDOT-managed federal funds (e.g., HPP, NHPP, S-STBG, CMAQ etc.) are provided by TDOT and equal to the programmed amount for the same period. TPO-managed federal funds (L-STBG, L-STBG-TA, Section 5307, 5310, 5339) reflect projected apportionments for each respective fund along with any unobligated balance (carryover funds) from previous fiscal years. Revenue is projected to grow at an annual rate of 2.2% through the TIP period for TPO-allocated federal revenues (L-STBG and L-STBG-TA, CRP), aligning TIP fiscal projections with those developed for the 2045 Mobility Plan. Fiscal constraint is demonstrated for the FY 2023-2026 TIP, as programmed expenditures do not exceed projected revenues in any program year.

TABLE 11 - Knoxville Regional TPO Fiscal Constraint Report: Revenues & Expenditures – FY 2023-2026



**eSTIP Fiscal Constraints Report for STIP Period 2023
Knoxville MPO**

REVISED

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
CMAQ	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ	2024	\$5,465,411	\$5,465,411	\$5,445,358	\$0	\$20,053	\$0	\$0
CMAQ	2025	\$18,615,578	\$18,615,578	\$18,063,336	\$0	\$552,242	\$0	\$0
CMAQ	2026	\$5,247,360	\$5,247,360	\$5,192,360	\$0	\$55,000	\$0	\$0
CRP	2023	\$3,510,388	\$2,080,000	\$3,094,388	\$0	\$416,000	\$1,530,360	\$1,430,388
CRP	2024	\$3,251,425	\$1,113,000	\$3,028,825	\$0	\$222,600	\$1,430,388	\$2,138,425
CRP	2025	\$3,975,027	\$1,015,000	\$3,772,027	\$0	\$203,000	\$2,138,425	\$2,960,027
CRP	2026	\$5,104,568	\$2,375,000	\$4,629,568	\$0	\$475,000	\$2,960,027	\$2,729,568
HIP	2023	\$1,539,845	\$1,539,845	\$1,231,876	\$0	\$307,969	\$0	\$0
HPP	2023	\$9,228,762	\$9,228,762	\$7,410,730	\$1,818,032	\$0	\$0	\$0
HSIP	2023	\$4,000,000	\$4,000,000	\$3,600,000	\$400,000	\$0	\$0	\$0
HSIP	2024	\$500,000	\$500,000	\$450,000	\$50,000	\$0	\$0	\$0
HSIP	2025	\$250,000	\$250,000	\$225,000	\$25,000	\$0	\$0	\$0
HSIP	2026	\$250,000	\$250,000	\$225,000	\$25,000	\$0	\$0	\$0
HSIP-R	2023	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
HSIP-R	2024	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
HSIP-R	2025	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
HSIP-R	2026	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
L-STBG	2023	\$66,935,782	\$26,465,003	\$61,670,559	\$782,000	\$4,483,223	\$48,659,355	\$40,470,779
L-STBG	2024	\$62,167,529	\$41,996,500	\$53,768,229	\$335,400	\$8,063,900	\$40,470,779	\$20,171,029
L-STBG	2025	\$36,756,923	\$14,979,500	\$33,761,023	\$0	\$2,995,900	\$20,171,029	\$21,777,423
L-STBG	2026	\$42,819,447	\$35,765,250	\$35,666,397	\$1,741,950	\$5,411,100	\$21,777,423	\$7,054,197
L-STBG-TA	2023	\$4,024,488	\$3,000,000	\$3,424,488	\$0	\$600,000	\$1,866,097	\$1,024,488
L-STBG-TA	2024	\$3,260,164	\$3,215,000	\$2,617,164	\$0	\$643,000	\$1,024,488	\$45,164
L-STBG-TA	2025	\$1,932,878	\$1,300,000	\$1,672,878	\$0	\$260,000	\$45,164	\$632,878
L-STBG-TA	2026	\$2,796,402	\$2,500,000	\$2,296,402	\$0	\$500,000	\$632,878	\$296,402
LOCAL	2023	\$9,145,222	\$9,145,222	\$0	\$0	\$9,145,222	\$0	\$0
LOCAL	2025	\$15,300,000	\$15,300,000	\$0	\$0	\$15,300,000	\$0	\$0
MMAG	2023	\$1,285,000	\$1,285,000	\$0	\$950,000	\$335,000	\$0	\$0
MMAG	2026	\$762,000	\$762,000	\$0	\$723,900	\$38,100	\$0	\$0
NHPP	2023	\$258,559,660	\$258,559,660	\$206,847,728	\$51,711,932	\$0	\$0	\$0
NHPP	2024	\$37,561,600	\$37,561,600	\$30,049,280	\$7,512,320	\$0	\$0	\$0
NHPP	2025	\$15,152,000	\$15,152,000	\$12,121,600	\$3,030,400	\$0	\$0	\$0
NHPP	2026	\$12,008,400	\$12,008,400	\$9,606,720	\$2,401,680	\$0	\$0	\$0
PHSIP	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0

TABLE 11 Cont. - Knoxville Regional TPO Fiscal Constraint Report: Revenues & Expenditures – FY 2023-2026



**eSTIP Fiscal Constraints Report for STIP Period 2023
Knoxville MPO**

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
PHSIP	2024	\$304,152	\$304,152	\$304,152	\$0	\$0	\$0	\$0
PHSIP	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHSIP	2026	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S-STBG-TA	2023	\$2,331,436	\$2,331,436	\$1,865,149	\$0	\$466,287	\$0	\$0
S-STBG-TA	2025	\$1,302,693	\$1,302,693	\$1,042,154	\$0	\$260,539	\$0	\$0
SECTION 5307	2023	\$10,657,041	\$10,657,041	\$8,525,633	\$1,065,704	\$1,065,704	\$0	\$0
SECTION 5307	2024	\$10,891,497	\$10,891,497	\$8,713,197	\$1,089,150	\$1,089,150	\$0	\$0
SECTION 5307	2025	\$11,131,109	\$11,131,109	\$8,904,887	\$1,113,111	\$1,113,111	\$0	\$0
SECTION 5307	2026	\$11,375,993	\$11,375,993	\$9,100,795	\$1,137,599	\$1,137,599	\$0	\$0
SECTION 5310	2023	\$1,074,456	\$1,074,456	\$859,564	\$107,446	\$107,446	\$0	\$0
SECTION 5310	2024	\$1,098,092	\$1,098,092	\$878,474	\$109,809	\$109,809	\$0	\$0
SECTION 5310	2025	\$1,122,251	\$1,122,251	\$897,801	\$112,225	\$112,225	\$0	\$0
SECTION 5310	2026	\$1,146,940	\$1,146,940	\$917,552	\$114,694	\$114,694	\$0	\$0
SECTION 5339	2023	\$878,320	\$878,320	\$702,656	\$87,832	\$87,832	\$0	\$0
SECTION 5339	2024	\$897,642	\$897,642	\$718,114	\$89,764	\$89,764	\$0	\$0
SECTION 5339	2025	\$917,391	\$917,391	\$733,913	\$91,739	\$91,739	\$0	\$0
SECTION 5339	2026	\$937,573	\$937,573	\$750,059	\$93,757	\$93,757	\$0	\$0
STBG	2023	\$33,332,343	\$33,332,343	\$26,665,874	\$5,327,256	\$1,339,213	\$0	\$0
STBG	2024	\$15,469,245	\$15,469,245	\$12,375,396	\$3,093,849	\$0	\$0	\$0
STBG	2025	\$5,068,140	\$5,068,140	\$4,054,512	\$1,013,628	\$0	\$0	\$0
STBG	2026	\$1,267,035	\$1,267,035	\$1,013,628	\$253,407	\$0	\$0	\$0

MPO SUBALLOCATED FEDERAL FUNDS

In 2023, the annual allocation of L-STBG funds to the TPO Planning Area from TDOT is projected to be \$13,011,204, with subsequent years reflecting an annual 2.2% increase. For purposes of this TIP, the starting L-STBG balance is projected to be \$48.7M as of 6/22/2022. Beginning with the opening balance, each subsequent year (FY 2023-2026) adds the annual allocation, plus any balance carry over and then subtracts out the programmed project expenditures. The remaining balance of L-STBG funds each year is financially constrained. Additionally, a program reserve equal to 5% of all MPO suballocated FHWA revenue is maintained in each program year. **Table 12** provides a summary of TPO suballocated FHWA funds for the four-years of the TIP.

TABLE 12 - Fiscal Year 2023 – 2026 FHWA Suballocated Funds Summary

FHWA SUBALLOCATED FUNDS	CARRYOVER BALANCE	FY 2023 ALLOCATION	FY 2024 ALLOCATION	FY 2025 ALLOCATION	FY 2026 ALLOCATION
L-STBG	\$48,659,355	\$13,011,204	\$13,297,450	\$13,589,994	\$13,888,974
L-STBG-TA	\$1,866,097	\$1,558,391	\$1,592,676	\$1,627,714	\$1,663,524
CRP	\$1,530,360	\$1,564,028	\$1,598,437	\$1,633,602	\$1,669,541

Concerning transit funds, FTA’s allocation to the TPO in 2023 for Section 5307 is projected to be \$8,525,633, Section 5310 is projected to be \$859,564, and Section 5339 is projected to be \$702,656. As with FHWA allocations to the TPO, transit revenues are projected to grow at an annual rate of 2.2% (see **Table 13**). A placeholder project for each of the three transit funds is in the TIP and amended each fiscal year according to the amount apportioned to the Knoxville area for each respective fund. Once the subsequent call for projects is complete, the awarded local transit projects are amended in the TIP.

TABLE 13 - Fiscal Year 2023 – 2026 FTA Transit Funds Summary

FTA TRANSIT FUNDS	FY 2023 ALLOCATION	FY 2024 ALLOCATION	FY 2025 ALLOCATION	FY 2026 ALLOCATION
SECTION 5307 – Urbanized Area Formula Grant	\$8,525,633	\$8,713,197	\$8,904,887	\$9,100,795
SECTION 5310 – Mobility of Seniors and Disabilities	\$859,564	\$878,475	\$897,801	\$917,553
SECTION 5339 – Bus and Bus Facilities Program	\$702,656	\$718,114	\$733,913	\$750,059

Notes: The FY 2022 allocation of Section 5307 funds to the Knoxville TPO was \$8,342,107. The FY 2022 allocation of Section 5310 funds to the Knoxville TPO was \$841,061. The FY 2022 allocation of Section 5339 funds to the Knoxville TPO was \$687,530.

5.5 Operations and Maintenance

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

Operations and maintenance costs can include any number of activities such as paving, maintaining signs, pavement markings and traffic signals or repairing bridges and guardrails on the roadway side of things and bus maintenance for transit agencies. **Table 14** documents operations and maintenance costs & revenues from the jurisdictions in the TPO Planning Area, along with the major transit provider - Knoxville Area Transit. Baseline costs/revenues are shown for FY 2021. Annual revenue growth is projected at 2.2% and projected costs are reflective of reasonably available revenue.

TABLE 14 - TPO Planning Area Operations and Maintenance Baseline Costs/Revenues & Projections

JURISDICTION	ANNUAL O&M COSTS (FY 2021)	O & M REVENUE (FY 2021)	PROJECTED O&M REVENUE (FY 2023-26)	PROJECTED O&M COSTS (FY 2023-2026)	FEDERAL AID ROADWAY MILEAGE (LANE MILES)
Anderson County*	\$1,980,000	\$1,980,000	\$8,549,325	\$8,549,325	49.2
City of Clinton	\$307,000	\$307,000	\$1,325,577	\$1,325,577	21.0
City of Oak Ridge	\$2,544,000	\$2,544,000	\$10,984,588	\$10,984,588	109.2
Blount County*	\$3,075,500	\$3,075,500	\$13,279,520	\$13,279,520	225.8
City of Alcoa	\$531,900	\$531,900	\$2,296,660	\$2,296,660	76.7
City of Maryville	\$652,000	\$652,000	\$2,815,232	\$2,815,232	70.8
Knox County	\$5,980,000	\$5,980,000	\$25,820,690	\$25,820,690	506.0
Town of Farragut	\$746,500	\$746,500	\$3,223,268	\$3,223,268	51.4
City of Knoxville	\$8,200,000	\$8,200,000	\$35,406,297	\$35,406,297	429.7
Loudon County*	\$1,001,000	\$1,001,000	\$4,322,159	\$4,322,159	106.9
Lenoir City	\$330,000	\$330,000	\$1,424,888	\$1,424,888	43.7
City of Loudon	\$122,700	\$122,700	\$529,799	\$529,799	23.8
Sevier County*	\$5,300,000	\$5,300,000	\$22,884,558	\$22,884,558	38.7
TDOT**	\$10,000,000	\$10,000,000	\$43,178,411	\$43,178,411	2,033.4
Knoxville Area Transit (KAT)	\$4,697,720	\$4,697,720	\$20,284,009	\$20,284,009	N/A
Total TPO Planning Area	\$45,468,320	\$45,468,320	\$196,324,982	\$196,324,982	3,786.3

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

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

The predominant agency responsible for the federal-aid roadway system in the Knoxville TPO is the Tennessee Department of Transportation (TDOT), with well over 50% of the total lane miles of federal-aid roadways. TDOT has recently established a Transportation Asset Management Plan (TAMP) that describes its process for developing a risk-based asset management plan in order to preserve and maintain Tennessee’s roadway network. TDOT utilizes both state and federal funding for Operations and Maintenance and the primary activities of resurfacing and bridge maintenance in the TPO Region are funded largely through the project groupings in the Surface Transportation Block Grant (STBG) and National Highway Performance Program (NHPP) that are included in this TIP as project ID’s 23-2023-302 and 23-2023-303 respectively.

The county and municipal jurisdictions within the TPO Region vary considerably in terms of the number of roadway miles that are maintained and their methods for identifying and prioritizing maintenance needs. The majority of O&M funding for these jurisdictions is derived from local taxes and state funding that is provided through shared fuel tax revenues that are distributed to each county and municipality in Tennessee based on various formulas. This TIP carries forward a “Maintenance and Repair Grouping” (Project ID 23-2023-307), which contains funding for continued data collection for the regional Pavement Management System established with the previous TIP to promote a data-driven approach to asset management by local public agencies. The grouping may also be used to program federal STBG funding for federal-aid eligible roadways for activities such as resurfacing.

