

**Cleveland
Urban Area**
METROPOLITAN
P L A N N I N G
O R G A N I Z A T I O N

KEVIN BROOKS, CHAIRMAN

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MPO Coordinator Greg Thomas, AICP

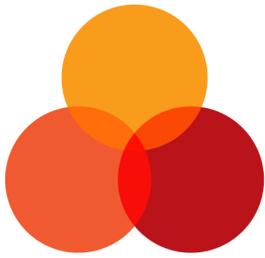
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Cleveland Urban Area MPO

WEDNESDAY, JANUARY 7, 2026, 11:00 O’CLOCK AM, 2nd FLOOR CITY
COUNCIL MEETING ROOM, MUNICIPAL BUILDING, 190 CHURCH STREET
NE, CLEVELAND, TN

AGENDA

- 1. Call MPO meeting to order**
- 2. Approval of meeting minutes— November 5, 2025**
- 3. New Business**
 - A. Public Hearing for adoption of 2026-2029 Transportation Improvement Program**
 - B. Consider adoption of 2026-2029 Transportation Improvement Program**
 - C. Public Hearing and Discussion on Draft 2050 Long Range Transportation Plan**
 - D. Request for Support of the 2026 FHWA BUILD Grant Application**
- 4. Old Business---none**
- 5. Comments by federal, state, local agencies**
 - A. TDOT
 - B. FHWA
- 6. MPO Coordinator/staff comments**
- 7. Public comments**
- 8. Next regular MPO meeting date is Wednesday, March 4, 2026, at 11:00 a.m.**
- 9. Adjourn**



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Minutes

Regular Meeting

Cleveland Urban Area MPO

**Wednesday, November 5th, 2025, 11:00 AM, 2nd Floor City Council Room,
Municipal Building, 190 Church Street NE, Cleveland, Tennessee**

The regular meeting of the Cleveland Urban Area MPO was called to order by Mayor Kevin Brooks at 11:04 AM.

Board Members recorded present were Cleveland Mayor Kevin Brooks, Bradley County Mayor Proxy Bentley Thomas, Charleston Mayor, David Lattimore, Cleveland Vice-Mayor Ken Webb, Mary Lynn Brown of Sethra, and Kevin Layne, Governor's Representative from TDOT.

In attendance were Matt Bowman, Sethra, Curt Duncan, TDOT, Jeremy Bryson, TDOT, Rohan Thompson, Michelle Smith, Thrive Regional Partnership, and Mark Roberts, Thrive Regional Partnership.

Cleveland City Staff present included Robert Varnell, Planner and MPO Coordinator, Erica Bevis, Planner II, Joel Prince, Planner II/Code Enforcement Supervisor, Seth Sumner, Assistant to City Manager, and Christy Rogers, Administrative Coordinator.

The minutes of the regular MPO of September 3, 2025, were presented for approval.

Motion to approve minutes by Kevin Layne and second by Bentley Thomas. Mayor Brooks did a roll call vote to accept September 3, 2025, minutes, and it was unanimously approved.

New Business:

**A. Public Hearing on TIP Amendment 261 to Project 090238
Intersection Improvements to 25th Street and Ocoee Street.**

At the previous MPO meeting, the board approved an item that, upon further review by TDOT, was found to contain a structural discrepancy. The current action serves to correct that issue. Additional funding for the TIP cannot be added until 2027, and a new TIP will be developed next year that will include the construction phase. The present amendment concerns right-of-way funding, which will allow the project to continue progressing.

A recent meeting with Vice Mayor Ken Webb, Mayor Kevin Brooks, staff members, and TDOT representatives was productive, and forthcoming adjustments to the project plan are expected; however, details are not yet finalized, so discussion at this time is limited. Updates will be shared once available.

During the public hearing portion of the meeting, Mayor Kevin Brooks invited comments for or against the TIP amendment for Project 261090238. No public comments were offered. The hearing was then closed, and Mayor Brooks confirmed that the amendment requires an MPO vote, which Mr. Varnell affirmed.

B. Request for approval of TIP Amendment 261 to Project 090238 Intersection Improvements to 25th Street and Ocoee Street.

Motion to approve public hearing on TIP Amendment 261 to Project 090238 Intersection Improvements to 25th Street and Ocoee by Mary Lynn Brown, seconded by Charleston Mayor David Lattimore. Roll called by Christy Rogers, Administrative Coordinator and unanimously passed.

C. Review and approval of TDOT PM1 Safety Targets.

Mr. Varnell explained that TDOT establishes three annual performance measures—PM1, PM2, and PM3—related to transportation safety and operations. Each MPO must either set its own safety targets or adopt TDOT's. Historically, this MPO has adopted TDOT's targets, which guide design and infrastructure improvements aimed at enhancing safety across the roadway network.

Mr. Varnell recommended that the MPO adopt TDOT's newly issued PM1 safety targets for the current year.

Mayor Kevin Brooks restated the recommendation and noted that adopting these targets requires a formal vote from MPO members. He then called for a motion from the board to proceed.

Motion review and approval of TDOT PM1 Safety Targets by Vice Mayor Ken Webb seconded by Bentley Thomas. Roll called by Christy Rogers, Administrative Coordinator and unanimously passed.

D. 2025 Obligation Report and 2026 Meeting Calendar

Mr. Varnell provided an overview of the MPO's obligated funds for the year and highlighted several completed and ongoing projects. The Gaut Street sidewalk project—funded through the federal Transportation Alternatives Program—was finalized, along with paving work on Paul Huff Parkway. A new paving project on Mouse Creek Road has also been initiated. In addition, several state-level safety projects are advancing, including the installation of J-turns on State Route 60 (25th Street) and improvements at the Ocoee Street/25th Street intersection.

Mr. Varnell also reviewed the proposed meeting calendar for 2026 and noted a correction: the first meeting should be listed as Wednesday, January 7th, rather than Saturday, January 10th. An updated calendar will be distributed in the coming month.

Following the report, Mayor Kevin Brooks requested a motion from MPO members to approve both the 2025 Obligation Report and the revised 2026 meeting calendar.

Motion for approval 2025 Obligation Report and 2026 Meeting Calendar by Mayor David Lattimore, seconded by Mary Lynn Brown. Roll called by Christy Rogers, Administrative Coordinator and unanimously passed.

There is no Old Business.

Mayor Kevin Brooks opened Item 5—comments from federal, state, and local agencies—by inviting Kevin Lane of TDOT to begin. Before turning the floor over, Mayor Brooks expressed his appreciation to the TDOT team for what he described as the most productive meeting he has experienced in his 20 years of working with the department, including his time in Nashville. He noted that the recent discussion yielded significant progress, valuable insights, and meaningful collaboration. Mayor Brooks asked that his gratitude and the success of the meeting to be formally recognized for the record.

State Agencies: TDOT-

Mr. Kevin Layne reported that TDOT is currently reviewing the SPP applications, including the project submitted by Mr. Varnell, and updates are expected soon. No additional TDOT updates were provided.

Mayor Kevin Brooks then raised a concern previously discussed with City Manager Joe Fivas regarding recent tree clearing along I-75 North between Exits 27 and 33. He noted that residents had contacted him, as the removed trees had served as a visual and sound buffer for adjacent neighborhoods. Mr. Fivas confirmed the clearing appeared to relate to widening the tree space along the interstate.

Mr. Layne indicated he would investigate the matter further and provide clarification, noting safety considerations often play a role in such removals. He asked for the specific location and confirmed he would follow up with the TDOT Region 2 team.

Mr. Fivas also referenced an issue on North Lee Highway involving a failing storm drain. Mr. Varnell added that the concern had been raised with Region 2 staff and that the storm drain would likely need to be excavated and reset due to improper settling.

Mr. Layne reiterated that he would work to obtain definitive answers regarding both issues.

Federal Agencies: FHWA-

None

SETHRA:

Ms. Mary Lynn Brown reported that fixed-route bus ridership has doubled compared to the previous year. She noted an increase in drug overdose incidents on the transit system, requiring staff to administer Narcan; the most recent incident occurred last week. She confirmed that transit personnel are well-supplied with the necessary resources to respond effectively.

Mayor Kevin Brooks acknowledged that one of the drivers recently saved a life. Ms. Brown confirmed this was the second such life-saving intervention in recent months. Mayor Brooks commended the transit staff for their efforts and professionalism.

MPO Coordinator/staff comments

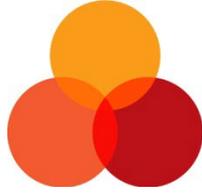
None

Public comments

None

The next regular MPO meeting date is Wednesday, January 7, 2026, at 11:00 a.m.

The meeting was adjourned at 11:20 AM



Cleveland Urban Area
METROPOLITAN PLANNING ORGANIZATION

MEMORANDUM

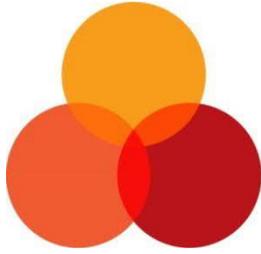
TO: MPO Executive Board and TCC

FROM: Robert Varnell, Director of Planning and Community Development/MPO
Coordinator

DATE: January 7, 2026

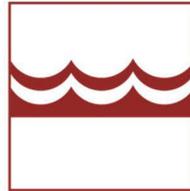
SUBJECT: 2026-2029 TIP

Staff submitted the 2026-2029 TIP to TDOT for review and is responding to TDOT comments. The new TIP has been submitted to FHWA/FTA by TDOT, and staff is awaiting FHWA/FTA comments as of January 1, 2026 (these comments may require some changes to the TIP text or tables). Included here is the TIP adoption resolution and process certifications, both of which will need to be signed by the Chairman.



Cleveland Urban Area
METROPOLITAN PLANNING ORGANIZATION

**Transportation Improvement Program (TIP)
FY 2026-2029**



DRAFT December 2025

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under Section 104(f) of Title 23 of the U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. This report was prepared by the Cleveland Urban Area Metropolitan Planning Organization in cooperation with the U. S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, the Tennessee Department of Transportation, the Southeast Tennessee Human Resources Agency, Bradley and McMinn Counties, Tennessee and the Cities of Cleveland, Charleston, and Calhoun, Tennessee.

The Cleveland Urban Area Metropolitan Planning Organization does not discriminate on the basis of age, race, sex, color, national origin, religion, or disability in access to, or operation of its programs, services, activities or in its hiring or employment practices. ADA and Title VI inquiries should be forwarded to: Greg Thomas, AICP, Cleveland MPO, P.O. Box 1519, Cleveland, TN 37364, phone (423) 479-1913 or gthomas@clevelandtn.gov

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GUIDE TO TRANSPORTATION ACRONYMS

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| 3-R | Resurfacing, Rehabilitation, or Restoration: 3-R improvements may be implemented on any road included on the functional classification network and contained within the MPO boundary. |
| 3-C | 3-C planning process: The 3-C planning process is defined as a Continuing, Cooperative, and Comprehensive process carried out by MPOs to ensure that existing and future expenditures for transportation projects and programs are carried out responsibly. |
| ADA | Americans with Disabilities Act of 1990: Federal law that requires public facilities (including transportation services) to be accessible to persons with disabilities including those with mental disabilities, temporary disabilities, and the conditions related to substance abuse. |
| CE | Categorical Exclusion: All regionally significant and/or federally funded transportation actions must go through an environmental review process. A CE is prepared for proposed transportation actions that do not individually or cumulatively have a significant environmental effect. |
| CMAQ | Congestion Mitigation and Air Quality Improvement Program: Provides a flexible funding source to state and local governments for transportation projects and programs to help meet requirement of the Clean Air Act. |
| CONST | Construction: Work by the agency or contractor(s) to construct the project, possibly including utility relocation. |
| CUATS | Cleveland Urban Area Transit System: Provides fixed-route and paratransit services to citizens in the urbanized area. |
| DOT | Department of Transportation: Agency responsible for transportation at the local, state, or federal level. For Title 23 U.S.C. federal-aid highway actions, this means the Federal Highway Administration. For federal-aid transit actions under Title 49 U.S.C., this means the Federal Transit Administration. |
| E+C | Existing + Committed Project List: A list of projects located in the MPO area that have been recently constructed, or for which funds are already committed. |
| EA | Environmental Assessment: All regionally significant and/or federally funded transportation actions must go through an environmental review process. An EA is prepared for proposed transportation actions for which the significance of the environmental impact is not clearly established. It is prepared to determine the appropriate type of environmental document required before receiving federal approval to move forward with the proposed transportation action. |
| AC-NHPP | Advanced Construction National Highway Performance Program: Advance Construction (AC) is a technique which allows a State to initiate a project using non-federal funds while preserving eligibility for future Federal-Aid funds. Eligibility means that FHWA has determined that the project technically qualifies for Federal-Aid; however, no present or future Federal funds are committed to the project. After an AC project is authorized, the state may convert the project to regular Federal-Aid funding provided Federal funds are made available for the project. |

GUIDE TO TRANSPORTATION ACRONYMS

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| APD | Appalachia Development Highway System: a system of designated corridors and roadways within the 13 States that make up the Appalachian Region. The ADHS Program is aimed at timely completion of the designated ADHS. The ADHS was created by the Appalachian Regional Development Act of 1965. Its purpose was to provide a system of development highways and access roads which would contribute to economic development opportunities in the Appalachian regions of 13 States --Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia. The ADHS program is jointly administered by the Appalachian Regional Commission and the FHWA. |
| AC-STBG | Advanced Construction Surface Transportation Block Grant: Advance Construction (AC) is a technique which allows a State to initiate a project using non-federal funds while preserving eligibility for future Federal-Aid funds. Eligibility means that FHWA has determined that the project technically qualifies for Federal-Aid; however, no present or future Federal funds are committed to the project. After an AC project is authorized, the state may convert the project to regular Federal-Aid funding provided Federal funds are made available for the project. |
| BIL | Bipartisan Infrastructure Law: A funding and authorization bill signed into law in November of 2021 that governs United States federal surface transportation spending, including the funds spent within the Cleveland Urban Area MPO. |
| EIS | Environmental Impact Statement: All regionally significant and/or federally funded transportation actions must go through an environmental review process. An EIS is prepared for proposed transportation actions that significantly impact the environment. It explains the purpose and need for a project, presents project alternatives, analyzes the likely impacts of each, explains the choice of a preferred alternative, and finally details measures to be taken in order to mitigate the impacts of the preferred alternative. |
| EPA | Environmental Protection Agency: A federal agency charged with protecting human health and with safeguarding the natural environment, including air, water, and land. |
| FHWA | Federal Highway Administration: A division of the U.S. Department of Transportation responsible for administering federal highway transportation programs under Title 23 U.S.C. |
| FLTP/FLAP | Federal Lands Transportation Program (FLTP) and Federal Lands Access Program (FLAP): Provide funding for roads providing access to and within Federal and Indian lands. Eligible applicants include only state, county, tribal, or city government agencies that own or maintain the transportation facility. |
| FTA | Federal Transit Administration: A division of the U.S. Department of Transportation responsible for administering federal resources for transit capital and operating assistance and for transit planning. |

GUIDE TO TRANSPORTATION ACRONYMS

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| FTA-5307 | Federal Transit Administration Section 5307 Urbanized Area Formula Funding program grants make federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning |
| FTA-5310 | Federal Transit Administration Section 5310 funds, titled Enhanced Mobility of Seniors & Individuals with Disabilities , provide formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. |
| FTA-5339 | Federal Transit Administration Section 5339 funds, titled Bus and Bus Facilities program , make Federal resources available to states and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. |
| FY | Fiscal Year: The federal fiscal year (or budget year) runs from October 1 through September 30 of each year. Years shown in MPO documents reflect the federal fiscal year. |
| HIP | Highway Infrastructure Program: A federal funding program. For a description, see Appendix B, TIP Funding Sources. |
| HSIP | Highway Safety Improvement Program: A federal funding program. For a description, see Appendix B, TIP Funding Sources. |
| ITS | Intelligent Transportation Systems: Procuring, developing, or integrating technology to manage transportation facilities, improve safety, or mobility. |
| MPO | Metropolitan Planning Organization: The forum for cooperative transportation decision-making, required for urbanized areas with populations over 50,000. |
| NEPA | National Environmental Policy Act: Passed by Congress in 1969 and signed into law on January 1, 1970, NEPA requires federal agencies to integrate environmental consideration into their decision-making processes by considering the environmental impacts of their proposed actions, and reasonable alternatives to those actions. |
| NHPP | National Highway Performance Program: federal funding program intended for use on the National Highway System, a designated network of primary highways that includes all interstates and major arterials considered to be critical links in the nation's transportation system. For more detail about NHPP, see Appendix B, TIP Funding Sources. |
| OPER | Operations: Operating the transportation system such as incurring costs related to the day-to-day operations or maintenance of transit vehicle systems, traffic signal systems, or intelligent transportation systems. |
| PHSIP | Penalty Highway Safety Improvement Program |

GUIDE TO TRANSPORTATION ACRONYMS

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| PE-N | Preliminary engineering-NEPA: Includes activities from the inception of the project, fulfilling the requirements of the National Environmental Policy Act of 1969 and all applicable legislation, regulations, executive orders, and directives, up to the approval of the environmental document. |
| PE-D | Preliminary engineering-design: Preliminary engineering design work, according to accepted engineering practices, after approval of the environmental document |
| PPP | Public Participation Plan: Describes the process by which the MPO provides opportunities for the public to be involved in exchanging information and ideas about transportation needs, goals, and projects and/or services. |
| PURCHASE | Purchase/Acquire: Procuring equipment, software, or vehicles. |
| RNHPP | Repurposed National Highway Performance Program |
| ROW | Right-of-way: Work from the distribution of ROW plans up to advertising for bids or commencement of work by the Agency, dealing with real property acquisition, temporary and permanent easements, and utility relocation. |
| RTP | Regional Transportation Plan: Document developed through collaboration and consensus that serves as the defining vision for the transportation systems and services. In the MPO, the plan indicates all regionally significant transportation improvements scheduled for funding over the next 20-25 years. It is fiscally constrained, i.e., the number of projects/programs in the plan do not exceed the amount of revenue reasonably expected to be available during that time period. |
| SETHRA | Southeast Tennessee Human Resource Agency: Agency that provides transit service to the non-urbanized portions of the MPO. |
| SR | State Route: Roadway owned and maintained by the State. Some state routes are also designated as U.S. highways. |
| STA | Acronym used to distinguish state funds that are completely non-federal as opposed to federal funds that are managed at the state's discretion. In Tennessee, most non-federal funds provided by the state come from the gasoline tax. |
| STIP | State Transportation Improvement Program: Document that lists all federally funded transportation projects and programs to be undertaken statewide during a specified time period. The MPO's TIP is officially a component of the STIP. |
| STBG | Surface Transportation Block Grant Program: A federal funding program. For a description, see Appendix B, TIP Funding Sources. |

