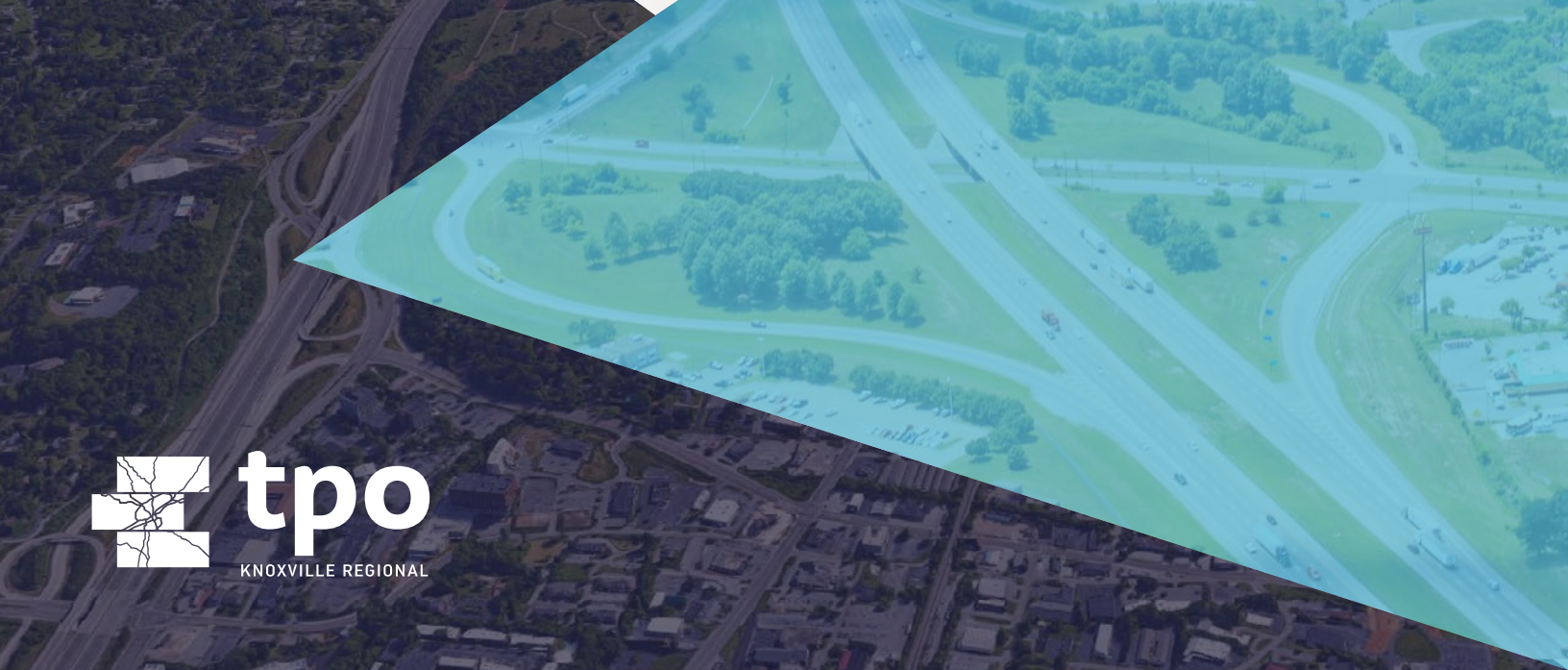


FY 2023-2026

Transportation Improvement Program (TIP)

Appendices



Appendix A: Public Comments

Draft FY 2023-2026 TIP - Public Comments Received

| Name | Date | Comment | TPO Response |
|---------|------------|---|--|
| Aaron | 10/12/2022 | Does this mean the potholes on the interstate are going to be fixed? | System maintenance is a continuous process. TDOT funds interstate maintenance primarily through project ID 23-2023-303 (NHS Preservation & Operations Grouping). |
| Teri | 10/12/2022 | Fix Chapman Highway but don't do like John Sevier. | Project ID 23-2014-078 (Knoxville ATMS Phase 2) and 23-2017-040 (Chapman Highway Operational Improvements) are programmed for various phases in the FY 23-2026 TIP. |
| Pearl | 10/12/2022 | Put a bypass in for semis that are going thru town. Start about the I-75 I-40 split and run north to Callahan and east to strawberry plains. Truck traffic is killing Knoxville. | Comment noted and conveyed to TDOT |
| Rita | 10/12/2022 | How about doing something about the traffic on the Motor Mile/Alcoa Highway/Highway 129. It is DANGEROUS and almost IMPOSSIBLE to make left turns into and out of businesses on either side. Need either 4-WAY STOPS SIGNS or TRAFFIC LIGHTS or TRAFFIC DIAMONDS and restrict some of the cross-over accesses. | TDOT project ID 23-2020-012 relocates SR-115/US-129 in this area. Through traffic will be redirected and the current Motor Mile will become a local City of Alcoa facility. |
| Carl | 10/12/2022 | Cedar Bluff Rd. is probably the most congested. I try to detour as best as possible. Nevertheless, Knoxville is mild compared to DC NoVA area. | Comment noted and conveyed to TDOT & City of Knoxville |
| Richard | 10/12/2022 | Build the Orange route. | Comment noted and conveyed to TDOT |
| Justin | 10/12/2022 | How about the I-475 bypass? The traffic on 40/75 is oppressive and the 475 bypass would alleviate some of this. | Comment noted and conveyed to TDOT |
| Ken | 10/12/2022 | All of the greenways and sidewalks are beautiful things. Let's not neglect those of us who decide to drive to work. No gas-powered car bans or energy crunch is going to make us give up our cars. Let's figure out how to alleviate the congestion and traffic jams. Nobody really likes to use Interstate 40 in town if they are headed from the west side. But cheer up; you could be living in Atlanta. | Comment noted |
| Ray | 10/13/2022 | The population in and around Knoxville has grown beyond the ability for the interstates to support both local and through traffic. Either the current infrastructure needs expanded or new construction for diverting through traffic around Knoxville is required. If this is not addressed lives are at increased risk in this community. Population growth does not appear to be slowing down. Accidents and lost lives are going to continue to increase. | Comment noted |
| Ken | 10/14/2022 | Cedar Bluff can be busy as heck. Are the bottlenecks we see on Interstate 40 west of Papermill are associated with traffic going to the Cedar Bluff and Farragut areas? TDOT may want to look at the feeder roads in those areas. | Comment noted and conveyed to TDOT & City of Knoxville |
| Gail | 10/15/2022 | East Beaver Cr. has become a bypass for the interstate very crowded | Comment noted and conveyed to Knox County |
| Don | 10/17/2022 | Decrease cars. Increase options for bicycle and maybe even train/rail cars. | Comment noted |
| James | 10/17/2022 | Why did you spend all that money on Alcoa highway and not connect Knoxville Maryville green ways? | TDOT's Alcoa Highway projects include greenway connections where feasible. Efforts continue to connect the two greenway networks. |
| Elijah | 10/17/2022 | Ever since whoever thought it was a good idea to take a 4 lane street and turn into a 2 lane hell hole I've lost all faith in any plans implemented for Knoxville. (Talking about Cumberland Ave if you are wondering) | Comment noted |
| Timmay | 10/18/2022 | Finish 640. My Kidneys are tired of the abuse they take driving down 640! | A major resurfacing project is currently underway. See details at: https://www.tn.gov/tdot/projects/projects-region-1/i-640-reconstruction.html |
| Rick | 10/20/2022 | Turn the remaining 2 lane section of Northshore between Ebenezer and Lyons View to 3 lanes with a middle turning lane. Or at least put a turning lane in at Toole's Bend and at Lyons View. Especially with more traffic coming from new developments and improvement (?) at Lake Shore Park. | Comment noted and conveyed to TDOT, Knox County & City of Knoxville |

NOTE: 30-Day Public Comment Period 9/22/22 through 10/21/22

Appendix B: FY 2023-2026 TIP Call for Projects,
Project Rollover, Call for Projects
Supplementary Information Packet and TPO
FTA Section 5310 Applications



Call for Projects Application Form

Mobility Plan 2045 Goals

The following goals, developed for the 2045 Mobility Plan, will guide the selection of projects for the FY 2023 – 2026 TIP.

- | | |
|---|--|
| <ul style="list-style-type: none"> • Maintenance & Efficiency <ul style="list-style-type: none"> ○ <i>Maintain and enhance our existing infrastructure</i> • More transportation options <ul style="list-style-type: none"> ○ <i>Improve access to services and employment with bicycle, pedestrian facilities, and transit projects</i> • Congestion reduction <ul style="list-style-type: none"> ○ <i>Reduce congestion through increased efficiency, increased transportation options, and lastly, increased capacity</i> • Safety & security <ul style="list-style-type: none"> ○ <i>Reduce rates of crashes with serious injuries and fatalities; and/or reduce the region’s vulnerability to incidents and threats, including extreme weather events</i> • Health & environment <ul style="list-style-type: none"> ○ <i>Minimize negative impacts on the environment and people’s health, and increase access to active transportation/physical activity for all ages</i> | <ul style="list-style-type: none"> • Economy & freight <ul style="list-style-type: none"> ○ <i>Improve intermodal connections to help move freight, reduce delay on major freight corridors; and/or support business attraction and retention</i> • Equitable access <ul style="list-style-type: none"> ○ <i>Connect communities to services throughout the region, particularly priority populations</i> • Preservation of places <ul style="list-style-type: none"> ○ <i>Preserve the natural and cultural areas that make our region unique</i> • Local Support / Consistency with Plans (5 bonus points if local support/ 5 points subtracted if no local support) <ul style="list-style-type: none"> ○ <i>Ensure the project is consistent with or included in local, state, or other regional plans. If on a state route, the project is endorsed or supported by TDOT</i> |
|---|--|

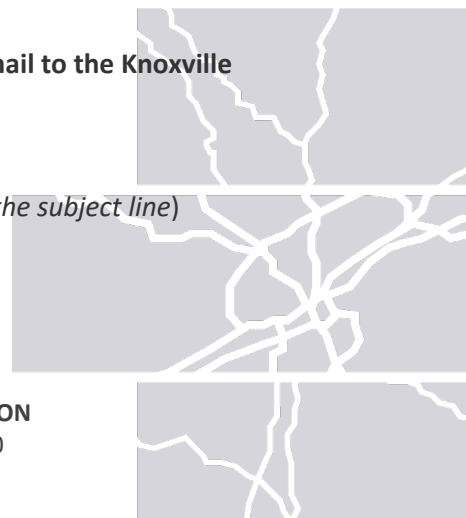
This application is for new TIP projects only. Eligible current FY 2020-2023 TIP projects are to submit the Call for Projects Rollover Form. Fiscal Year 2023 funds are available no earlier than January 1, 2023. Please read through the entire application prior to filling out any fields.

Please submit this application along with any additional supporting materials via email to the Knoxville Regional TPO.

ATTN: Craig Luebke

By e-mail: craig.luebke@knoxplanning.org (include 2023 TIP Project Application in the subject line)

DEADLINE: FRIDAY, FEBRUARY 25, 2022



FY 2023 – 2026

TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT APPLICATION FORM

FY 2023 – 2026 TIP

| | | |
|---|---|---------|
| PROJECT NAME: | | |
| LEAD AGENCY: | | |
| | <input type="checkbox"/> New Project <input type="checkbox"/> Existing Mobility Plan Project - Enter 2045 Mobility Plan ID# Here: | |
| COUNTIES/MUNICIPALITIES: | | |
| FACILITY NAME: | | |
| TERMINI (If Applicable): Include a map | FROM: | LENGTH: |
| | TO: | |
| GENERAL DESCRIPTION: | | |

PHASES COMPLETED (SELECT ALL THAT APPLY):

- | | |
|---|--|
| <input type="checkbox"/> PE - NEPA | <input type="checkbox"/> All ROW Acquired |
| <input type="checkbox"/> PE - Design | <input type="checkbox"/> Portion of Construction |
| <input type="checkbox"/> Partial ROW Acquired | |

PURPOSE & NEED

Utilize the box on the following page to address the purpose and need of the proposed project. Additional sheets can be attached, if necessary.

Purpose:

- The Purpose is analogous to the problem. It is the “what” of the proposal.
- The Purpose should be stated as the positive outcome that is expected.
- It should avoid stating a solution as a purpose—as in—the purpose of the project is to build a bypass. Rather, it should indicate what transportation problem(s) are being addressed.
- Where appropriate, it should be stated broadly enough so that more than one mode can be considered and multi-modal solutions are not dismissed prematurely. This should tie back to the “MPO strategy” in terms of modal options.

Need:

- Should establish the evidence that the problem exists, or will exist if projected population and planned land use growth are realized.
- Should be factually and numerically based, i.e. performance measures, latest planning assumptions, crash data, VMT, etc.
- Should support the assertion made in the purpose statement. For example, if the purpose statement is based on safety improvements, the need statement should support the assertion that there is or will be a safety problem to be corrected which would be supported by crash data/analysis.

FY 2023 – 2026**TRANSPORTATION IMPROVEMENT PROGRAM****Local Support / Consistency with Plans**

Use the box below to answer the following questions.

- Is the project consistent with local, state, or other regional plans for growth and preservation (economic development, land use, natural features preservation, etc.)?
- Has the project been endorsed locally through the adoption of official instruments such as, but not limited to, a local major thoroughfare plan, transportation element of a comprehensive plan?
- If on a state route, is the project endorsed or supported by TDOT?

FY 2023 – 2026

TRANSPORTATION IMPROVEMENT PROGRAM

Please fill out one of the following Scope of Work sections: **Roadway**, **Transit**, or **Pedestrian and Bicycle**.

ROADWAY PROJECT SCOPE OF WORK

- Roadway Widening (Additional Through Lanes)
- Roadway Widening (No Additional Through Lanes)
- ITS Improvements and/or Operational
- Safety/Access improvements
- Intersection Improvements
- New Roadway / Roadway Extension
- Other _____

Land Uses Within ¼ Mile of Facility:

*Below, check boxes **at left** to indicate if these land uses are present within ¼ mile of your proposed facility. Check boxes **at right** to indicate if there will be a direct pedestrian connection between your proposed facility and the land uses. If "Some," please explain in the additional information field below.*

| | | | |
|--|-----|----|------|
| <input type="checkbox"/> Public park/greenway | Yes | No | Some |
| <input type="checkbox"/> School | Yes | No | Some |
| <input type="checkbox"/> Library | Yes | No | Some |
| <input type="checkbox"/> Transit Stop | Yes | No | Some |
| <input type="checkbox"/> Multifamily residential | Yes | No | Some |

How are you accommodating bicyclists and pedestrians?

- Bicycle Lane* Sidewalk
- Ped. Refuge Ped. Indication (Signal)
- Marked Crosswalks Benches
- Greenway Bicycle Parking
- Other _____

* Please follow [FHWA Bikeway Selection Guide document](#)

How are you accommodating transit users?

- Mixed-Traffic Transit Route
- Transit Landings or Bulb-Out
- Transit Shelters
- NA – transit service not available

Please utilize the box below to provide additional information about the proposed project’s scope of work. If applicable, provide the proposed cross-section, including current number of lanes, proposed number of lanes and proposed medians or center turn lanes proposed Improvements in the box below.

Roadway Project Performance Measures:

The TIP must link investment priorities to Mobility Plan targets and adopted Performance Measures. Check to indicate adopted Performance Measures (PMs) for which the project will provide a benefit.

- PM1 – Safety (# of Fatalities, Fatality Rate, Number of Serious Injuries, Serious Injury Rate, # of Non-motorized Fatalities & Serious Injuries)
- PM2 – Pavement and Infrastructure Condition (While Interstate and NHS pavement condition and NHS bridge condition are the national PM2 Measures, please note if the proposed project will provide improvements outside the Interstate/NHS systems)
- PM3 – System Performance (Non-Interstate NHS Reliability, Freight Reliability, Traffic Congestion, Emissions Reductions)

Please utilize the box below to provide additional information about the project’s impact on the selected measure(s).

FY 2023 – 2026

TRANSPORTATION IMPROVEMENT PROGRAM

TRANSIT PROJECT SCOPE OF WORK

Proposed Improvements:

- Transit Vehicle Purchase
- Facility Improvements
- Passenger Amenities
- Intelligent Transportation Systems (ITS)
- Other _____

Vehicle Use:

- Replacement
- Vanpool
- ADA Services
- Expand Vehicle Fleet
- Express Services
- Other _____

TYPE OF VEHICLE: _____

CAPACITY OF VEHICLE: _____

Please utilize the box below to provide additional information about the proposed project’s scope of work.

Transit Project Performance Measures:

The TIP must link investment priorities to Mobility Plan targets and adopted Performance Measures. Check to indicate adopted Transit Asset Management (TAM) Measures for which the project will provide a benefit.

- Transit Rolling Stock
- Transit Equipment – Non-Revenue Vehicles
- Transit Equipment – Over \$50,000/Owned
- Transit Facilities – All Buildings or Structures

Please utilize the box below to provide additional information about the project’s impact on the selected measure(s).

FY 2023 – 2026

TRANSPORTATION IMPROVEMENT PROGRAM

BICYCLE OR PEDESTRIAN PROJECT SCOPE OF WORK

Proposed Improvements:

- New Facility
- Extension/Connector
- Amenities/Upgrades
- Safety/ADA Improvements
- Safe Routes to School program
- Other _____

Type:

- Bicycle Lanes* Sidewalks
- Shared-Use Trail (Greenway)
- Education
- Other _____

Land Uses Within ¼ Mile of Facility:

Below, check boxes at left to indicate if these land uses are present within ¼ mile of your proposed facility.

| | | | |
|---------------------------------------|-----|----|------|
| <input type="checkbox"/> Public Park | Yes | No | Some |
| <input type="checkbox"/> School | Yes | No | Some |
| <input type="checkbox"/> Library | Yes | No | Some |
| <input type="checkbox"/> Transit Stop | Yes | No | Some |
| <input type="checkbox"/> Retail | Yes | No | Some |
| <input type="checkbox"/> Office | Yes | No | Some |
| <input type="checkbox"/> Residential | Yes | No | Some |
| <input type="checkbox"/> Other _____ | Yes | No | Some |

Check "Yes, No, or Some" at right to indicate if there will be a direct Bike/Ped connection between your proposed facility and these land uses. If "Some," please explain in the additional information field below.

* Please follow [FHWA Bikeway Selection Guide document](#)

Proposed Features:

- Pedestrian Refuge
- Marked Crosswalks
- Pedestrian Indication (Signal)
- Benches
- Bicycle Parking
- Other _____

Please utilize the box below to provide additional information about the proposed project's scope of work. Project must serve a transportation purpose.

FY 2023 – 2026

TRANSPORTATION IMPROVEMENT PROGRAM

Bicycle Or Pedestrian Project Performance Measures:

The TIP must link investment priorities to Mobility Plan targets and adopted Performance Measures. Check to indicate adopted Performance Measures (PMs) for which the project will provide a benefit.

- PM1 – Safety (# of Fatalities, Fatality Rate, Number of Serious Injuries, Serious Injury Rate, # of Non-motorized Fatalities & Serious Injuries)
- PM2 – Pavement and Infrastructure Condition (While Interstate and NHS pavement condition and NHS bridge condition are the national PM2 Measures, please note if the proposed project will provide improvements outside the Interstate/NHS systems)
- PM3 – System Performance (Non-Interstate NHS Reliability, Freight Reliability, Traffic Congestion, Emissions Reductions)

Please utilize the box below to provide additional information about the project’s impact on the selected measure(s).

PROJECT COSTS, FUNDING, & TIMING

BUDGET WORKSHEET:

PREVIOUSLY OBLIGATED PROJECT COSTS:

| PHASE OF WORK | YEAR OBLIGATED | FEDERAL | STATE | LOCAL | OTHER/ PRIVATE | TOTAL |
|---|----------------|---------|-------|-------|----------------|-------|
| PE-NEPA | | | | | | |
| PE-Design | | | | | | |
| Right-of-Way | | | | | | |
| Construction (Incl. CEI/TDOT ES) | | | | | | |
| TOTAL Previously Obligated | | | | | | |

COST BY PHASE: REQUEST FOR FY 2023-2026 TIP

| PHASE OF WORK | FISCAL YEAR | FEDERAL | STATE | LOCAL | OTHER/ PRIVATE | TOTAL |
|---|-------------|---------|-------|-------|----------------|-------|
| PE-NEPA | | | | | | |
| PE-Design | | | | | | |
| Right-of-Way | | | | | | |
| Construction (Incl. CEI/TDOT ES) | | | | | | |
| Transit Capital | | | | | | |
| TOTAL | | | | | | |

TOTAL PROJECT COST ESTIMATE IN YEAR OF EXPENDITURE YEAR DOLLARS: \$ _____

Note: Total project cost includes previously obligated phase costs.

Source of Cost Estimate:

- Rough Planning Est.
- Planning Report
- Preliminary Eng.
- TDOT Estimator Tool
- Other _____

FY 2023 – 2026**TRANSPORTATION IMPROVEMENT PROGRAM****Are Matching Funds Available?**

- YES, Funds are locally programmed
 YES, Funds will be locally programmed
 NO
 Other _____

Federal Funding Source Requested:

- Surface Transportation Block Grant (STBG)
 Surface Transportation Block Grant Transportation Alternatives (STBG-TA)

ANTICIPATED PROJECT SCHEDULE (ASSUME FUNDING IS AVAILABLE BEGINNING 1/1/2023)

Project Initiation (Month/Year): _____
 PE-NEPA Obligated (Month/Year): _____
 PE-Design Obligated (Month/Year): _____
 ROW Obligated (Month/Year): _____
 CONST Obligated (Month/Year): _____
 Transit Project Obligated (Month/Year): _____

ABOUT YOU

Name: _____ **E-mail:** _____
Title: _____ **Phone:** _____
Department: _____
Agency / Organization: _____

ATTACHMENTS

Please include ALL relevant attachments with this application, including the following:

- Cost Estimate / Methodology Other: _____
 Map of Project (If Applicable)

FY 2023 – 2026**TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME: _____

PROJECT EVALUATION**FY 2023 – 2026 TIP****WITHIN COMMUNITY AND COMMUNITY TO REGION PROJECTS**

Based on significant public input gathered for the Mobility Plan 2045, projects that are considered within community (i.e. smaller in scale) are scored differently than community to region projects (i.e. larger projects). Within Community projects will support local, multimodal connections and access to community resources within a variety of community centers from large urban to rural crossroads. Community to region projects support strategic, multimodal connections between community centers and regional economic centers. Please provide as much information as you can provide in your project scope on how this project meets the following selection criteria. TPO staff will score projects using the scoring system most appropriate to the proposed project.

1. Maintenance and efficiency – Within Community 19 points/ Community to Region 19 points

- Does the project increase the useful life of an existing facility?
- Does the project address a deferred maintenance need?
- How does the project increase the efficiency of the existing transportation facility and/or network?

2. More options – Within Community 18 points/ Community to Region 17 points

- Does the project support bicycling, walking, and/or transit?
- Does the project connect major origins and destinations for walking, biking, and transit?
- Does the project address first mile/last mile connectivity for transit and pedestrians?

FY 2023 – 2026**TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT NAME: _____

3. Safety and security – Within Community 16 points/ Community to Region 13 points

- Does the project address one or more safety concerns that have been identified by a local or state plan, or by the [TPO's crash analysis](#)?
- Does the project address security or emergency response (including extreme weather events)?
- How does the project address safety for all users especially bicyclists, pedestrians and transit users?

4. Equitable access – Within Community 13 points/ Community to Region 9 points

- Does the project improve access and mobility for priority populations, including access to employment centers, community facilities, and retail, grocery, and other services? (*See map of priority population areas in project call supplementary information file.*)

5. Health and Environment – Within Community 13 points/ Community to Region 10 points

- Does the project improve air quality?
- Does this project maximize energy efficiency?
- Does this project promote increased bicycling and walking as part of daily activity?
- Does this project improve water quality and include stormwater best management practices?

PROJECT NAME: _____

6. Congestion reduction – Within Community 8 points/ Community to Region 12 points

- Does the project reduce congestion through technology (e.g. traffic signal coordination, real-time traffic info, and emergency response), adding transportation options or increasing capacity?

7. Preservation of Places – Within Community 9 points/ Community to Region 11 points

- Does the project have negative impacts on sensitive natural and cultural areas? If so, how are those impacts being mitigated?
- Does this project support the preferred growth concept? (see Preferred Growth Concept map in project call supplementary information file)

8. Economy and freight – Within Community 4 points/ Community to Region 9 points

- Does the project create a more attractive environment for business recruitment/retention?
- Does the project support travel and tourism?
- Does the project serve an employment center?
- Does the project increase the ease and safety of goods delivery and local freight movement, including the first and last mile?
- Will the project encourage people to spend money locally?



Current TIP Project Rollover Form

This form is for rollover eligible current FY 2020-2023 TIP projects only. Rollover projects must have obligated federal funds for a phase of project development. New TIP projects are to submit the FY 2023 – 2026 Call for Projects Application. Fiscal Year 2023 funds are available no earlier than January 1, 2023. Please read through the entire form prior to filling out any fields.