6.0 AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

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

6.1 Amendments

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

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

TABLE 15 - Amendment/Modification Cost Thresholds

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

Source: TDOT and FHWA MOU

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

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

6.2 Administrative Modifications

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

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

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

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

6.3 Project Groupings

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

Both the TPO and TDOT utilize groupings to program funds to transportation projects. The TPO manages groupings for bike and pedestrian projects (including Transportation Alternatives (L-STBGA-TA) funded projects), planning reports and studies, and maintenance and repair projects that comply with 23 CFR 450.326(h). Descriptions of TPO managed groupings can be found on the project pages. **Appendix E** includes descriptions of TDOT's statewide groupings.

6.4 TPO Amendment/ Administrative Modification Overview

Once TPO staff receives a request for TIP amendment/administrative modification from a local jurisdiction or TDOT, staff determines if the change is an amendment or and administrative modification. If an amendment, the TPO will advertise the TIP change in the local papers for comment at the Technical Committee meeting. The comment period for an amendment is a minimum 14 days. The Interagency Consultation reviews the amendment for air conformity determination. After the Technical Committee recommends approval of the amendment, it is advertised again in the local papers for a hearing at the Executive Board meeting. Once the Executive Board adopts the amendment, it emailed to the TDOT. If there is objection to the amendment either from the public or by the Committees, the TPO will take appropriate action regarding the comments. If the change is an administrative modification, the TPO will provide TDOT with the appropriate documentation to make the modification and TDOT will forward it onto FHWA/FTA. A summary of administrative modifications is provided to the TPO Technical Committee and Executive Board periodically throughout the year.

7.0 GLOSSARY & ACRONYMS

7.1 Phase of Work Abbreviations/Glossary

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

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

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

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

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

PUR: Procuring equipment, software, or vehicles.

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

Study: Development of planning reports and studies.

Training: Training activities.

7.2 Funding Abbreviations

Section 5307	Section 5307 Urbanized Area Formula
Section 5310	Section 5310 Mobility of Seniors and Disabilities
Section 5339	Section 5339 Bus and Bus Facilities
ACPHSIP	Accelerated Construction Penalty Highway Safety Improvement Program
CMAQ	Congestion Mitigation and Air Quality
CRP	Carbon Reduction Program
HIP	Highway Infrastructure Program
HPP	High Priority Project
HSIP	Highway Safety Improvement Program
LOCAL	Local Project

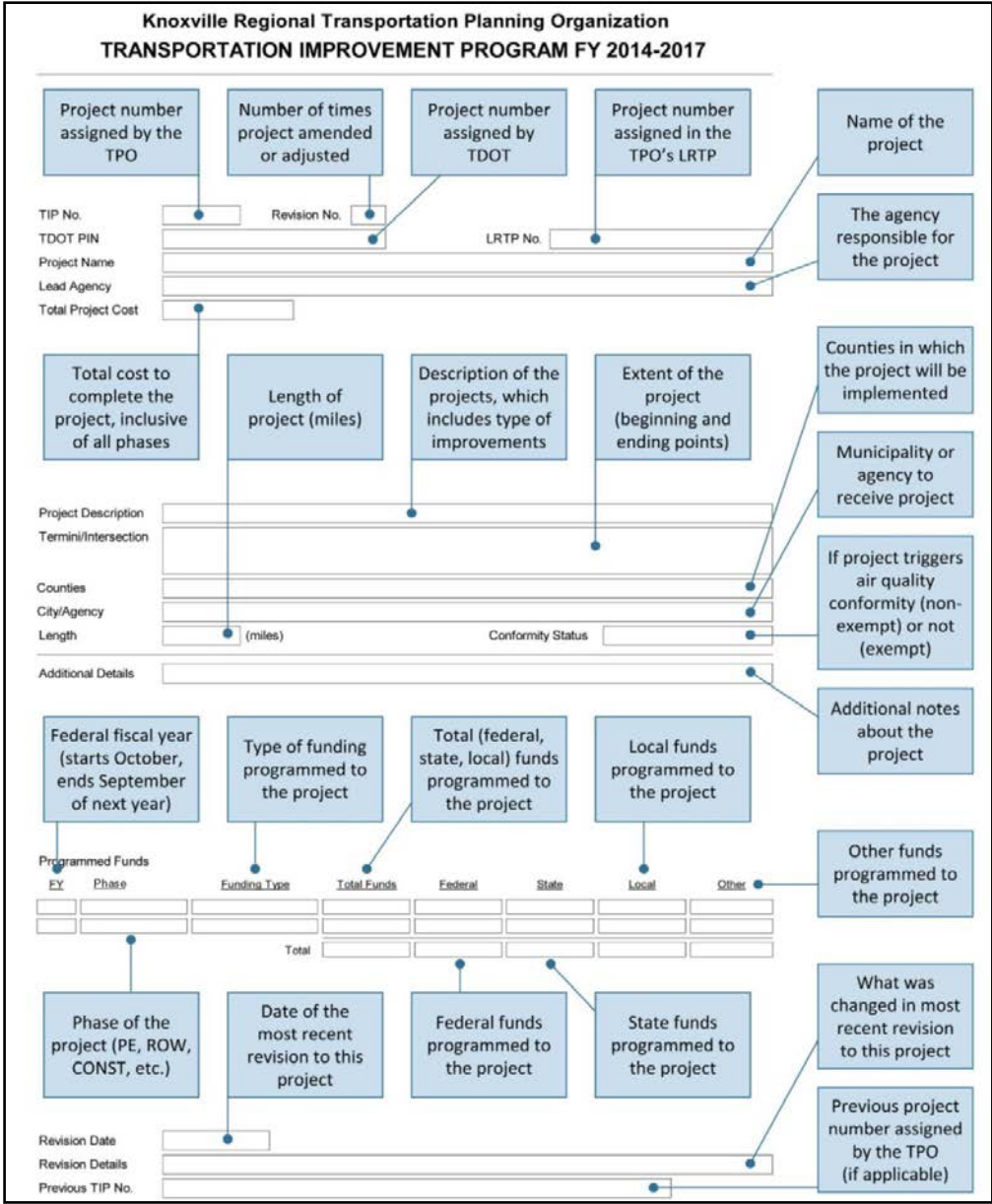
LIC	Local Interstate Connector Program
L-STBG	Local Surface Transportation Block Grant Program
L-STBG-TA	Local Surface Transportation Block Grant – Transportation Alternatives Program
MMAG	Multimodal Access Grant Program
NHPP	National Highway Performance Program
S-STBG	State Surface Transportation Block Grant Program
S-STBG-TA	Transportation Alternatives Program
STA	State Funds

7.3 Transportation Planning Abbreviations

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

8.0 PROJECT DETAIL PAGES

8.1 How to Read a TIP Page



A note about TPO TIP numbers: the first two digits of the TIP number reference this TIP document, for which all projects begin with the number 23. The next four numbers indicate the earliest TIP in which the project was programmed. The final three numbers are the project's unique identifier, which follows a project from its initial TIP entry. In general, the 000 and 100 series range are available for assignment to road projects, 200 series are transit oriented, 300 series are assigned to project groupings and 400 series are reserved for programs.

8.2 Previously Authorized Projects and Annual Listing of Obligated Projects

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

In addition to the annual ALOP report, a status report for all projects in the previous TIP is developed for inclusion in a new TIP. Pursuant to 23 CFR 450.326 (n)(2) the status of all projects included in the FY 2020-2023 TIP is documented in **Appendix C**.

8.3 TPO Area Projects

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8.3.1 BLOUNT COUNTY PROJECTS

eSTIP Project Report



ID 23-2014-060 **PIN #** 126705.00 **Length in Miles** 2.30 **Lead Agency** Blount County

County:
Blount

Route - **Total Project Cost** \$12,249,696.00

Project Name:
Morganton Road Roadway Improvement

Termini
Morganton Road from Foothills Mall Drive to SR-335 (William Blount Drive)

Project Description
Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities

Long Range Plan # 09-211 **Conformity Status** Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	ROW	L-STBG	\$3,026,750	\$2,421,400	\$0	\$605,350
2023	ROW	HPP	\$138,600	\$138,600	\$0	\$0
2025	CONST	L-STBG	\$8,640,000	\$6,912,000	\$0	\$1,728,000
Total			\$11,805,350	\$9,472,000	\$0	\$2,333,350

Comments:
\$444,346 federal HPP previously obligated



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2017-048	127121.00	0.95	Blount County

County:

Blount

Route

SR-73

Total Project Cost

\$1,575,550.00

Project Name:

Blount County Greenway Trail - Ph. 1

Termini

Helton Rd. to the west entrance to Heritage Middle School

Project Description

Greenway construction

Long Range Plan #

18-202

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	CONST	MMAG	\$1,285,000	\$0	\$950,000	\$335,000
Total			\$1,285,000	\$0	\$950,000	\$335,000

Comments:

\$232,440 federal (L-STBG-TA, L-STBG) previously obligated



8.3.2 CITY OF KNOXVILLE PROJECTS

eSTIP Project Report



ID 23-2014-032 **PIN #** 109677.00 **Length in Miles** 0.32 **Lead Agency** City of Knoxville

County:

Knox

Route

-

Total Project Cost

\$9,514,981.00

Project Name:

Sevier Avenue - South Knoxville Waterfront Roadway Improvements

Termini

Davenport Rd. to Island Home Ave.

Project Description

Roadway streetscape improvements and utility relocations along Sevier Ave and will include a new roundabout constructed at the intersection of Foggy Bottom; Sevier Ave; Island Home Road.

Long Range Plan #

09-617

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	CONST	STBG	\$6,696,063	\$5,356,850	\$0	\$1,339,213
2023	CONST	HIP	\$1,539,845	\$1,231,876	\$0	\$307,969
2023	CONST	L-STBG	\$114,073	\$91,258	\$0	\$22,815
Total			\$8,349,981	\$6,679,984	\$0	\$1,669,997

Comments:

\$932,000 federal S-STBG/L-STBG previously obligated



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2014-037	101008.00	1.60	City of Knoxville

County:

Knox

Route

-

Total Project Cost

\$8,172,026.00

Project Name:

Pleasant Ridge Road

Termini

From Knoxville City Limits to the Merchant Drive/Wilkerson Road Intersection in Knoxville

Project Description

Reconstruct 2-lane road with addition of turn lanes at the intersections of Pleasant Ridge Road, Sullivan Road, and Murray Drive. Project also includes the addition of bicycle and pedestrian facilities.

Long Range Plan #

09-616

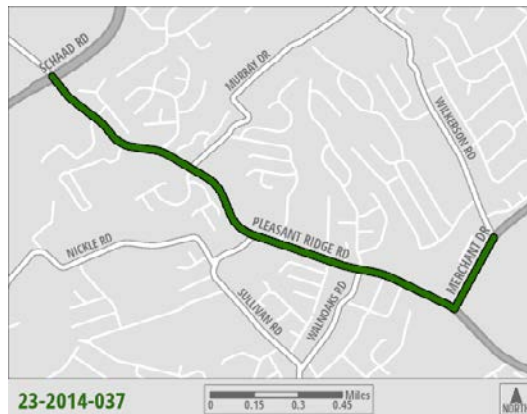
Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	CONST	L-STBG	\$5,497,717	\$4,398,174	\$0	\$1,099,543
Total			\$5,497,717	\$4,398,174	\$0	\$1,099,543

Comments:

\$2,139,447 federal L-STBG previously obligated



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2014-038	043090.00	1.70	City of Knoxville

County:

Knox

Route

-

Total Project Cost

\$27,455,600.00

Project Name:

Washington Pike Widening

Termini

Washington Pike, North of I-640 to Murphy Road

Project Description

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

Long Range Plan #

09-615

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2024	CONST	L-STBG	\$18,900,000	\$15,120,000	\$0	\$3,780,000
Total			\$18,900,000	\$15,120,000	\$0	\$3,780,000

Comments:

\$6,844,480 federal L-STBG previously obligated



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2014-042	120004.00	0.00	City of Knoxville

County:

Knox

Route

-

Total Project Cost

\$12,166,000.00

Project Name:

Traffic Control Equipment Upgrade

Termini

Advanced Traffic Management System (City of Knoxville) Phase 1: Kingston Pike(US-70/SR-10, From Metron Center Way to Lovell Road and Broadway(US-441/SR-33), From Jackson Avenue to Foley Drive

Project Description

PODI: Purchase of signal controllers, signal monitors, closed loop equipment and software.

Long Range Plan #

13-602

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2025	CONST	CMAQ	\$9,026,000	\$8,966,000	\$0	\$60,000
2025	CONST	CRP	\$1,015,000	\$812,000	\$0	\$203,000
Total			\$10,041,000	\$9,778,000	\$0	\$263,000

Comments:

\$1,740,000 federal (L-STBG & CMAQ) previously obligated



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
23-2014-078	120004.01	6.30	City of Knoxville

County:

Knox

Route

SR-71

Total Project Cost

\$3,179,000.00

Project Name:

Chapman Highway ATMS: Knoxville ATMS - Phase 2

Termini

Chapman Highway(SR-71) from Blount Avenue to Mountain Grove Drive

Project Description

PODI: Purchase of signal controllers, signal monitors, closed loop equipment and software. This Phase will include the expansion of the City's ATMS along Chapman Highway (SR-71/US-441).

Long Range Plan #

13-1003

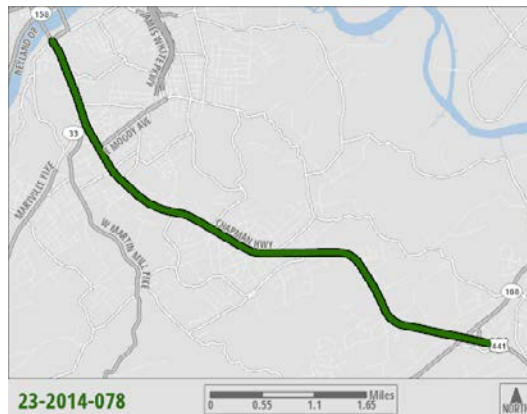
Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2024	CONST	CMAQ	\$2,814,000	\$2,814,000	\$0	\$0
Total			\$2,814,000	\$2,814,000	\$0	\$0

Comments:

\$365,000 federal CMAQ previously obligated



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
23-2014-080	122977.00	0.20	City of Knoxville

County:

Knox

Route

-

Total Project Cost

\$1,443,186.00

Project Name:

Liberty Street Multimodal Project

Termini

Liberty Street from Division St. to Sutherland Ave.

Project Description

Construction of a sidewalk on Liberty St. from Division St. to Sutherland Ave., and bicycle lanes on Liberty St., from Division St. to Knott Ave.