GUIDE TO TRANSPORTATION ACRONYMS

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| TAM | Transit Asset Management (TAM): TAM is a business model that prioritizes funding based on condition and performance to achieve and maintain a state of good repair (SOGR) for public transportation assets. It is a strategic and systematic process through which an organization procures, operates, maintains, rehabilitates, and replaces transit assets to manage their performance, risks, and costs over their lifecycle. |
| TRANSPORTATION ALTERNATIVES | Transportation Alternatives funds are a set-aside of the STBG program for a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity |
| TCC | Technical Coordinating Committee: Standing committee of the MPO whose function is to provide professional input and recommendations on transportation decisions. Composed of planners, engineers, and other professional staff. |
| TDOT | Tennessee Department of Transportation: State agency responsible for building, operating, and maintaining all roads on the federal-aid system, and for overseeing the provision of public transit services. In MPO areas, TDOT is responsible for federal and state highways and for the oversight of local/regional agencies who manage the local federal-aid routes. |
| TIP | Transportation Improvement Program: Document that includes a group of projects/programs selected from the long-range Regional Transportation Plan for implementation during a specified 4-year period. Includes all projects and programs that use federal transportation funds. |
| TSM | Transportation Systems Management: Strategies to improve the efficiency of the transportation system through operational improvements, rather than the addition of roadway capacity. |
| U-STBG | Urban Surface Transportation Block Grant Program: A federal funding program. For a description, see Appendix B, TIP Funding Sources. |
| UPWP | Unified Planning Work Program: Document adopted by an MPO that identifies all transportation planning activities to be undertaken during the next 1-2 years, including a schedule for completion. |

FY 2026-2029 TIP PROJECTS

| MPO PROJECTS | | | |
|--------------|----------|---|--------------------|
| 2045 RTP ID# | TIP ID # | Project Name / Roadway | Type |
| Table 6.4 | 2017-02 | Transit Operations | Grouping |
| Table 6.4 | 2017-03 | Transit Capital Purchases | Grouping |
| #611 | 2018-01 | Sidewalks on 25th St and Peerless Rd NW | Bicycle/Pedestrian |
| #704 | 2019-03 | Cleveland Greenway – Phase VI | Bicycle/Ped |
| Table 6.6 | 2026-01 | Regional Resurfacing Grouping | Road Resurfacing |

| STATE PROJECTS | | | |
|----------------|----------|--|--------------|
| 2045 RTP ID# | TIP ID # | Project Name / Roadway | Type |
| Table 6.5 | 06095 | Cleveland MPO – Safety – Urban Grouping | Grouping |
| Table 6.6 | 06110 | National Highway System Preservation and Operation | Grouping |
| Table 6.6 | 06111 | Surface Transportation System Preservation and Operation | Grouping |
| Table 6.6 | 090238 | (25 th Street), Intersection at SR-74 (Ocoee Street NE) | Intersection |
| | | | |

1. INTRODUCTION

What is a TIP?

The FY 2026 – FY 2029 Transportation Improvement Program (TIP) is a programming document that reflects regional priorities for the expenditure of federal transportation funds during the 4-year period. The TIP describes all regionally significant, federally funded projects and transportation services in the Cleveland urbanized area for highway, pedestrian and bicycle facilities, and transit. This includes projects proposed to be funded with federal funds that are not administered by FHWA/FTA, and is not limited to projects funded with federal funds. It is also fiscally constrained, meaning that all the project phases listed can be implemented within the revenue anticipated to be available during federal fiscal years 2026-2029, running from January 1, 2026, to December 31, 2029. The previous TIP covered fiscal years 2023 through 2026 and was adopted in December of 2012.

All projects and programs in this TIP are included in the 2045 Regional Transportation Plan and local transportation plans, including those of transit operators.

What is the MPO?

Federal law requires that every urban area over 50,000 in population, i.e., an urbanized area, be represented by a metropolitan planning organization (MPO) responsible for carrying out the metropolitan transportation planning process. In 2000, the U.S. Census defined portions of Cleveland and Bradley County as an urbanized area with a population exceeding 50,000. In accordance with federal law, the Cleveland Urban Area MPO was formed in 2003 to carry out transportation planning in Cleveland and the adjoining urbanized portions of Bradley County.

When the decennial Census was updated in 2010, strong growth in the greater Cleveland area resulted in expansion of the urbanized area along the North Lee Highway corridor through the City of Charleston, crossing the Hiwassee River into McMinn County. To ensure that the entire new urbanized area was encompassed as well as those areas expected to be urbanized within the next 20 years, as federally required, the MPOs adjusted its urbanized area boundary in 2014. It now includes a larger portion of unincorporated Bradley County, the cities of Charleston and Calhoun, and a small unincorporated area of McMinn County where Resolute Forest Products are located. The MPO's metropolitan planning area was similarly adjusted to reflect the adjusted boundary. Figure 1 shows both boundaries. The 2020 decennial Census may impact on the MPO planning area, but any boundary modifications will likely take place after this TIP is developed and adopted.

The MPO is responsible for carrying out the transportation planning process and producing key documents that reflect the region's transportation goals, plans, and services. Its core functions (Figure 2) address short-term and long-term planning based on ongoing analysis of regional conditions and trends. The MPO is also responsible for

transportation programming, i.e., selecting projects from the Regional Transportation Plan and including them in this document for immediate funding and development. MPOs designated under subsection (d), in cooperation with the State and public transportation operators, shall develop long-range transportation plans and transportation improvement programs through a “performance-driven, outcome-based approach to planning for metropolitan areas of the State.”

According to 23 U.S. Code § 134 - Metropolitan transportation planning, “The process for developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.”

Figure 1 Cleveland Urban Area MPO Planning Area

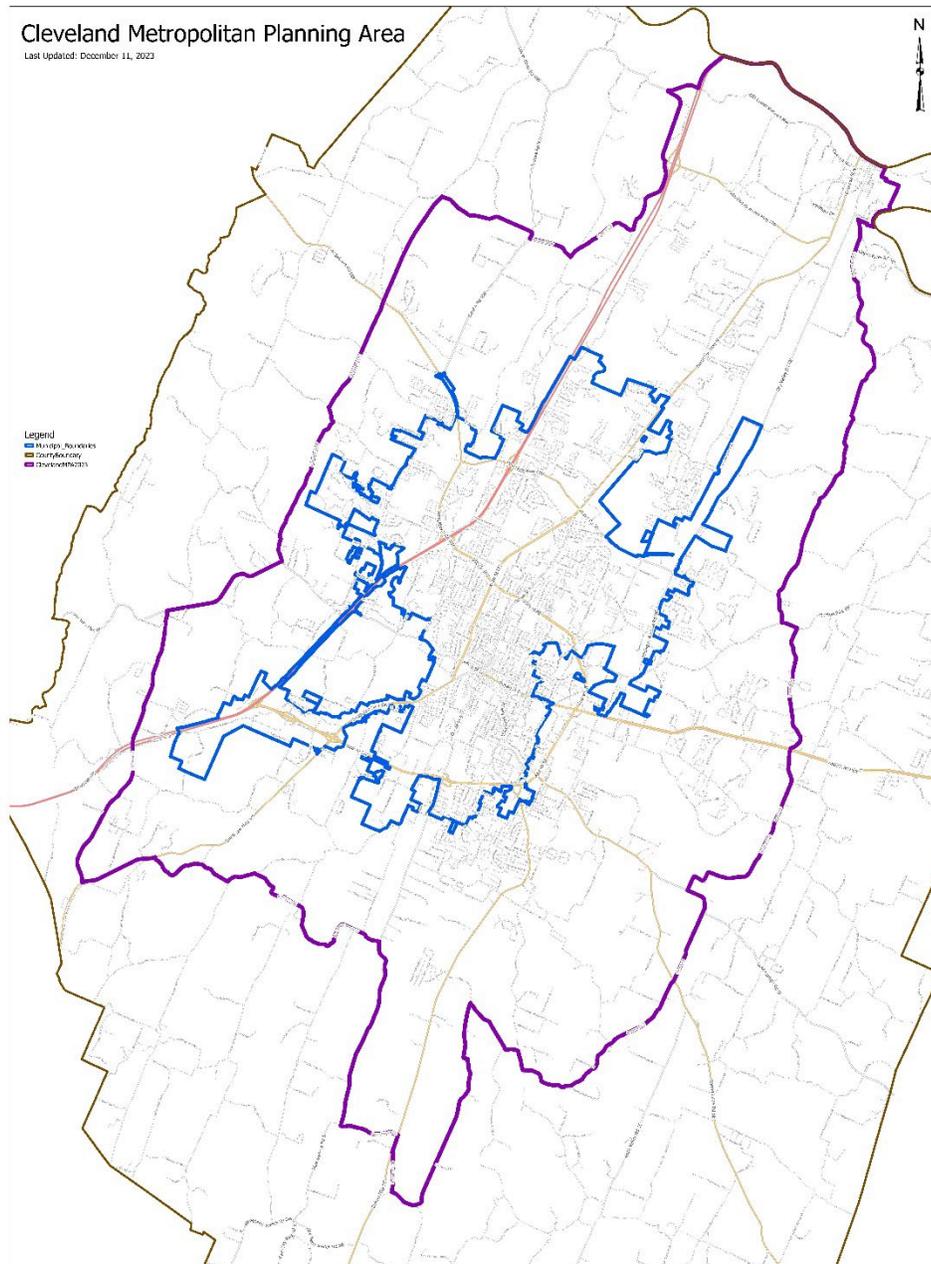
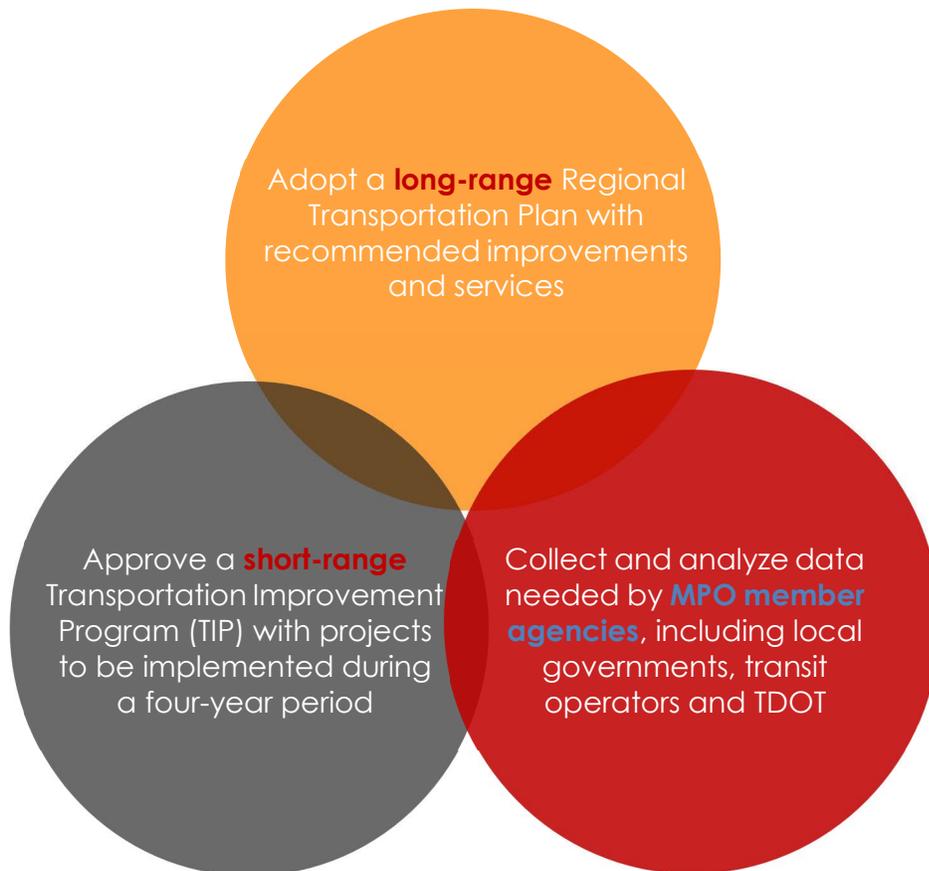


Figure 2. Core Functions of the Cleveland Urban Area MPO



MPO Members

MPO members include the City of Cleveland, Bradley County, City of Charleston, City of Calhoun, McMinn County, Cleveland/Bradley Chamber of Commerce, TDOT and other transportation-related agencies such as the Cleveland Urban Area Transit System and the Southeast Tennessee Development District. Through the MPO, some of those members receive and program federal funds for various transportation projects and programs.

The MPO is led by an Executive Board, which is the policy board of the MPO, a Technical Coordinating Committee (TCC) that provides recommendations to the Executive Board, and a professional MPO staff.

Executive Board

The Executive Board is responsible for carrying out the provisions of federal regulations which call for a continuing, comprehensive, and coordinated transportation planning and programming process. The Board provides administrative and fiscal oversight, reviews and approves all transportation planning and programming decisions, establishes study committees, and ensures proper allocation of planning and program funds.

The current composition of the Executive Board includes six elected and appointed officials from local governments, regional agencies, and the State of Tennessee. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are also represented on the Executive Board as ex-officio, non-voting members.

MEMBERS OF THE MPO EXECUTIVE BOARD

- Governor, State of Tennessee
- Executive Director, Southeast Tennessee Human Resources Agency
- Bradley County Mayor
- City of Cleveland Mayor
- City of Cleveland Vice-Mayor
- City of Charleston Mayor
- Federal Highway Administration (ex officio, non-voting)
- Federal Transit Administration (ex-officio, non-voting)

Technical Coordinating Committee

The Technical Coordinating Committee (TCC) is responsible for implementing all planning activities, based on the Executive Board's policy direction. Members provide input and review transportation plans, programs, and documentation to provide recommendations to the Executive Board for action.

The TCC is comprised of a diverse group of transportation professionals, and advises the Executive Board members on all aspects of the planning process. It includes engineers, community and transportation planners, transit operators, and other professionals from federal, state, and local agencies. The Chairman of the TCC is the Public Works Director for the City of Cleveland. The chairman, along with the MPO Transportation Planning Coordinator, is responsible for ensuring the coordination, direction, and supervision of the transportation planning process.

TECHNICAL COORDINATING COMMITTEE

- City of Cleveland Development & Engineering Services Department
- City of Cleveland Finance Department
- City of Cleveland Public Works Department
- Bradley County Planning Department
- Bradley County Highway Department
- Bradley County appointee
- MPO appointee for Bicycle/Pedestrian Issues
- MPO appointee for Charleston/Bradley County
- Cleveland/Bradley County Chamber of Commerce
- Southeast Tennessee Development District and Rural Planning Organization (RPO)
- Southeast Tennessee Human Resource Agency (SETHRA) and Cleveland Urban Area Transit System (CUATS)
- Tennessee Department of Transportation
- Federal Highway Administration – Tennessee Division*
- Federal Transit Administration*

* *Ex officio members*

MPO Staff

The MPO is also served by professional staff including the MPO Coordinator, who is housed within the City of Cleveland's Development and Engineering Services Department. The MPO Coordinator is responsible for all planning and administrative functions of the MPO. Staff work closely with the TCC and MPO Executive Board and performs many of the day-to-day planning duties and functions.

MPO Transportation Planning Process

The Bipartisan Infrastructure Law (BIL) is a funding and authorization bill signed into law in November of 2021 that governs United States federal surface transportation spending, including the funds spent within the Cleveland Urban Area MPO.

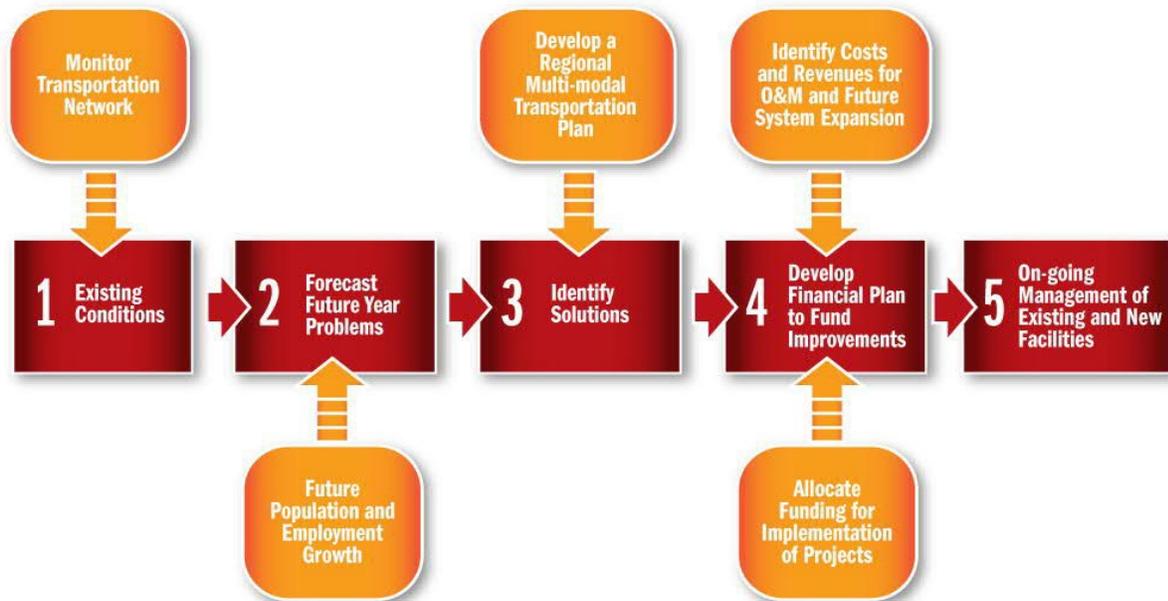
BIL makes several changes to previous laws, including adding housing considerations in the metropolitan transportation planning process. 23 U.S.C. Section 134 and 23 CFR 450.306 outlines the scope of the MPO planning process to address the following factors:

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

- ❖ Increase the safety of the transportation system for motorized and non-motorized users;
- ❖ Increase the security of the transportation system for motorized and non-motorized users;
- ❖ Increase the accessibility and mobility options available to people, and for freight;
- ❖ Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth, housing, and economic development patterns;
- ❖ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- ❖ Promote efficient system management and operations;
- ❖ Emphasize the preservation of the existing transportation system;
- ❖ Improve the resiliency and reliability of the transportation system; and
- ❖ Reduce or mitigate stormwater impacts on the surface transportation system.