Please submit this rollover form along with any additional supporting materials via email to the Knoxville Regional TPO.

ATTN: Craig Luebke

By e-mail: craig.luebke@knoxplanning.org (include 2023 TIP Project Rollover in the subject line)

DEADLINE: FRIDAY, FEBRUARY 25, 2022



FY 2023 – 2026

TRANSPORTATION IMPROVEMENT PROGRAM

CURRENT TIP PROJECT ROLLOVER FORM

FY 2023 – 2026 TIP

| | | |
|---|-------|---------|
| PROJECT NAME: | | |
| LEAD AGENCY: | | |
| Existing TIP Project – Enter 2020-2023 TIP # here: | | |
| COUNTIES/MUNICIPALITIES: | | |
| FACILITY NAME: | | |
| TERMINI (If Applicable): Include a map | FROM: | LENGTH: |
| | TO: | |
| GENERAL DESCRIPTION: | | |

PHASES COMPLETED (SELECT ALL THAT APPLY):

- | | |
|---|--|
| <input type="checkbox"/> PE - NEPA | <input type="checkbox"/> All ROW Acquired |
| <input type="checkbox"/> PE - Design | <input type="checkbox"/> Portion of Construction |
| <input type="checkbox"/> Partial ROW Acquired | |

PERFORMANCE MEASURES (SELECT ALL THAT APPLY):

The TIP must link investment priorities to Mobility Plan targets and adopted Performance Measures. Check to indicate adopted Performance Measures (PMs)/Transit Asset Management Measures for which the project will provide a benefit.

- PM1 – Safety (# of Fatalities, Fatality Rate, Number of Serious Injuries, Serious Injury Rate, # of Non-motorized Fatalities & Serious Injuries)
- PM2 – Pavement and Infrastructure Condition (While Interstate and NHS pavement condition and NHS bridge condition are the national PM2 Measures, please note if the proposed project will provide improvements outside the Interstate/NHS systems)
- PM3 – System Performance (Non-Interstate NHS Reliability, Freight Reliability, Traffic Congestion, Emissions Reductions)
- Transit Rolling Stock
- Transit Equipment – Non-Revenue Vehicles
- Transit Equipment – Over \$50,000/Owned
- Transit Facilities – All Buildings or Structures

Please utilize the box below to provide additional information about the project’s impact on the selected measure(s).

FY 2023 – 2026

TRANSPORTATION IMPROVEMENT PROGRAM

| PROJECT COSTS, FUNDING, & TIMING | | | | | | |
|---|----------------|---------|-------|-------|---------------|-------|
| BUDGET WORKSHEET: | | | | | | |
| PREVIOUSLY OBLIGATED PROJECT COSTS: | | | | | | |
| PHASE OF WORK | YEAR OBLIGATED | FEDERAL | STATE | LOCAL | OTHER/PRIVATE | TOTAL |
| PE-NEPA | | | | | | |
| PE-Design | | | | | | |
| Right-of-Way | | | | | | |
| Construction (Incl. CEI/TDOT ES) | | | | | | |
| TOTAL Previously Obligated | | | | | | |
| COST BY PHASE: REQUEST FOR FY 2023-2026 TIP | | | | | | |
| PHASE OF WORK | FISCAL YEAR | FEDERAL | STATE | LOCAL | OTHER/PRIVATE | TOTAL |
| PE-NEPA | | | | | | |
| PE-Design | | | | | | |
| Right-of-Way | | | | | | |
| Construction (Incl. CEI/TDOT ES) | | | | | | |
| Transit Capital | | | | | | |
| TOTAL | | | | | | |

TOTAL PROJECT COST ESTIMATE IN YEAR OF EXPENDITURE DOLLARS: \$ _____

Note: Total project cost includes previously obligated phase costs.

Current Federal Funding Source: _____

Source of Cost Estimate:

- Rough Planning Est.
- Planning Report
- Preliminary Eng.
- TDOT Estimator Tool
- Other _____

Are Matching Funds Available?

- YES, Funds are locally programmed
- YES, Funds will be locally programmed
- NO
- Other _____

Additional Federal Funding Source Requested:

- Surface Transportation Block Grant (STBG)
- Surface Transportation Block Grant - Transportation Alternatives (STBG-TA)

ANTICIPATED PROJECT SCHEDULE (ASSUME FUNDING IS AVAILABLE BEGINNING 1/1/2023)

Project Initiation (Month/Year): _____
 PE-NEPA Obligated (Month/Year): _____
 PE-Design Obligated (Month/Year): _____
 ROW Obligated (Month/Year): _____
 CONST Obligated (Month/Year): _____
 Transit Project Obligated (Month/Year): _____

FY 2023 – 2026**TRANSPORTATION IMPROVEMENT PROGRAM****ABOUT YOU**

Name: _____ E-mail: _____

Title: _____ Phone: _____

Department: _____

Agency / Organization: _____

ATTACHMENTS**Please include ALL relevant attachments with this application, including the following:** Cost Estimate / Methodology Map of Project (If Applicable) Other: _____



FY 2023 – 2026 TIP Call for Projects – STBG and STBG-TA Funds

The Knoxville Regional Transportation Planning Organization (TPO) is currently developing the Fiscal Year 2023-2026 Transportation Improvement Program (TIP). The TIP is updated on a three-year cycle and covers a period of four years. Therefore, the current FY 2020-2023 TIP will transition to a new FY 2023-2026 TIP. This call for projects allows jurisdictions to apply for new projects, or roll over and update unobligated phases of projects currently programmed in the FY 2020-2023 TIP.

Project Eligibility: Projects to improve roadway safety, capacity, operations, or other conditions must be located facilities identified on the federal functional classification system as an Urban Minor Collector or higher. Bicycle/Pedestrian and other multimodal projects (e.g., sidewalks, greenways, transit) are not required to be on the federal functional classification system.

In addition, projects should be included in the fiscally constrained project list of the Knoxville TPO's Metropolitan Transportation Plan (*Mobility Plan 2045*). In some instances, projects not individually listed, yet consistent with Mobility Plan 2045, may be eligible to proceed. Projects not currently included in the Mobility Plan fiscally constrained project list should be considered for the TIP only when new funds have been identified to advance the project.

If you have questions regarding project eligibility, please contact TPO staff to discuss.

Funding Available:

TPO staff has identified an un-obligated local Surface Transportation Block Grant (L-STBG) federal fund balance of approximately \$56 million in FY 2023 available to program projects rolled over from the current TIP, cover funding shortfalls in rollover projects and fund new projects. Fiscal years 2024 through 2026 are projected to have approximately \$14.5 million available annually.

This Call for Projects will also cover applications for FY 2023 and later local Surface Transportation Block Grant Transportation Alternatives Program (STBG-TA) funds. Approximately \$1.2M is available to program projects rolled over from the current TIP, cover funding shortfalls in rollover projects and fund new projects in FY 2023. Fiscal years 2024 through 2026 are projected to have approximately \$900,000 available annually.

Final revenue amounts will be determined by authorizations from the federal transportation bill. Carryover funds may be impacted by cost increases within the current TIP program.



FY 2023-2026

Transportation Improvement Program

| Fiscal Year 2023-2026 L-STBG Forecast (Federal Amounts) | | | | | |
|---|-----------------|--------------|--------------|--------------|--------------|
| TPO STBG Funds | Opening Balance | FY 2023 | FY 2024 | FY 2025 | FY 2026 |
| Annual Allocation | | \$14,000,000 | \$14,308,000 | \$14,622,776 | \$14,944,477 |
| Allocation + Balance Carry Over | \$42,201,230 | \$56,201,230 | \$45,299,584 | \$49,357,947 | \$59,752,964 |
| Projected Rollover Programming | | \$25,209,646 | \$10,564,413 | \$4,549,460 | \$0 |
| Balance | | \$30,991,584 | \$34,735,171 | \$44,808,487 | \$59,752,964 |

| Fiscal Year 2023-2026 L-STBG-TA Forecast (Federal Amounts) | | | | | |
|--|-----------------|-------------|-------------|-------------|-------------|
| TPO STBG-TA Funds | Opening Balance | FY 2023 | FY 2024 | FY 2025 | FY 2026 |
| Annual Allocation | | \$900,000 | \$919,800 | \$940,036 | \$960,716 |
| Allocation + Balance Carry Over | \$309,312 | \$1,209,312 | \$1,371,112 | \$2,311,148 | \$3,271,864 |
| Projected Rollover Programming | | \$758,000 | \$0 | \$0 | \$0 |
| Balance | | \$451,312 | \$1,371,112 | \$2,311,148 | \$3,271,864 |

Project Cost Estimates:

Construction phase estimates must include an appropriate contingency factor, as well as construction engineering & inspection and TDOT oversight costs.

Project costs are programmed in the TIP in year of expenditure dollars. Please apply an appropriate inflation rate to project a current year cost to a future year. The current TDOT project cost estimator tool will be provided with the application materials. A standard inflation rate of 5% is recommended in cases where professional judgment/advice does not suggest otherwise.

Project cost totals should reflect previously obligated costs.

FY 2023-2026

Transportation Improvement Program

Application Process:

- **Timeline –**

Begin Call for Projects – January 14, 2022

End Call for Projects – Friday, February 25, 2022

TPO Staff Scoring and Project Selection Recommendation – March, 2022

Draft TIP to Technical Committee/Executive Board for Review – June, 2022

Final TIP Technical Committee Recommendation/Executive Board Adoption – September, 2022

- **Application Forms** – New projects (those not rolled over from FY 2020-2023 TIP) will submit a full application form. Projects programmed in the current TIP (and eligible for rollover programming, as determined by TIP Policies) will submit a simplified project rollover/update form. Please contact TPO staff for any questions about the application forms, or to verify which form to complete.
- **Evaluation Criteria** – New projects will be scored based on the goals and factors developed as part of the Mobility Plan 2045 and identified on the Application Form as well as included as part of this information supplement.

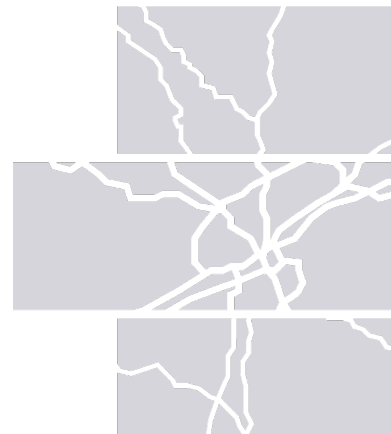


tpo
KNOXVILLE REGIONAL

FY 2023-2026

Transportation Improvement Program

2045 Mobility Plan Project Scoring Format & Fiscally Constrained Project List



MOBILITY PLAN 2045

Appendix G

Project Lists and Performance

G. PROJECT LISTS AND PERFORMANCE

Mobility Plan 2045 outlines the long-term investment plan for improving the transportation system in the Knoxville Regional TPO planning area. This includes the identification of multimodal transportation projects that can be implemented with expected revenues, referred to as the fiscally constrained project list, as well as additional projects for which there is no identified funding source, referred to as the illustrative or unfunded project list. This appendix documents the project application and scoring processes, details of both the fiscally constrained and illustrative projects, the resulting performance of the transportation system using the TPO's regional travel demand model, and the alignment of the fiscally constrained projects with federal performance measures.

PROJECT APPLICATION AND SCORING

The list of candidate projects was developed through multiple interactions with the public, stakeholders, and the TPO's member jurisdictions. Based on future growth projections, technical analysis of transportation facility operation, and input from the first round of public input, the TPO initiated conversations with its member jurisdictions about project needs in the region. These discussions were followed by a formal call for projects in which counties, cities, and TDOT were able to submit candidate projects for consideration in the Mobility Plan. This project application process was conducted with multiple processes (with materials documented in Appendix F) to allow entities to more efficiently submit updated information for previous Mobility Plan projects and new information for projects not yet included in a Mobility Plan. In total, there were 154 project applications submitted.

Following the curation of the candidate project list, each project was scored against the TPO's regional mobility goals, shown in Table G-1. This table also shown the alignment of each goal with the data-driven criteria used to score each project as well as the maximum points associated with each. In addition to aligning with Mobility Plan goals, projects were given an additional five points if they were locally supported or endorsed. The distribution of project scores ranged from 23 -79 and was used to inform the selection of fiscally constrained projects in tandem with financial projections and funding program eligibility.

Table G-1. Project Scoring Mechanism

| GOAL | TOTAL POINTS (CR) | TOTAL POINTS (WC) | PURPOSE | SCORING CRITERIA | MAX. POINT ALLOCATION (CR) | MAX. POINT ALLOCATION (WC) |
|---|-------------------|-------------------|---|---|-----------------------------|----------------------------|
| MAINTENANCE AND SYSTEM PRESERVATION | 19 | 19 | This criteria prioritizes projects that minimize future maintenance needs. The smaller the footprint of the project, the more points it receives. | Maintenance, Intersection, Minor Reconstruction, Transit Vehicle Replacement, Operations/ITS, Multimodal | 13 | 13 |
| | | | | Center Turn Lane Only | 11 | 11 |
| | | | | Additional Through Lanes / Transit Fleet/Service Expansion | 6 | 6 |
| | | | | New Road Extension | 3 | 3 |
| | | | This criteria prioritizes projects that improve a higher-order facility based on functional classification. | Interstate/Expressway | 6 | 6 |
| | | | | Principal Arterial | 5 | 5 |
| | | | | Minor Arterial | 4 | 4 |
| | | | | Major Collector | 3 | 3 |
| | | | | Minor Collector | 2 | 2 |
| | | | | Local | 1 | 1 |
| MORE OPTIONS | 17 | 18 | This criteria prioritizes any project where multimodal facilities are included, with more priority given to accommodations in areas with a higher degree of user potential. | High-quality facility within existing center/high density area (sidewalk >5 feet, buffered sidewalk, buffered or protected on-street bike facility, or an off-street multi-use path or greenway) | 12 | 12 |
| | | | | Low-quality facility within existing center/high density area (sidewalks <=5 feet, standard bike lane, wide shoulders, or shared routes/sharrows) | 8 | 8 |
| | | | | High-quality facility outside existing center/high density area (sidewalk >5 feet, buffered sidewalk, buffered or protected on-street bike facility, or an off-street multi-use path or greenway) | 6 | 6 |
| | | | | Low-quality facility outside existing center/high density area (sidewalks <=5 feet, standard bike lane, wide shoulders, or shared routes/sharrows) | 4 | 4 |
| | | | This criteria prioritizes projects that do not negatively impact bicyclists and pedestrians. | Project includes widening/increasing crossing distances | 5 | 6 |
| SAFETY AND SECURITY | 13 | 16 | This criteria prioritizes projects that improve facilities with known safety issues for drivers, pedestrians, and bicyclists. | Crash Severity Index | 6 | 8 |
| | | | | This criteria prioritizes projects that include multiple elements with known safety benefits. | 2 or more safety elements | 5 |
| | | | This criteria prioritizes projects that create redundancy through physical or technological infrastructure. | | Less than 2 safety elements | 2 |
| | | | | Project improves parallel route | 1 | 1 |
| Traffic operations/ITS improvements/Transit Agency Safety Plan projects | 1 | 1 | | | | |

| GOAL | TOTAL POINTS (CR) | TOTAL POINTS (WC) | PURPOSE | SCORING CRITERIA | MAX. POINT ALLOCATION (CR) | MAX. POINT ALLOCATION (WC) | |
|---|--|-------------------|---|--|---|----------------------------|---|
| HEALTH AND ENVIRONMENT | 10 | 13 | This criteria prioritizes projects that improve connectivity of bicycle, pedestrian, or transit facilities, thereby potentially reducing auto-dependency. | Project improves multimodal connectivity by addressing gaps | 3 | 4 | |
| | | | This criteria prioritizes projects that include strategies aimed at reducing VMT. | Travel Demand Management programs | 2 | 2 | |
| | | | | Alternative mode accommodations | 1 | 2 | |
| | | | | Traffic operations/ITS improvements | 2 | 2 | |
| This criteria prioritizes projects that have identified sustainable ways of mitigating stormwater runoff. | Project specifically calls out permeable pavement, bioretention landscaping elements, etc. | 2 | 3 | | | | |
| EQUITABLE ACCESS | 9 | 13 | This criteria prioritizes projects that provide access to multiple community resources in high priority areas. | Employment density within existing centers | 3 | 4 | |
| | | | | Recreational opportunities | 2 | 3 | |
| | | | | Healthcare facilities | 2 | 3 | |
| | | | | Schools | 2 | 3 | |
| CONGESTION REDUCTION | 12 | 8 | This criteria prioritizes projects located on routes with existing and future congestion issues. | Deterioration in v/c ratio between 2018 and 2045 E+C | 4 | 3 | |
| | | | | Congestion segment based on 2045 E+C model run (v/c ratio >0.85) | 1 | 1 | |
| | | | | Existing Level of Travel Time Reliability | 4 | 3 | |
| | | | This criteria prioritizes projects that improve congestion without widening. | Non-SOV strategy that was identified through CMP | 2 | 0 | |
| Improves transit service / provides bike/ped facilities to provide alternatives | 1 | 1 | | | | | |
| PRESERVATION OF PLACE | 11 | 9 | This criteria prioritizes projects that do not impact natural or cultural resources. | This criteria prioritizes projects that promote smart and preferred growth concepts. | Project is located in a high-density area/existing center | 6 | 6 |
| | | | | Project does not impact parks | 2 | 1 | |
| | | | | Project does not impact historic areas | 2 | 1 | |
| Project does not impact floodplains | 1 | 1 | | | | | |
| ECONOMY AND FREIGHT | 9 | 4 | This criteria prioritizes projects that improve access to freight facilities, tourist destinations, and employment centers. | Enhances direct connection to major freight facilities | 1 | 0 | |
| | | | | Improves connection to regional tourist destination | 1 | 2 | |
| | | | | Employment density within 1 mile of project | 4 | 2 | |
| | | | This criteria prioritizes projects that are located on and/or improve a major freight corridor. | Project reduces delay on PHFN | 1 | 0 | |
| Percent of trucks | 2 | 0 | | | | | |
| LOCAL SUPPORT | ±5 | ±5 | This criteria prioritizes projects that are consistent with local plans and/or locally supported/endorsed. | Project is included in local plan or endorsed locally | 5 | 5 | |

PROJECT LISTS

The following pages organize the fiscally constrained projects by county with a map and then a detailed project table. The illustrative projects for the region are included in a single map and table at the conclusion of this section. In addition, all projects can be viewed in an online map at the following website: <https://maps.knoxmpc.org/app/mobility>. In the tables that follow, project details are provided as follows:

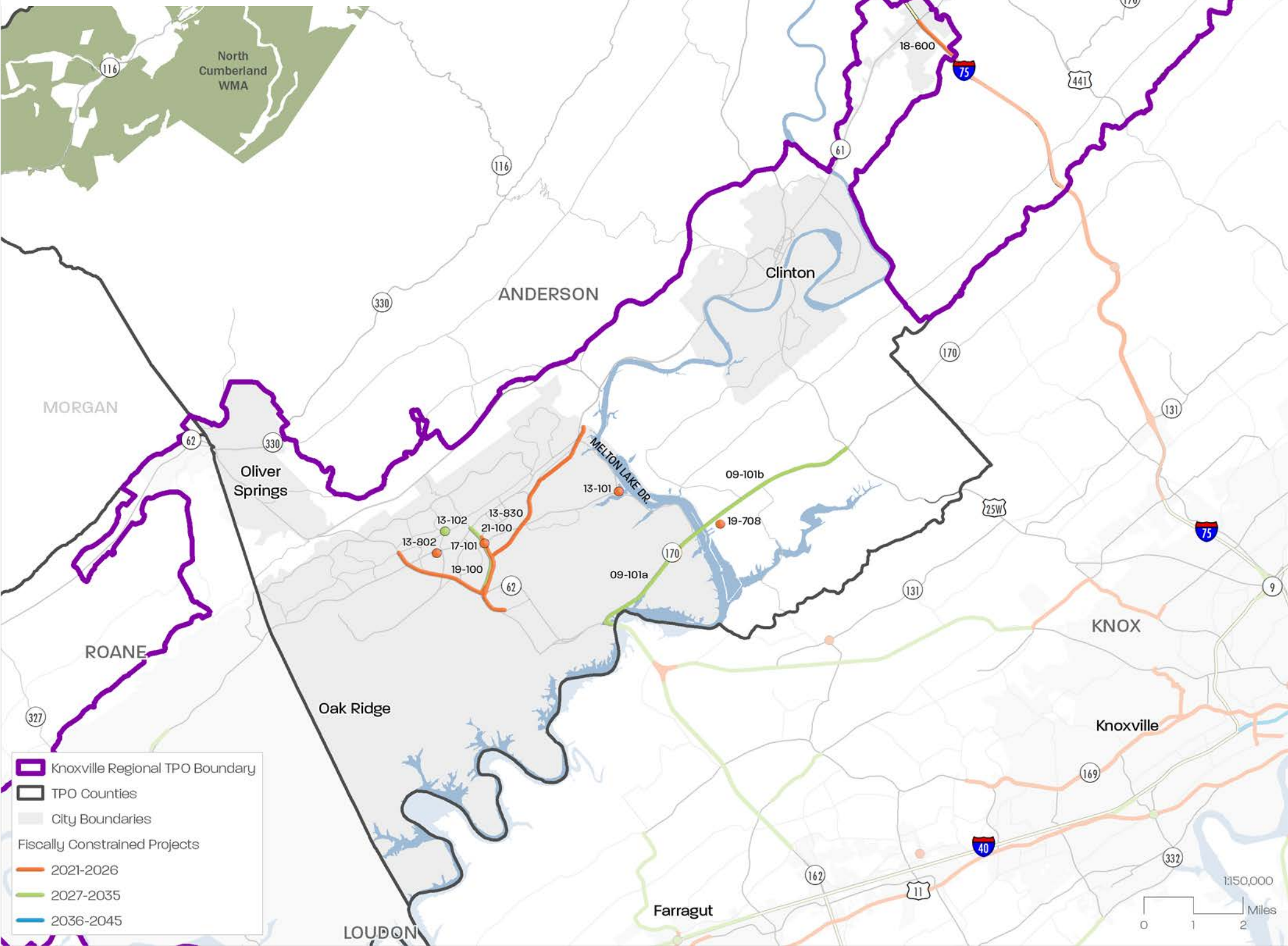
- ▶ **KRMP ID** – The Knoxville Regional Mobility Plan ID number is a unique ID to help track projects over the course of Mobility Plan updates and through other TPO processes (e.g., the Transportation Improvement Program). The first two digits represent the year in which the project was first included in a Mobility Plan, and the following three digits indicate the county in which the project is located as follows:
 - 100's – Anderson County/Oak Ridge
 - 200's – Blount County
 - 400's – Loudon County
 - 500's – Sevier County
 - 600's – Knox County
 - 800's and above – indicate an ITS or non-roadway project
- ▶ **Project Name** – Lists the primary project facility involved and possibly a short description of the type of work.
- ▶ **Agency** – Lists the implementing agency, typically the municipal or county government where the project is located or TDOT.
- ▶ **Facility Name** – Lists the facility name on which the project is located.
- ▶ **From** – Lists the approximate beginning termini of the project, typically a major roadway facility or intersection.
- ▶ **To** – Lists the approximate ending termini of the project, typically a major roadway facility or intersection.
- ▶ **Length** – The length of the project in number of miles where applicable. Note that a listing of “N/A” in this column could either mean “not applicable” such as the case of a planning study or “not available” such as the case of a spot intersection or interchange reconstruction project in which the exact roadway segment length affected cannot usually be determined at this stage of project development.

- ▶ **Description** – Lists the major scope of work that is being proposed. Further explanation of some of the primary generalized descriptions included in the roadway project list are as follows:
- Construct New Roadway (any number of lanes) – Entails constructing a roadway on a new location. Roadways that are envisioned to include full access control are denoted as a “freeway.” The final design will determine the median configuration in terms of either a continuous center turn lane or non-traversable raised median and the accommodation of bicyclists and pedestrians.
 - Widen Roadway (from x lanes to y lanes) – Entails addition of motor vehicle capacity through construction of additional through travel lanes on an existing roadway. Multilane facilities will generally include either a non-traversable median or a center turn lane. The final design will determine the median configuration and accommodation of bicyclists and pedestrians through sidewalks and/or bike lanes.
 - Reconstruct two-lane road – Entails the improvement of an existing two-lane roadway to bring it up to modern standards in terms of lane and shoulder widths and geometric design chiefly to enhance the safety of the roadway. This may also involve the construction of turn lanes at major intersections necessary for safety to remove stopped vehicles from the travel lanes. The final design will determine the median configuration and accommodation of bicyclists and pedestrians through sidewalks and/or bike lanes.
 - Add Center Turn Lane – Entails addition of a continuous two-way left turn lane on an existing undivided roadway of two or more lanes, also usually involves reconstructing the roadway to modern design standards for lane and shoulder width and geometric design. The final design will determine the median configuration and accommodation of bicyclists and pedestrians through sidewalks and/or bike lanes.
 - Replace Bridge – Entails the replacement of an existing bridge that has been determined to be structurally deficient. The new bridge may include safety enhancements such as wider lanes and shoulders but will not have more through lanes than the previous structure had unless otherwise noted.
 - Intersection Improvements – Entails the modification of a single intersection to improve safety and operations including the possible addition of separate turn lanes, realignment of approaches or traffic signal.