Long Range Plan #

13-1004

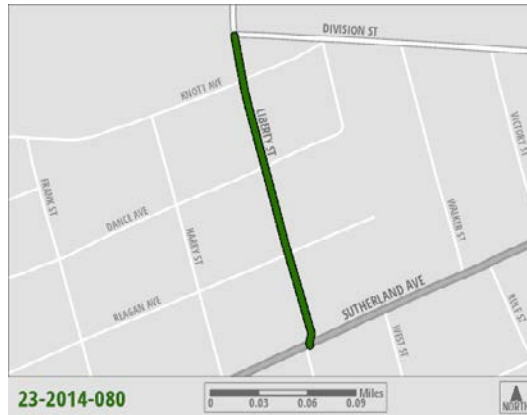
Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	CONST	L-STBG	\$702,400	\$561,920	\$0	\$140,480
Total			\$702,400	\$561,920	\$0	\$140,480

Comments:

\$589,629 Federal L-STBG & L-STBG-TA previously obligated



eSTIP Project Report



ID 23-2017-009 **PIN #** 125623.00 **Length in Miles** 0.30 **Lead Agency** City of Knoxville

County:

Knox

Route

-

Total Project Cost

\$4,218,600.00

Project Name:

First Creek Greenway - Broadway Streetscape

Termini

Woodland Ave. to Cecil Ave.

Project Description

Extension of the First Creek Greenway along Broadway from near Cecil Avenue to Woodland Avenue along First Creek. Project also includes landscaping, ADA accessibility, crosswalks and pedestrian amenities.

Long Range Plan #

13-838

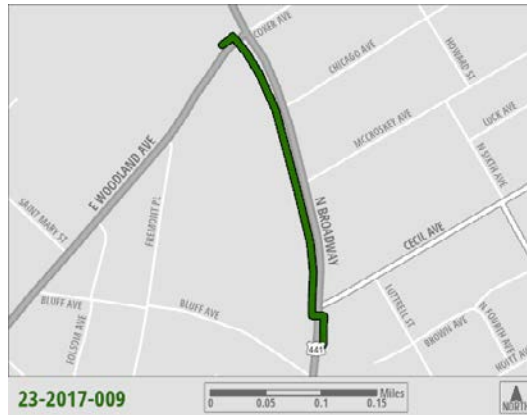
Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	CONST	L-STBG-TA	\$3,000,000	\$2,400,000	\$0	\$600,000
Total			\$3,000,000	\$2,400,000	\$0	\$600,000

Comments:

\$974,880 federal L-STBG & HIP previously obligated



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
23-2017-011	128777.01	1.30	City of Knoxville

County:

Knox

Route

-

Total Project Cost

\$3,431,000.00

Project Name:

East Knox Greenway - Phase 1

Termini

From Harriet Tubman St. to Chestnut St.

Project Description

The East Knox Greenway Ph. 1 will be a 1.3 mile greenway from Harriet Tubman Street to South Chesnut Street. The project will provide an alternative bike and pedestrian corridor for the area, and will increase connectivity of the Knoxville Greenway system as a whole.

Long Range Plan #

17-901

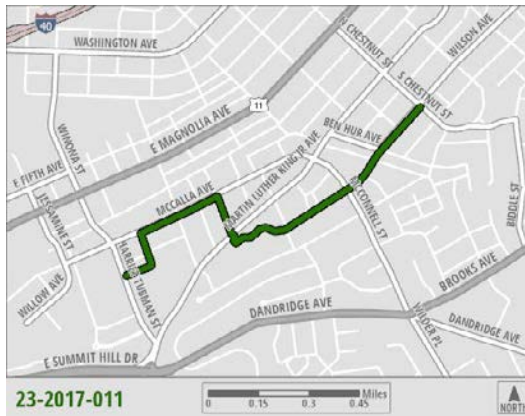
Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	ROW	CRP	\$500,000	\$400,000	\$0	\$100,000
2024	CONST	L-STBG	\$2,431,000	\$1,944,800	\$0	\$486,200
Total			\$2,931,000	\$2,344,800	\$0	\$586,200

Comments:

\$400,000 federal L-STBG previously obligated



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2017-017	129559.01	0.24	City of Knoxville

County:

Knox

Route

SR-1

Total Project Cost

\$6,000,000.00

Project Name:

Magnolia Ave Streetscape - Phase 3

Termini

(US-11/70, East Magnolia Avenue), From North Bertrand Street to North Kyle Street

Project Description

Construct streetscape improvements along Magnolia Avenue from N. Bertrand Street. to N. Kyle Street. Improvements will include raised medians replacing center left-turn lanes, signal improvements, bike lanes, improved sidewalks, transit stops, and amenities

Long Range Plan #

17-608A

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	ROW	L-STBG	\$300,000	\$240,000	\$0	\$60,000
2024	CONST	L-STBG	\$5,000,000	\$4,000,000	\$0	\$1,000,000
Total			\$5,300,000	\$4,240,000	\$0	\$1,060,000

Comments:

\$560,000 federal L-STBG previously obligated



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2017-028	125460.00	8.10	City of Knoxville

County:

Knox

Route

-

Total Project Cost

\$7,049,000.00

Project Name:

Accelerated Bus Corridor Stops/Passenger Information Systems Install

Termini

Modified KAT Route 22 which includes portions of Church St., Henley St., N. Broadway, Garden Dr., Jacksboro Pk., Essary Dr., Knox Dr., Fair Dr. and Maple Dr. The southern terminus is Knoxville Station and northern terminus is the Fountain City Superstop

Project Description

2016 CMAQ Award. ABC corridor improvements include Transit Signal Priority (TSP), ABC Stations and other ABC elements. This includes the capability (through signal system and bus operations hardware and software modifications) of instituting TSP and/or que jumps at up to 33 signalized intersections. The project will include the construction of 14 new standard ABC stations, 13 new basic ABC stations and improvements to the Fountain City Superstop, and additional improvements to make pedestrian and transit travel in the corridor easier.

Long Range Plan #

17-1006

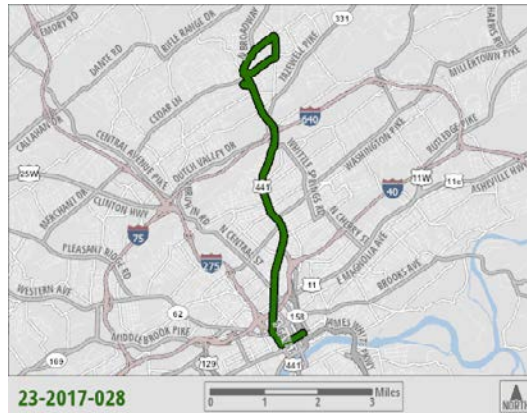
Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2024	PE-D	CMAQ	\$325,000	\$304,947	\$0	\$20,053
2025	ROW	CMAQ	\$199,999	\$187,659	\$0	\$12,340
2025	Const	CMAQ	\$5,815,479	\$5,335,577	\$0	\$479,902
Total			\$6,340,478	\$5,828,183	\$0	\$512,295

Comments:

\$566,817 federal CMAQ previously obligated



eSTIP Project Report



ID 23-2017-049 **PIN #** 127815.00 **Length in Miles** 0.60 **Lead Agency** City of Knoxville

County:

Knox

Route

-

Total Project Cost

\$10,510,000.00

Project Name:

South Waterfront Greenway - East of Suttree

Termini

Suttree Landing Park to Island Home Avenue Riverwalk

Project Description

Design and construction of a greenway connecting the .10 mile section of cantilevered riverwalk along Island Home Avenue to Suttree Landing Park riverwalk that is just east of Foggy Bottom Street along the Tennessee River.

Long Range Plan #

17-850

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2025	ROW	L-STBG-TA	\$1,300,000	\$1,040,000	\$0	\$260,000
Total			\$1,300,000	\$1,040,000	\$0	\$260,000

Comments:

\$368,000 Federal (L-STBG, L-STBG-TA) previously obligated



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2017-051	127958.00	6.50	City of Knoxville

County:

Knox

Route

-

Total Project Cost

\$2,430,000.00

Project Name:

Middlebrook Pike (SR-169) ATMS Expansion

Termini

Middlebrook Pike (SR-169)/University Ave. from College Street to Joe Hinton Road.

Project Description

Purchase, installation and integration of fiber optics, signal controllers, signal monitors, closed loop equipment, enhanced detection, DSRC, traffic signal cable and software. Project also includes development of new signal timing plans for the new equipment and software.

Long Range Plan #

18-603

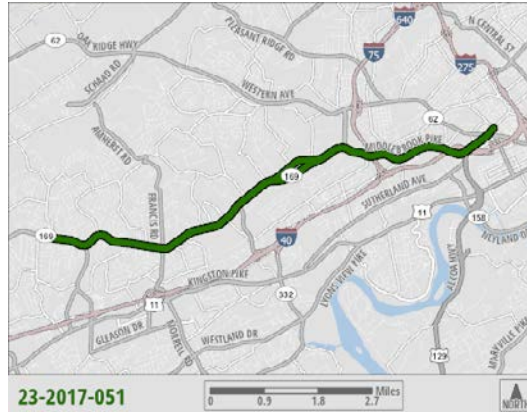
Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2024	CONST	CMAQ	\$1,892,501	\$1,892,501	\$0	\$0
Total			\$1,892,501	\$1,892,501	\$0	\$0

Comments:

\$537,499 federal CMAQ previously obligated



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2017-061	128836.00	0.00	City of Knoxville

County:

Knox

Route

-

Total Project Cost

\$2,967,000.00

Project Name:

Traffic Signal Improvements for the U.T. Area

Termini

A total of 39 signals will be upgraded along Cumberland Ave, Neyland Dr, 17th St/Ailor, Western Ave and Joe Johnson Dr. Signal improvements along Henley St will connect two ongoing projects between Broadway and Chapman Highway.

Project Description

2018 CMAQ Award: This project will provide signal equipment upgrades at a total of 39 signals along Cumberland Avenue, Neyland Drive, 17th Street, Western Ave, and Joe Johnson Drive. Signal improvements along Henley Street will connect two ongoing projects between Broadway and Chapman Highway. Addition of following elements: an ATMS data server, DSRC capable ATC controllers, high speed wireless network, and radio equipment. This proposal will increase ATMS capabilities and decrease traffic delay by being better able to sense traffic flow and provide SPaT and related data sharing features.

Long Range Plan #

19-603

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2024	PE-D	CMAQ	\$164,910	\$164,910	\$0	\$0
2026	CONST	CMAQ	\$2,692,360	\$2,692,360	\$0	\$0
Total			\$2,857,270	\$2,857,270	\$0	\$0

Comments:

\$172,730 federal CMAQ previously obligated



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2020-004	128306.00	0.50	City of Knoxville

County:

Knox

Route

-

Total Project Cost

\$4,410,900.00

Project Name:

Woodland Avenue Complete Street

Termini

Woodland Avenue, From SR-33 (US-441, North Broadway) to West Glenwood Street

Project Description

Construction of a complete street project on Woodland Avenue from SR-33 to West Glenwood for approximately .5 miles. Project will also include bicycle lanes, pedestrian crossing improvements, sidewalks, and other ADA upgrades.

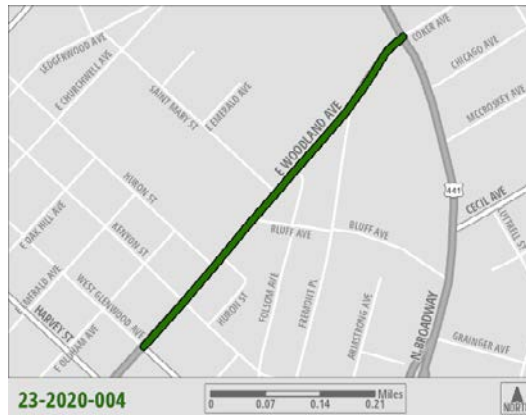
Long Range Plan #

19-606

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	ROW	L-STBG	\$600,000	\$480,000	\$0	\$120,000
2024	Const	L-STBG	\$3,400,000	\$2,720,000	\$0	\$680,000
Total			\$4,000,000	\$3,200,000	\$0	\$800,000



8.3.3 CITY OF LENOIR CITY PROJECTS



eSTIP Project Report

ID	PIN #	Length in Miles	Lead Agency
23-2017-062	128840.00	8.60	City of Lenoir City

County:

Loudon

Route

SR-

Total Project Cost

\$2,310,400.00

Project Name:

Lenoir City CMAQ ITS Phase II

Termini

US-321 / SR-73 /
SR-2 US-321 at US-70 US-321 at I-40 Ramps. (22 Traffic signals)

Project Description

2018 CMAQ Award: Phase II includes additional features not included in Phase I to enhance traffic flow and to reduce emissions. Dedicated Short Range Communications (DSRC) with Advanced Traffic Controllers (ATC) with cellular modems / batteries will be installed along with radar detection devices at 23 locations.

Long Range Plan #

19-400

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2025	Const	CMAQ	\$2,167,600	\$2,167,600	\$0	\$0
Total			\$2,167,600	\$2,167,600	\$0	\$0

Comments:

\$142,800 federal CMAQ previously obligated



8.3.4 CITY OF MARYVILLE PROJECTS

eSTIP Project Report



ID 23-2017-006 **PIN #** 130845.00 **Length in Miles** 1.25 **Lead Agency** City of Maryville

County:

Blount

Route

O-

Total Project Cost

\$3,895,000.00

Project Name:

Maryville to Townsend Greenway - Phase 1 (Brown Creek)

Termini

Harper Ave Trailhead to East Lamar Alexander Pkwy (US 321)

Project Description

Construction of a shared use path/greenway from an existing trailhead at Harper Ave. (near Aluminum Ave.) to Lamar Alexander Parkway along Browns Creek.