Figure 3 shows the transportation planning process for which the MPO is responsible.

Figure 3. Regional Transportation Planning Process



The TIP is one of four major work products that the MPO is required to produce and maintain. The others are the Regional Transportation Plan (RTP), Unified Planning Work Program (UPWP), and the Public Participation Plan (PPP). Responsibilities and

requirements of the metropolitan planning process are outlined in the United States Code (23 U.S.C. 134 and 49 U.S.C. 5303) and the Code of Federal Regulations under 23 CFR Part 450 and 49 CFR Part 613.

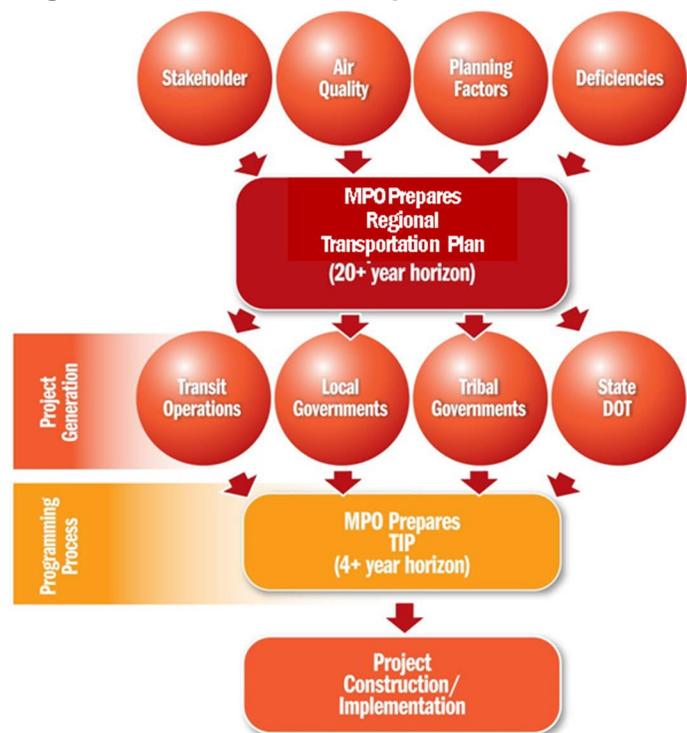
The **Regional Transportation Plan** is a long-range multimodal strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities to help manage congestion, increase regional mobility options, and maintain safe traveling conditions for people and goods. The RTP is updated every five years, has a planning horizon of at least 20 years, and may be amended as a result of changes in projected federal, state, and local funding; major transportation studies; project planning reports, environmental studies, et. al. The MPO's current RTP, adopted in March 2021, extends through the year 2045.

Figure 4 illustrates the relationship between the RTP and the TIP, as well as the **Continuing, Comprehensive, and Cooperative** ("3-C") process that the MPO facilitates with multiple parties during the development of the RTP and TIP.

The projects in the FY 2026 – FY 2026 TIP represent a subset of the projects in the 2045 RTP that have been selected for near-term implementation. Before their inclusion in the TIP, projects are evaluated by a screening process that documents their inclusion in the RTP and the availability of local matching dollars, thus increasing the likelihood of completion. Potential TIP projects are then scored using selection criteria that are drawn from the RTP assessment criteria. (Further explanation of the TIP selection process is given in Section 2, Program Development. The scoring criteria can be found in Appendix C.)

Each project in the TIP has a corresponding RTP reference which allows for the cross referencing of projects between the TIP and RTP.

Figure 4. MPO Plan Development Process



Unified Planning Work Program

The UPWP is a document showing the activities and products that the MPO is conducting over a one to two-year period to carry out federal and state requirements for transportation planning and programming. The intention of the UPWP is to ensure that the ten planning factors referenced in federal transportation legislation are incorporated through the administration of all projects and major work efforts for each year, including MPO staff work and planning studies that will be needed in each fiscal year. Implementation and management of the TIP is included as Task 3 in the FY 2022-2026

UPWP and includes amendments and modifications to the TIP, project monitoring, and development of and annual listing of obligated projects.

Public Participation Plan

The PPP is the guiding document for providing information related to outreach, engagement, and citizen input related to planning activities in the region. The PPP describes various strategies, opportunities, and processes to be carried out in the MPO planning area, in accordance with 23 CFR 450.316. The PPP is developed in collaboration with the public and stakeholders and frames the strategies for public and stakeholder communication and collaboration throughout the planning process. The MPO holds an annual meeting to receive input on the MPO program and present an annual listing of obligated projects. Section 9 of the PPP includes specific guidelines for outreach and engagement for development of a new TIP and amendments to a current TIP.

Statewide Transportation Improvement Program

While the primary purpose of the MPO is to provide coordinated long-term and short-term transportation planning within the Cleveland region, the Tennessee Department of Transportation (TDOT) performs both long and short-term planning across the entire state.

As part of the federal requirements for transportation planning, TDOT develops a 4-year short-term improvement program called the Statewide Transportation Improvement Program (STIP). To develop the STIP, TDOT works directly with the Rural Planning Organizations (RPOs) and MPOs (for urban areas) throughout the state to determine project needs. Projects in the STIP are eligible for the TDOT Three-Year Work Program, which contains components of highway, transit, rail, waterways, and aviation programs and statewide initiatives in support of the state's budget.

For urban areas, TDOT participates in the metropolitan planning process to ensure coordination between state and local partners on the state projects to be included in the MPO's TIP. Each year, TDOT solicits input from the MPO prior to adopting its 3-Year Program of projects. TDOT provides a list of state projects which are ready to proceed to the next phase of development and asks the MPO to indicate what its priorities would be if sufficient funding were not available to advance all of the projects that are ready. The MPO also submits an early draft version of the TIP to TDOT for review and comment on the projects being proposed by local agencies. Upon adoption, each project contained in the Cleveland Urban Area MPO's TIP will become a part of the larger, statewide STIP.

Transportation Planning Prospectus

The MPO's operating procedures are documented in the Transportation Planning Prospectus. This document includes a brief history of the Cleveland Urban Area MPO, a listing of Executive Board and TCC members, and operating procedures, which includes a proactive public participation program. The Prospectus is revised periodically as needed to reflect any changes in federal or state requirements, and to maintain an effective transportation planning process.

Relationship to Other Documents and Programs

The TIP aligns with and supports several other statewide and regional planning efforts, and coordinates with various state agencies including the Tennessee Department of

Transportation, Tennessee Department of Environment and Conservation, and the Department of Safety and Homeland Security.

Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP)

All projects proposed in the TIP are evaluated for their consistency with the Coordinated Human Services Transportation Plan (CHSTP), which focuses on delivery of mobility and public transportation services for individuals with disabilities, older adults, and people with low incomes. The CHSTP was last updated in 2012 and identifies opportunities to maximize existing resources and improve coordination of transportation services provided to certain populations needing special assistance.

Unified Planning Work Program

A Unified Planning Work Program (UPWP) is an annual or biennial statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

Strategic Highway Safety Plan

The 2025-2029 Strategic Highway Safety Plan (SHSP) integrates a concept that was adopted by U.S. Department of Transportation (USDOT) in January 2022 called the Safe System Approach (SSA). Although the SSA is a relatively new concept in the United States, it is a safety strategy that has been implemented in other countries since the 1990's. The SSA aims to promote a culture of safety with the expectation that all users of the roadway system, regardless of mode, will be protected and that responsibility is shared with those who plan, build, maintain, and use the transportation system. This includes planners and engineers as well as elected officials who oversee policy decisions that influence road safety. The SSA is summarized in the following graphic, where the six (6) principles are shown on the outer ring of the figure while the inner ring depicts the five (5) elements. An important distinction of this approach is that while zero (0) fatalities and serious injuries is the ultimate goal, the focus should be on eliminating crashes that result in serious injuries and fatalities.

Regional ITS Architecture

The MPO works with federal, state, and local agencies to develop a Regional Intelligent Transportation Systems (ITS) Architecture that provides a framework for implementing ITS projects, encourages interoperability and resource sharing among agencies, identifies applicable standards to apply to projects, and allows for cohesive long-range planning among regional stakeholders. ITS projects include traffic control systems, camera systems to monitor traffic flow, traffic operations centers, electronic signage, and messaging systems, among others. ITS supports emergency response, law enforcement, freight movement, and the communication of roadway information to the traveling public. The current Regional ITS Architecture for the MPO region was led by TDOT in coordination with the MPO in 2017 and will serve as a guide for implementation of ITS projects in the region.

ADA Transition Plans

All government entities employing more than 50 people are required by Title II of the Americans with Disabilities Act (ADA) to develop an ADA transition plan that identifies physical obstacles in facilities that limit the accessibility of its programs or activities to individuals with disabilities, describes the methods that will be used to make the facilities accessible, and specifies the schedule for taking the steps necessary to achieve

compliance. Based on these criteria, both Bradley County and the City of Cleveland worked to develop ADA Transition Plans in 2019, while other MPO member jurisdictions

were not required to do so. TDOT most recently updated its ADA Transition Plan in 2019. Information related to ADA transition plans and other requirements in the MPO area may be found in Appendix I.

Alignment with Performance-Based Planning and Programming Requirements

Requirements for a performance-based framework were first introduced into federal legislation with the enactment of the 2012 surface transportation funding authorization bill called Moving Ahead for Progress in the 21st Century (MAP-21). BIL continues that approach. To implement these federal requirements, MPOs, state departments of transportation, and public transportation providers continually monitor, report performance, and set targets for several measures established by USDOT that correspond to National Goals described in 23 U.S.C. 150(b).

- ❖ **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- ❖ **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- ❖ **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- ❖ **System Reliability** - To improve the efficiency of the surface transportation system
- ❖ **Freight Movement and Economic Vitality** - To improve the National Highway Freight Network (NHFN), strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- ❖ **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- ❖ **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

The performance measures (PM) fall under four federal rulemakings:

- ❖ **Safety (PM 1)** – Requires State DOTs and MPOs to assess the performance measures on all public roads covered by the Highway Safety Improvement Program (HSIP).
- ❖ **Bridge and Pavement Condition (PM 2)** – Requires State DOTs and MPOs to assess pavement and bridge condition measures on the National Highway System (NHS) to carry out the National Highway Performance Program (NHPP). Pavement condition is calculated in accordance with the Highway Performance Monitoring System (HPMS) Field Manual and based on three condition ratings of good, fair, and poor. Bridge condition is based on deck area and calculated using National

Bridge Inventory (NBI) data with the classification based on NBI ratings for deck, superstructure, substructure, and culvert.

- ❖ **System Reliability/Freight (PM 3)** – Requires State DOTs and MPOs to assess system reliability and freight measures on the National Highway System (NHS) to carry out the National Highway Performance Program (NHPP). Travel time reliability is defined as a single number describing the predictability of travel times on a roadway. Lower numbers may be interpreted as less predictable travel times, with higher numbers being more favorable for trip planning. Freight movement is assessed using the truck travel time reliability (TTTR) index. PM 3 measures related to congestion reduction are required for MPOs that contain all or part of an area designated as nonattainment or maintenance for ozone, carbon monoxide, or particulate matter. The Cleveland Urban Area MPO is not required to establish targets for measures related to congestion reduction.
- ❖ **Transit Asset Management (TAM)** – Requires transit operators and MPOs to set state of good repair (SOGR) targets by class for rolling stock, equipment, facilities, and infrastructure. Target development was led by the Cleveland Urban Area Transit System (CUATS) for the 2017-2021 period, with the Cleveland MPO Executive Board voting to support these targets.
- ❖ **Public Transportation Agency Safety Plan (PTASP)** – Requires operators of public transportation that receive federal 5307 funds to develop and implement safety plans that include strategies for minimizing the exposure of the riding public, and transit personnel and property to unsafe conditions. Requires transit agencies to establish safety performance targets, profiled in Table 1 below.

MPOs, state departments of transportation, and transit operators will use these requirements and the progress being made toward the numeric targets to guide the transportation decision-making process. Below are the official measures established by the FHWA and FTA to better track progress toward National Goals for the surface transportation system.

Table 1. Federal Rulemakings and Performance Measures

| National Goal | Performance Measures |
|--------------------------|---|
| SAFETY (PM 1) | <ul style="list-style-type: none"> • Number of fatalities • Fatality rate per 100 million vehicle-miles traveled • Number of serious injuries • Serious injury rate per 100 million vehicle-miles traveled • Number of non-motorized fatalities and serious injuries |

| | |
|---|---|
| <p>BRIDGE AND PAVEMENT CONDITION (PM 2)</p> | <p>PAVEMENT CONDITION</p> <ul style="list-style-type: none"> • Percentage of pavement on the Interstate system in good condition • Percentage of pavement on the Interstate system in poor condition • Percentage of pavement on the non-Interstate NHS in good condition • Percentage of pavement on the non-Interstate NHS in poor condition <p>BRIDGE CONDITION</p> <ul style="list-style-type: none"> • Percentage of NHS bridges by deck area classified in good condition • Percentage of NHS bridges by deck area classified in poor condition |
| <p>CONGESTION REDUCTION (PM 3)</p> | <ul style="list-style-type: none"> • Annual hours of peak hour excessive delay per capita • Percent of non-single-occupant vehicle travel • Total emissions reductions |
| <p>SYSTEM RELIABILITY (PM 3)</p> | <ul style="list-style-type: none"> • Percentage of person-miles traveled on the Interstate system that are reliable • Percentage of person-miles traveled on the non-Interstate NHS that are reliable |
| <p>FREIGHT MOVEMENT & ECONOMIC VITALITY (PM 3)</p> | <ul style="list-style-type: none"> • Truck Travel Time Reliability Index |
| <p>National Goal</p> | <p>Performance Measures</p> |
| <p>TRANSIT ASSET MANAGEMENT (TAM)</p> | <ul style="list-style-type: none"> • Percentage of vehicles within an asset class that have met or exceeded their useful life benchmark (ULB) • Percentage of non-revenue vehicles within a particular asset class that have met or exceeded their ULB • Percentage of track segments, signals, and systems with performance restrictions • Percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale. |
| <p>PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)</p> | <ul style="list-style-type: none"> • Number of reportable fatalities • Fatality rate per total vehicle-revenue miles by mode • Number of reportable injuries • Injury rate per total vehicle-revenue miles by mode • Reportable safety events • Rate of safety events per total vehicle-revenue miles by mode • Average revenue-miles between major mechanical failures, by mode |

MPOs may establish targets for each of these performance measures by either (1) agreeing to plan and program projects so they contribute toward the accomplishment of the overall statewide targets or (2) committing to quantifiable targets specific to the metropolitan planning area.

Cleveland Urban Area MPO Performance Targets

The MPO's Executive Board has voted to support TDOT and CUATS performance targets for each of the performance measures outlined above. By doing so, the MPO has agreed to plan and program projects in the Regional Transportation Plan (RTP) and TIP that contribute toward meeting these targets. These targets are outlined below. CUATS completed a Public Transportation Agency Safety Plan (PTASP) with targets in June of 2023. Chapter 2 includes a discussion of how the TIP supports achievement of each of the following targets.