- ▶ **Horizon Year** – Lists the anticipated timeframe for project completion between now and the future horizon year of 2045. In the funding analysis, the TPO looks at project implementation in five-year timeframes spanning the entire planning horizon, or 2021 – 2045. When summarizing this information for the Mobility Plan, projects are grouped into three distinct horizons covering 2021 – 2026, 2027 – 2035, and 2036 – 2045. More specifically, projects with a horizon year of 2026 are expected to be completed between January 2021 and December of 2026. Similarly, projects with a horizon year of 2035 are expected to be completed between January 2027 and December of 2035, and projects with a horizon year of 2045 are expected to be completed between January 2036 and December of 2045.
- ▶ **Horizon Year Cost** – This is the projected total cost of all phases of the project including both federal (if applicable) and state/local matching funds. This cost has been inflated to the horizon year of implementation. The horizon year cost is derived by taking the current year estimated cost and applying an inflation factor for the number of years until anticipated project implementation.
- ▶ **Proposed Funding Source** - In order to determine fiscal constraint of the Mobility Plan, the TPO must assign a proposed funding source to each project to ensure that total costs would be less than or equal to total revenues. TPO staff proposes funding sources based on the project type and the eligibility restrictions of certain funding categories. More details on the different funding categories can be found in Appendix E.
- ▶ **Performance Measures (PM) Impact** - As documented in Chapter 2 of the Mobility Plan, federal regulations require that the TPO coordinate with TDOT and the region’s transit agencies to develop and maintain performance measures and targets related to safety (PM1), pavement and bridge conditions (PM2), congestion reduction and air quality (PM3), and transit asset conditions (PM4). The TPO’s Executive Board has agreed to support the state’s performance targets in these areas, meaning that the TPO agrees to plan and program projects that contribute to the accomplishment of those performance targets. This column highlights the Mobility Plan 2045 projects that will improve overall performance of the system in the Knoxville region and help the state achieve its targets in these four performance areas. While some federal measures are applicable to a limited set of roadways – PM2 and PM3 measures are principally focused on the Interstate and NHS systems – the assessment of project PM contributions is applied regardless of roadway type and strict PM applicability. This affirms a system-wide approach to transportation performance management.

- **PM1** – Safety contributions are expected for projects that bring an existing facility up to modern standards by addressing geometric and design deficiencies. Intersection projects often address safety concerns with the construction of turn lanes, reducing conflict points. Bicycle and pedestrian projects address safety considerations for these vulnerable users of the transportation network.
- **PM2** – Roadway reconstruction and bridge replacement projects are primary contributors to pavement and bridge condition metrics. Many road widening projects also involve resurfacing of the existing facility, providing system condition benefits.
- **PM3** – Congestion reduction is expected for new road construction, roadway widening with added lanes, Traffic Management and Intelligent Transportation Systems implementation, and intersection projects to address capacity concerns.
- **PM4** – Transit capital projects are the major drivers of this metric.

Figure G-1. Fiscally Constrained Projects in Anderson County



- Knoxville Regional TPO Boundary
- TPO Counties
- City Boundaries
- Fiscally Constrained Projects
 - 2021-2026
 - 2027-2035
 - 2036-2045

1:150,000
0 1 2 Miles

Table G-2. Fiscally Constrained Projects in Anderson County

| KRMP ID | PROJECT NAME | AGENCY | FACILITY NAME | FROM | TO | LENGTH (MILES) | DESCRIPTION | HORIZON YEAR | HORIZON YEAR COST | PROPOSED FUNDING SOURCE | PM IMPACT |
|--------------------------|--|-----------|--|-------------------------|----------------------------|----------------|---|--------------|-------------------|-------------------------|-----------|
| CITY OF OAK RIDGE | | | | | | | | | | | |
| 13-101 | Emory Valley Road at Melton Lake Drive Roundabout | Oak Ridge | Emory Valley Road at Melton Lake Dr Intersection | Intersection | | - | Construct roundabout | 2026 | \$1,079,155 | HSIP | 1 |
| 13-102 | Tulane Avenue at Pennsylvania Avenue Roundabout Construction | Oak Ridge | Tulane Ave at Pennsylvania Ave | Intersection | | - | Construct roundabout | 2030 | \$1,269,361 | HSIP | 1 |
| 13-802 | Oak Ridge Signal Timing Optimization Program: Ph 2 | Oak Ridge | | Illinois Ave | Florida Ave | 2.85 | Continues implementation of Advanced Traffic Management Systems (ATMS) which are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations. This project primarily covers the Oak Ridge Turnpike | 2026 | \$3,147,516 | CMAQ | 3 |
| 13-830 | Oak Ridge Rails to Trails | Oak Ridge | Abandoned rail line | Melton Lake Rd/Greenway | Scarboro Rd | 4.50 | Rails to Trails project on abandoned rails from Elza Gate Park at the Oak Ridge Turnpike to the Y-12 National Security Complex on Scarboro Road, and along Belgrade Road, Warehouse Road, Fairbanks Road, and Lafayette Drive. | 2026 | \$4,073,508 | L-STBG | 1 |
| 17-101 | Emory Valley Road at Lafayette Drive Intersection | Oak Ridge | Emory Valley Road at Lafayette Drive Intersection | Intersection | | - | Remove dedicated right turn lane from Emory Valley (west) to Lafayette Drive (north) with standard right turn lane. | 2026 | \$485,013 | HSIP | 1 |
| 19-100 | Oak Ridge Signal Timing Optimization Program: Ph 3 | Oak Ridge | (11) signalized intersections along Illinois Ave (SR 62) and Lafayette Drive | Various | | 3.44 | Continues implementation of City's Advanced Traffic Management Systems (ATMS) which are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations. This project primarily covers Illinois Ave and Lafayette Dr | 2026 | \$3,257,305 | CMAQ | 3 |
| 19-708 | TVA Bull Run Site Study | Oak Ridge | TVA Bull Run Site on SR 170 | | | N/A | Study to evaluate the redevelopment opportunities and transportation impacts of the TVA Bull Run Fossil Plant facility following its closure by the end of 2023 | 2026 | \$68,894 | L-STBG | - |
| 21-100 | Lafayette Drive Bicycle and Pedestrian Safety Improvements | Oak Ridge | Lafayette Drive | From S Illinois (SR 62) | Oak Ridge Turnpike (SR 95) | 1.50 | Widen Lafayette Dr to add bicycle lanes on both sides between S. Illinois (SR 62) and Oak Ridge Turnpike (SR 95), construct 1.5 miles of sidewalk with curb along the entire west side of the street, and add one new crosswalk at the Manchester/Hendrix intersection to provide direct connection to the Rails to Trails greenway | 2030 | \$1,750,396 | L-STBG-TA | 1 |

| KRMP ID | PROJECT NAME | AGENCY | FACILITY NAME | FROM | TO | LENGTH (MILES) | DESCRIPTION | HORIZON YEAR | HORIZON YEAR COST | PROPOSED FUNDING SOURCE | PM IMPACT |
|------------------------|-------------------------------|--------|----------------------|-----------------------|---------------------------|----------------|--|--------------|-------------------|-------------------------|-----------|
| ANDERSON COUNTY | | | | | | | | | | | |
| 09-101A | Edgemoor Road (SR 170) – Ph 1 | TDOT | Edgemoor Rd (SR 170) | Oak Ridge Hwy (SR 62) | Melton Lake Dr | 2.60 | Widen from 2-lanes to 4-lanes with median and/or center turn lane. Also includes bicycle/pedestrian facilities and a new bridge over the Clinch River. | 2030 | \$71,442,093 | IA | 1,2,3 |
| 09-101B | Edgemoor Road (SR 170) - Ph 2 | TDOT | Edgemoor Rd (SR 170) | Melton Lake Dr | Clinton Hwy (US 25W/SR 9) | 3.60 | Widen from 2-lanes to 4-lanes with median and/or center turn lane. Also includes bicycle/pedestrian facilities and a new bridge over the Clinch River. | 2030 | \$91,539,234 | IA | 1,2,3 |

Figure G-2. Fiscally Constrained Projects in Blount County

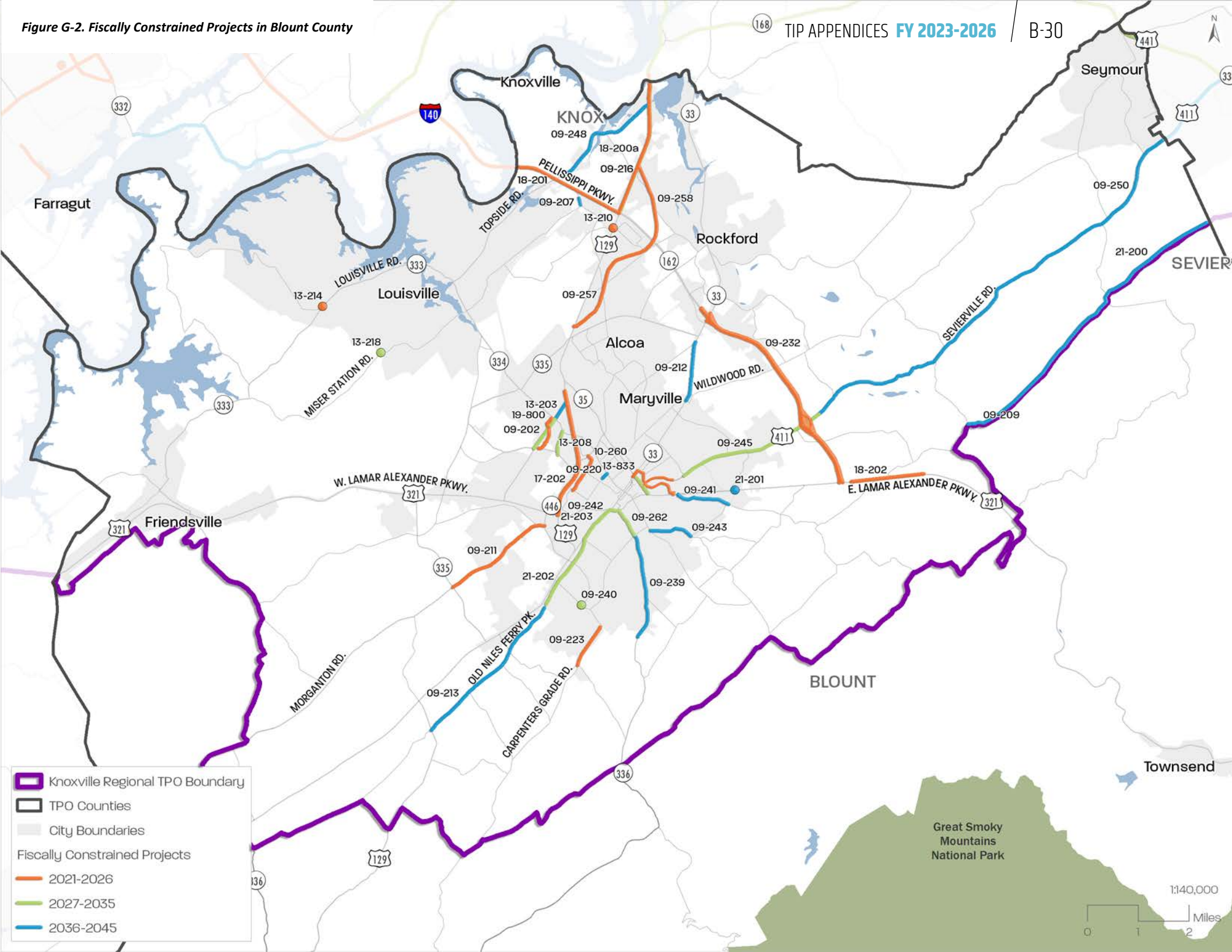


Table G-3. Fiscally Constrained Projects in Blount County

| KRMP ID | PROJECT NAME | AGENCY | FACILITY NAME | FROM | TO | LENGTH (MILES) | DESCRIPTION | HORIZON YEAR | HORIZON YEAR COST | PROPOSED FUNDING SOURCE | PM IMPACT |
|--------------------------|--|-----------|---|------------------------------|---------------------------|----------------|--|--------------|-------------------|-------------------------|-----------|
| CITY OF ALCOA | | | | | | | | | | | |
| 09-202 | Robert C Jackson Drive Extension - Ph I | Alcoa | Robert C. Jackson Dr | Middlesettlements Rd | Louisville Rd (SR 334) | 0.70 | Construct new 4-lane roadway | 2030 | \$17,185,013 | L-STBG | 3 |
| 09-207 | Wrights Ferry Road Center Turn Lane Improvements | Alcoa | Wrights Ferry Road | Airbase Rd | Topside Rd | 1.40 | Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities | 2045 | \$24,380,779 | L-STBG | 1,2 |
| 09-220 | Home Avenue Extension | Alcoa | Home Ave | McCammon Ave | Calderwood St | 0.20 | Construct new 2-lane road with center turn lane to extend Home Ave through existing shopping center to Calderwood St | 2045 | \$11,546,153 | L-STBG | 3 |
| 09-248 | Topside Road (SR 333) Improvements | Alcoa | Topside Rd (SR 333) | Wrights Ferry Rd | Alcoa Hwy (SR 115/US 129) | 1.30 | Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities | 2045 | \$9,748,760 | S-STBG | 1,2 |
| 13-203 | Robert C Jackson Drive Extension - Ph 2 | Alcoa | Robert C. Jackson Dr | Louisville Rd (SR 334) | US 129 Bypass (SR 115) | 0.50 | Construct new 4-lane roadway and grade separated interchange connecting US 129 and Associates Boulevard | 2040 | \$47,910,322 | L-STBG | 3 |
| 13-208 | Harvest Lane Extension | Alcoa | Harvest Ln | Existing Harvest Ln terminus | Louisville Rd (SR 334) | 0.20 | Construct new 2-lane road with sidewalks | 2030 | \$2,393,802 | L-STBG | 3 |
| 13-210 | North Park Boulevard & Airbase Road Safety Improvements | Alcoa | Intersection of North Park Blvd/Airbase Rd at Alcoa Hwy (US 129/SR 115) | Intersection | | 0.30 | Realign North Park Boulevard to Airbase Road | 2026 | \$8,401,024 | HSIP | 1 |
| CITY OF MARYVILLE | | | | | | | | | | | |
| 09-214 | Sevierville Road (SR 35/US 411) Widening | Maryville | Sevierville Rd (SR 35/US 411) | Washington St (SR 35) | Walnut St | 0.58 | Reconstruct from two lanes to three lanes, curb and gutter, and sidewalks with intersection improvements. | 2026 | \$14,660,629 | L-STBG | 1,2 |
| 09-216 | Alcoa Highway (SR 115/US 129) Widening | TDOT | Alcoa Hwy (SR 115/US 129) | Pellissippi Pkwy (SR 162) | south of Little River | 2.71 | Reconstruct SR 115 from 4-lanes to 6-lanes, including a frontage road system with two new interchanges at Singleton Station Road and Topside Road (SR 333), modify the existing SR 115 and SR 162 interchange, and construct a multi-use path. | 2030 | \$138,929,588 | IA | 1,2,3 |
| 09-223 | Carpenters Grade Road Reconstruction and Intersection Improvements | Maryville | Carpenters Grade Rd | Raulston Rd | Cochran Rd | 0.89 | Reconstruct 2-lane road with addition of turn lanes and sidewalk. Construct a signalized intersection at Peterson Ln, Cochran Rd and Raulston Rd intersection. | 2026 | \$3,761,000 | L-STBG | 1,2,3 |

| KRMP ID | PROJECT NAME | AGENCY | FACILITY NAME | FROM | TO | LENGTH (MILES) | DESCRIPTION | HORIZON YEAR | HORIZON YEAR COST | PROPOSED FUNDING SOURCE | PM IMPACT |
|----------------------------------|---|-----------|-------------------------------------|------------------------------------|--|----------------|--|--------------|-------------------|-------------------------|-----------|
| CITY OF MARYVILLE (CONT.) | | | | | | | | | | | |
| 09-232 | Pellissippi Parkway (SR 162) Extension | TDOT | Pellissippi Pkwy (SR 162) | Old Knoxville Hwy (SR 33) | Lamar Alexander Pkwy (US 321/SR 73) | 4.40 | Construct new 4-lane highway | 2026 | \$92,924,138 | IA | 3 |
| 09-239 | Montvale Road (SR 336) Widening | Maryville | Montvale Road (SR 336) | Montvale Station Rd | Maryville South City Limits (Southview Dr) | 2.40 | Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities | 2040 | \$16,776,845 | S-STBG | 1,2 |
| 09-240 | Sandy Springs Road at Montgomery Lane Intersection Improvements | Maryville | Sandy Springs Rd at Montgomery Ln | Intersection | | - | Intersection improvements including turn lanes and new traffic signal | 2030 | \$1,495,108 | HSIP | 1 |
| 09-241 | Tuckaleechee Pike Reconstruction | Maryville | Tuckaleechee Pk | US 321 | Grandview Dr | 1.10 | Reconstruct 2-lane road with addition of turn lanes and sidewalk | 2045 | \$11,965,999 | L-STBG | 1,2 |
| 09-242 | W Broadway Avenue (SR 33/US 411) Improvements | Maryville | W Broadway Ave (SR 33/US 411) | S Cedar St | US 321 | 0.50 | 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 | 2030 | \$6,754,584 | L-STBG | 1 |
| 09-243 | Wilkinson Pike Widening | Maryville | Wilkinson Pike | Court Street | Maryville City Limits (Grandview Dr) | 0.90 | Reconstruct 2-lane road with addition of turn lanes and sidewalk | 2040 | \$7,101,797 | L-STBG | 1,2 |
| 09-245 | Sevierville Road (SR 35/US 411) Widening | Maryville | Sevierville Rd (SR 35/US 411) | Everett High Rd | Maryville City Limits (Nina Delozier Rd) | 2.00 | Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities | 2035 | \$29,398,113 | NHPP | 1,2 |
| 09-257 09-258 | Relocated Alcoa Highway (SR 115/US 129) | TDOT | Relocated Alcoa Hwy (SR 115/US 129) | Proposed Interchange at Tyson Blvd | Existing SR-115 at S. Singleton Station Rd | 4.90 | Construct new 4-lane divided highway with auxiliary lanes and new interchanges at McGhee Tyson Airport access, Wright Rd, Pellissippi Pkwy (SR-162) and Singleton Station Rd | 2026 | \$185,000,000 | NHPP | 1,3 |

| KRMP ID | PROJECT NAME | AGENCY | FACILITY NAME | FROM | TO | LENGTH (MILES) | DESCRIPTION | HORIZON YEAR | HORIZON YEAR COST | PROPOSED FUNDING SOURCE | PM IMPACT |
|----------------------------------|--|-----------|---|------------------------------|---|----------------|---|--------------|-------------------|-------------------------|-----------|
| CITY OF MARYVILLE (CONT.) | | | | | | | | | | | |
| 09-262 | Montvale Road (SR 336) Widening | TDOT | Montvale Road (SR 336) | Montvale Station Rd | US 321 | 0.60 | 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 near Highland Ave. | 2030 | \$31,896,107 | IA | 1,2 |
| 10-260 | Foothills Mall Drive Extension - Ph 2 | Maryville | Foothills Mall Drive | Foch Street | McCammon Ave | 0.70 | Construct new 2-lane road with center turn lane and sidewalks | 2026 | \$4,723,831 | L-STBG | 1,3 |
| 13-833 | Maryville to Townsend Greenway - Ph 1 (Brown Creek) | Maryville | Maryville/Alcoa Greenway Trail System | Harper Ave Trailhead | US 321 | 1.20 | Construct a new shared use path between the existing Maryville/Alcoa Greenway at Aluminum Avenue to Lamar Alexander Pkwy along Brown Creek | 2026 | \$1,806,269 | L-STBG | 1 |
| 17-202 | US 129 Widening | TDOT | US 129 (SR 115) | Hall Rd (SR 35) | US 321 | 2.90 | Widen from 4 to 6 lanes | 2026 | \$25,022,277 | IA | 2,3 |
| 18-200A | Alcoa Highway (SR 115/US 129) ITS Expansion - Ph 1 | TDOT | | I-140 | Topside Rd | 2.20 | ITS Smartway Geographic Expansion | 2026 | \$680,672 | NHPP | 3 |
| 21-201 | Intersection Improvements on US 321 Realign Amerine Road and Grandview Drive | Maryville | | | | - | (Intersection improvements on Lamar Alexander Pkwy (SR 73/US 321) near Grandview Drive and Amerine Road/Janet Lane to include realignment and signalization) | 2040 | \$10,046,015 | L-STBG | 1 |
| 21-202 | Old Niles Ferry Road Widening | Maryville | Old Niles Ferry Road | Savannah Park Drive | W. Broadway Avenue | 1.50 | Widen existing 2-lane roadway to include curb, gutter, and sidewalk on both sides | 2030 | \$6,476,530 | L-STBG | 1,2 |
| 21-203 | W. Broadway Avenue (SR 33) Improvements from Old Niles Ferry Road to S. Cedar Street | Maryville | W. Broadway Avenue (S.R. 33 / U.S. 411) | Old Niles Ferry Road | S. Cedar Street | 0.50 | Widen existing 2-lane roadway to include concrete curb, gutter, and sidewalk on both sides of the roadway and installation of auxiliary turning lanes where needed. Modification of an existing traffic signal at Magnolia Ave. Realignment and geometric improvements at the intersection of Old Niles Ferry Rd, which will include Best St) | 2035 | \$5,947,970 | L-STBG | 1,2 |
| 21-204 | Washington Street Improvements from E. Broadway Avenue to US 321 | Maryville | Washington Street (S.R. 447) | E. Broadway Avenue (S.R. 33) | E. Lamar Alexander Parkway (U.S. 321/S.R. 73) | 0.40 | Reconstruction of the existing 5-lane roadway to contain standard width lanes, curb, gutter, and sidewalk, along with a pedestrian buffer along both sides of the roadway | 2035 | \$14,488,645 | L-STBG | 1,2 |

| KRMP ID | PROJECT NAME | AGENCY | FACILITY NAME | FROM | TO | LENGTH (MILES) | DESCRIPTION | HORIZON YEAR | HORIZON YEAR COST | PROPOSED FUNDING SOURCE | PM IMPACT |
|----------------------|--|---------------|--|-----------------------------------|----------------------------|----------------|---|--------------|-------------------|-------------------------|-----------|
| BLOUNT COUNTY | | | | | | | | | | | |
| 09-209 | Ellejoy Road Reconstruction | Blount County | Ellejoy Road | Tuckaleechee Pike | Jeffries Hollow Road | 3.70 | Reconstruct 2-lane road with addition of turn lanes | 2040 | \$20,370,866 | L-STBG | 1,2 |
| 09-211 | Morganton Road Reconstruction - Ph 1 | Blount County | Morganton Rd | William Blount Dr (SR 335) | Foothills Mall Dr | 2.30 | Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities | 2026 | \$8,439,940 | L-STBG | 1,2 |
| 09-212 | Old Knoxville Highway (SR 33) Reconstruction | Blount County | Old Knoxville Hwy (SR 33) | Wildwood Rd | E. Hunt Rd (SR 335) | 1.30 | Reconstruct 2-lane road with addition of turn lanes | 2040 | \$11,241,042 | S-STBG | 1,2 |
| 09-213 | Old Niles Ferry Road Reconstruction | Blount County | Old Niles Ferry Rd | Calderwood Hwy (SR 115) | Maryville City Limits | 3.30 | Reconstruct 2-lane road with addition of turn lanes | 2040 | \$19,519,138 | L-STBG | 1,2 |
| 09-250 | Sevierville Road (SR 35/US 411) Reconstruction | Blount County | Old Knoxville Hwy (SR 33) | Swanee Dr (Maryville City Limits) | Chapman Hwy (US 441/SR 71) | 11.90 | Reconstruct 2-lane road with addition of turn lanes | 2045 | \$78,285,495 | S-STBG | 1,2 |
| 13-214 | Old Lowes Ferry Road at Louisville Road (SR 333) Intersection Improvements | Blount County | Intersection of Old Lowes Ferry Rd at Louisville Rd (SR 333) | Intersection | | - | Realign intersection and add turn lanes | 2026 | \$696,588 | HSIP | 1 |
| 13-218 | Middlesettlements Road at Miser Station Road Intersection Improvements | Blount County | Intersection of Middlesettlements Rd at Miser Station Rd | Intersection | | - | Realign intersection and add turn lanes | 2035 | \$899,412 | HSIP | 1 |
| 18-202 | Blount County Greenway Trail - Ph 1 | Blount County | | US 321 at NW corner of Helton Rd | Perry's Mill Parking Area | 3.30 | Greenway trail contained completely within US Highway 321 right-of-way from Heritage High School to Perry's Mill Parking area. It will also include additional bike access link to Old Walland Highway across Melrose Station Bridge. | 2026 | \$4,310,136 | L-STBG-TA | 1 |
| 19-800 | Denso Greenway Trail Extension | Blount County | | Atchley Dr. | Louisville Rd. | 0.70 | Construction of multi-modal greenway - Project includes a pedestrian bridge, ADA upgrades and pedestrian lighting | 2026 | \$1,126,065 | S-STBG-TA | 1 |
| 21-200 | Jeffries Hollow Road | Blount County | Jeffries Hollow Road | Ellejoy Road | Sevier County Line | 2.80 | Reconstruct 2-lane roadway with addition of turn lanes | 2045 | \$25,954,490 | L-STBG | 2 |