Long Range Plan #

13-833

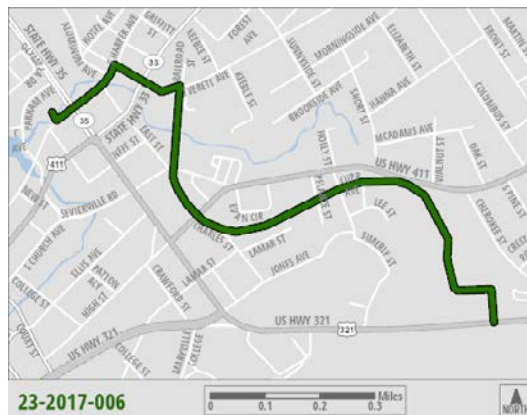
Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	ROW	CRP	\$1,580,000	\$1,264,000	\$0	\$316,000
2024	Const	L-STBG-TA	\$2,000,000	\$1,600,000	\$0	\$400,000
Total			\$3,580,000	\$2,864,000	\$0	\$716,000

Comments:

\$252,000 federal L-STBG previously obligated



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2017-042	127933.00	0.89	City of Maryville

County:

Blount

Route

O-

Total Project Cost

\$6,335,000.00

Project Name:

Carpenters Grade Road Widening and Intersection Improvements

Termini

From Raulston Road/Peterson Lane to Cochran Road

Project Description

Reconstruct 2-lane road with addition of turn lanes and sidewalk. Construct a signalized intersection at Peterson Ln, Cochran Rd and Raulston Rd intersection.

Long Range Plan #

09-223

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2024	Const	L-STBG	\$4,740,000	\$3,792,000	\$0	\$948,000
Total			\$4,740,000	\$3,792,000	\$0	\$948,000

Comments:

\$1,276,000 federal L-STBG previously obligated



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2020-005	132946.00	0.66	City of Maryville

County:

Blount

Route

-

Total Project Cost

\$6,190,000.00

Project Name:

Foothills Mall Dr. Extension Ph. 2

Termini

Foch St. to McCammon Ave.

Project Description

Construct new 2-lane road with center turn lane and sidewalks.

Long Range Plan #

10-260

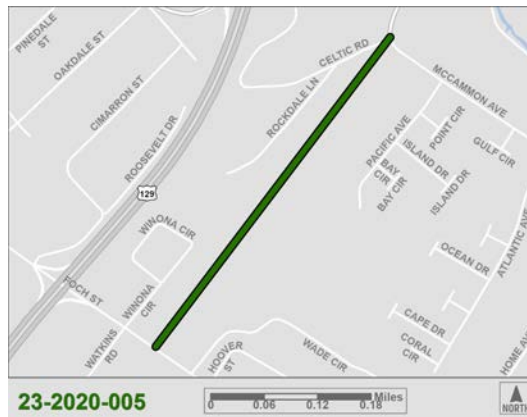
Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	L-STBG	\$208,000	\$166,400	\$0	\$41,600
2024	ROW	L-STBG	\$882,000	\$705,600	\$0	\$176,400
2025	CONST	L-STBG	\$5,000,000	\$4,000,000	\$0	\$1,000,000
Total			\$6,090,000	\$4,872,000	\$0	\$1,218,000

Comments:

\$80,000 federal L-STBG previously obligated



23-2020-005

eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2020-006		0.45	City of Maryville

County:

Blount

Route

SR-33

Total Project Cost

\$6,573,000.00

Project Name:

SR-33 West Broadway Ave. Widening

Termini

US 321 (Lamar Alexander Pkwy.) to South Cedar St.

Project Description

Construct additional westbound left turn lane at intersection with Lamar Alexander Pkwy and convert continuous center turn lane to additional westbound through lane along W Broadway Avenue. Project includes construction of new shared use path and other bicycle/pedestrian enhancements.

Long Range Plan #

09-242

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	L-STBG	\$630,000	\$504,000	\$0	\$126,000
2024	ROW	L-STBG	\$772,000	\$617,600	\$0	\$154,400
Total			\$1,402,000	\$1,121,600	\$0	\$280,400

Comments:

\$110,000 federal L-STBG previously obligated



8.3.5 CITY OF OAK RIDGE PROJECTS

eSTIP Project Report



ID 23-2017-046 **PIN #** 125624.00 **Length in Miles** 2.32 **Lead Agency** City of Oak Ridge

County:
Anderson

Route - **Total Project Cost** \$5,258,316.00

Project Name:
Oak Ridge Rails to Trails - Ph. 1

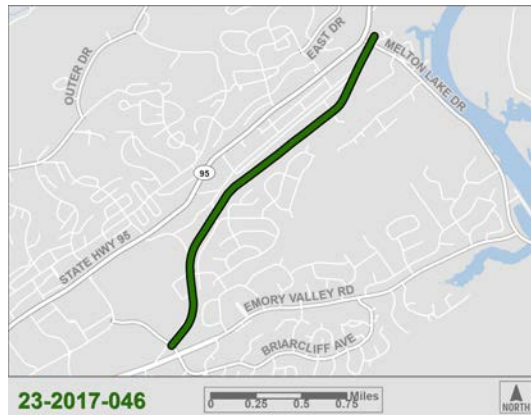
Termini
Elza Gate Park near Melton Lake Dr. to south of Briarcliff Ave.

Project Description
Construction of a greenway along old rail line along Belgrade Road, Warehouse Road, Fairbanks Road beginning at the intersection of Oak Ridge Turnpike and Elza Gate and terminating at a new trailhead south of Briarcliff Ave.

Long Range Plan # 13-830 **Conformity Status** Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2026	CONST	L-STBG	\$2,900,000	\$2,320,000	\$0	\$580,000
Total			\$2,900,000	\$2,320,000	\$0	\$580,000

Comments:
\$1,886,653 (L-STBG-TA, L-STBG) previously obligated



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2017-064	128830.00	3.44	City of Oak Ridge

County:

Anderson

Route

SR-62

Total Project Cost

\$2,955,000.00

Project Name:

Oak Ridge Signal Timing Optimization Program: Phase III

Termini

Project is primarily located along Illinois Ave (SR 62) and Lafayette Dr. The project includes the following (11) signalized intersections: Illinois Ave (SR 62) at Robertsville Rd; Illinois Ave (SR 62) at Ivanhoe Rd/Ivanhoe Lane; Illinois Ave (SR 62) at ORAU Way/Tulsa Rd; Illinois Ave (SR 62) at Tulane Av/Tuskegee Dr; Illinois Ave (SR 62) at East Tulsa Rd; Illinois Ave (SR 62) at South Rutgers Ave; Illinois Ave (SR 62) at Woodland Terrace; Illinois Ave (SR 62) at Lafayette Dr/Scarboro Rd; Lafayette Dr at Manchester Rd/Hendrix Dr; Lafayette Dr at Emory Valley Rd; Lafayette Dr at Laboratory Rd

Project Description

2018 CMAQ Award: Oak Ridge Signal Timing Optimization Program: Phase III - Primary elements of include the installation of advanced traffic controllers (ATC) at ten (10) intersections, the installation/replacement of wireless interconnect at eleven (11) intersections, the replacement of loop detectors with non-intrusive radar vehicle detection at ten (10) intersections, installation of dedicated short-range communications (DSRC) equipment at eleven (11) intersections and the installation of flashing yellow arrow signal heads at ten (10) intersections. Additional improvements include replacing signal heads with more efficient LED signal heads, installing accessible pedestrian signals at all intersections, signing and marking upgrades, and the reconstruction of curb ramps that are not ADA compliant.

Long Range Plan #

19-100

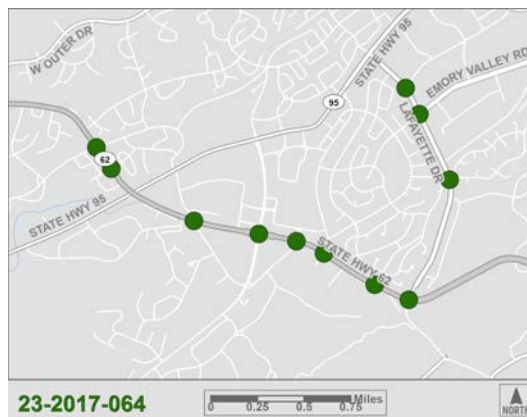
Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2024	PE-D	CMAQ	\$269,000	\$269,000	\$0	\$0
2026	CONST	CMAQ	\$2,555,000	\$2,500,000	\$0	\$55,000
Total			\$2,824,000	\$2,769,000	\$0	\$55,000

Comments:

\$131,000 federal CMAQ previously obligated



8.3.6 CITY OF SEVIERVILLE PROJECTS

eSTIP Project Report



ID 23-2017-044 **PIN #** 128581.00 **Length in Miles** 0.00 **Lead Agency** City of Sevierville

County:

Sevier

Route

SR-338

Total Project Cost

\$2,008,000.00

Project Name:

Boys Creek Highway (SR-338) at Old Knoxville Highway Intersection Improvements

Termini

(Boys Creek Highway), Intersection at Old Knoxville Highway, LM 10.58 in Sevierville

Project Description

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

Long Range Plan #

18-500

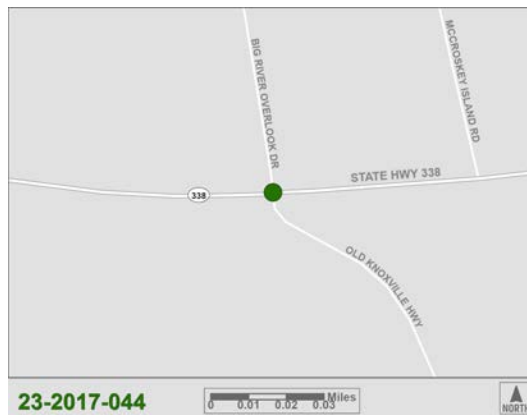
Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	ROW	L-STBG	\$210,000	\$168,000	\$42,000	\$0
2024	Const	L-STBG	\$1,677,000	\$1,341,600	\$335,400	\$0
Total			\$1,887,000	\$1,509,600	\$377,400	\$0

Comments:

\$96,800 federal L-STBG previously obligated



8.3.7 KNOX COUNTY PROJECTS

eSTIP Project Report



ID 23-2014-002 **PIN #** 121508.00 **Length in Miles** 1.70 **Lead Agency** TDOT

County:

Knox

Route

SR-131

Total Project Cost

\$27,800,000.00

Project Name:

Lovell Road (SR-131) Widening

Termini

(Lovell Road), From Cedardale Lane to Middlebrook Pike In Knoxville

Project Description

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

Long Range Plan #

09-637

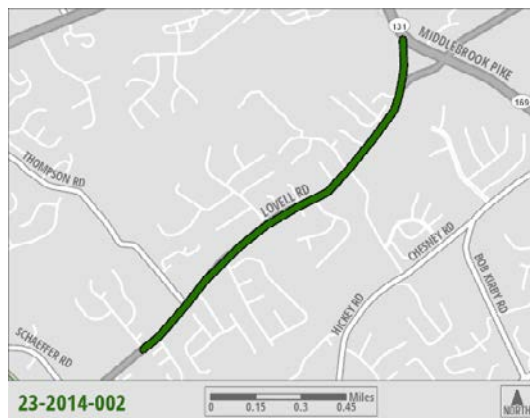
Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2024	ROW	L-STBG	\$2,770,000	\$2,216,000	\$0	\$554,000
2026	CONST	L-STBG	\$23,720,000	\$18,976,000	\$0	\$4,744,000
Total			\$26,490,000	\$21,192,000	\$0	\$5,298,000

Comments:

\$78,880 federal L-STBG/\$953,494 federal HIP funds previously obligated



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2014-006	121731.00	1.50	Knox County

County:

Knox

Route

-

Total Project Cost

\$21,500,000.00

Project Name:

Schaad Rd. Widening

Termini

Schaad Rd. from Oak Ridge Hwy. (SR-62) to Pleasant Ridge Rd.

Project Description

Widen 2-lane to 4-lane

Long Range Plan #

09-625

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	ROW	LOCAL	\$5,700,000	\$0	\$0	\$5,700,000
2025	CONST	LOCAL	\$15,300,000	\$0	\$0	\$15,300,000
Total			\$21,000,000	\$0	\$0	\$21,000,000



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
23-2017-063	128833.00	0.00	Knox County

County:

Knox

Route

-

Total Project Cost

\$1,547,000.00

Project Name:

Knox County Advanced Traffic Management System - Phase II

Termini

E. Emory Rd. (SR131) at Andersonville Pike, Norris Freeway (SR71/US4 441) at Sam Walton Way, Watt Rd I-40 EB and WB ramps, Maynardville Pk (SR 33/US 441) at Andersonville Pk. Maynardville Pk (9) and Norris Fwy (1)

Project Description

2018 CMAQ Award: Phase II will include a variety of signal upgrades at four intersections, and DSRC equipment at 11 other intersections completed during Phase 1. The proposed improvements that are included at the 4 new intersections of Phase II are the installation of new traffic signal controllers, dedicated short-range communication (DSRC) units, non-intrusive fish-eye video detection, wireless interconnect, malfunction management units (MMU), battery backups, new signal cabinets, and the development of coordinated timings. Additionally at 11 locations DSRC equipment will be added to cabinets completed during Phase 1.

Long Range Plan #

19-604

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2025	CONST	CMAQ	\$1,406,500	\$1,406,500	\$0	\$0
Total			\$1,406,500	\$1,406,500	\$0	\$0

Comments:

\$140,500 federal CMAQ previously obligated



23-2017-063

8.3.8 TOWN OF FARRAGUT PROJECTS

eSTIP Project Report



ID 23-2014-082 **PIN #** 125045.00 **Length in Miles** 1.00 **Lead Agency** Town of Farragut

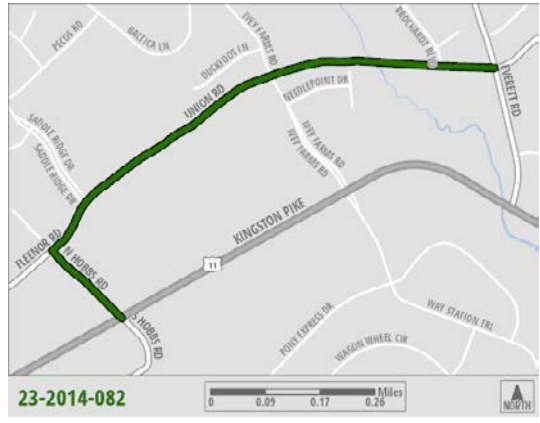
County: Knox
Route: -
Total Project Cost: \$6,960,000.00
Project Name: Union Road/N. Hobbs Road Improvements

Termini: Union Road, From North Hobbs Road to Everett Road and North Hobbs Road, From Union Road to SR-1 (US-11, Kingston Pike)

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

Long Range Plan #		Conformity Status				
13-601		Exempt				
FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	CONST	L-STBG	\$5,500,000	\$4,400,000	\$0	\$1,100,000
Total			\$5,500,000	\$4,400,000	\$0	\$1,100,000

Comments: \$1,168,000 federal L-STBG & HIP previously obligated



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2020-002	132927.00	1.14	Town of Farragut

County:

Knox

Route

O-

Total Project Cost

\$9,167,000.00

Project Name:

Virtue Road/Boyd Station Road Improvements - Ph. 2

Termini

1200' south of Needlegrass Ln. to Willow Cove Way.