Table 2. MPO-Supported State Performance Targets

| Safety Performance Measure (PM 1) | TDOT Baseline (2020-2024) | TDOT Target (2022-2026) |
|--|----------------------------------|--------------------------------|
| Number of Fatalities | 1,275.2 | 1,253.9 |
| Fatality Rate per 100M VMT | 1.576 | 1.554 |
| Number of Serious Injuries | 5,866.2 | 5,924.8 |
| Serious Injury Rate per 100M VMT | 7.252 | 7.349 |
| Number of Non-Motorized Fatalities and Serious Injuries | 626.6 | 656.1 |
| Bridge and Pavement Condition Performance Measure (PM 2) | TDOT Baseline | TDOT Target (4-Year) |
| Percent of NHS Bridges by Deck Area in Good Condition | 32.5% | 32.0% |
| Percent of NHS Bridges by Deck Area in Poor Condition | 5% | 6.0% |
| Percent Interstate Pavement in Good Condition | 70.8% | 58.0% |
| Percent Interstate Pavement in Poor Condition | 0.2% | 1.0% |
| Percent Non-Interstate NHS Pavement in Good Condition | 40.3% | 36.0% |
| Percent Non-Interstate NHS Pavement in Poor Condition | 4.1% | 6.0% |
| System Reliability & Freight Performance Measure (PM 3) | TDOT Baseline | TDOT Target (4-Year) |
| Interstate Reliability | 92.1% | 87.0% |
| Non-Interstate NHS Reliability | 93.4% | 87.0% |
| Freight Reliability | 1.32 | 1.55% |

Table 3. MPO Supported Transit Asset Management Targets

| Asset Category | Asset Type | # of Assets | Asset Age (Years) | Default ULB (Years) | FY 17-18 % Exceeding ULB | FY 26-27 Target | FY 27-28 Target | FY 28-29 Target |
|--|--------------------------|-------------|-------------------|-------------------------------|--------------------------|-----------------|-----------------|-----------------|
| Rolling Stock | Cutaway Bus-2017 Model | 10 | 8 | 10 | 0% | 0% | 62.5% | 0% ** |
| | Cutaway Bus-2019 Model | 3 | 6 | 10 | | | | |
| | Cutaway Bus-2025 Model | 3 | 1 | 10 | | | | |
| Asset Category | Asset Type | # of Assets | Asset Age (Years) | Condition rating (TERM scale) | FY 17-18 TERM scale | FY 21-22 Target | FY 22-23 Target | FY 23-24 Target |
| Facility | Cleveland Depot Building | 1 | 13 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| * Useful Life Benchmark (ULB) ** Assumes replacement of 2011 models *** TERM (Transit Economic Requirements Model) | | | | | | | | |

Table 4. Public Transportation Agency Safety Plan (PTASP) Targets

| # of Fatalities | Rate of Fatalities per 100K VRM | # of Injuries | Rate of Injuries per 100K VRM | # of Safety Events | Rate of Safety Events per 100 VRM | Total Major Mechanical Failures | Miles between Major Mechanical Failures (System Reliability) |
|-----------------|---------------------------------|---------------|-------------------------------|--------------------|-----------------------------------|---------------------------------|--|
| 0 | 0 | 0 | 0.00 | 6 | 1.6 | 0 | n/a |

2. PROGRAM DEVELOPMENT

Overview

The FY 2026 – FY 2029 TIP is a programming document that details a 4-year budget of transportation projects. The TIP provides the opportunity to select projects from the long-range transportation plan that are most suitable to the region's current or short-term needs. It lists regionally significant and federally funded projects and services in the MPO planning area for highways, pedestrian and bicycle facilities, and transit. Various agencies represented on the TCC and the Executive Board work through a cooperative process that includes solicitation of projects and programs from MPO members as well as public participation to create the TIP document.

The TIP must include all projects that are funded wholly or in part with federal funds authorized under the BIL. Projects that do not use federal funds, but are considered regionally significant, are also included in the TIP. Projects must be specifically included, or be consistent with, the Regional Transportation Plan. If projects or services involve the use of Intelligent Transportation Systems (ITS), they must be consistent with the region's ITS Architecture. Projects in the FY 2026 - FY 2029 TIP that are known to include one or more ITS elements are identified on the individual project description sheets. Projects selected for this TIP are also consistent with the state's Strategic Highway Safety Plan and local transit safety and security plans. Although many projects will provide opportunities to improve safety, those that are being undertaken specifically to address safety concerns are identified on the individual project description sheets.

Federally funded projects under Title 23 (highways) or 49 U.S.C. 53 (transit) must be selected from an approved TIP by TDOT and/or the Cleveland Urban Area Transit System (CUATS) or Southeast Tennessee Human Resources Agency (SETHRA) in coordination with the MPO. Generally speaking, the MPO is permitted to update or amend the TIP as needed to reflect changes in project scope, priority, funding, and/or schedule. The process by which these changes are made is outlined in Appendix F.

Figure 5 provides an illustration of the relation of the TIP to the overall planning process within the MPO area. While the MPO is responsible for the programming of transportation improvements, the implementation of projects (e.g., construction or service operation) is carried out either by the cities, counties, CUATS/SETHRA or TDOT.

Consideration means that one or more parties takes into account the opinions, action, and relevant information from other parties in making a decision or determining a course of action. (23 CFR § 450.104)

Consultation means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about actions(s) taken. (23 CFR § 450.104)

Cooperation means that the parties involved in carrying out the transportation planning processes work together to achieve a common goal or objective. (23 CFR § 450.104)

Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate. (23 CFR § 450.104)

Public Participation

Public participation is a critical element in the development of plans and programs by the MPO. The FY 2026-2029 TIP document has been developed in accordance with the requirements of the MPO's adopted Public Participation Plan. The Public Participation Plan provides citizens and interested parties with the opportunity to review and comment on the draft TIP, or any proposed amendments to the TIP, prior to adoption by the MPO Executive Board. A minimum 21-day comment period is provided for the public to review the draft TIP and provide comments concerning the development of the TIP and the intent to fund specific projects.

Copies of the draft TIP are made available at the Cleveland Public Library, Charleston City Hall, the Cleveland/Bradley County Chamber of Commerce, the MPO offices in the City of Cleveland's Department of Development and Engineering Services, and on the MPO's website. Advertisements are placed in local newspapers and press releases are sent to local media to notify the public that copies of the draft TIP are available for comment.

At least one public hearing is being held by the Executive Board to receive comments on the draft TIP. All public comments are considered and addressed prior to final adoption by the MPO Executive Board. Should the Executive Board determine that there are significant unresolved public comments that require changes to the draft TIP, the public is given another 15-day review period to comment on the revised draft.

The MPO is also required to publish an annual listing of projects for which federal funds were obligated in the preceding program year. This listing is published in accordance with the MPO's Public Participation Plan requirements.

A summary of meeting dates, locations, and disposition of public comments can be found in Appendix D.

Public Participation and Interagency Coordination for Selection of TIP Projects

The MPO coordinates with various partners as part of the development of and selection of projects for the TIP. These partners include TDOT, member jurisdictions, the Southeast RPO, The Chattanooga-Hamilton County/North Georgia Transportation Planning Organization (Chattanooga TPO), and CUATS.

Proposals for new projects were solicited from the public at the MPO's Annual Meeting and from the TCC member agencies. MPO staff then prepared a summary of the input received. A draft list of proposed projects for the FY 2026-2029 TIP was discussed and prioritized at meetings of the TCC and Executive Board. Several projects from the FY 2020-2023 TIP that are still under development have been incorporated into the new FY 2026-2029 TIP.

The MPO posted copies of the draft FY 2026-2029 TIP on its website and at the locations specified in its adopted Public Participation Plan. The draft TIP was also sent to the agencies responsible for natural resources, land use management, environmental protection, conservation, and historic preservation in the Cleveland Urban Area, with a request for those agencies' comments. Comments from the agencies, stakeholders and citizens are summarized in Appendix D, along with the disposition of comments and other details of the participation process.

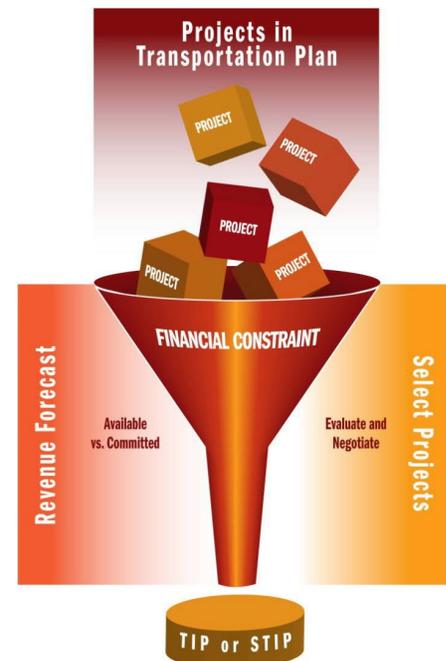
Specific guidelines related to public participation and partner coordination are outlined in the MPO's Public Participation Plan (PPP). Both TDOT and SETHRA sit on the MPO Executive Board and TCC.

TIP Project Selection

Selection of projects from the RTP for programming in the TIP is based on an evaluation system that takes into account the same federal planning factors used in the development of the RTP (see Appendix G) and expands on those factors to consider specific needs of the MPO area.

As shown in Appendix C, the evaluation criteria for TIP projects include specific questions to help determine and document the extent to which a proposed project contributes to federal and regional transportation goals. Both capital and non-capital projects are subject to the same screening and evaluation criteria. Projects are screened for eligibility based on their inclusion and consistency with the RTP, description, and local match identification. Following these eligibility considerations, project submissions are screened for completeness and then reviewed based on established evaluation criteria that incorporate the project's ability to help achieve planning goals established through federal law and the RTP.

Figure 6. Fiscal Constraint



As discussed later in Chapter 3, Financial Plan, a project or project phase may be selected for inclusion in the TIP only if full funding for it is anticipated to be available within the timeframe contemplated for completion. Fiscal constraint is demonstrated by estimating future revenues, based primarily on funding mechanisms that are currently in place, and indicating that estimated project costs for each fiscal year do not exceed the available funding for that fiscal year.

Environmental Justice

Executive Order (EO) 12898 clarified the need to involve minority and low-income populations in transportation decision-making processes and the need to assess the equity of transportation investments, ensuring these groups may benefit equitably from the transportation system without shouldering a disproportionate share of its burdens.

The projects in the FY 2026 – FY 2026 TIP come from the Regional Transportation Plan, which included an analysis of all projects to determine the potential impacts and equitable distribution of investments across the MPO planning area. In addition, the TIP project selection criteria used by the MPO explicitly considers whether each project improves access to areas of low-income and/or minority population.

Performance-Based Planning and Programming Implementation

As required, the TIP must describe how its implementation will help meet performance targets supported by the MPO and outlined in the previous chapter. The TIP represents the decisions made by MPO members (including TDOT and CUATS) about how to spend federal, state, and local transportation funds available to the region during federal FY 2026 through FY 2026. An overview of how each federal rulemaking and corresponding set of performance measures targets is supported by implementation of the TIP is included below.

- ❖ **Safety (PM 1)** – Specific safety-related investments in this TIP include reconstruction of Central Avenue in downtown Cleveland and the Adkisson Drive resurfacing and roundabout project. The Central Avenue project is intended to address issues of sight distance and alignment as well as to improve pedestrian connectivity, while the Adkisson Drive project will include miscellaneous safety improvements and a roundabout at Norman Chapel Road.

The TIP also includes other funds for projects and activities that are not explicitly safety-related but will have safety benefits for users of the Cleveland region's transportation system. These include funding for transit operations and capital purchases. Preventive maintenance on buses helps keep vehicles in safe operating condition for transit riders, as does constructing transit shelters and replacing transit vehicles when they have reached the end of their useful life.

- ❖ **Bridge and Pavement Condition (PM 2)** – The TIP includes approximately \$12.4 million in National Highway Performance Program (NHPP) funds and \$23.6 million in state-managed Surface Transportation Block Grant (STBG) funds that may be used for resurfacing, rehabilitation, intelligent transportation systems (ITS), and other maintenance related activities. Several projects in the TIP focus on maintenance of existing roadways in the MPO planning area, including resurfacing of Paul Huff Parkway, Stuart Road, Peerless Road, Mouse Creek Road,

and other roads in the region. As noted above, transit funds spent on preventive maintenance and bus replacement are also contributing to the MPO's goals of keeping transportation infrastructure and equipment in a state of good repair.

- ❖ **System Reliability/Freight (PM 3)** – This TIP programs funding for several projects intended to improve travel time reliability for both cars and trucks. Eligible projects include signalization, intersection, and interchange modifications, ITS, and railroad crossing improvements, to name a few. SR 2/US 11/N. Lee Highway is to be widened to five-lanes from near Anatole Road to near SR 308, and a three-lane typical from near SR 308 to near Market Street. SR 60 west of SR 306 improvements include upgrading some segments to three-lanes, providing passing lanes, 12-foot travel lanes, and eight-foot shoulders.
- ❖ **Transit Asset Management (TAM)** – The TIP includes approximately \$1.7 million to be used for transit capital projects. This includes funds to replace CUATS vehicles as needed. The TIP also includes more than \$4.7 million to be spent on operating and maintenance costs. While much of this funding will be spent on operating costs such as driver labor and fuel costs, a significant portion will also be spent on preventive maintenance for the fleet and other CUATS system assets.
- ❖ **Public Transportation Agency Safety Plan (PTASP)** – The TIP includes several projects focused on maintaining reliable transit operations in the region, supporting capital purchases, and implementing park and ride investments. Operational and capital funds support enhanced safety for public transportation by guiding effective management of safety risks in the operations and management of existing services and the prioritization of capital investments via performance based planning.

Next Scheduled Update

This document reflects federal fiscal years 2026 through 2029, which runs from October 1, 2025, to September 30, 2029. Under current federal law, the MPO's TIP must be updated at least once every four years. The FY 2026 – FY 2029 TIP will therefore be replaced by the FY 2029 – FY 2032 TIP during FY 2029.

3. FINANCIAL PLAN

Overview

The BIL Act requires the TIP to have a financial plan that demonstrates fiscal constraint and clearly defines how the program of projects can be implemented. Fiscal constraint means that sufficient funds will be “reasonably available” to implement proposed improvements, as well as to operate and maintain the entire system. It is demonstrated by comparing estimated costs with available financial resources. Smaller MPOs may sometimes need to build a reserve of available funds in order to implement higher cost projects. Large scale projects may cost more money than is typically available in any given year, resulting in the designation of “reserve funds” to help pay for these projects.

The BIL Act identifies a number of different funding programs which can be used for various modes, such as highway, transit, pedestrian, and bicycle facilities. A description of each funding source is included in Appendix B of this document.

The total amount of money available in each funding category, and the total amount programmed for the projects selected in this TIP, are shown in Appendix A, the financial summary tables. Specifically, the tables show available funds, programmed funds, and remaining funds (if any) by funding source for each fiscal year. The tables show that programmed expenditures are within the balance of expected fund allocations and therefore demonstrate the fiscal constraint of the FY 2026-2029 TIP.

Funding Sources

The primary funding sources to implement the FY 2026-2029 TIP include, but are not limited to, the following:

| Roadway | Transit |
|---|--|
| <ul style="list-style-type: none"> • National Highway Performance Program (NHPP) • Surface Transportation Block Grant – State (S-STBG) • Surface Transportation Block Grant – Urban (U-STBG) • Highway Safety Improvement Program/Penalty Highway Safety Improvement Program (HSIP/PHSIP) • National Highway Freight Program (NHFP) • Congestion Relief Program • Carbon Reduction Program • Transportation Alternatives Program (TAP) • Recreational Trails Program (RTP) • Bridge Formula Program (BFP) • State Gas Tax revenue (STA) • Local funds | <ul style="list-style-type: none"> • FTA Section 5307 Program (operating and capital) • FTA Section 5339 (capital) • FTA Section 5310 • State Gas Tax revenue (STA) • Local Funds |

The revenue estimates for FY 2026-2029 were developed on the basis of current and recent trends. It is assumed that the MPO will continue to receive an annual allocation of urban STBG funds for FY 2026, FY 2027, FY 2028, and FY 2029. Funding is available for the life of the TIP through the BIL. As a result, funding is expected to increase annually by one percent for each year in the TIP. These assumptions are based on a FY 2022 apportionment of \$1,520,791. It is also assumed that adopted local budgets will maintain the necessary level of transportation funding to match the federal funds available. In consultation with CUATS, the current CUATS budget for capital and operations (FY 2026) was used as a basis for revenue projections for transit, with assumed annual increases that mirror the percentages described above for U-STBG funds. TDOT has reviewed and concurred with the estimates for federal and state funds as indicated in this TIP.

Local Funding Match

Most federal grants require a non-federal match, often 20 percent of total project cost, to be programmed to projects. Local jurisdictions and agencies with projects in the TIP have committed the necessary matching funds to ensure the completion of each project. In addition, these agencies have determined that funding is available for the maintenance of all existing transportation systems as discussed in the next section. If an agency has already obligated all of its available federal transit funds, Urban Operating Assistance Program (UROP) funds are made available by TDOT to help cover the non-federal match for FTA 5307 program funds.

Operations and Maintenance

In addition to capacity and expansion of the transportation network, the MPO and its members must also ensure the maintenance and efficient operation of the existing transportation infrastructure. Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities, such as pavement resurfacing and markings, bridge repair, guardrail and sign replacement and traffic signal maintenance. Operations may include more routine items such as road striping and right of way maintenance. Projects focusing primarily on operations and maintenance are included in the TIP, in an effort to ensure the adequate operation of federal-aid highways and public transportation systems.

In addition to projects included in this TIP, MPO members expend over \$7 million a year to operate and maintain the transportation system in the region:



Bradley County expends approximately \$3 million annually to operate and maintain existing roadways.¹ Annual funds in the form of state-shared revenue sources and property taxes provide funding for Bradley County's O&M expenditures.

¹ Bradley County Budget 2022-2026, https://bradleycountytn.gov/uploads/2022_2026_approvedbudget.pdf.



The City of Cleveland expends approximately \$3 million annually on operations and maintenance of the existing road network.² State-shared revenue sources, sales tax and property taxes provide funding for the City of Cleveland's O&M expenditures.



The Cleveland Urban Area Transit System (CUATS), operated by SETHRA, provides fixed route and paratransit service in the urbanized area. Funds for transit operations and maintenance are provided through several sources. The transit system receives FTA Section 5307 funds for operating assistance through TDOT, and local funds are contributed by Cleveland and Bradley County. CUATS expends approximately \$1.5 million annually on operations and maintenance of the existing transit system.

The following tables provide the estimated annual revenue and costs to operate and maintain federal-aid highways and public transportation in the MPO region. These numbers are estimated and may vary throughout future years in the TIP. For future years, a conservative estimate of one percent growth was used.

Table 5. Estimated FY 2026 Operations and Maintenance Budgets

| Jurisdiction | Estimated Annual Revenue | Estimated Annual Cost |
|---|--------------------------|-----------------------|
| Cleveland | \$5,200,000 | \$5,200,000 |
| Bradley County | \$9,400,000 | \$9,400,000 |
| Cleveland Urban Area Transit System (CUATS) | \$1,649,400 | \$1,649,400 |

Table 6. Estimated Operations and Maintenance Revenues and Costs by Fiscal Year

| Fiscal Year | Estimated Revenue | Estimated Cost |
|-------------|-------------------|----------------|
| 2026 | \$16,411,894 | \$16,411,894 |
| 2027 | \$16,574,388 | \$16,574,388 |
| 2028 | \$16,736,882 | \$16,736,882 |
| 2029 | \$16,899,376 | \$16,899,376 |

Advance Construction

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

² Cleveland, Tennessee Annual Budget 2022-23 Fiscal Year, <https://clevelandtn.gov/DocumentCenter/View/2297/FY23-Budget>.