Table G-4. Fiscally Constrained Projects in Knox County

| KRMP ID | PROJECT NAME | AGENCY | FACILITY NAME | FROM | TO | LENGTH (MILES) | DESCRIPTION | HORIZON YEAR | HORIZON YEAR COST | PROPOSED FUNDING SOURCE | PM IMPACT |
|---|--|----------|---|---------------------------------|---------------------------------|----------------|--|--------------|-------------------|-------------------------|-----------|
| EAST TENNESSEE HUMAN RESOURCE AGENCY (ETHRA) | | | | | | | | | | | |
| 21-1002 | ETHRA Transit Vehicle Replacement Project | ETHRA | - | - | - | N/A | Purchase of demand response transit vehicles for fleet replacement | 2026 | \$1,348,650 | L-STBG | 4 |
| TOWN OF FARRAGUT | | | | | | | | | | | |
| 09-629 | I-40/I-75/Campbell Station Road Interchange | Farragut | Interchange of I-40/75 at Campbell Station Rd | | | - | Reconfigure existing interchange to improve capacity, safety and operations. | 2030 | \$54,546,881 | NHPP | 1,3 |
| 09-630 | Virtue Road Reconstruction | Farragut | Virtue Rd | Boyd Station Rd | 2200' S of Broadwood Dr | 0.95 | Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities | 2026 | \$7,716,121 | L-STBG | 1,2 |
| 09-668 | Kingston Pike (SR 1) Widening | Farragut | Kingston Pk | Smith Rd | Campbell Station Rd | 1.40 | Widen from 4 to 6 lanes with addition of bicycle/pedestrian facilities | 2040 | \$28,812,844 | NHPP | 1,2,3 |
| 09-669 | Everett Road Improvements | Farragut | Everett Rd | Watt Rd | Split Rail Lane | 2.50 | Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities | 2045 | \$41,173,191 | L-STBG | 1,2 |
| 09-691 | I-40/75 Widening | Farragut | I-40/75 | I-40/75 Interchange | Campbell Station Rd Interchange | 5.30 | Widen from 6 to 8 lanes | 2035 | \$54,503,516 | NHPP | 3 |
| 13-601 | Union Road /N Hobbs Road Reconstruction | Farragut | Union Rd/N. Hobbs Rd | Everett Rd | Kingston Pike (SR 1) | 1.00 | Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities | 2026 | \$4,546,000 | L-STBG | 1,2 |
| 13-603 | I-40/75 Auxiliary Lanes | Farragut | I-40/75 | Campbell Station Rd Interchange | Lovell Rd Interchange | 1.40 | Construct eastbound and westbound auxiliary lanes between interchanges | 2030 | \$12,412,500 | NHPP | 3 |
| 13-813 | Farragut Advanced Traffic Management System - Ph 1 | Farragut | | | | N/A | Advanced Traffic Management Systems (ATMS) are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations. This project includes the Town's entire signal system. | 2026 | \$7,738,167 | CMAQ | 3 |
| 19-703 | Jamestowne Boulevard Study | Farragut | Jamestowne Boulevard | SR 1 (Kingston Pike) | Campbell Station Road | N/A | Feasibility and planning study to determine needed improvements to Jamestowne Boulevard in Farragut to provide additional route for motorists and pedestrians to bypass intersection of Kingston Pike at Campbell Station Road. | 2026 | \$88,184 | L-STBG | - |

| KRMP ID | PROJECT NAME | AGENCY | FACILITY NAME | FROM | TO | LENGTH (MILES) | DESCRIPTION | HORIZON YEAR | HORIZON YEAR COST | PROPOSED FUNDING SOURCE | PM IMPACT |
|-------------------------------------|---|-------------|------------------------------|-----------------------------------|----------------------------|----------------|---|--------------|-------------------|-------------------------|-----------|
| KNOXVILLE AREA TRANSIT (KAT) | | | | | | | | | | | |
| 21-1003 | Purchase KAT Vehicles - Fixed Route Buses | KAT | - | - | - | N/A | Purchase of fixed-route buses for fleet replacement or minor expansion | 2026 | \$25,480,360 | L-STBG/CMAQ | 4 |
| 21-1004 | KAT Bus Engine Overhauls | KAT | - | - | - | N/A | Mid-life engine overhauls on 46 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 | 2026 | \$5,248,971 | L-STBG | 4 |
| KNOX COUNTY | | | | | | | | | | | |
| 09-625 | Schaad Road Widening | Knox County | Schaad Rd | Oak Ridge Hwy (SR 62) | Pleasant Ridge Rd | 1.50 | Widen from 2 to 4 lanes with addition of sidewalks | 2026 | \$12,676,484 | Local | 1,2,3 |
| 09-637 | Lovell Road Widening (SR 131) | Knox County | Lovell Rd (SR 131) | Cedardale Ln | Middlebrook Pk | 1.70 | Widen 2-lane to 4-lane, including pedestrian and bicycle facilities. | 2030 | \$25,490,954 | L-STBG | 1,2,3 |
| 09-644 | Gov John Sevier Highway (SR 168) | Knox County | Gov John Sevier Hwy (SR 168) | Alcoa Hwy (SR 115/US 129) | Chapman Hwy (US 441/SR 71) | 6.50 | Widen from 3 to 4-lane divided roadway | 2035 | \$105,690,856 | S-STBG | 1,2,3 |
| 09-645 | Northshore Drive (SR 332) | Knox County | Northshore Dr (SR 332) | Morrell Rd | Ebenezer Rd | 3.50 | Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities | 2035 | \$31,875,020 | S-STBG | 1,2,3 |
| 09-646 | Northshore Drive (SR 332) | Knox County | Northshore Dr (SR 332) | Pellissippi Pkwy (SR 162) | Concord Rd (SR 332) | 4.50 | Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities | 2040 | \$47,359,784 | S-STBG | 1,2,3 |
| 09-647 | Pellissippi Parkway (SR 162) | Knox County | Pellissippi Pkwy (SR 162) | Edgemoor Rd (SR 170) | Dutchtown Rd | 6.00 | Corridor safety and capacity improvements to include access control, interchange reconstruction, frontage roads, additional/auxiliary lanes and provision for a shared use path | 2030 | \$101,976,781 | NHPP | 1,2,3 |
| 09-651 | I-40/I-75/Watt Road Interchange | Knox County | I-40 at Watt Rd Interchange | Interchange at Watt Rd | | - | Reconfigure existing interchange to improve capacity, safety and operations. | 2026 | \$24,250,665 | NHPP | 1,3 |
| 09-673 | Oak Ridge Highway (SR 62) | Knox County | Oak Ridge Hwy (SR 62) | Byington Beaver Ridge Rd (SR 131) | Pellissippi Pkwy (SR 162) | 4.20 | Widen from 2 to 4 lanes | 2035 | \$62,743,460 | NHPP | 2,3 |
| 10-700 | Campbell Station Road Improvements | Knox County | Campbell Station Road | I-40 | Hardin Valley Road | 3.30 | Widening and realignment of Campbell Station Rd from I-40 to Hardin Valley Rd | 2030 | \$27,487,702 | L-STBG | 1,2 |

| KRMP ID | PROJECT NAME | AGENCY | FACILITY NAME | FROM | TO | LENGTH (MILES) | DESCRIPTION | HORIZON YEAR | HORIZON YEAR COST | PROPOSED FUNDING SOURCE | PM IMPACT |
|--------------------------------|---|-----------------|-------------------|-------------|--|----------------|--|--------------|-------------------|-------------------------|-----------|
| KNOX COUNTY (CONT.) | | | | | | | | | | | |
| 19-604 | Knox County Advanced Traffic Management System - Ph 2 | Knox County | | Various | | N/A | Continues implementation of County's Advanced Traffic Management Systems (ATMS) which are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations. This project primarily covers E. Emory Rd, Norris Freeway and Maynardville Pk | 2026 | \$1,705,263 | CMAQ | 3 |
| 19-707 | County-wide Transportation Study (Knox) | Knox County | | | | N/A | Prepare a countywide transportation plan in conjunction with the General Plan update in order to determine priorities for transportation improvements that address existing and proposed land use | 2026 | \$688,939 | L-STBG | - |
| 21-602 | Intersection Improvement at Beaver Ridge Road and West Emory Road | Knox County | | | | - | Installation of turn lanes and signalization at Beaver Ridge Rd and W. Emory Rd in Karns | 2026 | \$1,653,454 | HSIP | 1 |
| 21-604 | Tazewell Pike and Fairview Road Intersection Realignment | Knox County | | | | - | Tazewell Pk and Fairview Rd Intersection Realignment (Intersection improvement with turn lanes and traffic signal) | 2026 | \$1,929,030 | HSIP | 1 |
| 21-801 | Gibbs Schools Pedestrian Bridge | Knox County | | | | N/A | Pedestrian Bridge over Tazewell Pk to serve Gibbs Elementary, Middle, and High Schools | 2026 | \$2,755,757 | MMAG | 1 |
| KNOX COUNTY CAC TRANSIT | | | | | | | | | | | |
| 21-1000 | Knox County CAC Transit Capital Project | Knox County CAC | - | - | - | N/A | Purchase of demand response transit vehicles for fleet replacement | 2026 | \$2,372,188 | L-STBG | 4 |
| 21-1001 | Knoxville-Knox County CAC Transit Volunteer Assisted Transportation | Knox County CAC | - | - | - | N/A | Purchase of vehicles for assisted demand response transit services | 2026 | \$468,479 | L-STBG | 4 |
| CITY OF KNOXVILLE | | | | | | | | | | | |
| 09-615 | Washington Pike | Knoxville | Washington Pk | I-640 | Murphy Rd | 1.70 | Widen from 2-lanes to 4-lanes including pedestrian and bicycle facilities. | 2026 | \$19,422,578 | L-STBG | 1,2,3 |
| 09-616 | Pleasant Ridge Road | Knoxville | Pleasant Ridge Rd | Merchant Dr | Knoxville City Limits (Country Brook Dr) | 1.60 | Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities | 2026 | \$4,450,000 | L-STBG | 1,2 |

| KRMP ID | PROJECT NAME | AGENCY | FACILITY NAME | FROM | TO | LENGTH (MILES) | DESCRIPTION | HORIZON YEAR | HORIZON YEAR COST | PROPOSED FUNDING SOURCE | PM IMPACT |
|----------------------------------|---|-----------|---|--|----------------------------|----------------|--|--------------|-------------------|-------------------------|-----------|
| CITY OF KNOXVILLE (CONT.) | | | | | | | | | | | |
| 09-617 | Sevier Avenue - South Knoxville Waterfront Roadway Improvements | Knoxville | Sevier Ave | Davenport Rd | Island Home Ave | 0.30 | Construct roadway streetscape improvements and utility relocations along Sevier Ave and new roundabout at the intersection of Foggy Bottom/Sevier Ave/Island Home Ave. | 2026 | \$8,866,908 | L-STBG/S-STBG | 1,2 |
| 09-626 | Chapman Hwy (SR 71/US 441) Operational and Safety Improvements | TDOT | Chapman Hwy | SR 338 (Boyds Creek Hwy) | Blount Ave | 10.30 | Corridor safety and operational improvements, including intersection improvements and/or driveway improvements and/or left turn lanes at various locations throughout the project area | 2035 | \$77,018,589 | IA | 1 |
| 09-626D | Chapman Highway (US 441/SR 71) | TDOT | Chapman Hwy | Hendron Chapel Rd | Simpson Rd | 0.90 | Add center turn lane | 2026 | \$9,920,726 | HSIP | 1 |
| 09-638 | Oak Ridge Highway (SR 62) | TDOT | Oak Ridge Hwy (SR 62) | Schaad Rd | Byington Beaver Ridge Rd | 4.20 | Widen from 2 to 4 lanes | 2035 | \$78,238,685 | IA | 2,3 |
| 09-643 | Emory Road (SR 131) | TDOT | Emory Rd (SR 131) | Maynardville Hwy (SR 33) | Tazewell Pk (SR 331) | 4.80 | Widen from 2 to 4 lanes with median and/or center turn lane, including bike and pedestrian facilities. | 2030 | \$91,539,234 | IA | 2,3 |
| 09-649 | Pellissippi Parkway (SR 162)/Oak Ridge Highway Interchange | TDOT | Pellissippi Pkwy (SR 162)/Oak Ridge Hwy Interchange | Interchange at Oak Ridge Hwy (SR 62) | | 0.45 | Reconstruct interchange to a Single Point Urban Interchange and provide connection to Solway Rd | 2026 | \$36,916,125 | IA | 1,3 |
| 09-652 | I-75 at Emory Road (SR 131) Interchange | TDOT | I-75 at Emory Rd (SR 131) Interchange | | | - | Reconfigure existing interchange to a Diverging Diamond Interchange to improve capacity, safety and operations. | 2026 | \$12,779,000 | NHPP/ L-STBG/LOCAL | 1,3 |
| 09-653 | Alcoa Highway (SR 115/US 129) Widening | TDOT | Alcoa Hwy (SR 115/US 129) | Woodson Dr | Cherokee Trail Interchange | 1.60 | Widen 4-lane to 6-lane including pedestrian and bicycle facilities. | 2026 | \$102,000,000 | NHPP | 1,2,3 |
| 09-654 | I-75/I-640/I-275 Interchange | TDOT | I-75/I-640/I-275 Interchange | Interchange at I-640/I-275 (Sharps Gap). | | 0.57 | Interchange reconstruction along with the addition of auxiliary lanes in each direction on I-75. | 2035 | \$134,210,611 | IA | 2,3 |
| 09-658 | Northshore Drive at Kingston Pike Intersection Improvements | TDOT | Northshore Dr at Kingston Pk | Intersection | | 0.50 | Intersection improvements including additional turn lanes and sidewalk extensions. Replace bridge over Fourth Creek on Kingston Pike. | 2030 | \$29,463,705 | IA | 1,3 |
| 09-689 | Papermill Drive Complete Street | Knoxville | Papermill Dr | Weisgarber Rd | Kingston Pike (SR 1) | 0.60 | Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities | 2030 | \$13,225,215 | L-STBG | 1,2 |
| 09-692 | I-75 Widening | TDOT | I-75 | Emory Rd (SR 131) | Raccoon Valley Rd (SR 170) | 4.85 | Widen from 4 to 6 lanes | 2035 | \$183,319,493 | IA | 3 |

| KRMP ID | PROJECT NAME | AGENCY | FACILITY NAME | FROM | TO | LENGTH (MILES) | DESCRIPTION | HORIZON YEAR | HORIZON YEAR COST | PROPOSED FUNDING SOURCE | PM IMPACT |
|----------------------------------|---|-----------|---------------|------------------------------------|--------------------------------------|----------------|---|--------------|-------------------|-------------------------|-----------|
| CITY OF KNOXVILLE (CONT.) | | | | | | | | | | | |
| 13-1003 | Chapman Highway Advanced Traffic Management System | Knoxville | | Mountain Grove Dr | Blount Ave | 6.30 | Advanced Traffic Management Systems (ATMS) are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations | 2026 | \$3,504,221 | CMAQ | 3 |
| 13-1004 | Liberty Street Multimodal Project | Knoxville | | Middlebrook Pk (SR 169) | Sutherland Ave | 1.10 | Addition of sidewalks and bicycle facilities along Liberty and Division Streets. | 2026 | \$1,555,500 | L-STBG | 1 |
| 13-602 | Knoxville Advanced Traffic Management System - Ph 1 | Knoxville | | Various | | 19.50 | Advanced Traffic Management Systems (ATMS) are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations. This project covers two primary corridors of Broadway and Kingston Pk | 2026 | \$5,350,000 | L-STBG | 3 |
| 13-838 | First Creek Greenway - Broadway Streetscape | Knoxville | | Woodland Ave | Cecil Ave | 0.30 | Construct a new shared use path extending First Creek Greenway from near Cecil Ave to near Woodland Ave | 2026 | \$1,804,148 | L-STBG | 1 |
| 13-844 | First Creek Greenway - Downtown East | Knoxville | | Caswell Park | Morningside Park | 1.40 | Construct a new shared use path along First Creek connecting Caswell Greenway to Morningside Greenway | 2030 | \$2,567,248 | L-STBG-TA | 1 |
| 13-854 | Baker Creek Greenway | Knoxville | | Maynard Glenn Park | Island Home Ave | 1.00 | Construct a new shared use path along Baker Creek, connecting Maynard Glenn Park, Mary James Park, to the proposed South Waterfront Greenway | 2040 | \$2,959,987 | L-STBG-TA | 1 |
| 13-855 | First Creek Greenway - North Knox | Knoxville | | Edgewood Park | Mineral Springs Ave | 1.30 | Construct a new shared use path along First Creek connecting Edgewood Park to the proposed First Creek Greenway - Old Broadway segment at Mineral Springs Avenue | 2035 | \$4,194,082 | L-STBG-TA | 1 |
| 13-858 | Knoxville Northwest Greenway Connector - Ph 2 | Knoxville | | Middlebrook Pk. at Third Creek Rd. | SR 62 Western Ave. pedestrian bridge | 1.70 | New trail connecting from Middlebrook Pk. At Third Creek Rd. to SR 62 Western Ave. pedestrian bridge. ADA upgrades and pedestrian lighting. | 2026 | \$2,569,950 | S-STBG-TA | 1 |
| 13-880 | Atlantic Avenue Sidewalk | Knoxville | | Pershing St | Broadway | 0.60 | Construct 3,000 linear feet of sidewalks on Atlantic Ave between Pershing St and Broadway | 2026 | \$1,333,787 | L-STBG | 1 |
| 13-884 | Chapman Highway Multiuse Path | Knoxville | | Young High Pk | Stone Rd | 0.80 | Construct a new shared use path along Chapman Highway from Young High Pike to Stone Road | 2026 | \$2,667,573 | State | 1 |

| KRMP ID | PROJECT NAME | AGENCY | FACILITY NAME | FROM | TO | LENGTH (MILES) | DESCRIPTION | HORIZON YEAR | HORIZON YEAR COST | PROPOSED FUNDING SOURCE | PM IMPACT |
|----------------------------------|---|-----------|---------------|---------------------------|--------------------------------|----------------|--|--------------|-------------------|-------------------------|-----------|
| CITY OF KNOXVILLE (CONT.) | | | | | | | | | | | |
| 17-1006 | KAT Express Transit Service Enhancement - Broadway Transit Signal Priority Implementation | Knoxville | | Knoxville Station | N. Broadway at Colonial Circle | 6.50 | The project will consist of six BRT bus stops (one for each direction totaling 12 stations), Passenger Information Systems (PIS) at each station, TSP software integrated into the City's ATMS central software, and a number of queue jump locations, which will be determined during preliminary design efforts. | 2026 | \$12,125,332 | CMAQ | 3 |
| 17-608A | Magnolia Avenue Streetscape - Ph 3 | Knoxville | Magnolia Ave | N. Bertrand St | N. Kyle St | 0.20 | Construct streetscape improvements in the existing right of way that include raised medians replacing center left-turn lane, signal improvements, bike lanes, improved sidewalks, bus pull-offs, and amenities | 2026 | \$5,511,515 | L-STBG | 1 |
| 17-608B | Magnolia Avenue Streetscape - Ph 4 | Knoxville | Magnolia Ave | N. Kyle St | Spruce St | 0.30 | Construct streetscape improvements in the existing right of way that include raised medians replacing center left-turn lane, signal improvements, bike lanes, improved sidewalks, bus pull-offs, and amenities | 2026 | \$7,164,969 | L-STBG | 1 |
| 17-608C | Magnolia Avenue Streetscape - Ph 5 | Knoxville | Magnolia Ave | Spruce St | N. Cherry St | 0.40 | Construct streetscape improvements in the existing right of way that include raised medians replacing center left-turn lane, signal improvements, bike lanes, improved sidewalks, bus pull-offs, and amenities | 2030 | \$12,187,943 | L-STBG | 1 |
| 17-801 | Knoxville Advanced Traffic Management System - Ph 2 | Knoxville | Various | | | N/A | Additional upgrades of the City traffic signal system following Phase 1. | 2030 | \$9,983,741 | CMAQ | 3 |
| 17-850 | South Waterfront Greenway - East of Suttree | Knoxville | | Suttree Landing Park | Island Home Ave Riverwalk | 0.60 | Construct riverwalk trail connecting the 0.10-mile section of cantilevered riverwalk along Island Home Avenue to Suttree Landing Park riverwalk that is just east of Foggy Bottom Street along the Tennessee River. | 2026 | \$7,617,311 | L-STBG | 1 |
| 17-859 | South Waterfront Greenway -West of Cityview | Knoxville | | City View Public Greenway | Scottish Pk Park | 1.90 | A riverwalk connector from the existing CityView Public Riverwalk to Scottish Pike Park | 2040 | \$11,481,160 | L-STBG-TA | 1 |
| 17-901 | East Knox Greenway – Ph 1 | Knoxville | | Willow Ave | Knoxville Botanical Gardens | 1.60 | Construct a new shared use path connecting First Creek Greenway to Knoxville Botanical Gardens and Arboretum | 2026 | \$1,806,825 | L-STBG | 1 |

| KRMP ID | PROJECT NAME | AGENCY | FACILITY NAME | FROM | TO | LENGTH (MILES) | DESCRIPTION | HORIZON YEAR | HORIZON YEAR COST | PROPOSED FUNDING SOURCE | PM IMPACT |
|----------------------------------|--|-----------|---------------|---------------------------|--------------------------------------|----------------|--|--------------|-------------------|-------------------------|-----------|
| CITY OF KNOXVILLE (CONT.) | | | | | | | | | | | |
| 17-910 | Tazewell Pike Sidewalk | Knoxville | | Old Broadway | Jacksboro Pk | 0.60 | Construct sidewalk along Tazewell Pike from Old Broadway to Jacksboro Pike | 2035 | \$1,521,308 | L-STBG-TA | 1 |
| 17-911 | Tyson Fort Sanders Bike Connection | Knoxville | | Fort Sanders Neighborhood | Tyson Park | 0.50 | Construct new shared use path between Fort Sanders Neighborhood and Tyson Park | 2026 | \$6,062,666 | L-STBG-TA | 1 |
| 18-200B | Alcoa Highway (SR 115/US 129) ITS Expansion - Ph 2 | TDOT | | Topside Rd | Cherokee Trail Interchange | 5.55 | ITS Smartway Geographic Expansion | 2030 | \$2,531,591 | NHPP | 3 |
| 18-201 | I-140 ITS Expansion | TDOT | | Near MM 2 | Near MM 11 (SR 115/US 129/Alcoa Hwy) | 9.20 | I-140 ITS Expansion to include the installation of a power and communication network and ITS Devices such as CCTV cameras, DMS, and RDS | 2026 | \$5,180,824 | NHPP | 3 |
| 18-600 | I-75 ITS Expansion | TDOT | | MM 109.6 | SR 61 (Exit 122) | 13.03 | ITS expansion includes the deployment of CCTV cameras at critical interchanges. Install power and communications infrastructure and at Least 2 CCTV Cameras at each Interchange. | 2026 | \$3,968,291 | NHPP | 3 |
| 18-603 | Middlebrook Pike (SR 169) ATMS Expansion | Knoxville | | College St | Joe Hinton Rd | 6.50 | Advanced Traffic Management Systems (ATMS) are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations. | 2026 | \$2,678,596 | CMAQ | 3 |
| 19-603 | Traffic Signal Improvements for the U.T. Area | Knoxville | | Various | | N/A | Includes Advanced Traffic Management Systems (ATMS) which are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations. Project covers several roadways in and around UT campus | 2026 | \$3,270,533 | CMAQ | 3 |
| 19-606 | Woodland Avenue Complete Street | Knoxville | | N. Broadway | Glenwood Ave | 0.50 | Install bike lanes, sidewalks, and pedestrian crossing improvements. Project connects a greenway to existing bike lanes. | 2026 | \$2,755,757 | L-STBG | 1 |
| 21-600 | Magnolia Avenue/Rutledge Pike/Asheville Highway Interchange Improvements | Knoxville | | | | - | Construct interchange improvements to consist of intersection improvements, bike lanes and enhanced sidewalks | 2030 | \$15,818,395 | L-STBG | 1 |
| 21-601 | I-40 Westbound Interchange at I-275 | TDOT | | I-275 | Near I-640 | 2.00 | Interchange access improvements and extension of two existing lanes from US129 entrance ramp to WB mainline such that one lane continues through on I-40 mainline | 2040 | \$101,895,293 | IA | 3 |

| KRMP ID | PROJECT NAME | AGENCY | FACILITY NAME | FROM | TO | LENGTH (MILES) | DESCRIPTION | HORIZON YEAR | HORIZON YEAR COST | PROPOSED FUNDING SOURCE | PM IMPACT |
|----------------------------------|---|-----------|---------------|----------------|--------------------------------------|----------------|--|--------------|-------------------|-------------------------|-----------|
| CITY OF KNOXVILLE (CONT.) | | | | | | | | | | | |
| 21-605 | James White Parkway Corridor Improvements | Knoxville | | | | 1.20 | Address vehicular, pedestrian, and cyclist needs in local roadway network adjacent to James White Pkwy. Includes: Hillwood Ave from Anita Dr to Island Home Ave, Anita Dr from Sevier Ave to Hillwood Ave and Sevierville Pk from Woodlawn Pk to Sevier Ave | 2030 | \$6,482,949 | L-STBG | 1 |
| 21-606 | James White Parkway Roadway Improvements | Knoxville | | Sevierville Pk | Bridge over TN River | 1.20 | This project will relocate the two northbound travel lanes to share the existing pavement for the southbound lanes while maintaining 2 travel lanes in each direction. This will allow the current northbound travel lanes and adjacent excess land to be repurposed to a linear park. | 2026 | \$11,023,029 | L-STBG | 1 |
| 21-800 | South Knoxville Bridge Greenway | Knoxville | | Anita Dr | Morningside Greenway at Riverside Dr | 0.60 | Construct multi-modal path along James White Pkwy | 2026 | \$2,645,527 | L-STBG-TA | 1 |
| 21-802 | Adair to Old Broadway Connection | Knoxville | | Old Broadway | N Broadway | 0.20 | Construct new multiuse path to connect existing path on Old Broadway to north of Adair Drive | 2030 | \$3,110,368 | L-STBG-TA | 1 |