Project Description

Widen Virtue Rd. to two 11' lanes with curb and gutter, and provide shared use path connection to existing and planned bike/ped facilities.

Long Range Plan #

09-630

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	L-STBG	\$366,000	\$292,800	\$0	\$73,200
2025	ROW	L-STBG	\$925,000	\$740,000	\$0	\$185,000
Total			\$1,291,000	\$1,032,800	\$0	\$258,200

Comments:

\$316,800 federal L-STBG previously obligated



8.3.9 TPO GROUPINGS (INCLUDES ALL CITY OF CLINTON PROJECTS)

eSTIP Project Report



ID 23-2023-305 **PIN #** **Length in Miles** **Lead Agency** Various

County:

Route - **Total Project Cost** \$12,829,129.00

Project Name: STBG/STBG Transportation Alternatives (STBG-TA) Bike/Pedestrian Grouping

Termini

Project Description

This grouping will be used to fund greenways, sidewalks, bike/pedestrian amenities, streetscaping, and to fund STBG - Transportation Alternatives projects, which provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects throughout the Knoxville TPO area.

Long Range Plan # 17-911 **Conformity Status** Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-N	L-STBG	\$200,000	\$160,000	\$0	\$40,000
2023	CONST	S-STBG-TA	\$2,331,436	\$1,865,149	\$0	\$466,287
2024	PE-D	L-STBG-TA	\$590,000	\$472,000	\$0	\$118,000
2024	ROW	L-STBG	\$1,030,000	\$824,000	\$0	\$206,000
2024	CONST	L-STBG-TA	\$625,000	\$500,000	\$0	\$125,000
2024	CONST	CRP	\$1,113,000	\$890,400	\$0	\$222,600
2025	CONST	S-STBG-TA	\$1,302,693	\$1,042,154	\$0	\$260,539
2026	CONST	L-STBG-TA	\$2,500,000	\$2,000,000	\$0	\$500,000
2026	CONST	CRP	\$2,375,000	\$1,900,000	\$0	\$475,000
2026	CONST	MMAG	\$762,000	\$0	\$723,900	\$38,100
Total			\$12,829,129	\$9,653,703	\$723,900	\$2,451,526

Grantee	Project Name	TDOT PIN	Fund Type	FY	Phase	Federal Funds
City of Clinton	Pedestrian Improvements Ph. 3	130923.00	S-STBG-TA	2025	CON	\$1,042,154
City of Knoxville	Fort Sanders Neighborhood to Tyson Park Connection	-	L-STBG	2023	PE-N	\$160,000
City of Knoxville	Fort Sanders Neighborhood to Tyson Park Connection	-	L-STBG-TA	2024	PE-D	\$472,000
City of Knoxville	Fort Sanders Neighborhood to Tyson Park Connection	-	L-STBG	2024	ROW	\$824,000
City of Knoxville	Fort Sanders Neighborhood to Tyson Park Connection	-	L-STBG-TA	2026	CON	\$2,000,000
City of Knoxville	Fort Sanders Neighborhood to Tyson Park Connection	-	CRP	2026	CON	\$1,900,000
City of Knoxville	South Knoxville Bridge Greenway	-	CRP	2024	CON	\$890,400
City of Knoxville	South Knoxville Bridge Greenway	-	L-STBG-TA	2024	CON	\$500,000
City of Knoxville	Northwest Greenway Connector - Ph. 2	126641.00	S-STBG-TA	2023	CON	\$1,865,149

eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2023-306			Various

County:

Route	Total Project Cost
-	\$1,618,000.00

Project Name:
Planning and Studies Grouping

Termini

Project Description
This grouping will be used to fund planning reports and studies throughout the Knoxville TPO planning area.

Long Range Plan #	Conformity Status
Consistent with Mobility	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	STUDY	L-STBG	\$375,000	\$300,000	\$0	\$75,000
2024	STUDY	L-STBG	\$394,000	\$315,200	\$0	\$78,800
2025	STUDY	L-STBG	\$414,000	\$331,200	\$0	\$82,800
2026	STUDY	L-STBG	\$435,000	\$348,000	\$0	\$87,000
Total			\$1,618,000	\$1,294,400	\$0	\$323,600

Grantee	Project Name	TDOT PIN	Fund Type	FY	Phase	Federal Funds
Various	Regional Pavement Data Collection		L-STBG	2023	Implementation	\$300,000
Various	Regional Pavement Data Collection		L-STBG	2024	Implementation	\$315,200
Various	Regional Pavement Data Collection		L-STBG	2025	Implementation	\$331,200
Various	Regional Pavement Data Collection		L-STBG	2026	Implementation	\$348,000

eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
23-2023-307			Various

County:

<u>Route</u>	<u>Total Project Cost</u>
-	\$2,000.00

Project Name:
Maintenance and Repair Grouping

Termini
TPO Planning Area

Project Description
Funds will be used for operation, maintenance, repair, or resurfacing works.

<u>Long Range Plan #</u>	<u>Conformity Status</u>
21-702	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-N	L-STBG	\$500	\$400	\$0	\$100
2024	PE-N	L-STBG	\$500	\$400	\$0	\$100
2025	PE-N	L-STBG	\$500	\$400	\$0	\$100
2026	PE-N	L-STBG	\$500	\$400	\$0	\$100
Total			\$2,000	\$1,600	\$0	\$400

8.3.10 TDOT PROJECTS & GROUPINGS

eSTIP Project Report



ID 23-2011-082 **PIN #** 101725.02 **Length in Miles** 0.60 **Lead Agency** TDOT

County:

Blount

Route

SR-336

Total Project Cost

\$25,000,000.00

Project Name:

Montvale Road (SR-336)

Termini

Montvale Station Road to SR-73(Lamar Alexander Parkway) (IA)

Project Description

WIDEN EXISTING ROADWAY TO 2 12 FOOT TRAVEL LANES WITH A 12 FOOT CENTER TURN LANE INCLUDING CURB AND GUTTER, SIDEWALK, AND A MULTIUSE PATH. CLOSE SR-73 EB AND WB ACCESS TO HIGHLAND AVE. TO CONSTRUCT EB RIGHT-TURN LANE ON TO SR-336; LENGTHEN WB SR-73 LEFT-TURN LANE NEAR HIGHLAND AVE.

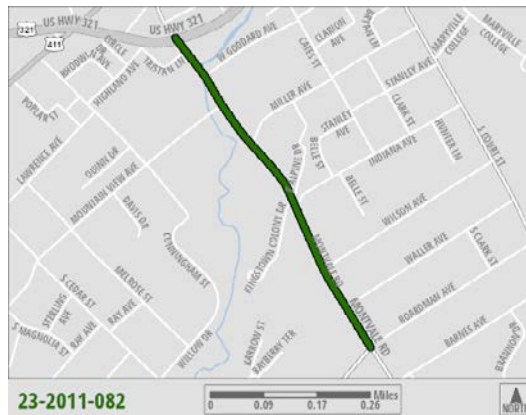
Long Range Plan #

09-262

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	ROW	STBG	\$9,300,000	\$7,440,000	\$1,860,000	\$0
Total			\$9,300,000	\$7,440,000	\$1,860,000	\$0



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
23-2014-025	101423.00	4.50	TDOT

County:

Blount

Route

SR-162EXT

Total Project Cost

\$114,700,000.00

Project Name:

Pellissippi Pkwy. (SR-162) Extension

Termini

(Pellissippi Parkway), From SR-33 to SR-73 (US-321) (IA)

Project Description

Construct new 4 lane

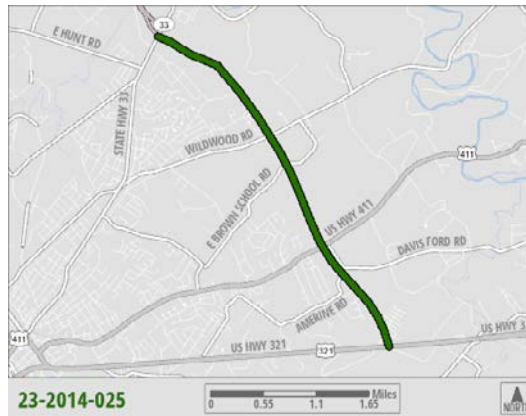
Long Range Plan #

09-232

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	ROW	HPP	\$9,090,162	\$7,272,130	\$1,818,032	\$0
Total			\$9,090,162	\$7,272,130	\$1,818,032	\$0



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2014-059	113608.00	0.58	TDOT

County:

Blount

Route

SR-35

Total Project Cost

\$13,209,750.00

Project Name:

Sevierville Road

Termini

From Near South Washington Street to Near Walnut Street

Project Description

Reconstruct Sevierville Road(SR-35) from two lanes to three lanes, curb and gutter, and sidewalks with intersection improvements.

Long Range Plan #

09-214

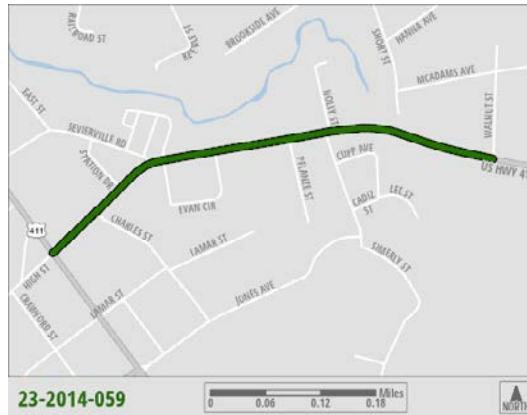
Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	ROW	L-STBG	\$3,700,000	\$2,960,000	\$740,000	\$0
2026	Const	L-STBG	\$8,709,750	\$6,967,800	\$1,741,950	\$0
Total			\$12,409,750	\$9,927,800	\$2,481,950	\$0

Comments:

\$640,000 federal L-STBG previously obligated



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
23-2014-069	100241.03	1.60	TDOT

County:

Knox

Route

SR-115

Total Project Cost

\$117,704,000.00

Project Name:

Alcoa Hwy. (SR-115/US-129)

Termini

From Woodson Drive to Cherokee Trail Interchange (IA)

Project Description

Widening from 4-ln to 6-ln including pedestrian and bicycle facilities.

Long Range Plan #

09-653

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	Const	NHPP	\$93,200,000	\$74,560,000	\$18,640,000	\$0
Total			\$93,200,000	\$74,560,000	\$18,640,000	\$0



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2017-005	124754.00	2.94	TDOT

County:

Blount

Route

SR-115

Total Project Cost

\$22,700,000.00

Project Name:

SR-115 (US-129) Widening

Termini

From SR-73 (Lamar Alexander Pkwy) to SR-35 (Hall Road) (IA)

Project Description

Widen from four to six lanes

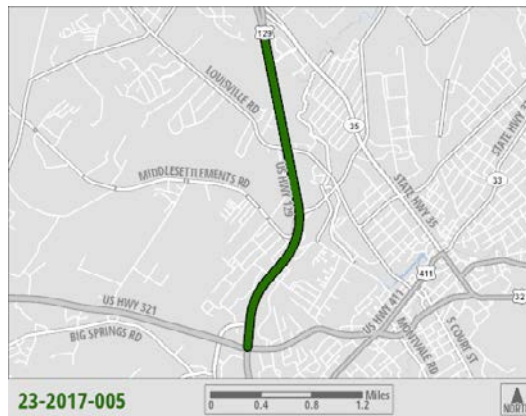
Long Range Plan #

17-202

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	NHPP	\$400,000	\$320,000	\$80,000	\$0
2024	ROW	NHPP	\$600,000	\$480,000	\$120,000	\$0
Total			\$1,000,000	\$800,000	\$200,000	\$0



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
23-2017-036	124455.00	4.87	TDOT

County:

Knox

Route

SR-131

Total Project Cost

\$70,600,000.00

Project Name:

Emory Rd (SR-131)

Termini

(East Emory Road), From near SR-33 to near SR-331 (IA)

Project Description

Widening 2 lanes to 4 lanes with median and/or center turn lane, including bicycle; pedestrian facilities

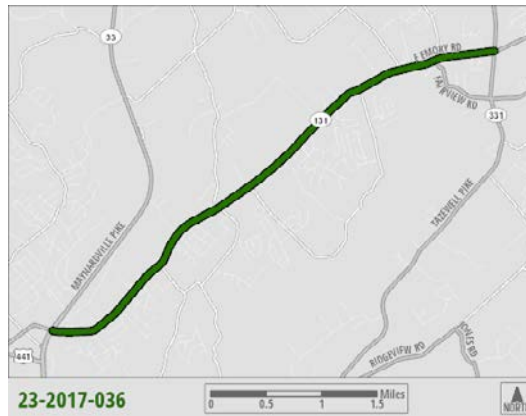
Long Range Plan #

09-643

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	STBG	\$4,200,000	\$3,360,000	\$840,000	\$0
Total			\$4,200,000	\$3,360,000	\$840,000	\$0



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
23-2017-037a	124121.02	3.63	TDOT

County:

Anderson

Route

SR-170

Total Project Cost

\$55,100,000.00

Project Name:

Edgemoor Road (SR-170)

Termini

From near Melton Lake Drive to SR-9 (US-25W, Clinton Highway) (IA)

Project Description

Widening 2 lanes to 4 lanes with median and/or center turn lane. Also includes bicycle; pedestrian facilities and a new bridge over the Clinch River. (Split into two segments for PE,ROW, and Construction on PINs 124121.01 and.02)

Long Range Plan #

09-101b

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	STBG	\$3,000,000	\$2,400,000	\$600,000	\$0
2024	ROW	STBG	\$6,600,000	\$5,280,000	\$1,320,000	\$0
Total			\$9,600,000	\$7,680,000	\$1,920,000	\$0



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2017-038	124443.00	0.57	TDOT

County:

Knox

Route

I-75

Total Project Cost

\$178,500,000.00

Project Name:

I-640/I-275/I-75 Interchange

Termini

Interchange at I-640/275 (Sharps Gap) (IA)

Project Description

Interchange reconstruction along with addition of auxiliary lanes in each direction on I-75

Long Range Plan #

09-654

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2024	PE-N	NHPP	\$2,500,000	\$2,000,000	\$500,000	\$0
2024	PE-D	NHPP	\$5,500,000	\$4,400,000	\$1,100,000	\$0
Total			\$8,000,000	\$6,400,000	\$1,600,000	\$0



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2017-040	124784.00	10.30	TDOT

County:
Blount, Knox, Sevier

Route	Total Project Cost
SR-71	\$50,500,000.00

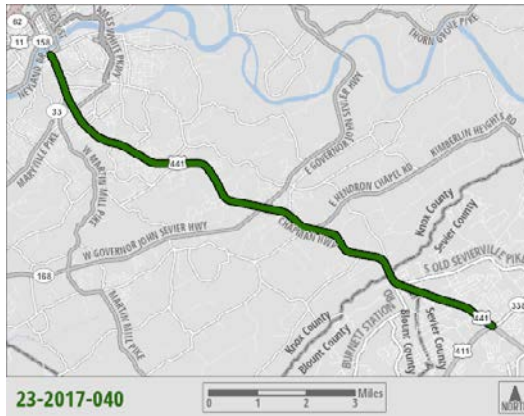
Project Name:
Chapman Hwy. (SR-71/US-441) Operational and Safety Improvements

Termini
(Chapman Hwy), From near Blount Avenue to near SR-338 (Boys Creek Hwy) in Seymour (IA)

Project Description
Intersection improvements and/or driveway improvements and/or left turn lanes at various locations throughout the project area.