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

Projects funded with advance construction are identified in their respective project pages under **Project Remarks** and comply with federal regulations outlined in 23 U.S.C 115.

4. DETAILED TIP PROJECT INFORMATION

The following pages provide details for each project to be programmed in this TIP:

- ❖ Maps to ensure that citizens and stakeholders have a clear understanding of the location where the proposed improvements or services will occur. Several projects and programs will be implemented throughout the Cleveland urbanized area, as indicated by a countywide map;
- ❖ Type of improvement or service;
- ❖ Beginning and ending termini, where applicable;
- ❖ Length, where applicable;
- ❖ Agency responsible for implementation;
- ❖ Estimated total cost (project cost estimates were inflated by 3.6% annually to adjust for the programmed year of expenditure); and
- ❖ Amount of federal and non-federal funds to be obligated in each fiscal year.

Project estimates were developed in current dollars (2022) and inflated by 3.6 percent annually, based on local and national trends in construction costs, to account for year of expenditure (YOE). This percentage was based on local and national trends in construction costs and developed in coordination with TDOT and member jurisdictions. The purpose is to help anticipate inflation, so that rising costs do not prevent a project from being completed.

A graphic illustration showing how to read a TIP project sheet is on the following page.

The funding source(s) and amounts assigned to each project were determined based on information shown in Appendix B about eligible activities and required matching ratios for various federal and non-federal programs.

Groupings

Federal transportation planning regulations permit certain types of projects to be listed in a grouping, instead of individually. These are projects whose scale is small enough not to warrant individual identification and have a neutral environmental impact.

There are three groupings in the Cleveland Urban Area MPO's FY 2026-2029 TIP, all programmed by TDOT. Each grouping has its own project sheet that summarizes the range of project activities that may take place. Appendix H provides additional details on the allowable work types under each funding program.

FY2026-2029 Transportation Improvement Program

FY2026-2029 Transportation Improvement Program

APPENDICES

- A. FUNDING SUMMARY TABLES
- B. TIP FUNDING SOURCES
- C. U-STBG PROJECTS AND EVALUATION CRITERIA
- D. COMMENTS FROM AGENCIES, STAKEHOLDERS AND CITIZENS
- E. STATUS OF FY 2020-2026 TIP PROJECTS
- F. AMENDMENT AND MODIFICATION PROCESS
- G. BIPARTISAN INFRASTRUCTURE LAW
- H. METROPOLITAN GROUPINGS
- I. ADA TRANSITION PLAN INFORMATION

A. FY 2026-2029 FUNDING SUMMARY TABLES

| FHWA Funding Summary Table | | | | | |
|--------------------------------------|------------------|------------------|------------------|------------------|--------------------|
| HSIP | FY 2026 | FY 2027 | FY 2028 | FY 2029 | TIP TOTAL |
| Available Funding | | | | | |
| Fed Funding | \$638,820 | \$540,540 | \$393,120 | \$393,120 | \$1,965,600 |
| State Funding | \$70,980 | \$60,060 | \$43,680 | \$43,680 | \$218,400 |
| Local Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Funding | \$709,800 | \$600,600 | \$436,800 | \$436,800 | \$2,184,700 |
| Amount Programmed to be Spent | | | | | |
| Fed Funding | \$638,820 | \$540,540 | \$393,120 | \$393,120 | \$ |
| State Funding | \$70,890 | \$60,060 | \$43,680 | \$43,860 | \$ |
| Local Funding | \$0 | \$0 | \$0 | \$0 | \$ |
| Total Funding | \$709,800 | \$600,060 | \$436,800 | \$436,800 | \$ |
| HSIP-R | FY 2026 | FY 2027 | FY 2028 | FY 2029 | TIP TOTAL |
| Available Funding | | | | | |
| Fed Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| State Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Amount Programmed to be Spent | | | | | |
| Fed Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| State Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| PHSIP | FY 2026 | FY 2027 | FY 2028 | FY 2029 | TIP TOTAL |
| Available Funding | | | | | |
| Fed Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| State Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Amount Programmed to be Spent | | | | | |
| Fed Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| State Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Funding | \$0 | \$0 | \$0 | \$0 | \$0 |

FHWA Funding Summary Table

| NHPP (includes R-NHPP) | FY 2026 | FY 2027 | FY 2028 | FY 2029 | TIP TOTAL |
|--------------------------------------|--------------|-------------|-------------|-------------|--------------|
| Available Funding | | | | | |
| Fed Funding | \$360,960 | \$360,960 | \$300,800 | \$240,640 | \$1,263,360 |
| State Funding | \$90,240 | \$90,240 | \$75,200 | \$60,160 | \$315,840 |
| Local Funding | \$ | \$0 | \$0 | \$0 | \$0 |
| Total Funding | \$451,200 | \$451,200 | \$376,000 | \$300,800 | \$1,579,200 |
| Amount Programmed to be Spent | | | | | |
| Fed Funding | \$3,304,960 | \$1,944,960 | \$1,620,800 | \$1,296,640 | \$8,167,360 |
| State Funding | \$826,240 | \$486,240 | \$405,200 | \$324,160 | \$2,041,840 |
| Local Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Funding | \$4,131,200 | \$2,431,200 | \$2,026,000 | \$1,620,800 | \$10,209,200 |
| ACNHPP | | | | | |
| Available Funding | | | | | |
| Fed Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| State Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Amount Programmed to be Spent | | | | | |
| Fed Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| State Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| S-STBG | | | | | |
| Available Funding | | | | | |
| Fed Funding | \$16,861,440 | \$1,173,760 | \$670,720 | \$167,680 | \$18,873,600 |
| State Funding | \$4,215,360 | \$293,440 | \$167,680 | \$41,920 | \$4,718,400 |
| Local Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Funding | \$21,076,800 | \$1,467,200 | \$838,400 | \$209,600 | \$23,592,000 |
| Amount Programmed to be Spent | | | | | |
| Fed Funding | \$16,861,440 | \$1,173,760 | \$670,720 | \$167,680 | \$18,873,600 |
| State Funding | \$4,215,360 | \$293,440 | \$167,680 | \$41,920 | \$4,718,400 |
| Local Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Funding | \$21,076,800 | \$1,467,200 | \$838,400 | \$209,600 | \$23,592,000 |

FHWA Funding Summary Table

| CMAQ | FY 2026 | FY 2027 | FY 2028 | FY 2026 | TIP TOTAL |
|--------------------------------------|------------|--------------------|------------|------------|--------------------|
| Available Funding | | | | | |
| Fed Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| State Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Amount Programmed to be Spent | | | | | |
| Fed Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| State Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| TAP | FY 2026 | FY 2027 | FY 2028 | FY 2026 | TIP TOTAL |
| Available Funding | | | | | |
| Fed Funding | \$0 | \$2,419,570 | \$0 | \$0 | \$2,419,570 |
| State Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funding | \$0 | \$483,914 | \$0 | \$0 | \$483,914 |
| Total Funding | \$0 | \$2,903,484 | \$0 | \$0 | \$2,903,484 |
| Amount Programmed to be Spent | | | | | |
| Fed Funding | \$0 | \$2,419,570 | \$0 | \$0 | \$2,419,570 |
| State Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funding | \$0 | \$483,914 | \$0 | \$0 | \$483,914 |
| Total Funding | \$0 | \$2,903,484 | \$0 | \$0 | \$2,903,484 |
| HIP | FY 2026 | FY 2027 | FY 2028 | FY 2026 | TIP TOTAL |
| Available Funding | | | | | |
| Fed Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| State Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Amount Programmed to be Spent | | | | | |
| Fed Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| State Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Funding | \$0 | \$0 | \$0 | \$0 | \$0 |

FHWA Funding Summary Table

| U-STBG | FY 2026 | FY 2027 | FY 2028 | FY 2026 | TIP TOTAL |
|--------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Available Funding* | | | | | |
| Fed Funding | \$2,765,074 | \$2,765,074 | \$2,765,074 | \$2,765,074 | \$11,060,296 |
| State Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funding | \$515,014.80 | \$515,014.80 | \$515,014.80 | \$515,014.80 | \$2,212,059,.20 |
| Total Funding | \$3,318,089 | \$3,318,089 | \$3,318,089 | \$3,313,089 | \$3,313,089 |
| Amount Programmed to be Spent | | | | | |
| Fed Funding | \$2,765,074 | \$2,765,074 | \$2,765,074 | \$2,765,074 | \$11,060,296 |
| State Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funding | \$515,014.80 | \$515,014.80 | \$515,014.80 | \$515,014.80 | \$2,212,059,.20 |
| Total Funding | \$3,318,089 | \$3,318,089 | \$3,318,089 | \$3,313,089 | \$3,313,089 |
| Reserve Funds | | | | | |
| Fed Funding | \$ | \$ | \$ | \$ | |
| State Funding | \$0 | \$0 | \$0 | \$0 | |
| Local Funding | \$ | \$ | \$ | \$ | |
| Total Funding | \$0 | \$ | \$ | \$ | |

* FY 2026 starting balance is \$7,074,455.57. FY 2022 apportionment of \$1,009,255 serves as basis for annual apportionment estimates. Funding is anticipated to increase annually by one percent.

| 5307 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | TIP TOTAL |
|--------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Available Funding | | | | | |
| Fed Funding | \$791,285 | \$946,137 | \$819,828 | \$1,153,718 | \$3,710,968 |
| State Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funding | \$566,285 | \$721,137 | \$709,674 | \$753,859 | \$2,750,955 |
| Total Funding | \$1,357,570 | \$1,667,274 | \$1,529,502 | \$1,907,577 | \$6,461,923 |
| Amount Programmed to be Spent | | | | | |
| Fed Funding | \$791,285 | \$946,137 | \$819,828 | \$1,153,718 | \$3,710,968 |
| State Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funding | \$566,285 | \$721,137 | \$709,674 | \$753,859 | \$2,750,955 |
| Total Funding | \$1,357,570 | \$1,667,274 | \$1,529,502 | \$1,907,577 | \$6,461,923 |
| 5339 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | TIP TOTAL |
| Available Funding | | | | | |
| Fed Funding | \$161,247 | \$86,993 | \$86,993 | \$0 | \$335,233 |
| State Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funding | \$40,312 | \$21,748 | 21,748 | \$0 | \$83,808 |
| Total Funding | \$201,559 | \$108,741 | \$108,741 | \$0 | \$419,041 |
| Amount Programmed to be Spent | | | | | |
| Fed Funding | \$85,893 | \$86,993 | \$86,993 | \$0 | \$335,233 |
| State Funding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funding | \$40,312 | \$21,748 | \$21,748 | \$0 | \$83,808 |
| Total Funding | \$201,559 | \$108,741 | \$108,741 | \$0 | \$419,041 |

B. TRANSPORTATION IMPROVEMENT PROGRAM FUNDING SOURCES

| System | Project Initiation | Source | Match Ratio |
|--|--------------------|---------------------------|------------------------|
| Streets and Highways | | | |
| National Highway Performance System (NHPP) | State DOT | Federal State | 80 to 90% 10 to 20% |
| National Highway Freight Program (NHFP) | State DOT | Federal State | 80 to 90% 10 to 20% |
| Surface Transportation Block Grant Program, State (S-STBG) | State DOT | Federal State | 80% 20% |
| Surface Transportation Block Grant Program, Urban (U-STBG) | Local Government | Federal Local | 80% 20% |
| State Funds (STA) | State DOT | State | 100% |
| Transportation Alternatives Program (TAP) | Local Government | Federal Local | 80% 20% |
| Highway Infrastructure Program (HIP) | State DOT | Federal State Local | 80% 20% |
| Highway Safety Improvement Program (HSIP) | State DOT | Federal Local | 80% 20% |
| Congestion Mitigation and Air Quality Improvement Program (CMAQ) | State DOT | Federal Local | 80% 20% |
| Bridge Formula Program (BFP) | State DOT | Federal State | 80% 20% |
| Carbon Reduction Program (CRP) | State DOT | Federal State | 80 to 100% 0 to 20% |
| Emergency Relief Program (ER) | State DOT | Federal State | 80 to 100% 0 to 20% |
| National Electric Vehicle Infrastructure Formula Program (NEVI) | State DOT | Federal State | 80% 20% |
| Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) – Formula to States | State DOT | Federal State | 80 to 100% 0 to 20% |
| Public Transportation | | | |
| Section 5307 – Capital and Operations Assistance Grant Program * | Local Government | Federal State Local | 80% 10% 10% |

| | | | |
|---|---|-----------------------------|-------------------|
| Section 5339 – Capital Grant | Local Government and certain private non-profit entities | Federal State Local | 80% 10% 10% |
| Section 5310 – Capital Grant Program | Local Government and Certain Private, Non-Profit Entities | Federal Local** | 80% 20% |
| Discretionary | | | |
| Bridge Investment Program (BIP) | State DOT, MPOs, Local Governments | Federal Non-Fed | 80% 20% |
| Charging and Refueling Infrastructure Program | State DOT | Federal Non-Fed | 80% 20% |
| Healthy Streets Program | State DOT, MPOs, Local Governments | Federal Non-Fed | 80% 20% |
| Infrastructure for Rebuilding America (INFRA) | State DOT | INFRA Federal Non-Fed | 60% 20% 20% |
| RAISE Grants | State DOT, Local Government | Federal Non-Fed | 80% 20% |
| Reconnecting Communities Pilot Program (RCP) | State DOT, MPOs, Local Governments | Federal Non-Fed | 50-80% 20-50% |
| Safe Streets and Roads for All Grants (SS4A) | State DOT, MPOs, Local Governments | Federal Non-Fed | 80% 20% |
| Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program | State DOT, MPOs, Local Governments, Transit Agencies | Federal Non-Fed | 80% 20% |
| Wildlife Crossings Pilot Program | State DOT, MPOs, Local Governments | Federal Non-Fed | 80% 20% |

* The use of 5307 funds for operations requires a 50/50 match of federal to non-federal dollars.

** When funds are made available to private non-profit entities, they are responsible for providing non-federal matching funds.

DEFINITIONS

National Highway Performance Program (NHPP) – NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure conditions, safety, mobility, or freight movement on the National Highway System. This system is comprised of the interstates, principal arterial roads, and certain other designated routes which function as critical links in the national, statewide, and regional transportation system. Funds from this program may be used for many types of transportation improvements, including construction, reconstruction, and operational improvements.

National Highway Freight Program (NHFP) – Provides funding for projects to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals. Projects must be included in a national and state strategic plan for improvements to highway freight transportation.

Surface Transportation Block Grant Program (STBG) – These funds may be used for the same broad range of improvements as NHS funds. The significant difference in the two programs is that STP funds may be used to improve the design or operation of any route on the urban federal-aid system (which does not include local streets or rural minor collectors). As a result, the Surface Transportation Block Grant Program funds a large number of projects in the TIP.

In the FY 2026-2029 TIP, a distinction is shown between state STBG funds that are programmed at the discretion of the state (S-STBG) and urban STBG funds that are allocated to the MPO for use on eligible projects determined by the MPO (U-STBG).

State Funds (STA) – These funds which are used for transportation projects on routes designated as part of the Tennessee state highway system. Funds for these programs are one hundred percent State monies and may be used for all types of transportation improvements, including construction, reconstruction, operational improvements, and planning. State funds are typically provided through designated programs such as the State Industrial Access (SIA) program or the Local Interchange Connector (LIC) program.

Highway Infrastructure Program (HIP) – These funds provide flexible funding to address state and local transportation needs through the construction of highways, bridges, tunnels, including designated routes of the Appalachian Development Highway System and local access roads under Section 14501 of Title 40.

Highway Safety Improvement Program (HSIP) – A highway safety improvement project is 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. The BIL provides an example list of eligible activities, but HSIP projects are not limited to those on the list.

Congestion Mitigation and Air Quality Program (CMAQ) – The purpose of the CMAQ program is to provide funds for transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for

ozone, carbon monoxide (CO), and particulate matter (both PM₁₀ and PM_{2.5}). Streets, highways, and transit projects are eligible for CMAQ funds.

Carbon Reduction Program – Provides formula funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. Requires State, in consultation with MPOs, to develop (and update at least every 4 years) a carbon reduction strategy and submit it to the DOT for approval. DOT must certify that a State's strategy meets the statutory requirements.

Emergency Relief Program – Provides funding for emergency repairs and permanent repairs on Federal-aid highways and roads, and roads on Federal Lands.

National Electric Vehicle Infrastructure Program – Strategically deploys electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) – Provides funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters. Higher Federal share if the State develops a resilience improvement plan and incorporates it into its long-range transportation plan.

Federal Transit Administration Section 5307 (FTA-5307) – Also known as an Urbanized Area Formula Grant, this program makes Federal resources available for transit capital and operating assistance in urbanized areas, and for transportation related planning. Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

Federal Transit Administration Section 5339 (FTA-5339) – This program provides capital assistance to replace, rehabilitate, and purchase buses and vans and bus- or van-related equipment, and to construct bus-related facilities. Eligible recipients for capital investment funds are public agencies and private nonprofit agencies engaged in public transportation, including those that provide services open to a segment of the general public, as defined by age, disability, or low income.

Federal Transit Administration Section 5310 (FTA-5310) – This program provides formula funding to States for the purpose of assisting local governments, public transit agencies, and private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the public transportation service provided is unavailable, insufficient, or inappropriate to meet these needs. Funds are apportioned based on each State's share of population for these groups of people.

Bridge Investment Program – Project to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory or to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species.