Figure G-4. Fiscally Constrained Projects in Loudon County

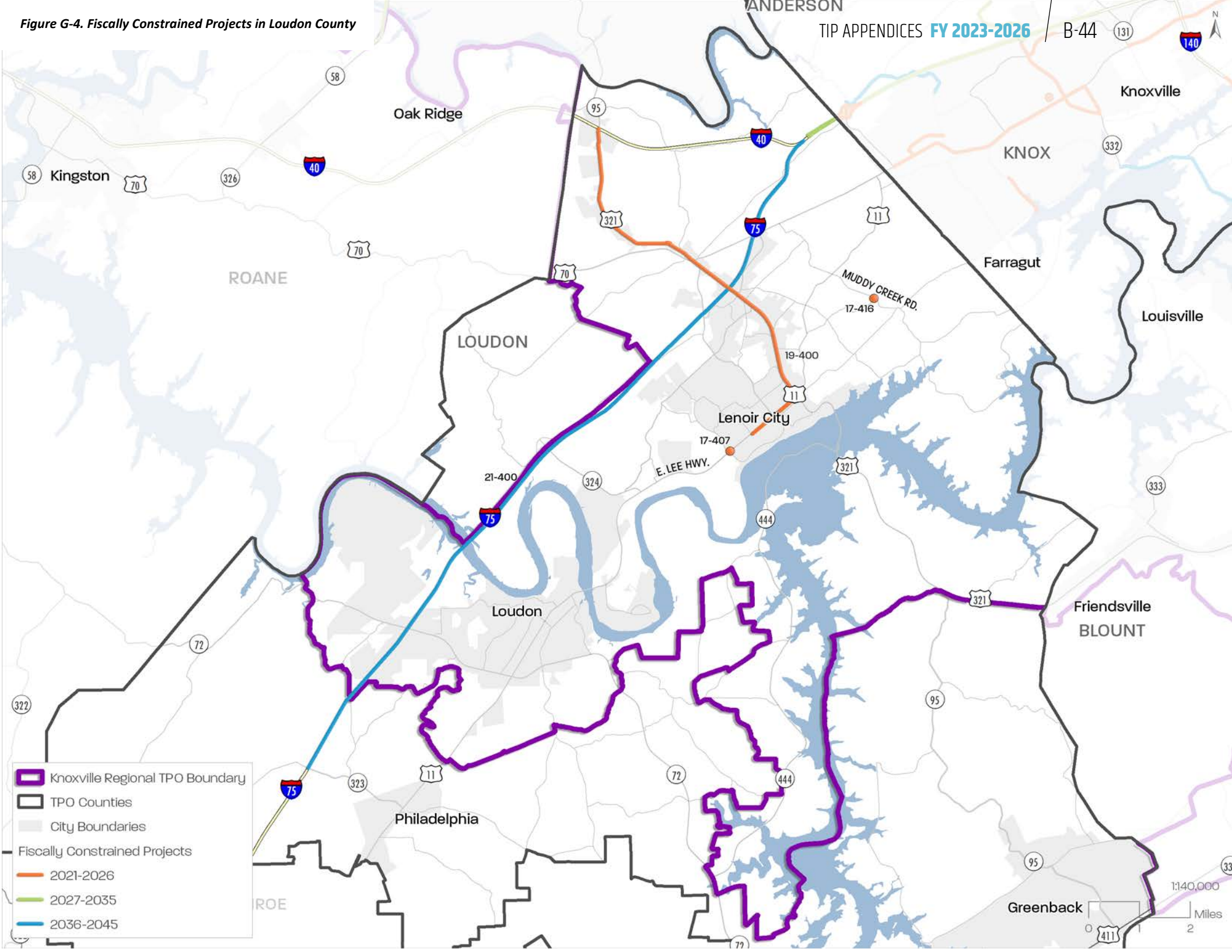
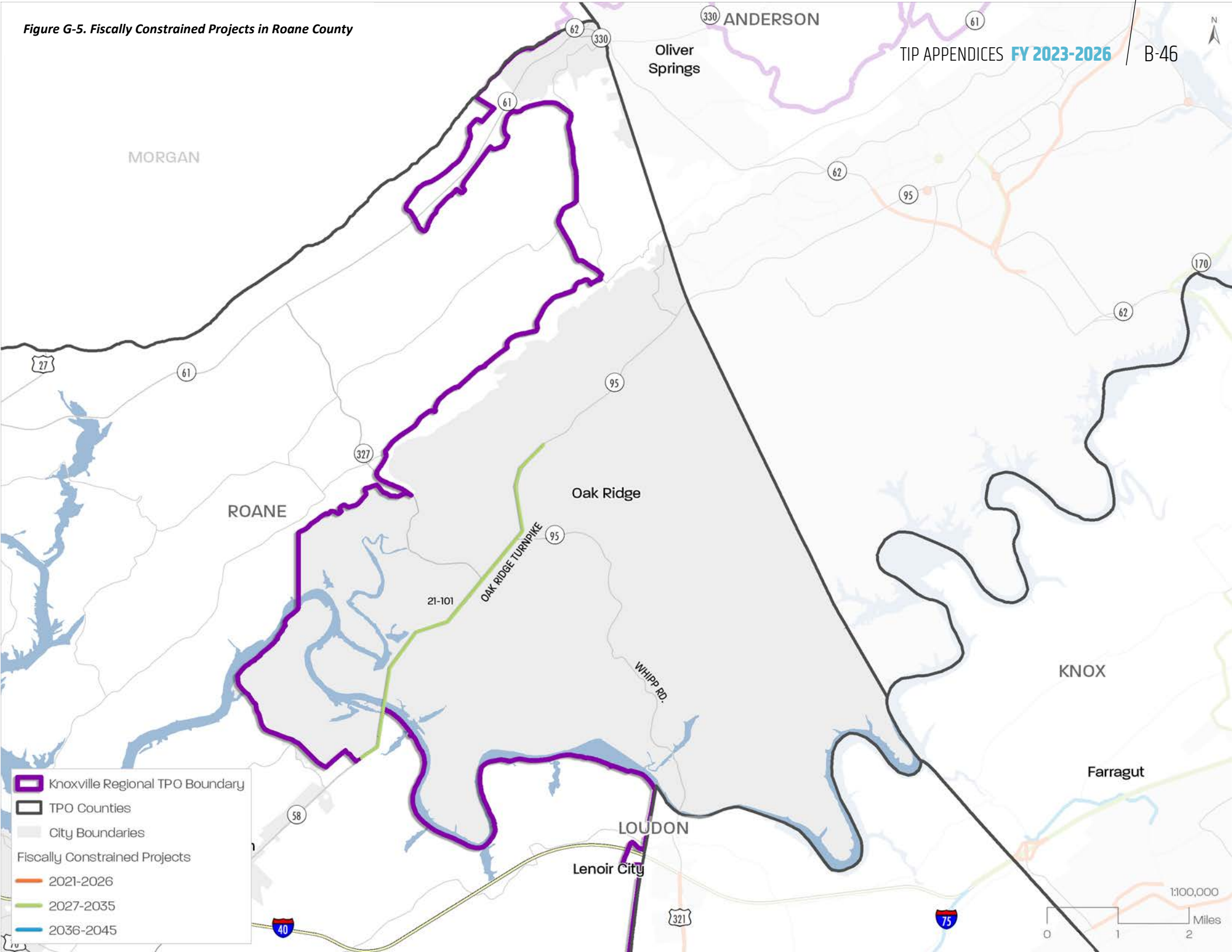


Table G-5. Fiscally Constrained Projects in Loudon County

| KRMP ID | PROJECT NAME | AGENCY | FACILITY NAME | FROM | TO | LENGTH (MILES) | DESCRIPTION | HORIZON YEAR | HORIZON YEAR COST | PROPOSED FUNDING SOURCE | PM IMPACT |
|----------------------------|---|---------------|-----------------------------|---|--------------------|----------------|---|--------------|-------------------|-------------------------|-----------|
| CITY OF LENOIR CITY | | | | | | | | | | | |
| 17-407 | US 11 at Industrial Park Drive Intersection Improvement | Lenoir City | US 11 at Industrial Park Dr | Intersection of US 11 at Industrial Park Dr | | 0.20 | Intersection improvements including turn lanes and new traffic signal | 2026 | \$909,400 | HSIP | 1 |
| 19-400 | Lenoir City CMAQ ITS Phase 2 | Lenoir City | | Various | | 8.6 | Continues implementation of Advanced Traffic Management Systems (ATMS) which are a component of Intelligent Transportation Systems (ITS) that integrate various technologies specifically related to the traffic signal system to improve overall operations. This project primarily covers major corridors of US 321 and US 11 | 2026 | \$2,546,761 | CMAQ | 3 |
| LOUDON COUNTY | | | | | | | | | | | |
| 17-416 | Muddy Creek Road Intersection Realignment | Loudon County | Muddy Creek Rd at Virtue Rd | Intersection | | 0.10 | Realign intersection and add turn lanes | 2026 | \$529,877 | HSIP | 1 |
| 21-400 | I-75 Widening | TDOT | I-75 | Pond Creek Rd (SR 323) | I-40/I-75 Junction | 16.10 | Widen from 4 to 6 lanes | 2040 | \$361,119,430 | IA | 3 |

Figure G-5. Fiscally Constrained Projects in Roane County



- Knoxville Regional TPO Boundary
- TPO Counties
- City Boundaries
- Fiscally Constrained Projects
 - 2021-2026
 - 2027-2035
 - 2036-2045

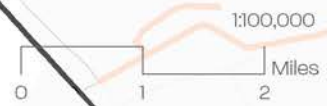
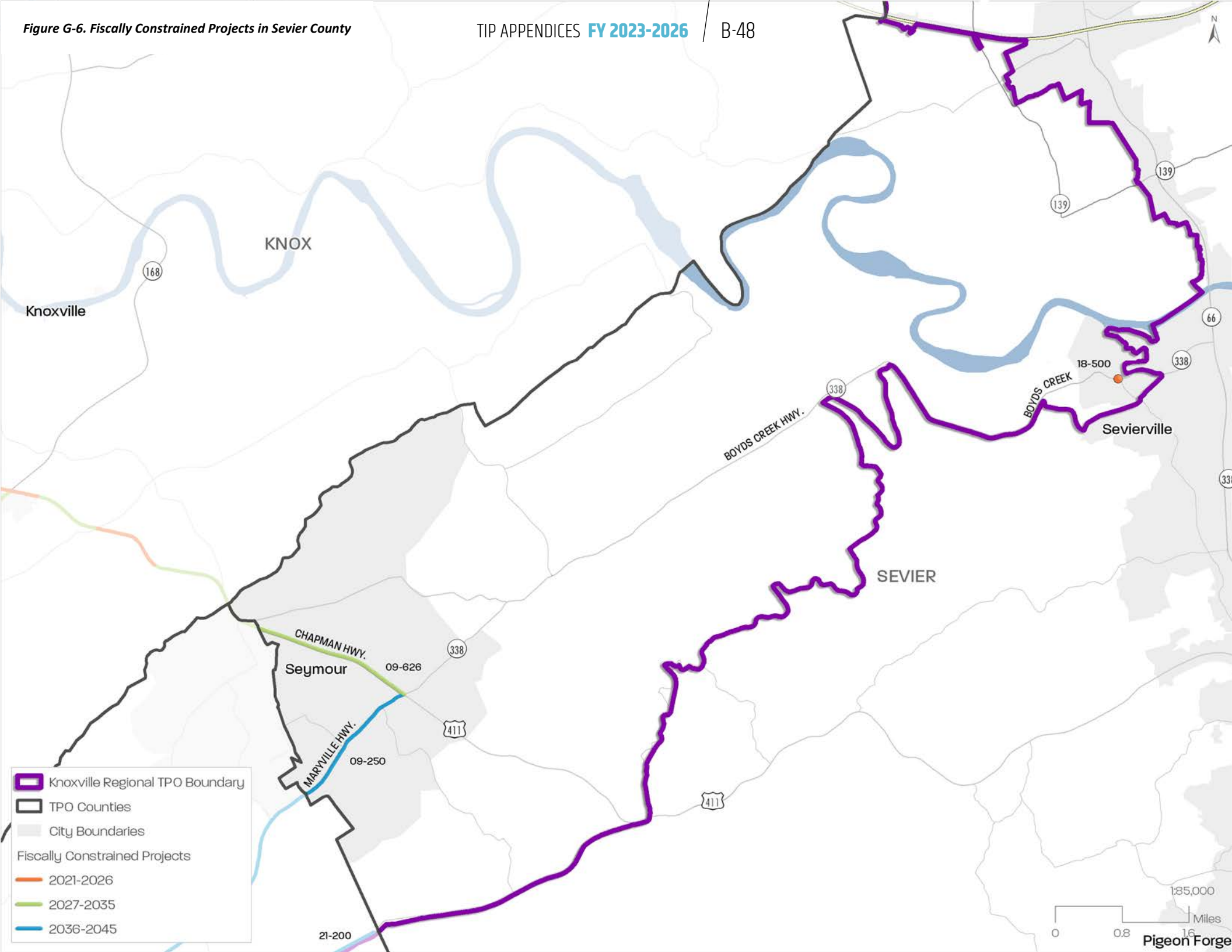


Table G-6. Fiscally Constrained Projects in Roane County

| KRMP ID | PROJECT NAME | AGENCY | FACILITY NAME | FROM | TO | LENGTH (MILES) | DESCRIPTION | HORIZON YEAR | HORIZON YEAR COST | PROPOSED FUNDING SOURCE | PM IMPACT |
|--------------------------|---|-----------|----------------------------|--------------------|--|----------------|---|--------------|-------------------|-------------------------|-----------|
| CITY OF OAK RIDGE | | | | | | | | | | | |
| 21-101 | West End Corridor Intersection Improvements | Oak Ridge | Oak Ridge Turnpike (SR 95) | Renovare Boulevard | Broadberry Avenue at Gallaher Road (SR 58) | N/A | Intersection improvements along Oak Ridge Turnpike (SR 95/SR 58) at Renovare Blvd, Novus Dr, Heritage Center Blvd, and Broadberry Ave at Gallaher Rd) | 2030 | \$2,593,179 | L-STBG | 1 |

Figure G-6. Fiscally Constrained Projects in Sevier County



- Knoxville Regional TPO Boundary
- TPO Counties
- City Boundaries
- Fiscally Constrained Projects
 - 2021-2026
 - 2027-2035
 - 2036-2045

0 0.8 1.6 Miles
Pigeon Forge

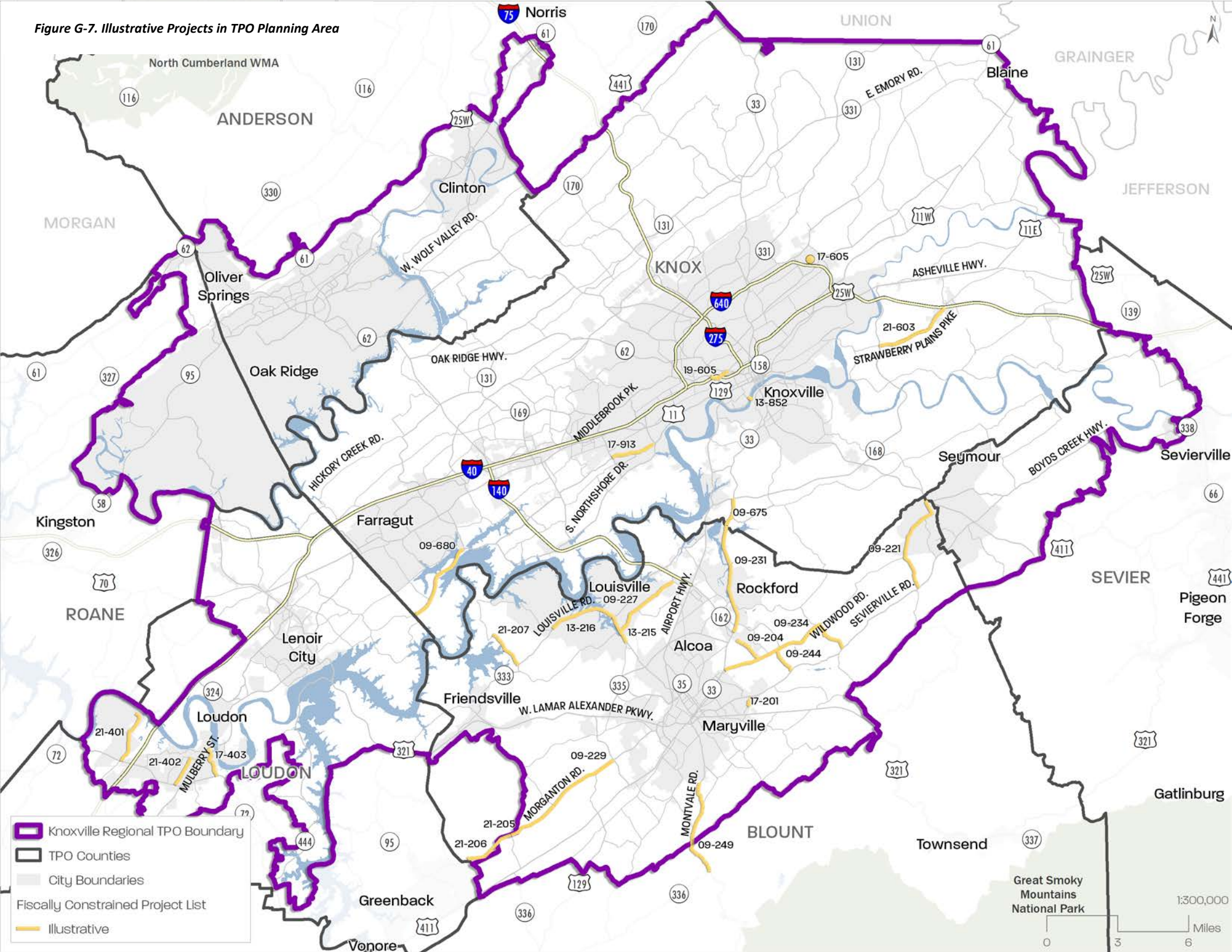
Table G-7. Fiscally Constrained Projects in Sevier County

| KRMP ID | PROJECT NAME | AGENCY | FACILITY NAME | FROM | TO | LENGTH (MILES) | DESCRIPTION | HORIZON YEAR | HORIZON YEAR COST | PROPOSED FUNDING SOURCE | PM IMPACT |
|----------------------------|--|-------------|-------------------------------|---------------------------------------|----|----------------|--|--------------|-------------------|-------------------------|-----------|
| CITY OF SEVIERVILLE | | | | | | | | | | | |
| 18-500 | Boyd's Creek Highway (SR 338) at Old Knoxville Highway Intersection Improvements | Sevierville | Boyd's Creek Highway (SR 338) | at Old Knoxville Highway Intersection | | - | Reconfigure existing intersection to improve safety and operations through geometric layout changes, addition of turn lanes, and installation of a new traffic signal. | 2026 | \$1,207,022 | L-STBG | 1 |

Table G-8. Fiscally Constrained Programs in TPO Planning Region

| KRMP ID | PROJECT NAME | AGENCY | FACILITY NAME | FROM | TO | LENGTH (MILES) | DESCRIPTION | HORIZON YEAR | HORIZON YEAR COST | PROPOSED FUNDING SOURCE | PM RULING |
|---------|-----------------------------|----------|---------------|------|----|----------------|--|--------------|-------------------|-------------------------|-----------|
| 21-700 | Smart Trips | TPO | -- | -- | -- | -- | Smart Trips Comprehensive and Ridesharing Program | 2026 | \$1,194,070 | CMAQ | 3 |
| 21-701 | Bike Parking | TPO | -- | -- | -- | -- | Provide convenient and secure bike parking destinations by reducing cost for businesses and agencies to provide bike parking for employees and customers | 2026 | \$22,046 | CMAQ | 3 |
| 21-702 | Resurfacing Program | Regional | -- | -- | -- | -- | Projects for preservation, rehabilitation, resurfacing and restoration of federal aid roadways | 2026 | \$2,204,606 | L-STBG | 2 |
| 21-702 | Resurfacing Program | Regional | -- | -- | -- | -- | Projects for preservation, rehabilitation, resurfacing and restoration of federal aid roadways | 2035 | \$3,050,241 | L-STBG | 2 |
| 21-702 | Resurfacing Program | Regional | -- | -- | -- | -- | Projects for preservation, rehabilitation, resurfacing and restoration of federal aid roadways | 2045 | \$4,220,242 | L-STBG | 2 |
| 21-703 | Safety Improvements Program | Regional | -- | -- | -- | -- | Projects that correct or improve a hazardous road location or feature or address a highway safety problem. | 2026 | \$2,204,606 | L-STBG | 1 |
| 21-703 | Safety Improvements Program | Regional | -- | -- | -- | -- | Projects that correct or improve a hazardous road location or feature or address a highway safety problem. | 2035 | \$3,050,241 | L-STBG | 1 |
| 21-703 | Safety Improvements Program | Regional | -- | -- | -- | -- | Projects that correct or improve a hazardous road location or feature or address a highway safety problem. | 2045 | \$4,220,242 | L-STBG | 1 |
| 21-704 | NHS Preservation/Operations | TDOT | -- | -- | -- | -- | Projects for preservation, rehabilitation, resurfacing and restoration of federal aid roadways | 2026 | \$155,414,214 | NHPP | 2 |
| 21-704 | NHS Preservation/Operations | TDOT | -- | -- | -- | -- | Projects for preservation, rehabilitation, resurfacing and restoration of federal aid roadways | 2035 | \$297,983,280 | NHPP | 2 |
| 21-704 | NHS Preservation/Operations | TDOT | -- | -- | -- | -- | Projects for preservation, rehabilitation, resurfacing and restoration of federal aid roadways | 2045 | \$451,091,132 | NHPP | 2 |
| 21-705 | Safety Improvements Program | TDOT | -- | -- | -- | -- | Projects that correct or improve a hazardous road location or feature or address a highway safety problem. | 2026 | \$54,775,624 | HSIP | 1 |
| 21-705 | Safety Improvements Program | TDOT | -- | -- | -- | -- | Projects that correct or improve a hazardous road location or feature or address a highway safety problem. | 2035 | \$120,064,859 | HSIP | 1 |
| 21-705 | Safety Improvements Program | TDOT | -- | -- | -- | -- | Projects that correct or improve a hazardous road location or feature or address a highway safety problem. | 2045 | \$181,755,813 | HSIP | 1 |

Figure G-7. Illustrative Projects in TPO Planning Area



Knoxville Regional TPO Boundary
 TPO Counties
 City Boundaries
 Fiscally Constrained Project List
 Illustrative