Long Range Plan #	Conformity Status
09-626	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	NHPP	\$3,000,000	\$2,400,000	\$600,000	\$0
Total			\$3,000,000	\$2,400,000	\$600,000	\$0



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
23-2017-050	124131.00	9.20	TDOT

County:
Blount, Knox

<u>Route</u>	<u>Total Project Cost</u>
I-140	\$4,700,000.00

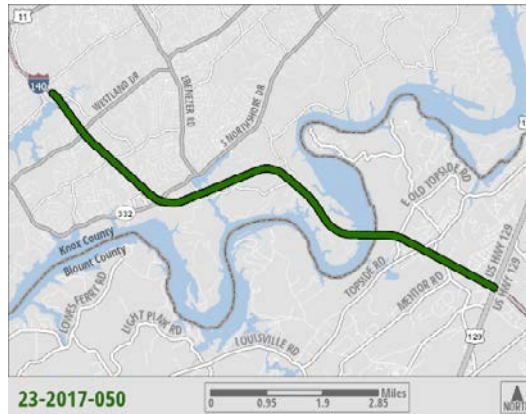
Project Name:
I-140 ITS Expansion

Termini
ITS Expansion from I-140 MM 2 to SR-115 (US-129, Alcoa HWY., Exit 11) (IA)

Project Description
I-140 ITS Expansion to include the installation of a power and communication network and ITS devices such as CCTV cameras, DMS, and RDS.

<u>Long Range Plan #</u>	<u>Conformity Status</u>
18-201	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	Const	NHPP	\$4,300,000	\$3,440,000	\$860,000	\$0
Total			\$4,300,000	\$3,440,000	\$860,000	\$0



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
23-2017-056	124451.00	5.14	TDOT

County:

Knox

Route

I-75

Total Project Cost

\$120,200,000.00

Project Name:

I-75

Termini

From near SR-131 (near Emory Road) to near SR-170 (near Raccoon Valley Road) (IA)

Project Description

Widen from 4 to 6 lanes

Long Range Plan #

09-692

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	NHPP	\$6,658,222	\$5,326,578	\$1,331,644	\$0
Total			\$6,658,222	\$5,326,578	\$1,331,644	\$0



eSTIP Project Report



ID	PIN #	Length in Miles	Lead Agency
23-2017-057	123073.00	0.45	TDOT

County:

Knox

Route

SR-162

Total Project Cost

\$21,400,000.00

Project Name:

Pellissippi Pkwy (SR-162) Interchange at Oak Ridge Hwy (SR-62) in Solway (IA)

Termini

(Pellissippi Pkwy) Interchange at SR-62 (Oak Ridge Hwy) In Solway (IA)

Project Description

Reconstruct interchange to a Single Point Urban Interchange (SPUI) and provide connection to Solway Road

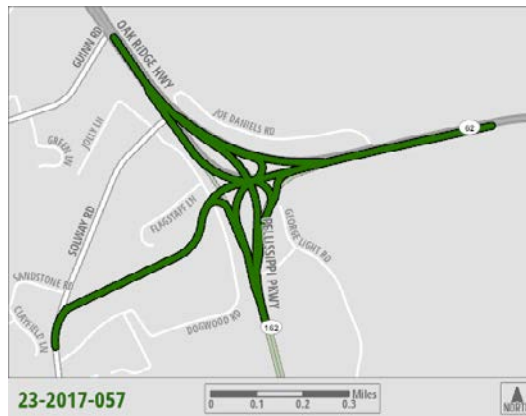
Long Range Plan #

09-649

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	NHPP	\$1,000,000	\$800,000	\$200,000	\$0
2023	PE-D	LOCAL	\$473,000	\$0	\$0	\$473,000
2023	ROW	NHPP	\$3,000,000	\$2,400,000	\$600,000	\$0
2023	ROW	LOCAL	\$2,500,000	\$0	\$0	\$2,500,000
Total			\$6,973,000	\$3,200,000	\$800,000	\$2,973,000



eSTIP Project Report



ID 23-2020-011 **PIN #** 124451.01 **Length in Miles** 0.89 **Lead Agency** TDOT

County:

Knox

Route

I-75

Total Project Cost

\$12,500,000.00

Project Name:

I-75 at Emory Road (SR-131) Interchange

Termini

Interchange at SR-131 (Exit 112, Emory Road) (IA)

Project Description

Reconfigure interchange to a Diverging Diamond Interchange to improve capacity, safety and operations

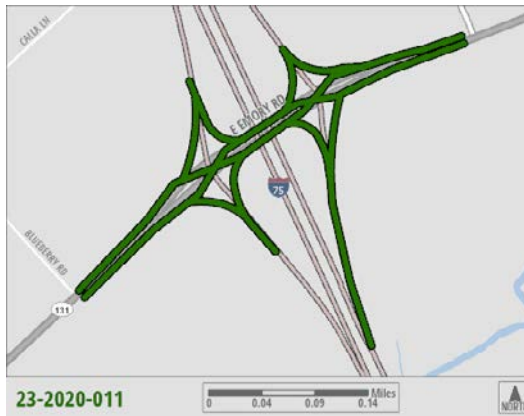
Long Range Plan #

09-652

Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE-D	LOCAL	\$472,222	\$0	\$0	\$472,222
2023	PE-D	L-STBG	\$277,778	\$250,000	\$0	\$27,778
2023	PE-D	NHPP	\$64,000	\$51,200	\$12,800	\$0
2023	ROW	NHPP	\$1,500,000	\$1,200,000	\$300,000	\$0
2024	Const	NHPP	\$10,100,000	\$8,080,000	\$2,020,000	\$0
Total			\$12,414,000	\$9,581,200	\$2,332,800	\$500,000



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
23-2020-012	101651.04	4.90	TDOT

County:

Blount

Route

SR-115

Total Project Cost

\$118,100,000.00

Project Name:

Relocated Alcoa Hwy. (SR-115/US-129)

Termini

(Relocated Alcoa Highway), from Proposed Interchange at Tyson Blvd to Existing SR-115 at South Singleton Station Road Stage 1 (IA)

Project Description

Stage construction including grade, drain, base, pave, signal, lighting, ITS, greenway, retaining wall, natural stream design, and bridge, from South of proposed Wright Road Interchange to North of proposed SR-162 (Pellissippi Parkway) interchange providing local connectivity for existing routes and destinations.

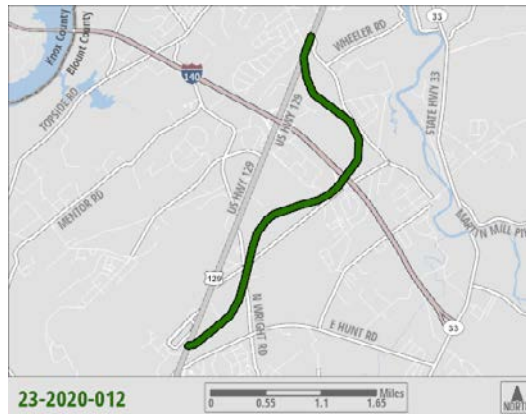
Long Range Plan #

09-257

Conformity Status

Non-Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	Const	NHPP	\$105,300,000	\$84,240,000	\$21,060,000	\$0
Total			\$105,300,000	\$84,240,000	\$21,060,000	\$0



eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
23-2023-301	126777.00		TDOT

County:
Anderson, Blount, Knox, Loudon, Roane, Sevier

<u>Route</u>	<u>Total Project Cost</u>
-	\$5,344,152.00

Project Name:
Highway Safety Improvement Program Grouping

Termini
KNOXVILLE TPO - SAFETY - URBAN GROUPING

Project Description
See TIP grouping description for a comprehensive listing of activities included but not limited for eligibility.

<u>Long Range Plan #</u>	<u>Conformity Status</u>
21-705	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE/ROW/Const	HSIP	\$4,000,000	\$3,600,000	\$400,000	\$0
2023	PE/ROW/Const	HSIP-R	\$10,000	\$9,000	\$1,000	\$0
2023	PE/ROWConst	PHSIP	\$0	\$0	\$0	\$0
2024	PE/ROW/Const	HSIP	\$500,000	\$450,000	\$50,000	\$0
2024	PE/ROW/Const	HSIP-R	\$10,000	\$9,000	\$1,000	\$0
2024	PE/ROW/Const	PHSIP	\$304,152	\$304,152	\$0	\$0
2025	PE/ROW/Const	HSIP	\$250,000	\$225,000	\$25,000	\$0
2025	PE/ROW/Const	HSIP-R	\$10,000	\$9,000	\$1,000	\$0
2025	PE/ROWConst	PHSIP	\$0	\$0	\$0	\$0
2026	PE/ROW/Const	HSIP	\$250,000	\$225,000	\$25,000	\$0
2026	PE/ROW/Const	HSIP-R	\$10,000	\$9,000	\$1,000	\$0
2026	PE/ROW/Const	PHSIP	\$0	\$0	\$0	\$0
Total			\$5,344,152	\$4,840,152	\$504,000	\$0

eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
23-2023-302	126776.00		TDOT

County:
Anderson, Blount, Knox, Loudon, Roane, Sevier

<u>Route</u>	<u>Total Project Cost</u>
-	\$25,340,700.00

Project Name:
Surface Transportation System Preservation and Operation Grouping

Termini
KNOXVILLE MPO - SURFACE TRANSPORTATION SYSTEM PRESERVATION AND OPERATION URBAN GROUPING

Project Description
See TIP grouping description for a comprehensive listing of activities included but not limited for eligibility

<u>Long Range Plan #</u>	<u>Conformity Status</u>
Consistent with Goal 1	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE/ROW/Const	STBG	\$10,136,280	\$8,109,024	\$2,027,256	\$0
2024	PE/ROW/Const	STBG	\$8,869,245	\$7,095,396	\$1,773,849	\$0
2025	PE/ROW/Const	STBG	\$5,068,140	\$4,054,512	\$1,013,628	\$0
2026	PE/ROW/Const	STBG	\$1,267,035	\$1,013,628	\$253,407	\$0
Total			\$25,340,700	\$20,272,560	\$5,068,140	\$0

eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
23-2023-303	126775.00		TDOT

County:
Anderson, Blount, Knox, Loudon, Roane, Sevier

<u>Route</u>	<u>Total Project Cost</u>
-	\$65,449,600.00

Project Name:
National Highway System Preservation and Operation Grouping

Termini
KNOXVILLE MPO - NATIONAL HIGHWAY SYSTEM PRESERVATION AND OPERATION URBAN GROUPING

Project Description
See TIP grouping description for a comprehensive listing of activities included but not limited for eligibility.

<u>Long Range Plan #</u>	<u>Conformity Status</u>
21-704	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PE/ROW/Const	NHPP	\$19,427,600	\$15,542,080	\$3,885,520	\$0
2024	PE/ROW/Const	NHPP	\$18,861,600	\$15,089,280	\$3,772,320	\$0
2025	PE/ROW/Const	NHPP	\$15,152,000	\$12,121,600	\$3,030,400	\$0
2026	PE/ROW/Const	NHPP	\$12,008,400	\$9,606,720	\$2,401,680	\$0
Total			\$65,449,600	\$52,359,680	\$13,089,920	\$0

8.3.11 TRANSIT PROJECTS

eSTIP Project Report



ID 23-2023-200 **PIN #** **Length in Miles** **Lead Agency** City of Knoxville

County:

Route - **Total Project Cost** \$44,055,640.00

Project Name: Section 5307 Funds

Termini TPO Planning Area

Project Description 5307 formula transit funding is for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.

Long Range Plan # 13-860 **Conformity Status** Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	SECTION 5307	\$10,657,041	\$8,525,633	\$1,065,704	\$1,065,704
2024	PURCHASE	SECTION 5307	\$10,891,497	\$8,713,197	\$1,089,150	\$1,089,150
2025	PURCHASE	SECTION 5307	\$11,131,109	\$8,904,887	\$1,113,111	\$1,113,111
2026	PURCHASE	SECTION 5307	\$11,375,993	\$9,100,795	\$1,137,599	\$1,137,599
Total			\$44,055,640	\$35,244,512	\$4,405,564	\$4,405,564

Comments: Part of state funding is from the Critical Trip Funding received annually from TDOT by CAC and ETHRA.

eSTIP Project Report



<u>ID</u>	<u>PIN #</u>	<u>Length in Miles</u>	<u>Lead Agency</u>
23-2023-201			TPO/Knox Planning

County:

<u>Route</u>	<u>Total Project Cost</u>
-	\$4,441,739.00

Project Name:
Section 5310 Funds

Termini
TPO Planning Area

Project Description
5310 formula transit funding is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act complementary paratransit services. Funding may be used for capital projects at an 80% federal and 20% local match, for operating assistance at a 50% federal and 50% local match, and administration at 100% federal funding.