Charging and Refueling Infrastructure Program – Provides competitive grant funding to support installation of facilities along the alternative fuel corridor established under federal law, except for projects under the Community grants program where facilities can be located on any public road or in other publicly accessible locations.

Healthy Streets Program – Provides competitive grant funding for the deployment of cool pavements and porous pavements and to expand tree cover and mitigate urban heat islands, to improve air quality, and other climate projects.

Infrastructure for Rebuilding America (INFRA) – Establishes the Nationally Significant Freight and Highway Projects (NSFHP) program, which provides competitive grants or credit assistance to nationally and regionally significant multimodal freight and highway projects that align with the program goals.

RAISE Grants – Projects with a significant local or regional impact that improve transportation infrastructure.

Reconnecting Communities Pilot Program (RCP) – Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

Safe Streets and Roads for All Grants (SS4A) – Competitive program to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives.

Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program – Programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.

Wildlife Crossings Pilot Program – Provides funding for projects that seek to achieve a reduction in the number of wildlife-vehicle collisions; and improve habitat connectivity for terrestrial and aquatic species.

C. URBAN STBG PROJECTS AND EVALUATION CRITERIA

TIP Project Screening

New projects considered for inclusion in the Transportation Improvement Program are first pre-screened for eligibility based on the following factors:

- ❖ Is the project listed in, or consistent with, the Regional Transportation Plan?
- ❖ Has the project been identified in a corridor study, subarea plan, modal plan, or other MPO document?
- ❖ Has the project been sufficiently defined to allow reliable cost estimates?
- ❖ Have non-federal sources of funding (local match) been identified?

If the project satisfies those eligibility criteria, it is then screened for completeness:

- ❖ Are the scope, physical limits and functional class identified?
- ❖ Is a cost estimate provided?
- ❖ Is there a schedule for project implementation?
- ❖ Are the benefits of the project identified?
- ❖ What relationship, if any, does it have to other projects?
- ❖ Is there political and community support?
- ❖ What are the operating impacts?
- ❖ Are there any hidden problems?

TIP Project Evaluation

Proposed new projects that meet the above criteria for eligibility and completeness are then reviewed using the TIP Project Evaluation Criteria (see Table C-1).

This evaluation incorporates the project's ability to help achieve the required planning goals from federal transportation law (BIL) and supports conclusions about how well the proposed project would meet specific regional goals and objectives.

Table C-2 shows the Urban STBG-funded projects included in the FY 2026-2029 TIP, as programmed by fiscal year.

Table C-1. Project Evaluation Sheet

| TIP Screening Questions | | Yes/No | Comments |
|---|--|--------|----------|
| 1 | Is project in current Regional Transportation Plan? | | |
| 2 | Are local matching funds available? | | |
| TIP Selection Criteria | | | |
| Economic Development | | | |
| Does the project... | | | |
| 1 | Connect to current or future employment area? | | |
| 2 | Enhance job creation? | | |
| 3 | Support freight movement? | | |
| 4 | Have local support from the business community? | | |
| 5 | Reflect consistency with economic development goals/plans? | | |
| 6 | Improve intermodal connections? | | |
| 7 | Include private funding? | | |
| Land Use Suitability | | | |
| Is the project... | | | |
| 1 | Consistent with locally adopted land use plans? | | |
| 2 | In the Urbanized Area? | | |
| 3 | Enhance infill/redevelopment opportunity? | | |
| 4 | Improve access between destinations? | | |
| Environmental Sustainability & Environmental Justice | | | |
| Does the project... | | | |
| 1 | Does project reduce vehicle-miles traveled (VMT)? | | |
| 2 | Does not impact known archaeological resources, floodplains, historic resources, natural habitats, parks, or wetlands? | | |
| 3 | Does project include sustainable design practices? | | |
| 4 | Is project non-emission producing? | | |
| 5 | Does project improve access to low-income areas? | | |
| 6 | Does project improve access to minority areas? | | |
| Alternative Modes of Transportation | | | |
| Does the project... | | | |
| 1 | Improve transit service? | | |
| 2 | Provide a new or enhanced bikeway? | | |
| 3 | Provide a new or enhanced pedestrian path? | | |

| Reduce Need for Single-Occupancy Vehicle Trips | | | |
|---|--|--|--|
| Does the project... | | | |
| 1 | Provide HOV or HOT lanes? | | |
| 2 | Provide new transit service? | | |
| 3 | Provide new bikeway? | | |
| 4 | Provide new pedestrian path? | | |
| Congestion Management | | | |
| Does the project... | | | |
| 1 | Improve roadway volume/capacity ratio (v/c)? | | |
| 2 | Reduce congestion on a parallel roadway? | | |
| 3 | Improve signal timing? | | |
| 4 | Improve intersection movement? | | |
| 5 | Involve Intelligent Transportation Systems (ITS) technology? | | |
| Operations & Maintenance | | | |
| Does the project involve... | | | |
| 1 | Reconstruction of a substandard roadway? | | |
| 2 | Maintain an existing roadway (e.g., paving?) | | |
| Safety & Security | | | |
| Does the project... | | | |
| 1 | Alleviate current roadway deficiencies such as inadequate width, low bridge height/weight limits, horizontal or vertical deficiencies, etc.? | | |
| 2 | Improve a high crash location? | | |
| 3 | Improve the security of the transportation system? | | |
| 4 | Provide consistency with the Strategic Highway Safety Plan? | | |
| 5 | Provide consistency with the SETHRA/CUATS security plan? | | |
| Enhancements | | | |
| Does the project include enhancements such as: | | | |
| 1 | Streetscaping (trees, lighting, etc.) | | |
| 2 | Landscaped medians? | | |
| 3 | Gateways? | | |
| 4 | Decorative sidewalk/street pavers? | | |

Table C-2. Urban STBG Projects Programmed by Fiscal Year

| Fiscal Year | Project # | Project Name | Total Programmed |
|--|-----------|--------------------------------------|---------------------|
| | 2018-01 | Sidewalks on 25 th Street | \$119,022 |
| | 2019-03 | Cleveland Greenway – Phase VI | \$252,000 |
| | 2026-01 | Regional Resurfacing Grouping | \$2,394,052 |
| FY 2028 TOTAL | | | \$3,702,971 |
| - | 2026-01 | Regional Resurfacing Grouping | \$2,765,074 |
| FY 2029 TOTAL | | | \$3,260,081 |
| | 2026-01 | Regional Resurfacing | \$2,765,074 |
| FY 2026 - 2029 TIP, TOTAL PROJECTS PROGRAMMED | | | \$11,060,296 |

D. COMMENTS FROM AGENCIES, STAKEHOLDERS & CITIZENS

The MPO's Public Participation Plan is designed to ensure that, prior to adoption of the TIP, an opportunity for review and comment is provided to federal, state, tribal and local agencies responsible for land use management, natural resources, wildlife, environmental protection, conservation, and historic preservation agencies, as well as other community stakeholders and the general public.

Agency Consultation

To carry out the agency consultation process, the MPO sent a copy of the draft TIP to the following agencies with a request for comments:

- ❖ National Park Service
- ❖ U.S. Fish and Wildlife
- ❖ Tennessee Department of Environment & Conservation
- ❖ U.S. Army Corps of Engineers
- ❖ U.S. Environmental Protection Agency
- ❖ Tennessee Wildlife Resources Agency
- ❖ Tennessee Valley Authority
- ❖ Tennessee Historical Commission
- ❖ U.S. Department of Agriculture, Forest Service Region 8
- ❖ U.S. Department of Agriculture, Forest Service – Cherokee National Forest

In accordance with the MPO's adopted Public Participation Plan, an electronic copy of the draft TIP was posted on the MPO website at least 21 days before the MPO Executive Board meeting at which the TIP was adopted. At the same time that the electronic draft was posted, paper copies of the draft TIP were also made available at the Cleveland Public Library, Charleston City Hall, Cleveland Chamber of Commerce, and the MPO offices at the City of Cleveland's Department of Development and Engineering Services. Citizens were advised of the draft's availability for public comment through a notice in the Cleveland Daily Banner, and via press releases sent to area news media outlets. The same method was used to advertise the public hearing held by the Executive Board to receive comments prior to consideration and adoption of the TIP.

Notice of the draft TIP's availability was also sent to a list of stakeholders and interested parties maintained by the MPO through its Public Participation Plan. The list (below) includes representatives of the disabled community, users of bicycle/pedestrian facilities, public transportation users and employees, private transportation providers, affected public agencies (other than those represented on the TCC), freight shippers and transportation providers, and minority and low-income persons.

List of Stakeholders and Interested Parties

(from MPO's Public Participation Plan)

Representatives of Public Transportation Employees

Southeast Tennessee Human Resource Agency

Representatives of Users of Public Transportation

None identified at this time.

Private Providers of Transportation

Bradley/Cleveland Services Inc.
Bradley-Cleveland Community Services Agency
Bradley-Cleveland Senior Center
Ocoee River Transport Inc.

Affected Public Agencies

Bradley County Board of Education
Bradley County Health Department
Bradley County Sheriff's Office
Bradley/Cleveland Development Services
Chattanooga Gas Co.
City of Cleveland Municipal Airport Authority
Cleveland / Bradley County Emergency
Management Agency
Cleveland City Schools
Cleveland Police Department
Cleveland Public Library
Cleveland State Community College
Cleveland Utilities
Hiwassee Utilities
Ocoee Utility District
Southeast Tennessee Career Center - Bradley/Polk
County Satellite Center
Southeast Tennessee Development District
Tennessee Department of Labor and Workforce
Development
Volunteer Energy Cooperative

Representatives of Users of Pedestrian Walkways and Bicycle Transportation Facilities

Cleveland/Bradley County Greenway
Trailhead Bicycle Company
Scott's Bicycles

Representatives of the Disabled

Arthritis Foundation
Cleveland Care and Rehabilitation Center
Department of Mental Retardation
Direct Care Services
Hiwassee Mental Health Center
International Guiding Eyes - Guide Dogs of America
Leader Dogs for the Blind
Signal Centers
The (Blind) Vital Center Inc.
The Gardens of Wellington

Freight Shippers and Providers of Freight Transportation Services

Arch Chemicals Inc.
Bullins Trucking

Bowater Newsprint
Cleveland Chair Company
Duracell Global Business Management Group
Evans, Jackie, Trucking Company
Foreign Trade Zone #134 - Chattanooga Chamber
Foundation
Hardwick Clothes Inc.
Jackson Manufacturing Co.
Johnston Coca-Cola Bottling Co.
Masterfoods USA
Norfolk Southern
Olin Corporation
Peyton's Southeastern Inc.
Renfro Corporation
Rubbermaid Commercial Products
US Truckload Services
Whirlpool Corporation, Cleveland Division

Other Interested Parties

100 Black Men of Bradley County Inc.
American Association of Retired Persons (AARP)
Better Business Bureau
Bradley Initiative for Church and Community
Bradley Memorial Hospital
Bradley Sunrise Rotary Club
Brown Stove Works Inc.
Cleveland Associated Industries
Cleveland Community Hospital
Cleveland Creative Arts Guild @ Historic Five Points
Cleveland Housing Authority
Cleveland/Bradley Chamber of Commerce
Cleveland/Bradley Keep America Beautiful Inc.
Epilepsy Foundation of Southeast Tennessee
Family Resource Agency/Head Start
Flowers Bakery of Cleveland LLC
Garden Plaza at Cleveland
Guestline Cleveland
Habitat for Humanity
Kiwanis Club of Cleveland
Lee University
Life Care Centers of America
Mainstreet Cleveland
Morningside of Cleveland
Ocoee Region Builders Association
Ocoee Region Multicultural Services
River Counties Association of Realtors Inc.
Schering-Plough
Southeast Industrial Development Association
Swift Enterprises Inc.
United Way of Bradley County
YMCA

Comments from Stakeholders and Citizens

The Cleveland Urban Area MPO released the draft FY 2026-2029 TIP for a 21-day public review and comment period and placed copies of the document at the Cleveland Public Library, the Bradley/Cleveland Chamber of Commerce, the City of Cleveland Development and Engineering Services Department, and online at the MPO's website.

A public hearing **was held** on January 7, 2026, during the regularly scheduled MPO Executive Board meeting.

No comments were received.

E. STATUS OF FY 2020-2026 TIP PROJECTS

This appendix indicates the status of project development for the projects that were programmed in the FY 2023-2026 Transportation Improvement Program.

| TIP ID # | PROJECT NAME | STATUS |
|-------------------------------|--|---------------------------------|
| MPO-Managed Projects | | |
| 2013-01 | 20th Street/Michigan Avenue Road | Completed |
| 2013-05 | Adkisson Drive widening and roundabout | Removed |
| 2017-06 | Cleveland-Chattanooga Commute Hub | Removed |
| 2017-07 | Cleveland Rideshare Program | Removed |
| 2017-08 | Cleveland-Chattanooga Connecting Service | Removed |
| 2017-13 | Gaut Street area sidewalks and bus stops | Completed |
| 2017-01 | Urban STBG Grouping | Continuing |
| 2017-02 | Transit Operations | Continuing |
| 2017-03 | Transit Capital Purchases | Continuing |
| 2018-01 | Sidewalks on 25th St and Peerless Rd NW | Continuing |
| 2019-01 | Paul Huff Pkwy. from Georgetown Rd. (SR 60) to N. Lee Hwy. | Continuing |
| 2019-03 | Cleveland Greenway – Phase VI | Continuing |
| State-Managed Projects | | |
| 06095 | Cleveland MPO – Safety – Urban Grouping | Continuing |
| 06110 | National Highway System Preservation and Operation | Continuing |
| 06111 | Surface Transportation System Preservation and Operation | Continuing |
| 06001 | SR-60 Widening | Completed |
| 2017-09 | I-75 / SR 308 interchange improvements | Completed |
| 2017-10 | SR-2 (US-11, N. Lee Highway) | Removed |
| 2017-11 | SR-60 West of SR-306 | Continuing |
| 2017-12 | I-75 South of Exit 20 to Hamilton County Line | Included in Chattanooga TPO TIP |

F. AMENDMENT AND MODIFICATION PROCESS

Revisions to the TIP fall into one of two categories: (1) amendments, which require public review and comment as well as MPO Executive Board approval, and (2) administrative modifications, which do not. Whether a proposed revision constitutes a TIP amendment is determined first by the nature of the change, and if the change involves project cost, by the amount of change that would result.

Definition of a TIP Amendment

An amendment is a revision to the TIP that involves major changes to a project or the overall program, and cannot be made without public review and comment, redemonstration of the TIP's fiscal constraint. An amendment is required for these types of changes:

- ❖ Major change in a project's total cost (except groupings), as defined below in the Project Cost Change Thresholds;
- ❖ Adding a new project to the TIP;
- ❖ Deleting a project from the TIP; and
- ❖ Major change to a project's scope. Examples include, but are not limited to changing the number of thru-lanes, adding or eliminating non-motorized facilities, changing termini, changing capital category (i.e., transit funding), or changing mode (e.g., rolling stock or facility type for transit).

Process for Making a TIP Amendment

A public notice stating that a draft TIP amendment has been released for public review and comment shall be placed in the *Cleveland Daily Banner*. The notice shall specify the date, times, and location of the forthcoming public meetings. Special efforts will be made to provide information on the TIP to media and organizations serving low-income and minority persons in the urban area. This notice shall also be posted at the Cleveland Public Library, the Cleveland/Bradley County Chamber of Commerce, and on the MPO website a minimum of 21 days prior to the meeting at which the draft TIP amendment will be considered by the MPO Executive Board.

The draft TIP amendment shall be posted at the Cleveland Public Library, the Cleveland/Bradley County Chamber of Commerce, and on the MPO website for a minimum of 21 days to allow the public to review and provide comments on the draft amendment.

A public meeting notice stating the agendas, dates, times, and location of the forthcoming Technical Coordinating Committee (TCC) meeting and the MPO Executive Board meeting shall be placed in the *Cleveland Daily Banner* a minimum of 7 days prior to those meetings.

After the minimum 21-day public review and comment period, a public meeting shall be held by the TCC. At the TCC public meeting, the MPO Coordinator shall report all comments received in writing prior to the meeting. The TCC shall review and vote

whether to endorse the draft TIP amendment for consideration by the MPO Executive Board.

After the TCC meeting, the MPO Executive Board shall hold a public meeting to review any and all public comments. The MPO Executive Board shall vote whether to adopt by resolution the draft TIP amendment, or amend it if necessary.

Definition of a TIP Administrative Modification

An administrative modification is a minor change to the approved TIP. It does not require public review and comment, nor the redemonstration of the TIP's fiscal constraint. Administrative modifications may be made for these types of changes:

- ❖ Minor change in a project's total cost, as defined above in the Project Cost Thresholds table;
- ❖ Minor change in a project's description and/or termini that is for clarification and does not change the actual scope;
- ❖ Shifting funds among funding sources and/or projects already identified in the TIP, as long as the action does not result in a major change in any project's total cost for all phases shown in the approved TIP;
- ❖ Adding funds already identified in the TIP for the current or previous year, as long as the funds are identified in an existing TIP project or shown as available funds, and as long as the action does not result in a major change in any project's total cost for all phases shown in the approved TIP;
- ❖ Moving projects from year to year within an approved TIP;
- ❖ Adding a prior project phase to the TIP, as long as the action does not result in a major change in the project's total cost for all phases shown in the approved TIP;
- ❖ Changes required to follow FHWA or FTA instructions regarding the withdrawal or re-establishment of funds at federal request (such as rescissions);
- ❖ Moving funds between similarly labeled groupings, regardless of the percent of change; and/or
- ❖ Adjusting revenue to match actual revenue receipts.

Process for Making a TIP Administrative Modification

When TDOT makes a modification to a state-sponsored project, it submits the information to FHWA/FTA and notifies the MPO so that the MPO staff can update the TIP project sheets and/or funding tables as appropriate.

When any other MPO member agency requests a modification to the TIP, the MPO updates the TIP project sheets and/or funding tables as appropriate and then sends notification to TDOT of the changes.