Great Smoky Mountains National Park
 1:300,000
 0 3 6 Miles

Table G-9. Illustrative Projects in the TPO Planning Area

| KRMP ID | PROJECT NAME | AGENCY | FACILITY NAME | FROM | TO | LENGTH (MILES) | DESCRIPTION |
|---------|---|---------------|------------------------------------|-------------------------------|-------------------------------------|----------------|---|
| 09-204 | Pellissippi Place Access Road Extension | Alcoa | Pellissippi Place | Wildwood Rd | Pellissippi Place Existing Terminus | 1.20 | Construct new 2-lane road with center turn lane or median and bicycle/pedestrian facilities |
| 09-221 | Burnett Station Road Reconstruction | Blount County | Burnett Station Road | Sevierville Road/SR 35/US 411 | Chapman Highway/SR 71/US 441 | 4.40 | Reconstruction of 2-lane road with addition of turn lanes |
| 09-227 | Mentor Road Reconstruction | Blount County | Mentor Road | Louisville Road/SR 334 | Wrights Ferry Road | 3.20 | Reconstruct 2-lane roadway with addition of turn lanes |
| 09-229 | Morganton Road Reconstruction - Ph 2 | Blount County | Morganton Rd | Walker Rd | William Blount Drive (SR 335) | 3.30 | Reconstruct 2-lane roadway with addition of turn lanes |
| 09-231 | Old Knoxville Highway (SR 33) Reconstruction - Rockford | Blount County | Old Knoxville Hwy (SR 33) | Pellissippi Pkwy (SR 162) | Knox County Line | 4.60 | Reconstruct 2-lane road with addition of turn lanes |
| 09-234 | Wildwood Road Reconstruction | Blount County | Wildwood Road | Maryville City Limits | Sevierville Rd | 6.10 | Reconstruct 2-lane road with addition of turn lanes |
| 09-244 | Peppermint Road Reconstruction | Blount County | Peppermint Road | Wildwood Road | Sevierville Road | 1.10 | Reconstruct 2-lane road with addition of turn lanes |
| 09-249 | Montvale Road (SR 336) Reconstruction | Blount County | Montvale Road (SR 336) | Six Mile Rd | Maryville City Limits | 4.40 | Reconstruct 2-lane road with addition of turn lanes |
| 13-215 | Louisville Road (SR 333/SR 334) Reconstruction - Ph 1 | Blount County | Louisville Rd (SR 333) | Alcoa City Limits | Lackey Creek Bridge | 1.90 | Reconstruct 2-lane road with addition of turn lanes |
| 13-216 | Louisville Road (SR 333) Reconstruction - Ph 2 | Blount County | Louisville Rd (SR 333) | Lackey Creek Bridge | Old Lowes Ferry Rd | 2.30 | Reconstruct 2-lane road with addition of turn lanes |
| 21-205 | Morganton Road Ph 3 | Blount County | Morganton Rd | Walker Road | Henry Lane | 2.30 | Reconstruct 2-lane roadway with addition of turn lanes |
| 21-206 | Morganton Road Ph 4 | Blount County | Morganton Rd | Henry Lane | Loudon County Line | 2.40 | Reconstruct 2-lane roadway with addition of turn lanes |
| 21-207 | Ralph Phelps Road | Blount County | Ralph Phelps Road | Lowes Ferry | Louisville Road | 1.80 | Reconstruct 2-lane road with addition of turn lanes |
| 17-201 | Amerine Road Improvements | Maryville | Amerine Rd | Fielding Drive | Sevierville Rd | 0.50 | Reconstruct 2-lane road with addition of turn lanes and sidewalk |
| 09-675 | Maryville Pike (SR 33) | Knox County | Maryville Pk (SR 33) | Gov John Sevier Hwy (SR 168) | Blount County Line | 1.20 | Reconstruct 2-lane road with addition of turn lanes |
| 09-680 | Northshore Drive Improvements | Knox County | Northshore Drive | Concord | Harvey Road | 3.60 | Northshore Dr (SR 332) Improvements (Provide better connectivity from Town of Farragut to the residents) |
| 21-603 | Strawberry Plains Pike Improvements | Knox County | Strawberry Plains Pike | I-40 | Gov. John Sevier Highway | 3.40 | Widening of Strawberry Plains Pk from Governor John Sevier Hwy to I-40) |
| 13-852 | Knoxville South Waterfront Pedestrian/Bicycle Bridge | Knoxville | South Waterfront Pedestrian Bridge | Clancy Ave | UT | 0.30 | Construct a new pedestrian/bicycle bridge over the Tennessee River connecting the South Knoxville Waterfront redevelopment area to the University of Tennessee |
| 17-605 | Knoxville Center Mall Circulation Study | Knoxville | | | | N/A | Conduct a planning study of the Knoxville Center, I-640 Interchange, frontage roads, and nearby arterial and collectors including a feasibility study to add a new exit from I-640) |
| 17-913 | Westland Drive Bike Lane | Knoxville | | Morrell Rd | Northshore Dr (SR 332) | 1.90 | Construct bicycle lanes and sidewalks along both sides of roadway |

| KRMP ID | PROJECT NAME | AGENCY | FACILITY NAME | FROM | TO | LENGTH (MILES) | DESCRIPTION |
|---------|----------------------------------|----------------|----------------------|----------------|------------------------------------|----------------|--|
| 19-605 | Middlebrook Pike Complete Street | Knoxville | | Western Ave | Proctor St | 0.85 | Install protected bicycle facilities, improve sidewalks and upgrade bike/pedestrian treatments at three intersections. Project connects existing bike/ped facilities on University Avenue to the greenway on Middlebrook Pike at Proctor Street. |
| 17-403 | Grove Street Resurfacing | City of Loudon | Grove St | US 11 | SR 72 | 1.30 | Resurface roadway and add left turn lane on Hwy 72 |
| 21-401 | Corporate Park Drive Resurfacing | City of Loudon | Corporate Park Drive | State Route 72 | Cul de sac Corporate Park Drive | 2.40 | Resurfacing project |
| 21-402 | Maremont Parkway Resurfacing | City of Loudon | Maremont Parkway | State Route 72 | Highland Avenue | 1.40 | Resurfacing (Roadway milling and installing new pavement for the entire street) |

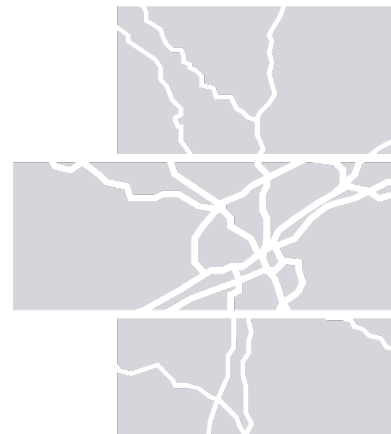


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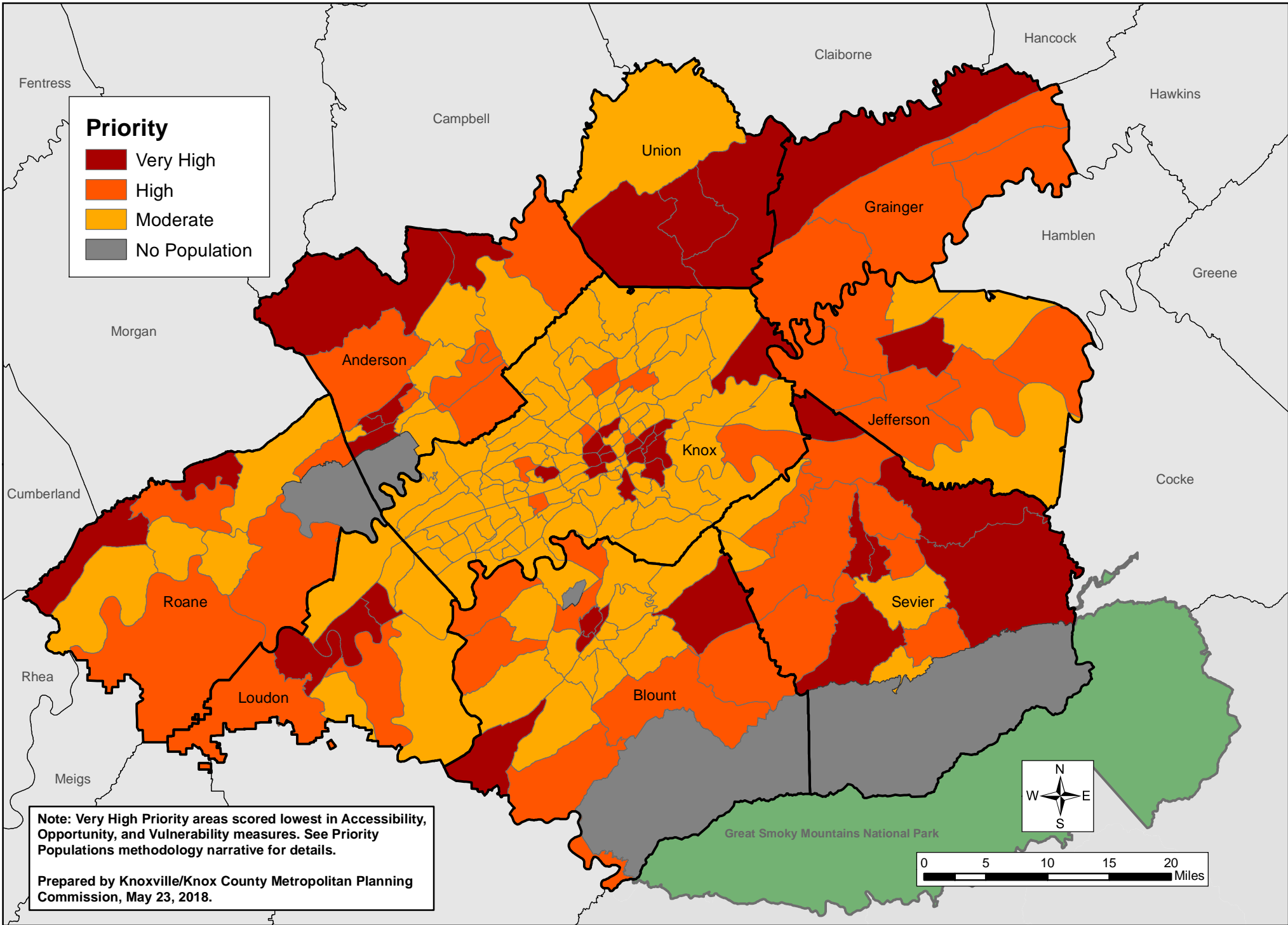
FY 2023-2026

Transportation Improvement Program

Priority Populations Map



Priority Populations: Knoxville Region, 2018



Fentress

Claiborne

Hancock

Hawkins

Campbell

Union

Grainger

Hamblen

Greene

Priority

- Very High
- High
- Moderate
- No Population

Morgan

Anderson

Jefferson

Cocke

Knox

Cumberland

Roane

Sevier

Rhea

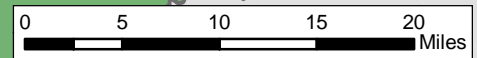
Loudon

Blount

Meigs



Great Smoky Mountains National Park





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KNOXVILLE REGIONAL

FY 2023-2026

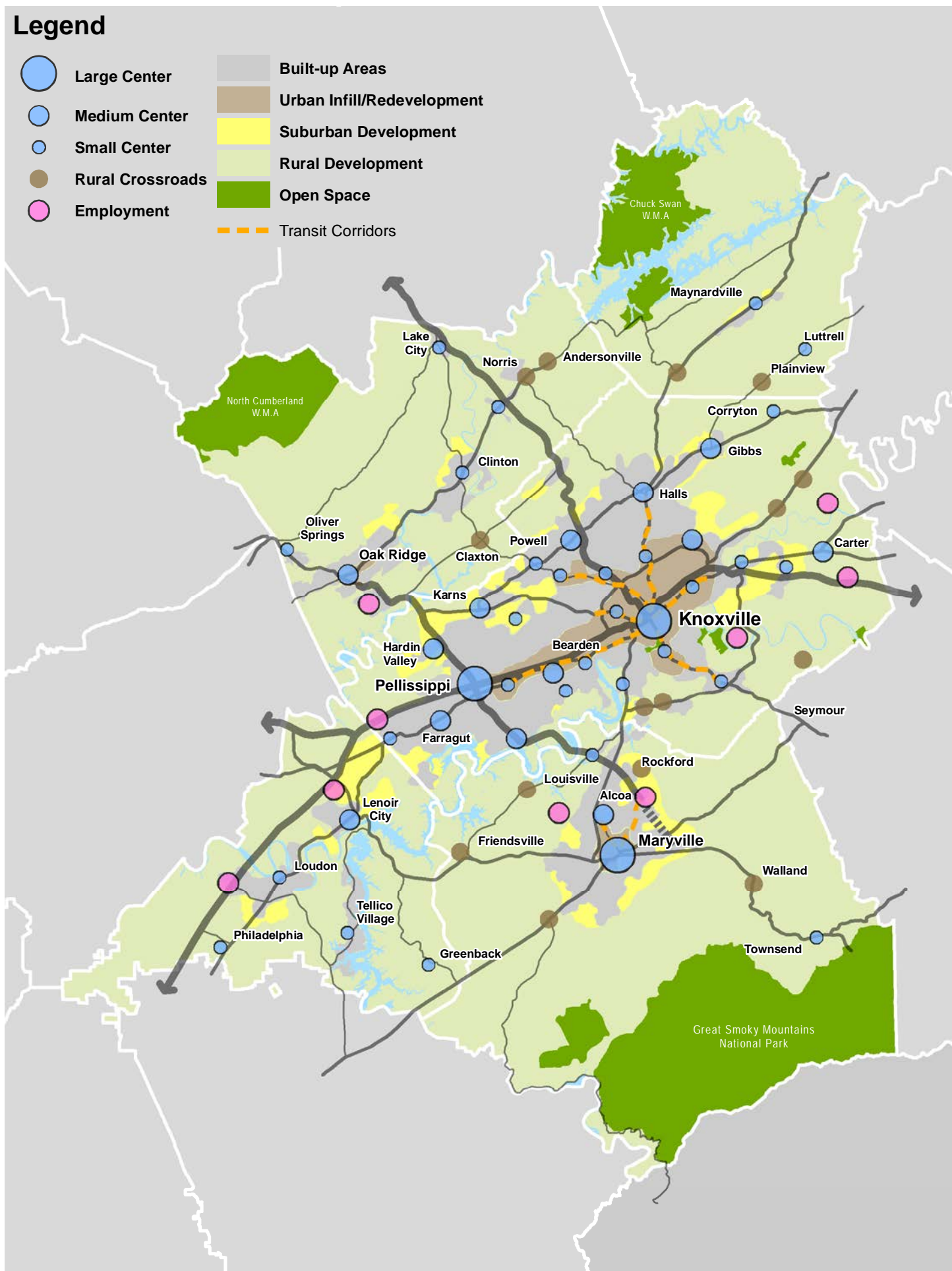
Transportation Improvement Program

Preferred Growth Concept Map



Legend

- Large Center
- Medium Center
- Small Center
- Rural Crossroads
- Employment
- Built-up Areas
- Urban Infill/Redevelopment
- Suburban Development
- Rural Development
- Open Space
- Transit Corridors



KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
FTA – Section 5310
Enhanced Mobility for Seniors & Individuals with Disabilities
Grant Funding Application

Introduction

This is an application to receive Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors & Persons with Disabilities funding. Applications that are incomplete or do not contain adequate supporting documentation will not be considered. This application is for both operating projects and capital projects (vans, mini-buses). However, only certain sections must be completed for each type of application. So, please read the application carefully.

Please refer to the companion set of instructions and the additional information linked on the TPO website. This additional information includes the vehicle list and prices, vehicle options list, Human Services Transportation Coordination Plan, Program Management Plan, and the deadline for submitting applications. Applicants are encouraged to contact the TPO staff if you have any questions.

AGENCY INFORMATION (ALL APPLICANTS)

| | |
|--|---|
| Agency Name | |
| Contact Person Name | |
| Title | |
| Phone Number | |
| E-mail | |
| Address | |
| City, State, Zip Code | |
| Website | |
| Is the Agency A | Local Government Public Transit Operator Private Non-Profit |
| Agency DUNS Number | |
| Project Type | Capital Operating |
| Total Project Cost | |
| Amount of FTA (Federal) Grant Funding Needed | |

Application Instructions

The application contains eleven sections. Please refer to the table to determine which sections must be completed. Some sections are required by all applicants, while others depend on whether you are applying for capital/vehicle funding or operating funding. If you are submitting both a capital/vehicle project and an operating project you must fill out separate applications. If you are asking for multiple vehicles, you only need to fill out one capital funding application. If you are seeking funding for mobility management activities, you will complete the operating sections of the application (even though FTA considers mobility management activities a capital expense). If you are applying for both operating and mobility management funding you need only to fill out one operating funding application.

| SECTION # | WHICH SECTION TO COMPLETE |
|--|---|
| 1 OVERVIEW OF AGENCY | ALL APPLICANTS |
| 2 PROJECT DESCRIPTION | ALL APPLICANTS |
| 3 PROJECT NEED | ALL APPLICANTS |
| 4 SPECIFIC PERFORMANCE & EVALUATION | ALL APPLICANTS |
| 5 IMPLEMENTATION OF CAPITAL PROJECTS | CAPITAL/VEHICLE APPLICANTS ONLY |
| 6 IMPLEMENTATION OF OPERATING PROJECTS | OPERATING & MOBILITY MANAGEMENT APPLICANTS ONLY |
| 7 ORGANIZATIONAL PREPAREDNESS & TECHNICAL CAPACITY | ALL APPLICANTS |
| 8 OUTREACH & COORDINATION | ALL APPLICANTS |
| 9 VEHICLE BUDGET (ATTACH SEPERATELY) | CAPITAL/VEHICLE APPLICANTS ONLY |
| 10 OPERATING BUDGET (ATTACH SEPERATELY) | OPERATING PROJECTS ONLY & MOBILITY MANAGEMENT APPLICANTS ONLY |
| 11 ADDITIONAL INFORMATION NEEDED | ALL APPLICANTS |

SECTION 1 – OVERVIEW OF AGENCY (ALL APPLICANTS)

Please provide a ***brief*** overview of the proposing agency, a description of services provided, who is eligible for services, and service area. This is to provide a general picture of the overall proposing agency, its mission, and the services it provides. Project specific information will be included in the next section.

Answer:

SECTION 2 – PROJECT DESCRIPTION (ALL APPLICANTS)

Please provide a detailed description of the proposed project. Please include:

- A description of the type of project: operation of a service, mobility management activities, acquisition of vehicle(s), or other type of project(s).
- Outline who would be eligible for the proposed project.
- Describe the geographic service area, specific to this project.
- Provide the estimated number of people the project will serve annually.
- Provide the estimated number of one way trips that will be provided annually.

Please Note: if you are asking for funding for multiple vehicles, be sure you state the number of vehicles needed and be sure the estimated number of people/trips served/provided annually is a **per vehicle total**.

- State the term of project (if operating services or mobility management activities). You can use general time periods such as: six months, one year, two years, etc.

Please Note: There is no need to provide cost(s), a budget, or funding information in this section as these items will be addressed later in application.

Answer:

SECTION 3 – PROJECT NEED (ALL APPLICANTS)

Please describe/indicate the following:

- How will this project improve the quality of transportation services for seniors and/or individuals with disabilities? Give examples.
- Reference the stated need or goal this project meets as outlined in the Human Services Transportation Coordination Plan (HSTCP) [**Required, see HSTCP link on TPO website**].
Please Note: If you cannot find an exact need or goal that fits the proposed project in the HSTCP, then discuss how the project is in-keeping with the types of needs and goals identified in the HSTCP.
- How does the proposed project align with the overarching mission of your organization?
- List any innovative approaches that will be employed for this project.
- If you have received Section 5310 funding from the TPO before and this is a continuation or a similar project, discuss the success of the past project and tell why you need additional funding. If you have received Section 5310 funding for a vehicle(s) before and are asking for more, discuss the need for an additional vehicle(s) and how the previously funded vehicle(s) is/are currently being utilized.

Answer:

SECTION 4 – SPECIFIC PERFORMANCE & EVALUATION (ALL APPLICANTS)

Please describe/indicate the following:

- Outline any specific goals/outcomes you have for the proposed project. Goals/outcomes should be measurable.
- Describe how you plan on monitoring and evaluating the progress in meeting the stated goals/outcomes, including any performance measures.
- If you have received 5310 funding from the TPO before and this is a continuation or a similar project (including the purchase of vehicles), discuss how you evaluated the past success of the project (vehicles).

Answer:

SECTION 5 – IMPLEMENTATION (CAPITAL/VEHICLE PURCHASE APPLICANTS ONLY)

Please describe/indicate the following:

- What type of vehicle(s) are you seeking to purchase [**Select from TDOT MTR Vehicle Bid List link on TPO website**]?

Please Note: Do not worry about funding or cost(s) in this section, budget information will be addressed in a later section.

Please Note: Purchasing off of the TDOT MTR Vehicle Bid List is ***mandatory***, unless you can prove you have FTA purchasing expertise.

- Explain why you need this type of vehicle(s). Describe the type of services the vehicle(s) will be used to provide.
- How many vehicles are you seeking to purchase? If you are seeking multiple vehicles explain why they are needed.
- Review the list of vehicle extras or options [**See options spreadsheet(s) link on TPO website**]. Many applicants just select the base vehicle. However, if there are any extras or options that are critical to the type of vehicle(s) you need, you can select them. If you are selecting extras or options, please justify why they are needed. Remember cost(s) will be shown in a later section.
- Is the vehicle(s) for replacement or expansion?
Please Note: if this is a replacement you ***must*** provide information on the vehicle(s) being replaced, including year, model, make, and VIN number. If you have been awarded funding for replacement vehicle(s) before, either through the TPO or the Tennessee Department of Transportation, the replacement vehicle can only be listed once in any FTA grant.
- Who will be managing the initial purchasing/grant management part of the project (give ***brief*** bio)?
- From time-to-time, it is permitted to conduct your own bid for vehicles. However, any agency proposing this must: (1) have experience in FTA procurement and (2) have pre-approval by the TPO. If you are interested in this option, please contact the TPO ***before*** proceeding with this application.
- ***DO NOT*** include mobility management activities type projects in this capital section. Mobility management activity projects should be listed in the operating sections of this application.

Answer:

Answer Continued:

SECTION 6 – IMPLEMENTATION (OPERATING & MOBILITY MANAGEMENT PROJECTS ONLY)

Please describe the following:

- A work plan delineating the tasks (or milestones) to be conducted and a timeline for completing those tasks (use generic months, i.e. Month 1, Month 2).
Please Note: Do not worry about cost(s) or funding at this question, budget information will be addressed later in the application.
- Who will be managing the project (give **brief** bio stating experience)?
- Provide a staffing plan listing who will perform each task, include a **brief** bio for each person. Estimate what **percent** of each staff (listed) time will be charged to project budget.
- If you are apply for both operating and mobility management funding, be sure you show that you have a clear understanding of the types of activities that are eligible for mobility management funding. Also, be sure the two different types of work activities (Operating, Mobility Management) are clearly broken-out (or hours allocated) in the proposed work plan.

Answer:

SECTION 7 – ORGANIZATIONAL PREPAREDNESS & TECHNICAL CAPACITY (ALL APPLICANTS)

Please describe/indicate the following:

- Describe how your agency has the necessary operational and technical capacity to carry out the tasks as outlined in the project?
- Provide a statement of the agency’s ability to implement and sustain the proposed project.
- How will your agency guarantee that the vehicle(s) purchased will continued to be used for this specific project?
- Describe your agency’s ability to be sure the vehicle(s) are properly maintained.
- Describe your agency’s ability to meet deadlines for submitting quarterly reports to TPO (this includes invoicing (if applicable), status reports, ridership, or usage data reports).

Answer:

SECTION 8 – OUTREACH & COORDINATION (ALL APPLICANTS)

Please describe/indicate the following:

- Describe any external outreach efforts to promote awareness of the proposed project. If the project is strictly for your agency’s clients, describe how the program will be promoted internally. If the project is open to the public, describe how you will notify potential users.
- If funding is being used for mobility management activities, describe how your management functions will work with regards to outside and/or internal clients (to your organization).
- If any coordination can occur with other social service agencies or public transit agencies, describe how this might happen.
- Is this project new or does it supplement an existing program/service?

Answer:

SECTION 9 – VEHICLE BUDGET (CAPITAL/VEHICLE APPLICANTS ONLY)

Develop separately and attach with application submission a detailed budget outlining costs and funding. The budget can be constructed in Word or Excel, but be sure it is formatted so it can be easily printed. An example budget is provided [See link on TPO website]. Be sure to include:

- From the TDOT MTR Vehicle Bid List [See list link on TPO website] select the vehicle you want. On the budget sheet, list the name or type of vehicle and provide a line item titled – Vehicle Base Cost (show cost).
- Review the list of extras or options [See spreadsheet link on TPO website]. Many applicants just select the base vehicle. However, if there are any extras or options that are critical to the type of vehicle(s) your agency needs, you can select them. On the budget sheet, list **each** option(s) or extra(s) selected and the corresponding cost(s). Then, sum all the cost(s) associated with the option(s) selected into one sub-total line item (called Vehicle Options Cost).
- Sum the Vehicle Base Cost and the Vehicle Options Cost line items together for a – Total Cost per Vehicle – line item.
- Multiply the Total Cost per Vehicle by the number of vehicles you are proposing to purchase and put that amount in a – Total Cost – line item.
- If you are selecting more than one type of vehicle, repeat the steps above for each vehicle type. Be sure to keep each vehicle type and any options selected separate from any other vehicle type you have selected. You may want to differentiate the vehicles in the budget sheet by labeling them Vehicle(s) Type #1 and Vehicle(s) Type #2, etc. And, be sure each type of vehicle’s Total Cost is listed separately on the budget sheet (so the reviewer can easily identify that there are more than one type of vehicle being selected). Then, sum up the Total Cost(s) associated with each vehicle into one – Total Project Cost – line item.
- Break out the Total Project Cost by federal (80%) and local match (20%) dollars.
- If you are proposing another type of capital project besides the purchase of a vehicle(s), outline project details with line item costs. Break out the Total Project Cost by federal (80%) and local match (20%) dollars. Be sure, at the end, there is this final breakdown that clearly shows federal funding needed and the required local match funding needed.
- Attach a letter that (1) certifies matching funding is available and (2) commits the agency to providing the entire purchase amount up front (grant funds portion will be reimbursed). Please be sure the letter includes the amount of and source(s) for the local the match. If you cannot pay for the entire purchase up front please contact the TPO to explore if there are other funding options. Review the local match section, including the potential for other grant dollars, in the additional instructions provided [See link on TPO website].
- From time-to-time it is permitted to bid your own vehicle(s). However, any agency proposing this must: (1) have experience in FTA procurement and (2) have pre-approval by the TPO. If you are interested in this option, please contact the TPO **before** proceeding with this application.
- ***DO NOT*** include any mobility management costs in this section. Mobility management costs should be included in the operating budget section of the application.