<u>Long Range Plan #</u>	<u>Conformity Status</u>
13-869	Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	SECTION 5310	\$1,074,456	\$859,564	\$107,446	\$107,446
2024	PURCHASE	SECTION 5310	\$1,098,092	\$878,474	\$109,809	\$109,809
2025	PURCHASE	SECTION 5310	\$1,122,251	\$897,801	\$112,225	\$112,225
2026	PURCHASE	SECTION 5310	\$1,146,940	\$917,552	\$114,694	\$114,694
Total			\$4,441,739	\$3,553,391	\$444,174	\$444,174

Comments:
Funds listed under 'State' in Programmed Funds are estimated. The local agency is ultimately responsible for any match not provided by TDOT. Part of state funding may be from the Critical Trip Funding received annually from TDOT by the TPO, CAC and ETHRA.

eSTIP Project Report



ID 23-2023-202 **PIN #** **Length in Miles** **Lead Agency**
 City of Knoxville

County:
 Knox

Route **Total Project Cost**
 - \$3,630,926.00

Project Name:
 Section 5339 Funds

Termini
 Knoxville

Project Description
 5339 formula or discretionary transit funding is to provide capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Long Range Plan # 13-871 **Conformity Status** Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	SECTION 5339	\$878,320	\$702,656	\$87,832	\$87,832
2024	PURCHASE	SECTION 5339	\$897,642	\$718,114	\$89,764	\$89,764
2025	PURCHASE	SECTION 5339	\$917,391	\$733,913	\$91,739	\$91,739
2026	PURCHASE	SECTION 5339	\$937,573	\$750,059	\$93,757	\$93,757
Total			\$3,630,926	\$2,904,742	\$363,092	\$363,092

Comments:
 Funds listed under "State" in programmed funds are estimated. The local agency is ultimately responsible for any match not provided by TDOT.

eSTIP Project Report



ID 23-2023-203 **PIN #** **Length in Miles** **Lead Agency** ETHRA

County:

Route - **Total Project Cost** \$116,784.00

Project Name:
ETHRA Transit Vehicle Replacement

Termini

Project Description

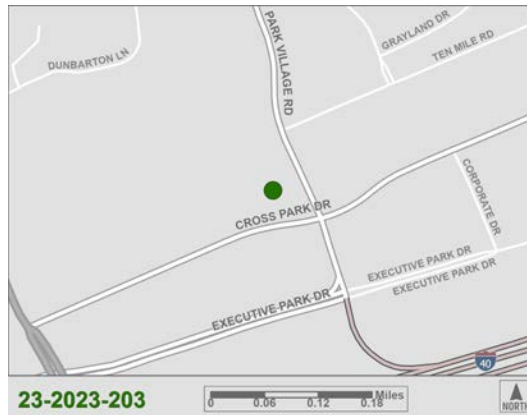
ETHRA will purchase transit vehicles to replace medium duty 10 passenger vehicles and wheelchair cutaway vehicles that have met their useful life guidance of 5 years and/or 150,000 miles.

Long Range Plan # 21-1002 **Conformity Status** Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	L-STBG	\$116,784	\$93,427	\$0	\$23,357
Total			\$116,784	\$93,427	\$0	\$23,357

Comments:

These funds will be flexed to FTA.



eSTIP Project Report



ID 23-2023-204 **PIN #** **Length in Miles** **Lead Agency** CAC

County:

Route - **Total Project Cost** \$420,000.00

Project Name:
CAC Transit Vehicle Replacement

Termini

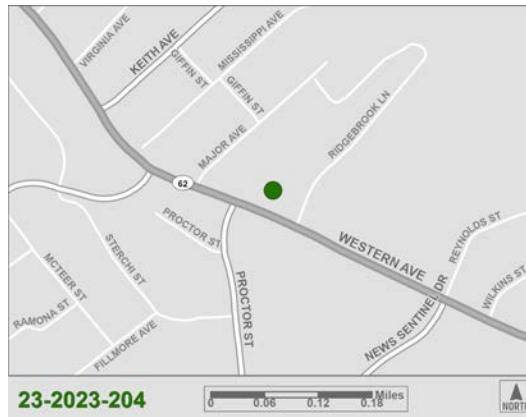
Project Description
CAC will purchase replacement vehicles for demand response service.

Long Range Plan # 21-1000 **Conformity Status** Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	L-STBG	\$420,000	\$336,000	\$0	\$84,000
Total			\$420,000	\$336,000	\$0	\$84,000

Comments:

These funds will be flexed to FTA.



eSTIP Project Report



ID 23-2023-205 **PIN #** **Length in Miles** **Lead Agency** KAT

County:

Knox

Route

-

Total Project Cost

\$3,760,000.00

Project Name:

Purchase KAT Vehicles - Fixed Route Buses

Termini

Project Description

KAT purchase of heavy-duty transit vehicles (buses and trolleys) replacing those that have exceeded their useful life.

Long Range Plan #

21-1003

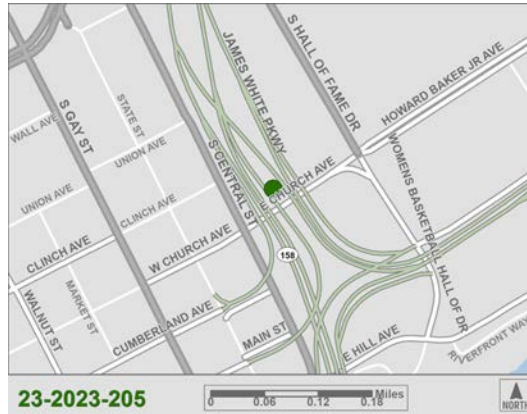
Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE	L-STBG	\$3,760,000	\$3,008,000	\$0	\$752,000
Total			\$3,760,000	\$3,008,000	\$0	\$752,000

Comments:

These funds will be flexed to FTA.



23-2023-205

eSTIP Project Report



ID 23-2023-210 **PIN #** **Length in Miles** **Lead Agency** KAT

County:

Knox

Route

-

Total Project Cost

\$460,001.00

Project Name:

KAT Bus Engine Overhauls

Termini

Project Description

Mid-life engine overhauls on transit buses. An engine “overhaul” is a mid-life action on a major component that enables an asset to achieve its useful life and is an FTA-eligible activity under Circular 5010.1E.

Long Range Plan #

21-1004

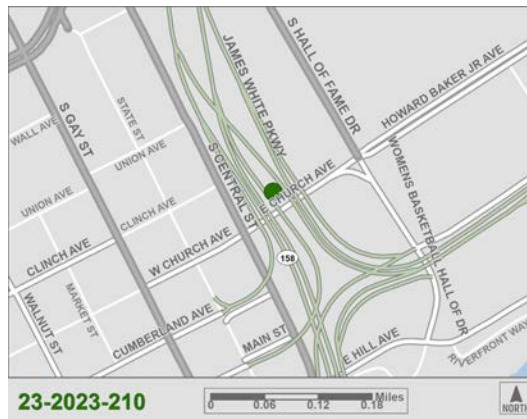
Conformity Status

Exempt

FY	Phase	Fund Code	Total Funds	Federal Funds	State Funds	Local Funds
2023	PURCHASE/REBUILD	L-STBG	\$460,001	\$368,001	\$0	\$92,000
Total			\$460,001	\$368,001	\$0	\$92,000

Comments:

These funds will be flexed to FTA.



23-2023-210

8.3.12 ALL PROJECTS SUMMARY



eSTIP Project Details

Knoxville MPO

ID: 23-2011-082 **PIN #** 101725.02 **Project Name:** Montvale Road (SR-336) **LRP #:** 09-262

County: Blount

Phase of Work	Prog Estimate	Fiscal Year	FUND CODE	Authorized Date	Federal Amount	State Amount	Local Amount
ROW	\$9,300,000	2023	STBG		\$7,440,000	\$1,860,000	\$0

ID: 23-2014-002 **PIN #** 121508.00 **Project Name:** Lovell Road (SR-131) Widening **LRP #:** 09-637

County: Knox

Phase of Work	Prog Estimate	Fiscal Year	FUND CODE	Authorized Date	Federal Amount	State Amount	Local Amount
ROW	\$2,770,000	2024	L-STBG		\$2,216,000	\$0	\$554,000
CONST	\$23,720,000	2026	L-STBG		\$18,976,000	\$0	\$4,744,000

ID: 23-2014-006 **PIN #** 121731.00 **Project Name:** Schaad Rd. Widening **LRP #:** 09-625

County: Knox

Phase of Work	Prog Estimate	Fiscal Year	FUND CODE	Authorized Date	Federal Amount	State Amount	Local Amount
ROW	\$5,700,000	2023	LOCAL		\$0	\$0	\$5,700,000
CONST	\$15,300,000	2025	LOCAL		\$0	\$0	\$15,300,000

ID: 23-2014-025 **PIN #** 101423.00 **Project Name:** Pellissippi Pkwy. (SR-162) Extension **LRP #:** 09-232

County: Blount

Phase of Work	Prog Estimate	Fiscal Year	FUND CODE	Authorized Date	Federal Amount	State Amount	Local Amount
ROW	\$9,090,162	2023	HPP	04/26/2002	\$7,272,130	\$1,818,032	\$0



eSTIP Project Details

Knoxville MPO

ID: 23-2014-032

PIN # 109677.00

Project Name: Sevier Avenue - South Knoxville Waterfront
Roadway Improvements

LRP #: 09-617

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
CONST	\$6,696,063	2023	STBG		\$5,356,850	\$0	\$1,339,213
CONST	\$114,073	2023	L-STBG		\$91,258	\$0	\$22,815
CONST	\$1,539,845	2023	HIP		\$1,231,876	\$0	\$307,969

ID: 23-2014-037

PIN # 101008.00

Project Name: Pleasant Ridge Road

LRP #: 09-616

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
CONST	\$5,497,717	2023	L-STBG		\$4,398,174	\$0	\$1,099,543

ID: 23-2014-038

PIN # 043090.00

Project Name: Washington Pike Widening

LRP #: 09-615

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
CONST	\$18,900,000	2024	L-STBG		\$15,120,000	\$0	\$3,780,000



eSTIP Project Details

Knoxville MPO

ID: 23-2014-042

PIN # 120004.00

Project Name: Traffic Control Equipment Upgrade

LRP #: 13-602

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
CONST	\$1,015,000	2023	CRP		\$812,000	\$0	\$203,000
CONST	\$9,026,000	2023	CMAQ		\$8,966,000	\$0	\$60,000

ID: 23-2014-059

PIN # 113608.00

Project Name: Sevierville Road

LRP #: 09-214

County: Blount

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
ROW	\$3,700,000	2023	L-STBG		\$2,960,000	\$740,000	\$0
Const	\$8,709,750	2026	L-STBG		\$6,967,800	\$1,741,950	\$0

ID: 23-2014-060

PIN # 126705.00

Project Name: Morganton Road Roadway Improvement

LRP #: 09-211

County: Blount

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
ROW	\$3,026,750	2023	L-STBG		\$2,421,400	\$0	\$605,350
ROW	\$138,600	2023	HPP		\$138,600	\$0	\$0
CONST	\$8,640,000	2025	L-STBG		\$6,912,000	\$0	\$1,728,000



eSTIP Project Details

Knoxville MPO

ID: 23-2014-069 **PIN #** 100241.03 **Project Name:** Alcoa Hwy. (SR-115/US-129) **LRP #:** 09-653

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
Const	\$93,200,000	2023	NHPP		\$74,560,000	\$18,640,000	\$0

ID: 23-2014-078 **PIN #** 120004.01 **Project Name:** Chapman Highway ATMS: Knoxville ATMS - Phase 2 **LRP #:** 13-1003

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
ROW	\$75,000	2023	CMAQ		\$75,000	\$0	\$0
CONST	\$2,814,000	2023	CMAQ		\$2,814,000	\$0	\$0

ID: 23-2014-080 **PIN #** 122977.00 **Project Name:** Liberty Street Multimodal Project **LRP #:** 13-1004

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
CONST	\$702,400	2023	L-STBG		\$561,920	\$0	\$140,480

ID: 23-2014-082 **PIN #** 125045.00 **Project Name:** Union Road/N. Hobbs Road Improvements **LRP #:** 13-601

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
CONST	\$5,500,000	2023	L-STBG		\$4,400,000	\$0	\$1,100,000



eSTIP Project Details

Knoxville MPO

ID: 23-2017-005

PIN # 124754.00

Project Name: SR-115 (US-129) Widening

LRP #: 17-202

County: Blount

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PE-D	\$400,000	2023	NHPP		\$320,000	\$80,000	\$0
ROW	\$600,000	2024	NHPP		\$480,000	\$120,000	\$0

ID: 23-2017-006

PIN # 130845.00

Project Name: Maryville to Townsend Greenway - Phase 1
(Brown Creek)

LRP #: 13-833

County: Blount

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
ROW	\$1,580,000	2023	CRP		\$1,264,000	\$0	\$316,000
Const	\$2,000,000	2024	L-STBG-TA		\$1,600,000	\$0	\$400,000

ID: 23-2017-009

PIN # 125623.00

Project Name: First Creek Greenway - Broadway Streetscape **LRP #:** 13-838

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
CONST	\$3,000,000	2023	L-STBG-TA		\$2,400,000	\$0	\$600,000



eSTIP Project Details

Knoxville MPO

ID: 23-2017-011

PIN # 128777.00

Project Name: East Knox Greenway - Phase 1

LRP #: 17-901

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
ROW	\$500,000	2023	CRP		\$400,000	\$0	\$100,000
CONST	\$2,431,000	2024	L-STBG		\$1,944,800	\$0	\$486,200

ID: 23-2017-017

PIN # 129559.01

Project Name: Magnolia Ave Streetscape - Phase 3

LRP #: 17-608A

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
ROW	\$300,000	2023	L-STBG		\$240,000	\$0	\$60,000
CONST	\$5,000,000	2024	L-STBG		\$4,000,000	\$0	\$1,000,000

ID: 23-2017-028

PIN # 125460.00

Project Name: Accelerated Bus Corridor Stops/Passenger Information Systems Install

LRP #: 17-1006

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PE-D	\$325,000	2023	CMAQ		\$304,947	\$0	\$20,053
ROW	\$199,999	2024	CMAQ		\$187,659	\$0	\$12,340
Const	\$5,815,479	2024	CMAQ		\$5,335,577	\$0	\$479,902



eSTIP Project Details

Knoxville MPO

ID: 23-2017-036 **PIN #** 124455.00 **Project Name:** Emory Rd (SR-131) **LRP #:** 09-643

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PE-D	\$4,200,000	2023	STBG		\$3,360,000	\$840,000	\$0

ID: 23-2017-037a **PIN #** 124121.02 **Project Name:** Edgemoor Road (SR-170) **LRP #:** 09-101b

County: Anderson

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PE-D	\$3,000,000	2023	STBG		\$2,400,000	\$600,000	\$0
ROW	\$6,600,000	2024	STBG		\$5,280,000	\$1,320,000	\$0