Project Cost Change Thresholds

A sliding scale is outlined below to indicate whether a proposed change in project cost will require a TIP amendment, or whether it can be made by administrative modification. All measurements for the cost change are based on the cost shown in the last approved TIP or TIP revision, to account for incremental changes.

| Total Project Cost (of all phases shown in the approved TIP) | Cost Change Requiring a TIP Amendment | Cost Change Threshold for a TIP Modification |
|---|---|--|
| Up to \$2 million | ≥ 75% | < 75% |
| \$2 million to \$15 million | ≥ 50% | < 50% |
| \$15 million to \$75 million | ≥ 40% | < 40% |
| \$75 million and greater | ≥ 30% | < 30% |

G. BIPARTISAN INFRASTRUCTURE LAW (BIL)

The [Bipartisan Infrastructure Law \(BIL\)](#) is a funding and authorization bill signed into law in November of 2021 that governs United States federal surface transportation spending, including the funds spent within the Cleveland Urban Area MPO.

The funding provided by the BIL is intended to support investments and priorities that³:

- ❖ Improve the condition, resilience and safety of road and bridge assets consistent with asset management plans (including investing in preservation of those assets);
- ❖ Promote and improve safety for all road users, particularly vulnerable users;
- ❖ Make streets and other transportation facilities accessible to all users and compliant with the Americans with Disabilities Act;
- ❖ Address environmental impacts ranging from stormwater runoff to greenhouse gas emissions;
- ❖ Prioritize infrastructure that is less vulnerable and more resilient to a changing climate;
- ❖ Future-proof our transportation infrastructure by accommodating new and emerging technologies like electric vehicle charging stations, renewable energy generation, and broadband deployment in transportation rights-of-way;
- ❖ Reconnect communities and reflect the inclusion of disadvantaged and under-represented groups in the planning, project selection and design process; and
- ❖ Direct Federal funds to their most efficient and effective use, consistent with these objectives.

MPO Planning Process

BIL makes several changes to include housing considerations in the metropolitan transportation planning process. [23 CFR 450.306](#) outlines the scope of the MPO planning process to address the following factors:

- ❖ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- ❖ Increase the safety of the transportation system for motorized and non-motorized users;
- ❖ Increase the security of the transportation system for motorized and non-motorized users;

³ Information: Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America, December 2021, https://www.fhwa.dot.gov/bipartisan-infrastructure-law/building_a_better_america-policy_framework.cfm#note1

- ❖ Increase the accessibility and mobility options available to people, and for freight;
- ❖ Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth, housing, and economic development patterns;
- ❖ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- ❖ Promote efficient system management and operations;
- ❖ Emphasize the preservation of the existing transportation system;
- ❖ Improve the resiliency and reliability of the transportation system; and
- ❖ Reduce or mitigate stormwater impacts on the surface transportation system.

More information can be found at <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel, per [23 CFR 450.104](#). Regional significance is collaboratively determined by each nonattainment and/or maintenance area's respective Interagency Consultation group, per [40 CFR 93.105](#).

The EPA's "Green Book" of nonattainment and maintenance statuses is available at: <https://www.epa.gov/green-book>.

NHPP and STBG Funding Qualifications

National Highway Performance Program (NHPP) funds are limited to projects on the National Highway System (NHS) unless otherwise noted in Title 23 of the U.S. Code. FHWA's NHS maps are available at:

http://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/tennessee/index.cfm.

Surface Transportation Program (STBG) funds can only be used on Federal-aid routes, i.e., any functionally-classified road except local roads and rural minor collectors – unless otherwise noted in Title 23 of the U.S. Code. TDOT's functional classification maps are available at:

<https://www.tn.gov/tdot/driver-how-do-i/look-at-or-order-state-maps/maps/annual-average-daily-traffic-maps1.html>.

Estimating Funding Availability

Funding is guaranteed through FY 2026 with the BIL. It is assumed that adopted local budgets will maintain the necessary level of transportation funding to match the federal funds available.

| Grouping | Function | Allowable Work Types |
|---|---|---|
| <p>Cleveland MPO – Safety – Urban Grouping</p> <p>TIP Project # 06095</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 • State's strategic or performance-based safety goals to reduce | <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 • Installation, replacement, and other improvements of highway signage and |

| | | |
|--|---|---|
| <p>Cleveland MPO -Safety – Urban Grouping</p> <p>TIP Project # 06095</p> | <p>fatalities and serious injuries on all public roads.</p> <ul style="list-style-type: none"> • Projects to upgrade railway-highway grade crossings by eliminating hazards and installing protective devices. | <p>pavement markings, or a project to maintain minimum levels of retro-reflectivity that addresses a highway safety problem consistent with the SHSP</p> <ul style="list-style-type: none"> • 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 under Section 1401 of MAP-21 • Systemic safety improvements • Installation of vehicle-to-infrastructure communication equipment. • Pedestrian hybrid beacons. • Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands. • Other physical infrastructure projects not specifically enumerated in the list of eligible projects. • Workforce development, training, and education activities |
| <p>Safety Grouping (Section 130 or HSIP-R)</p> | <p>Activities included as part of the Highway Railroad Grade Crossing program:</p> | <ul style="list-style-type: none"> • Elimination of hazards of railway-highway crossings, including the separation or protection of grades at crossings. • Reconstruction of existing railroad grade crossing structures. • Relocation of highways to eliminate grade crossings. • Installation of protective devices. |

| | | |
|--|--|---|
| <p>National Highway System Preservation and Operation</p> <p>TIP Project # 06110</p> | <p>Projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS), including</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. • 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, |
| | <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. | |

| | | |
|---|--|---|
| <p>National Highway System Preservation and Operation</p> <p>TIP Project # 06110</p> | | <ul style="list-style-type: none"> • Environmental restoration and pollution abatement, • Control of noxious weeds and establishment of native species. |
| <p>Surface Transportation System Preservation and Operation</p> <p>TIP Project #06111</p> | <p>Projects and programs for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads, including:</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, • Traffic operations on Federal-aid highways, • Bridge and tunnel improvements on public roads, • Safety improvements on public roads, • Environmental mitigation • Scenic and historic highway programs, • Landscaping and scenic beautification, • Historic preservation, • Infrastructure projects for improving non-driver access to public transportation and enhanced mobility, • Community improvement activities, | <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: <ul style="list-style-type: none"> ◦ 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: <ul style="list-style-type: none"> ◦ Installation of new or improvement of existing guardrail. |

| | | |
|---|--|---|
| <p>Surface Transportation System Preservation and Operation</p> <p>TIP Project #06111</p> | | <ul style="list-style-type: none"> ○ 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 Section 1122 of MAP-21. • Noise walls, • Wetland and/or stream mitigation, • Environmental restoration and pollution abatement, • Control of noxious weeds and establishment of native species |
| | <ul style="list-style-type: none"> • Transportation Enhancement projects | <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. |
| | <ul style="list-style-type: none"> • Safe Routes to School (SRTS) projects, | <p>Infrastructure related activities:</p> <ul style="list-style-type: none"> • Sidewalk improvements • Traffic calming and speed reduction improvements • 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. |

| | | |
|---|--|---|
| <p>Surface Transportation System Preservation and Operation</p> <p>TIP Project #06111</p> | | <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. |
| | <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 |
| | <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 needs • 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>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. • Archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23 of the U.S.C. |

| | | |
|---|--|---|
| <p>Surface Transportation System Preservation and Operation</p> <p>TIP Project #06111</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 |
| | <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 |
| | <ul style="list-style-type: none"> • Recreational Trail Program projects, | <p>Recreational Trails Program activities under 23 U.S.C. 206.</p> <ul style="list-style-type: none"> • 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 |

I. ADA TRANSITION PLAN INFORMATION

All government entities employing more than 50 people are required by Title II of the Americans with Disabilities Act (ADA) to develop an ADA transition plan that identifies physical obstacles in facilities that limit the accessibility of its programs or activities to individuals with disabilities, describes the methods that will be used to make the facilities accessible, and specifies the schedule for taking the steps necessary to achieve compliance.⁴ Based on this criteria, both Bradley County and the City of Cleveland are required to develop an ADA Transition Plan, while other MPO member jurisdictions are not required. TDOT most recently updated their ADA Transition Plan in 2019. Links and information regarding ADA grievance procedures, self-evaluation, and transition plans for required organizations is provided below.

TDOT

- ❖ ADA Coordinator – Shanna M. Waelty, ADA/504 Coordinator

ADA Transition Plan available at: <https://www.tn.gov/tdot/government/g/ada-office0/transition-plan.html>

Bradley County

- ❖ ADA Coordinator: Executive Assistant to the Mayor
- ❖ (423) 728-7165
- ❖ lhathcock@bradleycountyttn.gov
- ❖ Completed June 2019.
- ❖ Available at: <https://bradleycountyttn.gov/uploads/Bradley%20County%20Road%20Dept%20Transition%20Plan.pdf>

City of Cleveland

- ❖ ADA Coordinator – Kim Miller
- ❖ (423) 472-4551,
- ❖ kimmiller@clevelandtn.gov
- ❖ Completed December 2023.
- ❖ Available at: <https://clevelandtn.gov/DocumentCenter/View/1988/Cleveland-TN-ADA-Self-Assessment-and-Transition-Plan-FINAL>

⁴ American with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973.

< CLV 2017-02 Small Urban Capital Operating

DRAFT Project ready to submit.

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CLV 2017-02

Project Information

Project Title *

Small Urban Capital Operating

Project Description *

Small Urban Capital Operating

Project Type *

Capital

Lead Agency *

Cleveland Urban Area Transit

County

Bradley

Municipality

Horizon Year

Termini

Long Range Plan #

Conformity Status

Estimated Cost

\$7,497,722

Notes

Performance Measures

Location Information

System *

TBA

Location Type *

TBA

Route/Road Name

Bridge Number

From

To

Length

0

Programming Information

Min Match 20% Effective Match 50%

| ⚙️ | FY * | FUND TYPE * | CAPITAL | OTHER | TOTAL |
|----|------|--------------------|--------------------|------------|--------------------|
| | 2026 | LOCAL | \$579,270 | \$0 | \$579,270 |
| | 2027 | LOCAL | \$491,285 | \$0 | \$491,285 |
| | 2026 | 5307 | \$579,270 | \$0 | \$579,270 |
| | 2027 | 5307 | \$491,285 | \$0 | \$491,285 |
| | | FY 2026 | \$1,158,540 | \$0 | \$1,158,540 |
| | | FY 2027 | \$982,570 | \$0 | \$982,570 |
| | | 5307 | \$1,070,555 | \$0 | \$1,070,555 |
| | | LOCAL | \$1,070,555 | \$0 | \$1,070,555 |
| | | GRAND TOTAL | \$2,141,110 | \$0 | \$2,141,110 |

Change Reason Details

Change Reason *

- New Project
 Project Changed (e.g. Schedule / Funding / Scope)
 Project Completed
 Project Removed

Narrative Description of Changes *

Prior Project Revision Comparison



No prior revision exists for comparison.

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CLV 2018-01

Project Information

Project Title *

Sidewalks on Various Streets

Project Description *

New Sidewalks, sidewalk improvements, and bus stop improvements on Peerless Road NW, 25th Street and Keith Street.

Project Type *

Construction-New

Lead Agency *

City of Cleveland

County

Bradley

Municipality

Horizon Year

Termini

Long Range Plan #

611

Conformity Status

Exempt

Estimated Cost

\$2,162,127

Notes

Performance Measures

Location Information

System *

TBA

Location Type *

TBA

Route/Road Name

Bridge Number

From

To

Length

0

Programming Information

Min Match 20% Effective Match 20%

| ⚙️ | FY * | FUND TYPE * | ROW | CONST | TOTAL |
|----|------|--------------------|------------------|--------------------|--------------------|
| | 2026 | TAP | \$96,840 | \$745,025 | \$841,865 |
| | 2026 | LOCAL | \$24,210 | \$359,961 | \$384,171 |
| | 2027 | U-STBG | \$0 | \$119,022 | \$119,022 |
| | 2027 | CRP | \$0 | \$575,797 | \$575,797 |
| | | FY 2026 | \$121,050 | \$1,104,986 | \$1,226,036 |
| | | FY 2027 | \$0 | \$694,819 | \$694,819 |
| | | CRP | \$0 | \$575,797 | \$575,797 |
| | | LOCAL | \$24,210 | \$359,961 | \$384,171 |
| | | TAP | \$96,840 | \$745,025 | \$841,865 |
| | | U-STBG | \$0 | \$119,022 | \$119,022 |
| | | GRAND TOTAL | \$121,050 | \$1,799,805 | \$1,920,855 |

Change Reason Details

Change Reason *

New Project
 Project Changed (e.g. Schedule / Funding / Scope)
 Project Completed
 Project Removed

Narrative Description of Changes *

Prior Project Revision Comparison



No prior revision exists for comparison.

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CLV 2019-03

Project Information

Project Title *

Greenway Phase VI

Project Description *

Construction of a Multi Modal greenway generally adjacent and parallel to SR-2 (Keith Street) and near South Mouse Creek from South Willow Street to the North side of Inman Street. Project also includes ADA Compliance, Landscaping, a pedestrian bridge, elevated crosswalk, steps, sidewalk and retaining walls.

Project Type *

Construction-New

Lead Agency *

City of Cleveland

County

Bradley

Municipality

Horizon Year

Termini

Long Range Plan #

Conformity Status

Estimated Cost

\$2,158,320

Notes

Performance Measures

Location Information

No Location added.

Programming Information

Min Match 20% Effective Match 20%

| ⚙ | FY * | FUND TYPE * | PE-D | ROW | CONST | TOTAL |
|---|------|--------------------|------------------|------------------|--------------------|--------------------|
| | 2026 | U-STBG | \$160,000 | \$92,000 | \$0 | \$252,000 |
| | 2026 | LOCAL | \$40,000 | \$23,000 | \$368,664 | \$431,664 |
| | 2027 | TAP | \$0 | \$0 | \$1,474,656 | \$1,474,656 |
| | | FY 2026 | \$200,000 | \$115,000 | \$368,664 | \$683,664 |
| | | FY 2027 | \$0 | \$0 | \$1,474,656 | \$1,474,656 |
| | | LOCAL | \$40,000 | \$23,000 | \$368,664 | \$431,664 |
| | | TAP | \$0 | \$0 | \$1,474,656 | \$1,474,656 |
| | | U-STBG | \$160,000 | \$92,000 | \$0 | \$252,000 |
| | | GRAND TOTAL | \$200,000 | \$115,000 | \$1,843,320 | \$2,158,320 |

Change Reason Details

Change Reason *

- New Project
 Project Changed (e.g. Schedule / Funding / Scope)
 Project Completed
 Project Removed

Narrative Description of Changes *

Prior Project Revision Comparison



No prior revision exists for comparison.

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CLV 2023-01

Project Information

Project Title *

Cleveland Regional Resurfacing Grouping

Project Description *

Milling and Resurfacing of the existing asphalt surface. In specific locations after milling, replace existing loop vehicle detection with radar vehicle detection.

Project Type *

Paving

Lead Agency *

City of Cleveland

County

Municipality

Horizon Year

Termini

Long Range Plan #

Conformity Status

Estimated Cost

\$6,347,683

Notes

Performance Measures

Location Information

No Location added.

Programming Information

Min Match 20% Effective Match 20.17%

| ⚙️ | FY * | FUND TYPE * | PE-N/PE-D/ROW/CONST | TOTAL |
|----|------|-------------|---------------------|--------------------|
| | 2026 | U-STBG | \$2,513,074 | \$2,513,074 |
| | 2026 | LOCAL | \$634,768 | \$634,768 |
| | 2027 | U-STBG | \$2,513,074 | \$2,513,074 |
| | 2027 | LOCAL | \$634,768 | \$634,768 |
| | | | FY 2026 | \$3,147,842 |
| | | | FY 2027 | \$3,147,842 |
| | | | LOCAL | \$1,269,536 |
| | | | U-STBG | \$5,026,148 |
| | | | GRAND TOTAL | \$6,295,684 |

Change Reason Details

Change Reason *

- New Project
 Project Changed (e.g. Schedule / Funding / Scope)
 Project Completed
 Project Removed

Narrative Description of Changes *

Prior Project Revision Comparison



No prior revision exists for comparison.

■ **DRAFT** Project ready to submit.

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ID *

CLV 2024-01

Project Information

Project Title *

Midtown Connector

Project Description *

New Roadway, Grade Separated Bridge, improved connections, Roundabout, Sidewalks, greenway improvements

Project Type *

Construction-New

Lead Agency *

City of Cleveland

County

Municipality

Horizon Year

Termini

Long Range Plan #

Conformity Status

Estimated Cost

\$14,160,000

Notes

Performance Measures

Location Information

No Location added.

Programming Information

Min Match 20% Effective Match 50%

| ⚙️ | FY * | FUND TYPE * | ROW | PE-N/PE-D | TOTAL |
|----|------|--------------------|------------|------------|------------|
| | 2026 | U-STBG | \$1 | \$1 | \$2 |
| | 2027 | LOCAL | \$1 | \$1 | \$2 |
| | | FY 2026 | \$1 | \$1 | \$2 |
| | | FY 2027 | \$1 | \$1 | \$2 |
| | | LOCAL | \$1 | \$1 | \$2 |
| | | U-STBG | \$1 | \$1 | \$2 |
| | | GRAND TOTAL | \$2 | \$2 | \$4 |

Change Reason Details

Change Reason *

New Project
 Project Changed (e.g. Schedule / Funding / Scope)
 Project Completed
 Project Removed

Narrative Description of Changes *

Prior Project Revision Comparison



No prior revision exists for comparison.

DRAFT Project ready to submit.

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ID *

CLV 06095

Project Information

Project Title *

State strategic/performance based safety goals

Project Description *

Achieve the State's strategic or performance- based safety goals by reducing fatalities and serious injuries on all public roads. Upgrade railway-highway grade crossings to eliminating hazards and installing protective devices.