SECTION 10 – OPERATING BUDGET (OPERATING & MOBILITY MANAGEMENT PROJECTS ONLY)

Develop separately and attach with application submission a detailed budget outlining costs and funding. The budget can be constructed in Word or Excel, but be sure it is formatted so it can be easily printed. Be sure to include:

- A budget with separate line items for labor cost(s), fringe-benefit cost(s), other direct cost(s), indirect cost(s), and travel cost(s), etc. (if applicable).
- Cost allocation Plan (if applicable).
- If you are applying an Indirect Cost Rate, has it been approved by an official cognizant agency?
- If you are utilizing funding for **mobility management activities**, you may fund those at either the Operating (50%/50%) or Capital (80%/20%) reimbursement funding rate. This provision is only for mobility management activities and what rate they are reimbursed at is up to the applicant. General operating activities must be funded at the 50%/50% rate. If you have any questions please see the **FTA Section 5310 Circular [see Circular linked on TPO website]** or call the TPO staff.
- Sum all the various line items for a – Total Project Cost – line item. If the project utilizes both operating funding (50%/50% rate) and mobility management activities funding (80%/20% rate), those costs should total into two separate line items (i.e. Operations Total Cost line item, Mobility Management Total Cost line item). As these two activities can be reimbursed at different federal rates, it is **extremely important** that the budget (charges and invoicing) clearly defines each eligible work item/task and associated cost(s) and reflects those in the correct budget line item (Operations or Mobility Management). If you are showing mobility management activities but only seeking the 50%/50% reimbursement rate, you should still show those costs broken out in the budget, but they can be as a sub-total to the Operation Total Cost line item.
- If you are utilizing funding for **operations**, break out the Operations Total Cost line item by federal (50%) and local match (50%) dollars.
- If you are utilizing funding for **mobility management activities**, break out the Mobility Management Total Cost line item by federal (80%) and local match (20%).
- If the project utilizes both operating funding and mobility management activities funding, add the two totals together for a – Project Total Cost line item.
- Be sure, at the end of the budget sheet, there is a final statement that clearly shows federal funding needed and the required local match funding needed.
- A letter that (1) certifies matching funding is available and (2) states the agency can provide the services up front, being reimbursed upon submission and processing of quarterly invoices per the contract. Please be sure the letter includes the amount of and source(s) for the local the match. Review the local match section, including the potential for other grant dollars, in the additional instructions provided [**See link on TPO website**].

SECTION 11 – ADDITIONAL INFORMATION TO BE SUBMITTED (ALL APPLICANTS)

The TPO reserves the right to request additional information about each applicant’s proposal or to allow a brief presentation on the proposal. Please be sure you submit the following information.

Please Note: If you have received funding from the TPO before these documents may already be on file. Please check with the TPO staff to see which items you may need to update.

- Certification/letter stating agency’s status as a private nonprofit organization, a human resource agency, or an eligible local government (public transit agency)
- Most recent agency audit (must be within 3 years)
- Letter (from Cognizant Agency) approving Indirect Cost Rate (only required from those using an Indirect Cost Rate in operating or mobility management activities projects)
- List of members of the governing body (Board) and contact information (if not in the audit)
- Policy and Procedures, Employee Handbook, excerpts of separate documents that demonstrate compliance with the following federal requirements:
 - Title VI - Civil Rights policies/practices, Written Complaint Process
 - Equal Employment Opportunity (EEO) Program or policies/practices
 - Americans with Disabilities Program or policies/practices
 - Drug Free Workplace and Drug and Alcohol Testing Program/policies
- Certification of equivalent services (only required from public transit providers)
- Safety and security plan/practices (only required from public transit providers)

Additional requirements for vehicles:

- Written Vehicle Maintenance Plan (VMP). The FTA requires a separate VMP. The VMP does not have to be overly complicated and long. It may simply reflect the manufacturer suggested maintenance schedule that comes with the vehicle. If this is the first vehicle, you may submit a VMP after you receive the manufacturer suggested maintenance schedule to use as a resource. But, a separate VMP must be submitted.
- Any written transportation policies
- Vehicle inventory of all vehicles (make, model, year, accessible vs. non-accessible)

Contact Information:

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Please review the additional instructions and all the other supporting documents that are linked with this application on the TPO website.

Appendix C: FY 2020-2023 TIP Projects Status

2020-2023 TIP Project Status

| TIP ID | Project Name/Route | Description | Lead Agency | Project Status |
|-------------|--|--|-------------------|--|
| 20-2011-082 | Montvale Rd. (SR 336) | 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. | TDOT | Carried Forward |
| 20-2014-002 | Lovell Rd. (SR-131) Widening | Widen 2-lane to 4-lane, including pedestrian and bicycle facilities. | Knox County | Carried Forward |
| 20-2014-003 | Alcoa Hwy. (SR-115 / US-129) | Reconstruct SR-115 from 4-lanes to 6-lanes, including a frontage road system with two new interchanges at Singleton Station Road and Topside Road (SR-333), modify the existing SR-115 and SR-162 interchange, and construct a multi-use path. | TDOT | No Programming in FY 23-26 TIP |
| 20-2014-006 | Schaad Rd. Widening | Widen 2-lane to 4-lane | Knox County | Carried Forward |
| 20-2014-007 | Foothills Mall Dr. Extension | Extend Foothills Mall Dr. from US 129 Bypass to Foch St. with 2 to 3 lanes with curb and gutter. | City of Maryville | Under CN |
| 20-2014-009 | Queener Rd. Reconstruction | Reconstruct 2-lane roadway - widen from 15.8 feet to 26 feet, reduce curves. | Loudon County | Under CN |
| 20-2014-015 | Simpson Rd. Reconstruction | Reconstruct 2-lane roadway from 18 feet to 26 feet; constructing left turn lanes at selected locations and include sidewalk on one side. | Loudon County | Complete |
| 20-2014-018 | I-640 at N. Broadway Interchange | | TDOT | Complete |
| 20-2014-025 | Pellissippi Pkwy. (SR-162) Extension | HPP #TN053 (Section 1602-TEA21). Construct new 4 lane. | TDOT | Carried Forward |
| 20-2014-032 | South Knoxville Waterfront Roadway Improvements | The project consists of roadway streetscape improvements to Sevier Ave. consisting of new/improved curbs and sidewalks, bike lanes, planters, pavement marking for on-street parallel parking, utility placement, and handicap access improvements. No addition | City of Knoxville | Carried Forward |
| 20-2014-035 | SR 115 / US 129 (Relocated Alcoa Hwy.) | New alignment, four lane divided facility, construct an interchange at Pellissippi Parkway (SR-162) | TDOT | Removed from TIP - work elements included in 20-2020-012 |
| 20-2014-037 | Pleasant Ridge Rd. | Add Center Turn Lane | City of Knoxville | Carried Forward |
| 20-2014-038 | Washington Pk. | Widen from 2-lanes to 4-lanes including pedestrian and bicycle facilities. | City of Knoxville | Carried Forward |
| 20-2014-042 | Traffic Control Equipment Upgrade - Knoxville | Purchase of signal controllers, signal monitors, closed loop equipment and software. | City of Knoxville | Carried Forward |
| 20-2014-059 | Sevierville Rd. | Reconstruct Sevierville Rd. (SR-35) from two lanes to three lanes, curb and gutter, and sidewalks with intersection improvements. | City of Maryville | Carried Forward |
| 20-2014-060 | Morganton Rd. Roadway Improvement | Reconstruct two lane section of Morganton Rd. with shoulders, totaling 2.3 miles in length. HPP, TN-280. | Blount County | Carried Forward |
| 20-2014-069 | Alcoa Hwy. (SR-115 / US-129) | Widen 4-lane to 6-lane including pedestrian and bicycle facilities from Woodson Dr. to Cherokee Trail interchange. | TDOT | Carried Forward |
| 20-2014-073 | Knoxville South Waterfront Pedestrian/Bicycle Bridge | Connect the south waterfront to University of Tennessee and the north waterfront trails. | City of Knoxville | Does not carry forward - Project removed from Mobility Plan |
| 20-2014-078 | Chapman Highway Advanced Traffic Management System | Expand the City of Knoxville's Advanced Traffic Management System along Chapman Highway. Advanced Traffic Management Systems (ATMS) is a component of the Intelligent Transportation Systems (ITS) integrates technology to improve the flow of traffic and safety. Signal upgrades to include dedicated short range communications (DSRC), data probing hardware, enhanced vehicle detection, battery backup, etc. (elements formerly listed under PIN# 128835.00). | City of Knoxville | Carried Forward |
| 20-2014-079 | City of Loudon Traffic Flow Improvement Project | Replace outdated infrastructure at four signalized intersections, including updating vehicle detection, signal system communication and coordination. | City of Loudon | Complete |
| 20-2014-080 | Liberty Street Multimodal Project | Addition of sidewalks and bicycle facilities along Liberty and Division Streets. | City of Knoxville | Carried Forward |
| 20-2014-082 | Union Road/N. Hobbs Road Improvements | Reconstruct 2-lane roadways including accommodations for pedestrians and bicycles. Proposed cross section is two 12' lanes with turn lanes as needed at major intersections, bicycle lanes, curb & gutter, sidewalk and/or greenway. | Town of Farragut | Carried Forward |
| 20-2014-085 | Western Avenue (SR-62) | Widen from 2 Lanes to 5 Lanes from Texas Ave. to Major Ave. | TDOT | Complete |
| 20-2014-225 | Bike Parking Program | Provide convenient and secure bike parking destinations by reducing cost for businesses and agencies to provide bike parking for employees and customers. | TPO | Removed from TIP - Grant expired and replaced by 20-2020-400 |

2020-2023 TIP Project Status

| TIP ID | Project Name/Route | Description | Lead Agency | Project Status |
|-------------|---|---|---------------------|---|
| 20-2014-229 | Knox County Advanced Traffic Management System - Phase 1 | The project is to design and implement advanced traffic management system on two priority road - Maynardville Pk and Cedar Bluff Rd. | Knox County | Complete |
| 20-2014-232 | Lenoir City ITS: Signal System Design | The project is to design and implement ITS signal system for 20 coordinated signals along US-321/SR-73 and US-11/SR-2. | City of Lenoir City | Complete |
| 20-2014-300 | PM 2.5 Diesel Emissions Reduction Strategies Grouping | See Appendix E: TDOT Metropolitan Groupings Definitions for a more comprehensive list of activities included but not limited for eligibility. | TDOT | Removed from TIP - remaining projects cancelled |
| 20-2017-003 | Pellissippi Pkwy/Hardin Valley Interchange | Modify existing interchange to improve capacity, safety and operations. Add new northbound on-ramp in northeast quadrant. | TDOT | Complete |
| 20-2017-005 | SR-115 (US 129 Widening) | Widen from 4 to 6 lanes within existing right-of-way. Hall Rd (SR-35) to US 321. | TDOT | Carried Forward |
| 20-2017-006 | Maryville to Townsend Greenway - Phase 1 (Brown Creek) | Shared use path/Greenway from an existing trailhead at Harper Ave. (near Aluminum Ave) to Lamar Alexander Pkwy along Brown Creek. | City of Maryville | Carried Forward |
| 20-2017-009 | First Creek Greenway - Broadway Streetscape | Construct a new shared use path extending First Creek Greenway from near Cecil Ave to near Woodland Ave | City of Knoxville | Carried Forward |
| 20-2017-011 | East Knox Greenway - Phase 1 | Construct a new shared use path connecting First Creek Greenway to Knoxville Botanical Gardens and Arboretum | City of Knoxville | Carried Forward |
| 20-2017-017 | Magnolia Ave Streetscape - Phase 3 | Construct streetscape improvements in the existing right of way that include raised medians replacing center left-turn lane, signal improvements, bike lanes, improved sidewalks, bus pull-offs, and amenities. | City of Knoxville | Carried Forward |
| 20-2017-024 | Town of Farragut Advanced Traffic Management System Phase 1 | Upgrade Farragut's closed loop signal system to a centrally controlled signal system. The limits of the project includes all 26 signals in Farragut's signal system on Kingston Pike, Campbell Station Road, Concord Road, and Parkside Drive. The upgrades include new central traffic signal control software, new signal series controllers, ethernet communication upgrades, bringing pedestrian infrastructure up to current PROWAG standards, cabinet upgrades, detection upgrades, and replacing span wire signals at five intersections with mast arms. | Town of Farragut | Under CN |
| 20-2017-028 | Accelerated Bus Corridor Stops/Passenger Information Systems Install | 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. | City of Knoxville | Carried Forward |
| 20-2017-030 | Schaad Rd. Extension | Construct new 4-lane roadway with sidewalks from Middlebrook Pk (SR 169) to W of Oak Ridge Hwy (SR 62) | Knox County | Complete |
| 20-2017-034 | I-75 ITS Expansion | MM 109.6 to just before SR-61 (Exit 122). | TDOT | No Programming in FY 23-26 TIP |
| 20-2017-035 | I-40 ITS Expansion | ITS Expansion to include the installation of a power and communication network and ITS devices such as CCTV cameras, DMS and RDS. Strawberry Plains Pike (Exit 398) Interchange to SR-66 (Sevierville, Exit 407) Interchange | TDOT | Project removed from TIP. CN funds for this project were authorized on 12/13/2019 |
| 20-2017-036 | Emory Rd (SR-131) | Widen from 2-lanes to 4-lanes with median and/or center turn lane, and including bicycle/pedestrian facilities. From SR-331 to SR-33 | TDOT | Carried Forward |
| 20-2017-037 | Edgemoor Road (SR-170) | Widen from 2-lanes to 4-lanes with median and/or center turn lane. Also includes bicycle/pedestrian facilities and a new bridge over the Clinch River. SR-62 (Oak Ridge Hwy) TO SR-9/US-25W (Clinton Hwy). | TDOT | Carried Forward - East Segment |
| 20-2017-038 | I-640/ I-275/ I-75 Interchange | Interchange reconstruction along with the addition of auxiliary lanes in each direction on I-75. Interchange at I-640/I-275 (Sharps Gap). | TDOT | Carried Forward |
| 20-2017-039 | Northshore Drive (SR-332) at Kingston Pike (SR-1) Intersection Improvements | Access management improvements, raised median, improved signal timing, and various intersection improvements. | TDOT | No Programming in FY 23-26 TIP |
| 20-2017-040 | Chapman Hwy (SR-71/US-441) Operational and Safety Improvements | Intersection improvements and/or driveway improvements and/or left turn lanes at various locations throughout the project area. Blount Avenue to SR-338 (Boys Creek Highway) in Seymour | TDOT | Carried Forward |

2020-2023 TIP Project Status

| TIP ID | Project Name/Route | Description | Lead Agency | Project Status |
|-------------|--|--|------------------------|---|
| 20-2017-041 | I-75 Exit 81 Interchange Lighting Enhancement | Add high mast lighting to Interstate 75 at Exit 81 to improve safety conditions at night and during fog events. | City of Lenoir City | Complete |
| 20-2017-042 | Carpenters Grade Road Widening and Intersection Improvements | Reconstruct 2-lane road with addition of turn lanes and sidewalk. Construct roundabout at Peterson Ln, Cochran Rd and Raulston Rd intersection. | City of Maryville | Carried Forward |
| 20-2017-043 | SR 61 at SR 62 Intersection at Winter Gap | Replace outdated traffic signal equipment (controller, signal heads and detection) with modern equipment and either radar or video detection to avoid the problems with in pavement detection loops that are subject to breaking. It will also upgrade from spa | City of Oliver Springs | Complete |
| 20-2017-044 | Boyd's Creek Highway (SR 338) at Old Knoxville Highway Intersection Improvements | Reconfigure existing intersection to improve safety and operations through geometric layout changes, addition of turn lanes, and installation of a new traffic signal. | City of Sevierville | Carried Forward |
| 20-2017-045 | Kingston Pike at Watt Road Intersection Improvements | Intersection improvements at the intersection of Kingston Pike (US 11/70 (SR-1) at Watt Road. | Town of Farragut | Complete |
| 20-2017-046 | Oak Ridge Rails to Trails | Construct new shared use "rails-to-trails" path along an abandoned rail line through the City of Oak Ridge. | City of Oak Ridge | Carried Forward |
| 20-2017-047 | Tazewell Pike Sidewalk | Construct sidewalk along Tazewell Pike from Old Broadway to Jacksboro Pike. | City of Knoxville | Does not carry forward - Funds shifted to South Knoxville Bridge Greenway |
| 20-2017-048 | Blount County Greenway Trail - Phase 1 | Greenway trail contained completely within US Highway 321 right-of-way from Heritage High School to Perry's Mill Parking area. It will also include additional bike access link to Old Walland Highway across Melrose Station Bridge. | Blount County | Carried Forward |
| 20-2017-049 | South Waterfront Greenway - East of Suttree | Construct riverwalk trail connecting the 0.10 mile section of cantilevered riverwalk along Island Home Avenue, to Suttree Landing Park riverwalk that is just east of Foggy Bottom Street along the Tennessee River. | City of Knoxville | Carried Forward |
| 20-2017-050 | I-140 ITS Expansion | ITS Expansion Project - includes the installation of a power and communication network and its devices such as CCTV cameras, DMS and RDS. | TDOT | Carried Forward |
| 20-2017-051 | Middlebrook Pike (SR-169) ATMS Expansion | Expand the City of Knoxville's Advanced Traffic Management System along Middlebrook Pike/University Ave. | City of Knoxville | Carried Forward |
| 20-2017-053 | Oak Ridge Signal Timing Optimization Program Ph. 2 | Installation of advanced traffic controllers at eleven (11) intersections, the installation fiber optic cable to connect all fourteen (14) signals within the City's existing fiber network, upgrade vehicle detection, and the establishment of a traffic oper | City of Oak Ridge | Ready for Contract |
| 20-2017-056 | I-75 | Widen from 4 to 6 lanes From near SR-131 (Emory Road) to near SR-170 (Raccoon Valley Road) | TDOT | Carried Forward |
| 20-2017-057 | Pellissippi Pkwy (SR-162) Interchange at Oak Ridge Hwy (SR-62) in Solway (IA) | Interchange modification to include additional (new) ramp for westbound to southbound movement. | TDOT | Carried Forward |
| 20-2017-058 | Broadway DSRC and Enhanced Detection Traffic Signal Improvements | Signal upgrades at existing installations including DSRC, data probing hardware, enhanced vehicle detection, battery backup, etc. | City of Knoxville | Removed from TIP - work elements included in 20-2014-042 |
| 20-2017-059 | Chapman Hwy DSRC and Enhanced Detection Traffic Signal Improvements | Signal upgrades at existing installations including DSRC, data probing hardware, enhanced vehicle detection, battery backup, etc. | City of Knoxville | Removed from TIP - work elements included in 20-2014-078 |
| 20-2017-060 | Kingston Pike DSRC and Enhanced Detection Traffic Signal Improvements | Signal upgrades at existing installations including DSRC, data probing hardware, enhanced vehicle detection, battery backup, etc. | City of Knoxville | Removed from TIP - work elements included in 20-2014-042 |
| 20-2017-061 | Traffic Signal Improvements for the U.T. Area | 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. | City of Knoxville | Carried Forward |

2020-2023 TIP Project Status

| TIP ID | Project Name/Route | Description | Lead Agency | Project Status |
|-------------|---|---|---------------------|--|
| 20-2017-062 | Lenoir City CMAQ ITS Phase II | The proposed project is a Phase II to the Lenoir City CMAQ ITS. It includes additional features not included in Phase I to enhance traffic flow and to reduce emissions. DSRC with Advanced Traffic Controllers with cellular modems / batteries will be installed along with radar detection devices. | City of Lenoir City | Carried Forward |
| 20-2017-063 | Knox County Advanced Traffic Management System - Phase II | Phase II includes installation of new traffic signal controllers, DSRC units, non-intrusive detection, wireless interconnect, malfunction management units (MMU), battery backups and the development of coordinated timings at twenty-three (23) intersections. Phase I overruns included for 11 signal controllers and MMUs, central signal software and DSRC. | Knox County | Carried Forward |
| 20-2017-064 | 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. | City of Oak Ridge | Carried Forward |
| 20-2017-209 | Smart Trips - Ridesharing Program | Continuation of Smart Trips program that encourages alternatives to driving alone through an online ridematching and logging database, incentives, marketing and outreach. Operations funds are used for rideshare operations. | TPO | All Program Funds Obligated |
| 20-2020-001 | Knoxville TPO Regional Pavement Management System | Conduct a program using collected inventory and condition data to evaluate roadway pavements in all jurisdictions that want to participate for the purpose of establishing current and future resurfacing or other appropriate interim treatment needs and costs. | TPO | Project Complete |
| 20-2020-002 | Virtue Road/Boyd Station Road Improvements Ph. 2 | Widen Virtue Rd. to two 11' lanes with curb and gutter, and provide shared use path connection to existing and planned bike/ped facilities. | Town of Farragut | Carried Forward |
| 20-2020-003 | Middlebrook Pike Complete Street | Install protected bicycle facilities, improve sidewalks and upgrade bike/pedestrian treatments at three intersections. Project connects existing bike/ped facilities on University Avenue to the greenway on Middlebrook Pike at Proctor Street. | City of Knoxville | Removed from TIP |
| 20-2020-004 | Woodland Ave. Complete Street | Install bike lanes, sidewalks, and pedestrian crossing improvements. Project connects a greenway to existing bike lanes. | City of Knoxville | Carried Forward |
| 20-2020-005 | Foothills Mall Dr. Extension Ph. 2 | Construct new 2-lane road with center turn lane and sidewalks. | City of Maryville | Carried Forward |
| 20-2020-006 | SR-33 West Broadway Ave. Widening | 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. | City of Maryville | Carried Forward |
| 20-2020-007 | I-75 ITS instrumentation at SR-61 Interchange (IA) | ITS Instrumentation at SR-61 (Andersonville Hwy., Exit 122) interchange (IA) | TDOT | Removed from TIP - work elements included in 20-2017-034 |
| 20-2020-009 | SR-115/US-129 | Smartway Geographic Expansion (South of Topside Road to Cherokee Trail) | TDOT | No Programming in FY 23-26 TIP |
| 20-2020-010 | SR-115/US-129 | Smartway Geographic Expansion (I-140 to South of Topside Road) | TDOT | No Programming in FY 23-26 TIP |
| 20-2020-011 | I-75 at Emory Road (SR-131) Interchange | Reconfigure interchange to a Diverging Diamond Interchange to improve capacity, safety and operations | TDOT | Carried Forward |
| 20-2020-012 | SR-115 (US-129) (Relocated Alcoa Highway) | Stage construction including grade, drain, base, pave, signal, lighting, ITS, greenway, retaining wall, natural stream design, and bridge, from S. of proposed Wright Rd. interchange to N. of proposed SR-162 (Pellissippi Pkwy.) interchange, providing local connectivity for existing routes and destinations. | TDOT | Carried Forward |
| 20-2020-200 | Section 5307 Funds | 5307 formula transit funding is for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. | City of Knoxville | Program Continues |

2020-2023 TIP Project Status

| TIP ID | Project Name/Route | Description | Lead Agency | Project Status |
|-------------|--|---|-------------------|-----------------------------|
| 20-2020-201 | Section 5310 Funds | 5310 formula transit funding is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act complementary paratransit services. | TPO | Program Continues |
| 20-2020-202 | Section 5339 Funds | 5339 formula or discretionary transit funding is to provide capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. | City of Knoxville | Program Continues |
| 20-2020-203 | ETHRA Transit Vehicle Replacement Project | 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. | ETHRA | Carried Forward (FY 2023) |
| 20-2020-204 | CAC Transit Vehicle Replacement | CAC will purchase replacement vehicles for demand response service. | CAC | Carried Forward (FY 2023) |
| 20-2020-205 | Purchase KAT Vehicles - Fixed Route Buses | KAT purchase of heavy-duty transit vehicles (buses and trolleys) replacing those that have exceeded their useful life. | KAT | Carried Forward (FY 2023) |
| 20-2020-206 | Knoxville Area Transit (KAT) Electric Bus In-Route Charging Infrastructure | Purchase and installation of overhead electric bus charging units located within in the Knoxville Area Transit service area. The scope of this project also includes project design and electrical engineering for the installation. | KAT | Ready for Contract |
| 20-2020-210 | KAT Bus Engine Overhauls | Mid-life engine overhauls on 46 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. | KAT | Carried Forward (FY 2023) |
| 20-2020-301 | Highway Safety Improvement Program (HSIP) Grouping | See Appendix E: TDOT Metropolitan Groupings Definitions for a more comprehensive list of activities included but not limited for eligibility. | TDOT | Carried Forward |
| 20-2020-302 | Surface Transportation System Preservation and Operation Grouping | See Appendix E: TDOT Metropolitan Groupings Definitions for a more comprehensive list of activities included but not limited for eligibility. | TDOT | Carried Forward |
| 20-2020-303 | National Highway System Preservation and Operation Grouping | See Appendix E: TDOT Metropolitan Groupings Definitions for a more comprehensive list of activities included but not limited for eligibility. | TDOT | Carried Forward |
| 20-2020-305 | STBG/STBG Transportation Alternatives (STBG-TA) Bike/Pedestrian Grouping | 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. | Various | Carried Forward |
| 20-2020-306 | Planning and Studies Grouping | This grouping will be used to fund planning reports and studies throughout the Knoxville TPO planning area. | Various | Carried Forward |
| 20-2020-307 | Maintenance and Repair Grouping | Funds will be used for operation, maintenance, repair, or resurfacing works. | Various | Carried Forward |
| 20-2020-400 | Bicycle Parking Program | Purchase of bicycle racks for local businesses, public agencies, nonprofit organizations and additional destinations in the TPO planning area. Activities will also include public outreach/education and promotional efforts to raise awareness of the program. | TPO | All Program Funds Obligated |
| 20-2020-401 | Smart Trips - Comprehensive Program | The Smart Trips Comprehensive program communicates the value of alternative travel. The program focuses on the following modes of sustainable transportation: biking, walking, transit, telecommuting, and working a compressed work week. The program is coupled with the Smart Trips Ridesharing program, which promotes carpooling and vanpooling. Together, the goals of the Comprehensive and Ridesharing programs are to increase public awareness of sustainable transportation options and the value of minimizing vehicle trips to ultimately reduce carbon emissions. | TPO | All Program Funds Obligated |

Appendix D: Air Quality Conformity Determination

[\(Link to Approved Air Quality Conformity Determination Report\)](#)

Appendix E: TDOT Grouping Definitions

Statewide Grouping Descriptions (*DRAFT DOCUMENT*)

Activities delivered from TDOT's statewide groupings are limited to work types that are:

- 1) Located in non-metropolitan or rural areas – any located in a metropolitan area must be programmed in the MPO's TIP,
- 2) Not considered to be of appropriate scale for individual identification in a given program year,
- 3) Environmentally-neutral as categorical exclusions under 23 CFR 771.117(c) and (d),
- 4) Non-regionally significant, in non-attainment and maintenance areas, and
- 5) Exempt as defined in the EPA's transportation conformity regulations in 40 CFR Part 93, in non- attainment and maintenance areas.