ID: 23-2017-038 **PIN #** 124443.00 **Project Name:** I-640/I-275/I-75 Interchange **LRP #:** 09-654

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PE-N	\$2,500,000	2024	NHPP	06/27/2017	\$2,000,000	\$500,000	\$0
PE-D	\$5,500,000	2024	NHPP		\$4,400,000	\$1,100,000	\$0

ID: 23-2017-040 **PIN #** 124784.00 **Project Name:** Chapman Hwy. (SR-71/US-441) Operational and Safety Improvements **LRP #:** 09-626

County: Blount, Knox, Sevier

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PE-D	\$3,000,000	2023	NHPP		\$2,400,000	\$600,000	\$0



eSTIP Project Details

Knoxville MPO

ID: 23-2017-042 **PIN #** 127933.00 **Project Name:** Carpenters Grade Road Widening and Intersection Improvements **LRP #:** 09-223

County: Blount

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
Const	\$4,740,000	2024	L-STBG		\$3,792,000	\$0	\$948,000

ID: 23-2017-044 **PIN #** 128581.00 **Project Name:** Boyds Creek Highway (SR-338) at Old Knoxville Highway Intersection Improvements **LRP #:** 18-500

County: Sevier

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
ROW	\$210,000	2023	L-STBG		\$168,000	\$42,000	\$0
Const	\$1,677,000	2024	L-STBG		\$1,341,600	\$335,400	\$0

ID: 23-2017-046 **PIN #** 125624.00 **Project Name:** Oak Ridge Rails to Trails - Ph. 1 **LRP #:** 13-830

County: Anderson

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
CONST	\$2,900,000	2026	L-STBG		\$2,320,000	\$0	\$580,000

ID: 23-2017-048 **PIN #** 127121.00 **Project Name:** Blount County Greenway Trail - Ph. 1 **LRP #:** 18-202

County: Blount

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
CONST	\$1,285,000	2023	MMAG		\$0	\$950,000	\$335,000



eSTIP Project Details

Knoxville MPO

ID: 23-2017-049 **PIN #** 127815.00 **Project Name:** South Waterfront Greenway - East of Suttree **LRP #:** 17-850

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
ROW	\$1,300,000	2025	L-STBG-TA		\$1,040,000	\$0	\$260,000

ID: 23-2017-050 **PIN #** 124131.00 **Project Name:** I-140 ITS Expansion **LRP #:** 18-201

County: Blount, Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
Const	\$4,300,000	2023	NHPP		\$3,440,000	\$860,000	\$0

ID: 23-2017-051 **PIN #** 127958.00 **Project Name:** Middlebrook Pike (SR-169) ATMS Expansion **LRP #:** 18-603

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
CONST	\$1,934,652	2023	CMAQ		\$1,934,652	\$0	\$0

ID: 23-2017-056 **PIN #** 124451.00 **Project Name:** I-75 **LRP #:** 09-692

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PE-D	\$6,658,222	2023	NHPP		\$5,326,578	\$1,331,644	\$0



eSTIP Project Details

Knoxville MPO

ID: 23-2017-057

PIN # 123073.00

Project Name: Pellissippi Pkwy (SR-162) Interchange at Oak Ridge Hwy (SR-62) in Solway (IA) **LRP #:** 09-649

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PE-D	\$1,000,000	2023	NHPP		\$800,000	\$200,000	\$0
ROW	\$2,500,000	2023	LOCAL		\$0	\$0	\$2,500,000
PE-D	\$473,000	2023	LOCAL		\$0	\$0	\$473,000
ROW	\$3,000,000	2023	NHPP		\$2,400,000	\$600,000	\$0

ID: 23-2017-061

PIN # 128836.00

Project Name: Traffic Signal Improvements for the U.T. Area **LRP #:** 19-603

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PE-D	\$164,910	2023	CMAQ		\$164,910	\$0	\$0
CONST	\$2,692,360	2025	CMAQ		\$2,692,360	\$0	\$0

ID: 23-2017-062

PIN # 128840.00

Project Name: Lenoir City CMAQ ITS Phase II **LRP #:** 19-400

County: Loudon

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
Const	\$2,167,600	2023	CMAQ		\$2,167,600	\$0	\$0



eSTIP Project Details

Knoxville MPO

ID: 23-2017-063 **PIN #** 128833.00 **Project Name:** Knox County Advanced Traffic Management System - Phase II **LRP #:** 19-604

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
CONST	\$1,406,500	2023	CMAQ		\$1,406,500	\$0	\$0

ID: 23-2017-064 **PIN #** 128830.00 **Project Name:** Oak Ridge Signal Timing Optimization Program: Phase III **LRP #:** 19-100

County: Anderson

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PE-D	\$269,000	2023	CMAQ		\$269,000	\$0	\$0
CONST	\$2,555,000	2024	CMAQ		\$2,500,000	\$0	\$55,000

ID: 23-2020-002 **PIN #** **Project Name:** Virtue Road/Boyd Station Road Improvements - Ph. 2 **LRP #:** 09-630

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PE-D	\$366,000	2023	L-STBG		\$292,800	\$0	\$73,200
ROW	\$925,000	2025	L-STBG		\$740,000	\$0	\$185,000



eSTIP Project Details

Knoxville MPO

ID: 23-2020-004

PIN # 128306.00

Project Name: Woodland Avenue Complete Street

LRP #: 19-606

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
ROW	\$600,000	2023	L-STBG		\$480,000	\$0	\$120,000
Const	\$3,400,000	2024	L-STBG		\$2,720,000	\$0	\$680,000

ID: 23-2020-005

PIN #

Project Name: Foothills Mall Dr. Extension Ph. 2

LRP #: 10-260

County: Blount

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PE-D	\$208,000	2023	L-STBG		\$166,400	\$0	\$41,600
ROW	\$882,000	2024	L-STBG		\$705,600	\$0	\$176,400
CONST	\$5,000,000	2025	L-STBG		\$4,000,000	\$0	\$1,000,000

ID: 23-2020-006

PIN #

Project Name: SR-33 West Broadway Ave. Widening

LRP #: 09-242

County: Blount

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PE-D	\$630,000	2023	L-STBG		\$504,000	\$0	\$126,000
ROW	\$772,000	2024	L-STBG		\$617,600	\$0	\$154,400



eSTIP Project Details

Knoxville MPO

ID: 23-2020-011

PIN # 124451.01

Project Name: I-75 at Emory Road (SR-131) Interchange

LRP #: 09-652

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
ROW	\$1,500,000	2023	NHPP		\$1,200,000	\$300,000	\$0
PE-D	\$64,000	2023	NHPP		\$51,200	\$12,800	\$0
PE-D	\$472,222	2023	LOCAL		\$0	\$0	\$472,222
PE-D	\$277,778	2023	L-STBG		\$250,000	\$0	\$27,778
Const	\$10,100,000	2024	NHPP		\$8,080,000	\$2,020,000	\$0

ID: 23-2020-012

PIN # 101651.04

Project Name: Relocated Alcoa Hwy. (SR-115/US-129)

LRP #: 09-257

County: Blount

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
Const	\$105,300,000	2023	NHPP		\$84,240,000	\$21,060,000	\$0

ID: 23-2023-200

PIN #

Project Name: Section 5307 Funds

LRP #: 13-860

County:

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PURCHASE	\$10,657,041	2023	SECTION 5307		\$8,525,633	\$1,065,704	\$1,065,704
PURCHASE	\$10,891,497	2024	SECTION 5307		\$8,713,197	\$1,089,150	\$1,089,150
PURCHASE	\$11,131,109	2025	SECTION 5307		\$8,904,887	\$1,113,111	\$1,113,111
PURCHASE	\$11,375,993	2026	SECTION 5307		\$9,100,795	\$1,137,599	\$1,137,599



eSTIP Project Details

Knoxville MPO

ID: 23-2023-201

PIN #

Project Name: Section 5310 Funds

LRP #: 13-869

County:

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PURCHASE	\$1,074,456	2023	SECTION 5310		\$859,564	\$107,446	\$107,446
PURCHASE	\$1,098,092	2024	SECTION 5310		\$878,474	\$109,809	\$109,809
PURCHASE	\$1,122,251	2025	SECTION 5310		\$897,801	\$112,225	\$112,225
PURCHASE	\$1,146,940	2026	SECTION 5310		\$917,552	\$114,694	\$114,694

ID: 23-2023-202

PIN #

Project Name: Section 5339 Funds

LRP #: 13-871

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PURCHASE	\$878,320	2023	SECTION 5339		\$702,656	\$87,832	\$87,832
PURCHASE	\$897,642	2024	SECTION 5339		\$718,114	\$89,764	\$89,764
PURCHASE	\$917,391	2025	SECTION 5339		\$733,913	\$91,739	\$91,739
PURCHASE	\$937,573	2026	SECTION 5339		\$750,059	\$93,757	\$93,757

ID: 23-2023-203

PIN #

Project Name: ETHRA Transit Vehicle Replacement

LRP #: 21-1002

County:

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PURCHASE	\$116,784	2023	L-STBG		\$93,427	\$0	\$23,357



eSTIP Project Details

Knoxville MPO

ID: 23-2023-204

PIN #

Project Name: CAC Transit Vehicle Replacement

LRP #: 21-1000

County:

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PURCHASE	\$420,000	2023	L-STBG		\$336,000	\$0	\$84,000

ID: 23-2023-205

PIN #

Project Name: Purchase KAT Vehicles - Fixed Route Buses

LRP #: 21-1003

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PURCHASE	\$3,760,000	2023	L-STBG		\$3,008,000	\$0	\$752,000

ID: 23-2023-210

PIN #

Project Name: KAT Bus Engine Overhauls

LRP #: 21-1004

County: Knox

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PURCHASE/REBUILD	\$460,001	2023	L-STBG		\$368,001	\$0	\$92,000



eSTIP Project Details

Knoxville MPO

ID: 23-2023-301

PIN # 126777.00

Project Name: Highway Safety Improvement Program Grouping

LRP #: 21-705

County: Anderson, Blount, Knox, Loudon, Roane, Sevier

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
Const	\$0	2023	PHSIP		\$0	\$0	\$0
Const	\$10,000	2023	HSIP-R		\$9,000	\$1,000	\$0
Const	\$4,000,000	2023	HSIP		\$3,600,000	\$400,000	\$0
Const	\$304,152	2024	PHSIP		\$304,152	\$0	\$0
Const	\$10,000	2024	HSIP-R		\$9,000	\$1,000	\$0
Const	\$500,000	2024	HSIP		\$450,000	\$50,000	\$0
Const	\$0	2025	PHSIP		\$0	\$0	\$0
Const	\$10,000	2025	HSIP-R		\$9,000	\$1,000	\$0
Const	\$250,000	2025	HSIP		\$225,000	\$25,000	\$0
Const	\$10,000	2026	HSIP-R		\$9,000	\$1,000	\$0
Const	\$0	2026	PHSIP		\$0	\$0	\$0
Const	\$250,000	2026	HSIP		\$225,000	\$25,000	\$0

ID: 23-2023-302

PIN # 126776.00

Project Name: Surface Transportation System Preservation and Operation Grouping

LRP #: Consistent with Goal 1

County: Anderson, Blount, Knox, Loudon, Roane, Sevier

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
Const	\$10,136,280	2023	STBG		\$8,109,024	\$2,027,256	\$0
Const	\$8,869,245	2024	STBG		\$7,095,396	\$1,773,849	\$0
Const	\$5,068,140	2025	STBG		\$4,054,512	\$1,013,628	\$0
Const	\$1,267,035	2026	STBG		\$1,013,628	\$253,407	\$0



eSTIP Project Details

Knoxville MPO

ID: 23-2023-303

PIN # 126775.00

Project Name: National Highway System Preservation and Operation Grouping

LRP #: 21-704

County: Anderson, Blount, Knox, Loudon, Roane, Sevier

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
Const	\$19,427,600	2023	NHPP		\$15,542,080	\$3,885,520	\$0
Const	\$18,861,600	2024	NHPP		\$15,089,280	\$3,772,320	\$0
Const	\$15,152,000	2025	NHPP		\$12,121,600	\$3,030,400	\$0
Const	\$12,008,400	2026	NHPP		\$9,606,720	\$2,401,680	\$0

ID: 23-2023-305

PIN #

Project Name: STBG/STBG Transportation Alternatives (STBG-TA) Bike/Pedestrian Grouping

LRP #: 17-911

County:

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
CONST	\$2,331,436	2023	S-STBG-TA		\$1,865,149	\$0	\$466,287
PE-N	\$200,000	2023	L-STBG		\$160,000	\$0	\$40,000
CONST	\$1,113,000	2024	CRP		\$890,400	\$0	\$222,600
PE-D	\$590,000	2024	L-STBG-TA		\$472,000	\$0	\$118,000
ROW	\$1,030,000	2024	L-STBG		\$824,000	\$0	\$206,000
CONST	\$625,000	2024	L-STBG-TA		\$500,000	\$0	\$125,000
CONST	\$1,302,693	2025	S-STBG-TA		\$1,042,154	\$0	\$260,539
CONST	\$762,000	2026	MMAG		\$0	\$723,900	\$38,100
CONST	\$2,500,000	2026	L-STBG-TA		\$2,000,000	\$0	\$500,000
CONST	\$2,375,000	2026	CRP		\$1,900,000	\$0	\$475,000



eSTIP Project Details

Knoxville MPO

ID: 23-2023-306

PIN #

Project Name: Planning and Studies Grouping

LRP #: Consistent with Mobility

County:

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
STUDY	\$375,000	2023	L-STBG		\$300,000	\$0	\$75,000
STUDY	\$394,000	2024	L-STBG		\$315,200	\$0	\$78,800
STUDY	\$414,000	2025	L-STBG		\$331,200	\$0	\$82,800
STUDY	\$435,000	2026	L-STBG		\$348,000	\$0	\$87,000

ID: 23-2023-307

PIN #

Project Name: Maintenance and Repair Grouping

LRP #: 21-702

County:

<u>Phase of Work</u>	<u>Prog Estimate</u>	<u>Fiscal Year</u>	<u>FUND CODE</u>	<u>Authorized Date</u>	<u>Federal Amount</u>	<u>State Amount</u>	<u>Local Amount</u>
PE-N	\$500	2023	L-STBG		\$400	\$0	\$100
PE-N	\$500	2024	L-STBG		\$400	\$0	\$100
PE-N	\$500	2025	L-STBG		\$400	\$0	\$100
PE-N	\$500	2026	L-STBG		\$400	\$0	\$100