Activities that do not meet these requirements must be individually identified in the STIP or respective MPO's TIP. The following tables elaborate on the allowable work types for the statewide groupings.

Statewide Grouping Crosswalk

| Grouping | Function | Allowable Work Types |
|---|--|---|
| Travel Congestion and Clean Air Improvement Grouping (23990000094) | Reduce traffic congestion and improve air quality for areas not meeting standards for ozone, carbon monoxide, or particulate matter. | <ul style="list-style-type: none"> • State planning and research • Installation of vehicle-to-infrastructure communications equipment • Electric vehicle and natural gas vehicle infrastructure • Diesel retrofits for PM 2.5 non-attainment or maintenance areas • Use verified technology for non-road vehicles and engines used in port- related freight operations for PM 2.5 non-attainment or maintenance areas under 23 U.S.C. or Chapter 53 of 49 U.S.C. • Install diesel emission control technology on non-road diesel equipment or such equipment that is used on highway construction projects for PM 2.5 non-attainment or maintenance areas. • Establish/operate a traffic monitoring, management, and control facility or program <ul style="list-style-type: none"> ○ Improve signalization ○ Transportation Demand Management ○ Bicycle and Pedestrian Facilities ○ Public Outreach and Education ○ Carpooling/Vanpooling |

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| <p>Travel Congestion and Clean Air Improvement Grouping – Cont. (23990000094)</p> | | <ul style="list-style-type: none"> • Build high occupancy vehicle (HOV) lanes • Intersection improvement. • Add turning lanes • Improve transportation systems management and operations • Implement intelligent transportation systems (ITS) • Purchase diesel retrofits • Provide information and technical assistance to owners/operators of diesel equipment and vehicles. • The most cost-effective projects to reduce emissions from port-related landside non-road or on road equipment that is operated within the boundaries of the area [23 U.S.C.149(k)(2) & (4) • Shared micromobility, including bikesharing and shared scooter systems; [§11115(1); 23 U.S.C. 149(b)(7); • The purchase of diesel replacements, or medium-duty or heavy-duty zero emission vehicles and related charging equipment; [§23 U.S.C. 149(b)(8)]; • Modernization or rehabilitation of a lock and dam, or a marine highway corridor, connector, or crossing if functionally connected to the Federal-aid highway system and likely to contribute to attainment or maintenance of national ambient air quality standards (capped at 10% of CMAQ apportionment); and [§11115(1) and (2); 23 U.S.C. 149(b)(10), (b)(11), and (c)(4)] • In alternative fuel projects, vehicle refueling infrastructure that would reduce emissions from nonroad vehicles and nonroad engines used in construction projects or port-related freight operations. [§ 1115(3); 23 U.S.C. 149(f)(4)(A) |
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| Grouping | Function | Allowable Work Types |
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| <p>Safety Grouping (23000000088)</p> <p>Knox MPO TIP # 22-2023-301</p> | <p>Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem, including workforce development, training and education activities.</p> <p>Eligibility of specific projects, strategies, and activities is generally based on:</p> <ul style="list-style-type: none"> • Consistency with SHSP, • Crash experience, crash potential, or other data- supported means, • Compliance with the requirements of Title 23 of the U.S.C., and | <ul style="list-style-type: none"> • Intersection safety improvements • Pavement and shoulder widening (including a passing lane to remedy an unsafe condition) • Installation of rumble strips or another warning devices, if they do not adversely affect the safety or mobility of bicyclists and pedestrians • Installation of skid-resistant surface at intersections or locations with high crash frequencies • Improvements for pedestrian or bicyclist safety • Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices • The conduct of a model traffic enforcement activity at a railway-highway crossing • Construction of a traffic calming feature • Elimination of a roadside hazard |

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| <p>Safety Grouping - Cont. (23000000088)</p> | <ul style="list-style-type: none"> • State’s strategic or performance- based safety goals to reduce fatalities and serious injuries on all public roads. • Projects to upgrade railway- highway grade crossings by eliminating hazards and installing protective devices. | <ul style="list-style-type: none"> • Installation, replacement, and other improvements of highway signage and pavement markings, or a project to maintain minimum levels of retro-reflectivity that addresses a highway safety problem consistent with the SHSP • Installation of emergency vehicle priority control systems at signalized intersections • Installation of traffic control or other warning devices at locations with high crash potential • Transportation safety planning • Collection, analysis, and improvement of safety data • Planning integrated interoperable emergency communications equipment or operational or traffic enforcement activities (including police assistance) related to work zone safety • Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes), and crash attenuators. • The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife • Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones. • Construction and operational improvements on high risk rural roads. • Geometric improvements to a road for safety purposes that improve safety. • Road safety audits. • Roadway safety infrastructure improvements consistent with FHWA’s “Highway Design Handbook for Older Drivers and Pedestrians” (FHWA-RD-01-103) • Truck parking facilities eligible for funding |
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| <p>Response and Relief Supplemental Appropriations Act (HIP-CRRSAA) Grouping</p> | <p>Bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under Section 14501 of Title 40.</p> | <ul style="list-style-type: none"> • Preventative Maintenance as discussed in 23 U.S.C. 116 (e); • Routine Maintenance. However, if it is performed by contract, states and subrecipients must follow 2 CFR 200.317. Routine maintenance may also be performed by state or local forces through normal operations; • Operations costs may include, but are not limited to, labor costs, administrative costs, costs of utilities, and rent, for the highway surface transportation operations of state DOTs or local governments; • Salaries of employees (including those employees who have been placed on administrative leave) or contractors; • The debt service costs allocable to the highway surface transportation projects associated with the bond issuance; • Funds for availability payments related to highway surface transportation; • The state incurred a cost for the identified “Special Authority” cost objective(s) and the state demonstrates that a cost was incurred and is allocable to the identified HIP-CRRSAA cost objective(s); • Projects with a public tolling agency or ferry system, preferably through a subrecipient /subaward type grant agreement between the entity and the state; • STBG eligible activities in 23 USC 133(b); • Advance Construction conversion, obligation and outlay for projects prior to incurrence of cost and which have been included in a STIP. |
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National Highway Freight Program (NHFP) Grouping

Projects for the preservation and improvement of the conditions and performance of the National Highway Freight Network (NHFN), including:

Projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS), including:

- Rehabilitation, resurfacing, preservation, and operational improvements;
- Traffic operations;
- Environmental mitigation;
- Statewide studies;
- Data collection

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities;
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to the land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance;
- Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems;
- Efforts to reduce the environmental impacts of freight movement;
- Environmental and community mitigation for freight movement;
- Railway-highway grade separation;
- Geometric improvements to interchanges and ramps;
- Truck-only lanes;
- Climbing and runaway truck lanes;
- Adding or widening shoulders;
- Truck parking facilities eligible for funding under section 1401 of MAP-21;
- Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems;
- Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies;
- Traffic signal optimization, including synchronized and adaptive signals;
- Work zone management and information systems;

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| | <p>Project is functionally connected to the NHFN and likely to reduce on-road mobile source emissions [§11114(3)(D); 23 U.S.C. 167(h) (5)(b)(iii) and (vi)]</p> | <ul style="list-style-type: none"> • Highway ramp metering; • Electronic cargo and border security technologies that improve truck freight movement; • Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities; • Additional road capacity to address highway freight bottlenecks; • Physical separation of passenger vehicles from commercial motor freight; • Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight; • A highway or bridge project, other than a project previously described, to improve the flow of freight on the National Highway Freight Network; • Any other surface transportation project to improve the flow of freight into and out of a public or private freight rail or water facility (including ports), and facilities that provide surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into or out of the facility; • For the modernization of a lock or dam, or • On a marine highway corridor, connector, or crossing (including an inland waterway corridor, connector, or crossing) |
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| Grouping Category | Function of Grouping Activities | Allowable Work Types |
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| <p>National Highway System Preservation and Operation Grouping (23000000076)</p> <p>Knox MPO</p> <p>TIP # 23-2023-303</p> | <ul style="list-style-type: none"> • Rehabilitation, resurfacing, restoration, preservation, and operational improvements, • Traffic operations, • Bridge and tunnel improvements, • Safety improvements, • Bicycle and pedestrian improvements, and • Environmental mitigation. | <ul style="list-style-type: none"> • Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance • Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition • Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps |

National Highway System Preservation and Operation Grouping – Cont.

(23000000076)

- Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs:
- Infrastructure-based intelligent transportation systems (ITS) capital improvements.
- Traffic Management Center (TMC) operations and utilities.
- Freeway service patrols.
- Traveler information.
- Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures.
- Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure.
- Rail-highway grade crossing improvements.
- Highway safety improvements:
- Installation of new or improvement of existing guardrail.
- Installation of traffic signs and signals/lights.
- Spot safety improvements.
- Sidewalk improvements.
- Pedestrian and/or bicycle facilities.
- Traffic calming and traffic diversion improvements.
- Noise walls,
- Wetland and/or stream mitigation,
- Environmental restoration and pollution abatement,

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| <p>National Highway System Preservation and Operation Grouping – Cont.</p> <p>(23000000076)</p> | | <ul style="list-style-type: none"> • Control of noxious weeds and establishment of native species. • Projects authorized from this grouping may be authorized with different Federal percentages than shown in the grid based on one or more of the following: <ul style="list-style-type: none"> ○ 90% for certain Interstate projects under 23 U.S.C. 120(a); or ○ 100% for certain safety items under 23 U.S.C. 120(c); or ○ 100% for Appalachian Development Highway System (ADHS) projects under MAP-21 §1528 and 40 U.S.C. 14501 • Underground public utility infrastructure carried out in conjunction with an otherwise eligible project; • Resiliency improvements on the NHS, including protective features; • Activities to protect NHS segments from cybersecurity threats. |
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| Grouping Category | Function of Grouping Activities | Allowable Work Types |
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| <p>Surface Transportation System Preservation and Operation Grouping (23000000090)</p> <p>Knox MPO</p> <p>TIP # 23-2023-302</p> | <p>Projects and programs for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads, including:</p> <ul style="list-style-type: none"> • Rehabilitation, resurfacing, restoration, preservation, and operational improvements on Federal-aid highways and designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 U.S.C. 14501, <p>Traffic operations on Federal-aid highways,</p> <ul style="list-style-type: none"> • Bridge and tunnel improvements on public roads, • Safety improvements on public roads, • Environmental mitigation | <p>Activities previously authorized under the Surface Transportation Program (STP):</p> <ul style="list-style-type: none"> • Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance • Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition • Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies and extending on/off ramps. • Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: • Infrastructure-based intelligent transportation systems (ITS) capital improvements. • Traffic Management Center (TMC) operations and utilities. • Freeway service patrols, • Traveler information. • Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures |

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| <p>Surface Transportation System Preservation and Operation Grouping - Cont. (23000000090)</p> | <ul style="list-style-type: none"> • Scenic and historic highway programs, • Landscaping and scenic beautification, • Historic preservation, • Infrastructure projects for improving non-driver access to public transportation and enhanced mobility, <p>Community improvement activities,</p> | <ul style="list-style-type: none"> • Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure. • Rail - Highway grade crossing improvements • Highway safety improvements: <ul style="list-style-type: none"> ○ Installation of new or improvement of existing guardrail. ○ Installation of traffic signs and signals/lights. ○ Spot safety improvements. • Sidewalk improvements, • Pedestrian and/or bicycle facilities, • Traffic calming and traffic diversion improvements, • Transportation Alternatives as defined by 23 U.S.C. 213(B), 23 U.S.C. 101(A)(29), and |
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| <p>Surface Transportation System Preservation and Operation Grouping - Cont. (23000000090)</p> | | <p>Section 1122 of MAP-21.</p> <ul style="list-style-type: none"> • Noise walls, • Wetland and/or stream mitigation, • Environmental restoration and pollution abatement, <p>Control of noxious weeds and establishment of native species</p> <ul style="list-style-type: none"> • Privately-owned or majority-privately owned, ferry boats and terminal facilities that, as determined by the Secretary, provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system. [23 U.S.C. 133(b)(1)(B)]; • Wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife-vehicle collisions [23 U.S.C. 133(b)(1)(G); 23 U.S.C. 133(b)(14)]; • The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife [23 U.S.C. 133(b)(3)]; • Projects eligible under 23 U.S.C. 130 and installation of safety barriers and nets on bridges [23 U.S.C. 133(b)(5)]; • Maintenance and restoration of existing recreational trails [23 U.S.C. 133(b)(7)]; • Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure [23 U.S.C. 133(b)(15)]; • Installation and deployment of current and emerging intelligent transportation technologies [23 U.S.C. 133(b)(16)]; • Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop [23 U.S.C. 133(b)(17)]; • Protective features , including natural infrastructure, to enhance resilience of an eligible transportation facility [23 U.S.C. 133(b)(18)]; • Measures to protect an eligible transportation facility from cybersecurity threats [23 U.S.C.(b)(19)]; • Conducting value for money analyses or similar comparative analyses of public-private partnerships [§ 11508(d)(2); 23 |
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| <p>Surface Transportation System Preservation and Operation Grouping - Cont. (23000000090)</p> | | <p>U.S.C 133(b)(21));</p> <ul style="list-style-type: none"> • [Up to 5% of STBG apportionment] rural barge landing, docks, and waterfront infrastructure in a rural community or Alaska Native village that is off the road system [§ 11109(a)(7); 23 U.S.C. 113(b)(23) and (j)]; • Projects to enhance travel and tourism [23 U.S.C. 133(b)(24)]; • Replacement of low-water crossing with a bridge not on a Federal-aid highway [§11109(a)(2)(D); 23 U.S.C. 133(c)4]; • Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane [§11130; 23 U.S.C. 142(a)(3)]; • [Up to 15% of STBG apportionment] may be used on otherwise STBG-eligible projects or maintenance activities on roads functionally classified as rural minor collectors or local roads, ice roads, or seasonal roads, may be transferred to the Appalachian Highway System Program or the Denali Access System Program [§11109(a)(7); 23 U.S.C. 133(k)] |
| <p>Grouping Category</p> | <ul style="list-style-type: none"> • Function of Grouping Activities | <p>Allowable Work Types</p> |

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| <p>Surface Transportation System Preservation and Operation Grouping - Cont. (23000000090)</p> | <p>Transportation Enhancement projects,</p> | <p>Activities previously authorized under the Transportation Enhancement Program:</p> <ul style="list-style-type: none"> • Pedestrian and bicycle facilities, safety, and educational activities. • Acquisition of scenic easements and scenic or historic sites. • Scenic or historic highway programs, • Landscaping and other scenic beautification activities, • Historic preservation, • Rehabilitation and operation of historic transportation buildings, structures, or facilities, • Preservation of abandoned railway corridors, • Advertising, • Archaeological planning and research, • Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity. • Establishment of transportation museums, • Activities under the Tennessee Roadscapes grant program, including landscaping, irrigation, benches, trash cans, paths, and signage. |
| <p>Grouping Category</p> | <ul style="list-style-type: none"> • Function of Grouping Activities | <p>Allowable Work Types</p> |
| | <p>Safe Routes to School (SRTS) projects,</p> | <p>Infrastructure related activities:</p> <ul style="list-style-type: none"> • Sidewalk improvements • Traffic calming and speed reduction improvements |

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| | | <ul style="list-style-type: none"> • Pedestrian and bicycle crossing improvements • On-street bicycle facilities • Off-street bicycle and pedestrian facilities • Secure bicycle parking facilities • Traffic diversion improvements approximately within 2 miles of a school location. |
| Surface Transportation System Preservation And Operation Grouping - Cont. (23000000090) | <ul style="list-style-type: none"> • Safe Routes to School (SRTS) projects, | <p>Non-infrastructure related activities:</p> <ul style="list-style-type: none"> • Public awareness campaigns and outreach to press and community leaders. • Traffic education and enforcement in the vicinity of schools <ul style="list-style-type: none"> ○ Student sessions on bicycle and pedestrian safety, health, and environment ○ Funding for training, volunteers, and managers of safe routes to school program. |
| Grouping Category | <ul style="list-style-type: none"> • Function of Grouping Activities | Allowable Work Types |

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| <p>Surface Transportation System Preservation and Operation – TAP Grouping (23000000090)</p> | <ul style="list-style-type: none"> • Transportation Alternatives projects, • On- and off-road pedestrian and bicycle facilities, | <p>Activities previously authorized under the Transportation Alternatives Program (TAP):</p> <ul style="list-style-type: none"> • Transportation Alternatives projects, construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including: <ul style="list-style-type: none"> ○ Sidewalk improvements. ○ Bicycle infrastructure. ○ Pedestrian and bicycle signals. ○ Traffic calming techniques. ○ Lighting and other safety-related infrastructure. ○ Transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 |
| <p>Surface Transportation System Preservation And Operation – TAP</p> | <ul style="list-style-type: none"> • Transportation Alternatives projects, | <ul style="list-style-type: none"> • Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily |

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| <p>Grouping (23000000090)</p> | | <p>needs</p> <ul style="list-style-type: none"> • Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users • Construction of turnouts, overlooks, and viewing areas |
| <p>Surface Transportation System Preservation and Operation – TAP Grouping (23000000090)</p> | <ul style="list-style-type: none"> • Transportation Alternatives projects, | <p>Community improvement activities, which include but are not limited to:</p> <ul style="list-style-type: none"> • Inventory, control, or removal of outdoor advertising. • Historic preservation and rehabilitation of historic transportation facilities. • Vegetation management in transportation rights-of-way to improve roadway safety, prevents invasive species, and provides erosion control. <p>Archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23 of the U.S.C.</p> |
| <p>Surface Transportation System Preservation and Operation – TAP Grouping (23000000090)</p> | <ul style="list-style-type: none"> • Transportation Alternatives projects, | <p>Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:</p> <ul style="list-style-type: none"> • Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff. • Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats. • Activities in furtherance of a vulnerable road user safety assessment [[§ 11109(b)(1)(C); 23 U.S.C. 133(h)(3)(C). |
| <p>Grouping Category</p> | <ul style="list-style-type: none"> • Function of Grouping Activities | <p>Allowable Work Types</p> |

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| <p>Surface Transportation System Preservation and Operation – SRTS Grouping</p> | <ul style="list-style-type: none"> • Projects for the creation, rehabilitation, and maintenance of multi-use recreational trails. | <ul style="list-style-type: none"> • SRTS Program infrastructure-related projects, non-infrastructure-related activities (such as pedestrian and bicycle safety and educational activities advanced under the SRTS program), and SRTS Coordinator positions. • Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways |
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Surface Transportation System Preservation And Operation – RTP Grouping (23000000090)

- Recreational Trail Program projects.

Recreational Trails Program activities under 23 U.S.C. 206.

- Maintenance and restoration of existing recreational trails
- Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails
- Purchase and lease of recreational trail construction and maintenance equipment
- Construction of new recreational trails
- Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors
- Assessment of trail conditions for accessibility and maintenance
- Development and dissemination of publications and operation of educational programs to promote safety and environmental protection
- Payment of costs to the State incurred in administering the program
- Projects authorized from this grouping may be authorized with different Federal percentages than shown in the grid based on one or more of the following:
 - 90% for certain Interstate projects under 23 U.S.C. 120(a); or
 - 100% for certain safety items under 23 U.S.C. 120(c); or
 - 100% for Appalachian Development Highway System (ADHS) projects under MAP-21 §1528 and 40 U.S.C. 14501.

| Grouping Category | Function of Grouping Activities | Allowable Work Types |
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| Surface Transportation System Preservation and Operation - Workforce Development, Training, and Education Grouping (23000000082) | <ul style="list-style-type: none"> • Surface transportation workforce development, training, and education activities. | <ul style="list-style-type: none"> • Direct educational expenses (not including salaries) in connection with the education and training of transportation employees <ul style="list-style-type: none"> • National Highway Institute (NHI) course participation • College and University cooperative education programs relating to surface transportation including student internships, outreach to develop interest and promote participation in transportation careers, or activities that will help students prepare for a career in transportation • Local technical assistance programs (LTAP) • Projects authorized from this grouping may be authorized with different Federal percentages than shown in the grid based on one or more of the following: <ul style="list-style-type: none"> o 90% for certain Interstate projects under 23 U.S.C. 120(a); or o 100% for certain safety items under 23 U.S.C. 120(c); or o 100% for Appalachian Development Highway System (ADHS) projects under MAP-21 §1528 and 40 U.S.C. 14501. |

Appendix F: ADA and ADA Transition Plan Status Update

ADA and ADA Transition Plan Status of Local Public Agencies

| Agency | ADA Coordinator Identified | ADA Self-Evaluation | Transition Plan Status | Transition Plan Status Details |
|--|----------------------------|---------------------|------------------------|---|
| Anderson County | Yes | Yes | Complete | Complete 2019 (progress update for 2020) |
| Blount County | Yes | Yes | Complete | Complete 2019 (progress update for 2020) |
| Blount County IDB | | | | Exempt - Fewer than 50 employees |
| City of Alcoa | Yes | Yes | Complete | Complete 2019 (progress update for 2020) |
| City of Clinton | Yes | Yes | Complete | Complete 2019 (progress update for 2020) |
| City of Knoxville | Yes | Yes | Complete | Complete 2019 (progress update for 2021) |
| City of Loudon | Yes | Yes | Complete | Complete 2021 |
| City of Maryville | Yes | Yes | Complete | Complete 2019 (progress update for 2020) |
| City of Oak Ridge | Yes | Yes | Complete | Complete 2020 (progress update for 2020) |
| City of Sevierville | Yes | Yes | Complete | Complete 2020 (progress update for 2020) |
| Knoxville-Knox County Community Action Committee | Yes | Yes | Complete | CAC is covered in Knox County Transition Plan |
| Knox County | Yes | Yes | Complete | Complete 2019 (progress update in 2020) |
| Knoxville Area Transit | Yes | Yes | Complete | KAT is covered in City of Knoxville Transition Plan |
| Lenoir City | Yes | Yes | Complete | Complete 2020 (progress update for 2020) |
| Loudon County | Yes | Yes | Complete | Complete 2020 |
| Sevier County | Yes | Yes | Complete | Complete 2019 (progress update for 2020) |
| Town of Farragut | Yes | Yes | Complete | Complete 2018 (progress update for 2020) |
| Louisville* | | | | Exempt - Fewer than 50 employees |
| Rockford* | | | | Exempt - Fewer than 50 employees |
| Oliver Springs* | | | | Exempt - Fewer than 50 employees |