Project Type *

Safety

Lead Agency *

TDOT

County

Municipality

Horizon Year

Termini

Long Range Plan #

Conformity Status

Estimated Cost

\$2,184,000

Notes

Performance Measures

Location Information

No Location added.

Programming Information

Min Match 20% Effective Match 10%

| ⚙️ | FY * | FUND TYPE * | CONST | TOTAL |
|----|------|--------------------|--------------------|--------------------|
| | 2026 | HSIP | \$638,820 | \$638,820 |
| | 2026 | STATE | \$70,980 | \$70,980 |
| | 2026 | HSIP | \$540,540 | \$540,540 |
| | 2026 | STATE | \$60,060 | \$60,060 |
| | 2026 | HSIP | \$393,120 | \$393,120 |
| | 2026 | STATE | \$43,680 | \$43,680 |
| | 2026 | HSIP | \$393,120 | \$393,120 |
| | 2026 | STATE | \$43,680 | \$43,680 |
| | | FY 2026 | \$2,184,000 | \$2,184,000 |
| | | HSIP | \$1,965,600 | \$1,965,600 |
| | | STATE | \$218,400 | \$218,400 |
| | | GRAND TOTAL | \$2,184,000 | \$2,184,000 |

Change Reason Details

Change Reason *

New Project
 Project Changed (e.g. Schedule / Funding / Scope)
 Project Completed
 Project Removed

Narrative Description of Changes *

Prior Project Revision Comparison



No prior revision exists for comparison.

DRAFT Project ready to submit.

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ID *

CLV 06110

Project Information

Project Title *

National Highway System Preservation and Operation Grouping

Project Description *

Support the good condition and performance of the National Highway System, construct new facilities that make progress achieving performance targets of the asset management plan, and increase facility resilience to mitigate the cost of natural disasters.

Project Type *

Construction-New

Lead Agency *

TDOT

County

Bradley

Municipality

Horizon Year

Termini

CLEVELAND MPO - GROUPING

Long Range Plan #

Conformity Status

Estimated Cost

\$1,579,200

Notes

Performance Measures

Location Information

No Location added.

Programming Information

Min Match 20% Effective Match 20%

| ⚙ | FY * | FUND TYPE * | CONST | TOTAL |
|---|------|--------------------|--------------------|--------------------|
| | 2026 | NHPP | \$360,960 | \$360,960 |
| | 2026 | STATE | \$90,240 | \$90,240 |
| | 2027 | NHPP | \$360,960 | \$360,960 |
| | 2027 | STATE | \$90,240 | \$90,240 |
| | 2028 | NHPP | \$300,800 | \$300,800 |
| | 2028 | STATE | \$75,200 | \$75,200 |
| | 2029 | NHPP | \$240,640 | \$240,640 |
| | 2029 | STATE | \$60,160 | \$60,160 |
| | | FY 2026 | \$451,200 | \$451,200 |
| | | FY 2027 | \$451,200 | \$451,200 |
| | | FY 2028 | \$376,000 | \$376,000 |
| | | FY 2029 | \$300,800 | \$300,800 |
| | | NHPP | \$1,263,360 | \$1,263,360 |
| | | STATE | \$315,840 | \$315,840 |
| | | GRAND TOTAL | \$1,579,200 | \$1,579,200 |

Change Reason Details

Change Reason *

- New Project
 Project Changed (e.g. Schedule / Funding / Scope)
 Project Completed
 Project Removed

Narrative Description of Changes *

Prior Project Revision Comparison



No prior revision exists for comparison.

DRAFT Project ready to submit.

Revision: [Cleveland MPO / TIP / 26-29 TIP / Initial Import](#)

Last edited: [Joel Prince](#) (11/04/2025)

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Plan Revision *

Cleveland MPO / TIP / 26-29 TIP / Initial Import

ID *

CLV 06111

Project Information

Project Title *

Surface Transportation System Preservation and Operation Grouping

Project Description *

Preserve and improve the conditions and performance of Federal-aid highways and public roads, safety, traffic operations on Federal-aid highways, bridges and tunnels on public roads, and non-driver access to public transportation and enhanced mobility.

Project Type *

Safety

Lead Agency *

TDOT

County

Bradley

Municipality

Horizon Year

Termini

CLEVELAND MPO - GROUPING

Long Range Plan #

Conformity Status

Estimated Cost

\$14,245,000

Notes

Performance Measures

Location Information

No Location added.

Programming Information

Min Match 20% Effective Match 0%

| | FY * | FUND TYPE * | CONST | TOTAL |
|--|------|--------------------|---------------------|---------------------|
| | 2026 | STBG | \$4,558,400 | \$4,558,400 |
| | 2026 | STBG | \$1,139,600 | \$1,139,600 |
| | 2027 | STBG | \$3,988,600 | \$3,988,600 |
| | 2027 | STBG | \$997,150 | \$997,150 |
| | 2028 | STBG | \$2,279,200 | \$2,279,200 |
| | 2028 | STBG | \$569,800 | \$569,800 |
| | 2029 | STBG | \$569,800 | \$569,800 |
| | 2029 | STBG | \$142,450 | \$142,450 |
| | | FY 2026 | \$5,698,000 | \$5,698,000 |
| | | FY 2027 | \$4,985,750 | \$4,985,750 |
| | | FY 2028 | \$2,849,000 | \$2,849,000 |
| | | FY 2029 | \$712,250 | \$712,250 |
| | | STBG | \$14,245,000 | \$14,245,000 |
| | | GRAND TOTAL | \$14,245,000 | \$14,245,000 |

Change Reason Details

Change Reason *

New Project
 Project Changed (e.g. Schedule / Funding / Scope)
 Project Completed
 Project Removed

Narrative Description of Changes *

Prior Project Revision Comparison



No prior revision exists for comparison.

DRAFT Project ready to submit.

Revision: [Cleveland MPO / TIP / 26-29 TIP / Initial Import](#)

Last edited: [Joel Prince](#) (11/03/2025)

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GROUP PROJECTS

Project Administration

Plan Revision *

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ID *

CLV 090238

Project Information

Project Title *

(25th Street), Intersection at SR-74(Ocoee Street NE)

Project Description *

Intersection Improvements to 25th St and Ocoee St, in Cleveland

Project Type *

Intersection Improvements

Lead Agency *

TDOT

County

Bradley

Municipality

Horizon Year

Termini

Long Range Plan #

Conformity Status

Estimated Cost

\$19,700,000

Notes

Performance Measures

Location Information

No Location added.

Programming Information

Min Match 20% Effective Match 20%

| ⚙ | FY * | FUND TYPE * | CONST | TOTAL |
|---|------|--------------------|---------------------|---------------------|
| | 2026 | STBG | \$4,480,000 | \$4,480,000 |
| | 2026 | STATE | \$1,120,000 | \$1,120,000 |
| | 2026 | STBG | \$11,280,000 | \$11,280,000 |
| | 2026 | STATE | \$2,820,000 | \$2,820,000 |
| | | FY 2026 | \$19,700,000 | \$19,700,000 |
| | | STATE | \$3,940,000 | \$3,940,000 |
| | | STBG | \$15,760,000 | \$15,760,000 |
| | | GRAND TOTAL | \$19,700,000 | \$19,700,000 |

Change Reason Details

Change Reason *

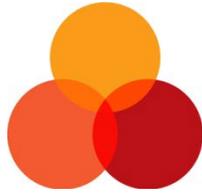
- New Project
 Project Changed (e.g. Schedule / Funding / Scope)
 Project Completed
 Project Removed

Narrative Description of Changes *

Prior Project Revision Comparison



No prior revision exists for comparison.



Cleveland Urban Area
METROPOLITAN PLANNING ORGANIZATION

MEMORANDUM

TO: MPO Executive Board and TCC

FROM: Robert Varnell, Director of Planning and Community Development/MPO
Coordinator

DATE: January 7, 2026

SUBJECT: 2050 Long Range Transportation Plan (LRTP)

Staff are submitting the 2050 LRTP for Public Comment and for TDOT and FHWA for review. This acts as a required Public Hearing for comments and questions. The MPO will approve the final version in May of 2026.

CLEVELAND URBAN AREA MPO

2050

LONG-RANGE TRANSPORTATION PLAN (LRTP)

Connecting Communities,
Enhancing Mobility, Building Resiliency



Prepared by

Cleveland Urban Area Metropolitan Planning Organization

Cleveland, Tennessee | December 2025

Cleveland Urban Area MPO TN 2050 LRTP

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Acknowledgements

1. Introduction

The Long Range Transportation Plan (LRTP) is a federal requirement for Metropolitan Planning Organizations (MPOs) to create a 20+ year vision for their region's multi-modal transportation system, covering roads, transit, biking, walking, and freight, ensuring it supports economic vitality, safety, and environmental goals through public input and financial planning, leading to project identification for future development.

This plan serves as an update to the Cleveland Urban Area Metropolitan Planning Organization's (CUAMPO) 2045 Regional Transportation Plan and establishes the framework for developing the transportation network and facilities to address the needs of the MPO's planning area. The leadership of the Cleveland Urban Area Metropolitan Planning Organization utilizes this plan to identify future needs and strategically prepare the transportation network and associated facilities in accordance with a financially sound approach over an estimated twenty-year horizon.

The Cleveland region has a significant manufacturing legacy and acknowledges that its continued economic strength—encompassing both the preservation of existing jobs and the development of new business prospects—is closely tied to the quality of its transportation infrastructure.

What is the MPO?

The Long Range Transportation Plan is a federal requirement for MPOs to create a 20+ year vision for their region's multi-modal transportation system, covering roads, transit, biking, walking, and freight, ensuring it supports economic vitality, safety, and environmental goals through public input and financial planning, leading to project identification for future development.

This plan serves as an update to the CUAMPO 2045 Regional Transportation Plan and establishes the framework for developing the transportation network and facilities to address the needs of the MPO's planning area. The leadership of the Cleveland Urban Area Metropolitan Planning Organization utilizes this plan to identify future needs and strategically prepare the transportation network and associated facilities in accordance with a financially sound approach over an estimated twenty-year horizon.

The Cleveland region has a significant manufacturing legacy and acknowledges that its continued economic strength—encompassing both the preservation of existing jobs and the development of new business prospects—is closely tied to the quality of its transportation infrastructure.

Federal legislation requires urbanized areas to have an MPO to carry out the transportation planning process among the member jurisdictions within its established planning area boundary. A Transportation Advisory Committee (TAC) is the MPO's decision-making group, made up of local elected officials and transportation agencies. The Technical Coordinating Committee (TCC) consists of staff from local jurisdictions and stakeholders who review data and provide technical recommendations to the TAC. The MPO also has staff and an MPO Coordinator to assist both boards and administration of policies.

In partnership with FHWA, TDOT and area transit providers, the CUAMPO provides transportation planning for the following jurisdictions:

- City of Cleveland
- City of Charleston
- Bradley County

CUAMPO will continue to utilize Tennessee's Strategic Prioritization process to identify projects from long-range and locally approved plans, advancing them for consideration and funding in the Transportation Improvement Program (TIP).

History of the MPO

The Cleveland Urban Area Metropolitan Planning Organization was established in 2003 to coordinate transportation planning for the growing Cleveland region. Following its creation, the region experienced significant population growth, which led to adjustments in the MPO's planning boundaries.

In response to the 2010 Census, the MPO boundary was updated in 2014. This revision expanded the planning area to include the cities of Cleveland, Charleston, and Calhoun, as well as a significant portion of Bradley County and a smaller portion of McMinn County. This expansion reflected the increased urbanization and the need to address the transportation needs of these communities within the MPO's jurisdiction.

The 2020 Census once again revealed growth in the area's population. As a result, the MPO completed another update to its planning area as seen in Figure 1 below. These changes ensure that the MPO's planning efforts remain focused on the core urbanized areas identified through the most recent census data.

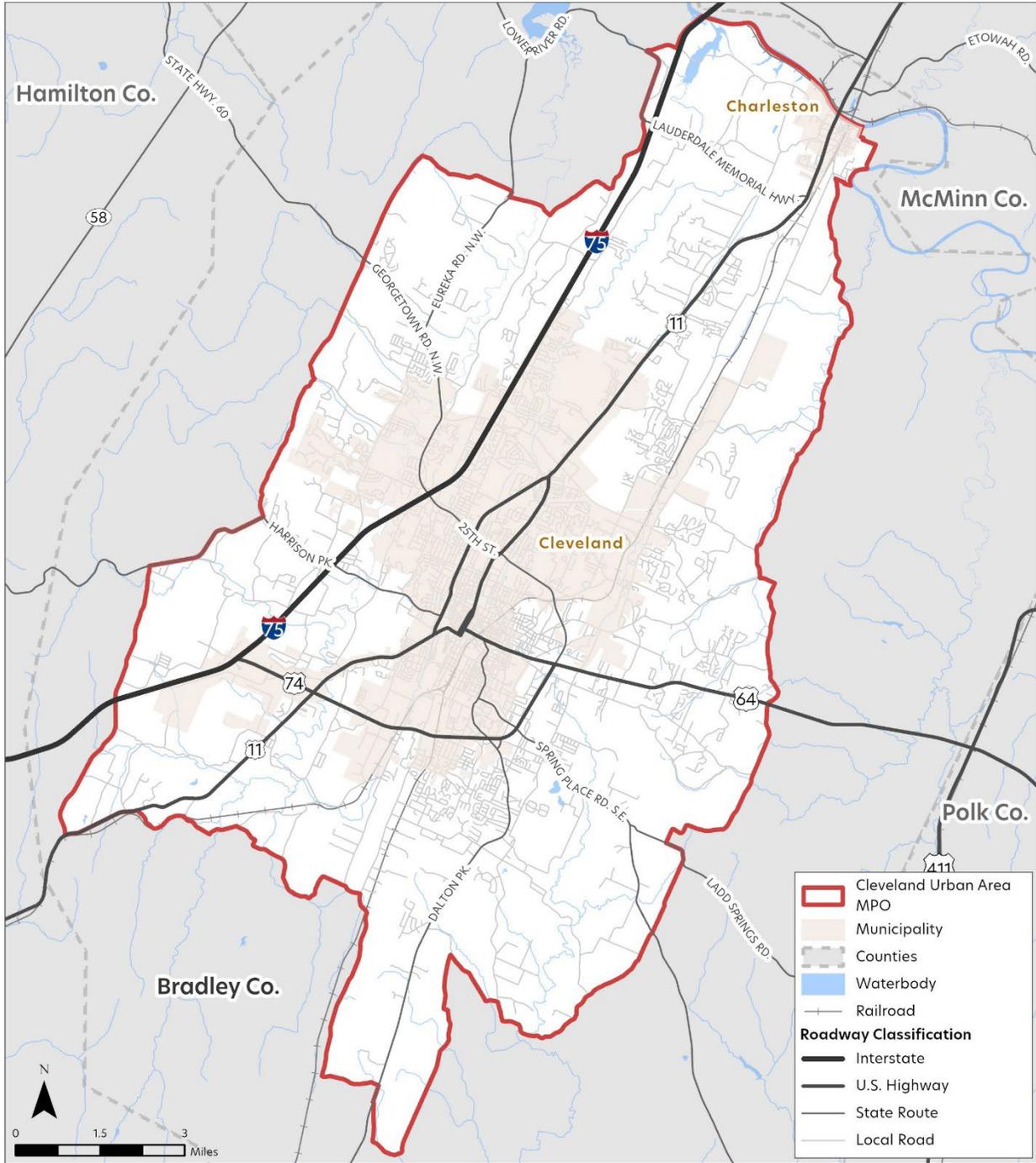


Figure 1.1 MPO Boundary

Activities of the MPO; What is a Long-Range Transportation Plan?

The CUAMPO 2050 Long Range Transportation Plan (LRTP) update is a comprehensive review and revision of the previous 2045 Regional Transportation Plan (RTP). The purpose of

the LRTP is to establish a clear vision for developing a transportation system that is inclusive of multiple modes and addresses the evolving regional needs of the Cleveland area. Through this plan, CUAMPO identifies specific projects, policies, and action steps that will ensure the transportation network meets both current and future mobility demands.

Recognizing the essential role of transportation in daily life, the LRTP underscores its importance for residents and visitors who depend on reliable access to education, healthcare, employment, and entertainment throughout the region. The updated plan acts as a strategic blueprint, guiding transportation investments by directing federal, state, and local funding to projects that are valued by the community and meet identified needs.

The framework and implementation of the LRTP are governed by the Infrastructure Investment and Jobs Act (IIJA), formerly known as the Bipartisan Infrastructure Law (BIL), which shapes the planning and funding priorities for the region's transportation initiatives.

WHAT IS A LONG-RANGE TRANSPORTATION PLAN?



LONG-RANGE

The LRTP examines strategies for the future transportation network, not simply the present



REGULATED

The LRTP is guided by federally-defined factors



RESILIENCY

The LRTP promotes adaptation and recovery from disruptions



MEASURED

The LRTP must define transportation performance measures and meet certain targets



MULTIMODAL

The LRTP examines multiple modes of transportation



CONSTRAINED

LRTP projects must be accomplished with projected funding

MPO Organization

The Cleveland Urban Area Metropolitan Planning Organization is tasked with overseeing all transportation planning projects, plans, and services within the Cleveland "Urban Area."

This area is defined by a specific boundary, and a map detailing the Urban Area is available on the MPO's website.

The MPO operates with the guidance of a technical committee comprised of representatives from several key organizations and government entities. These include the City of Cleveland, Bradley County, the Cleveland/Bradley Chamber of Commerce, the Southeast Tennessee Development District, the Southeast Tennessee Human Resource Agency, the Tennessee Department of Transportation (TDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). This collaborative structure ensures that transportation planning reflects the needs and priorities of the entire region. This Board is the decision making board for funding allocations, special projects and programming decisions for the MPO.

The Executive Board of the Cleveland Urban Area Metropolitan Planning Organization is supported by the TCC. The TCC is comprised of transportation professionals, including engineers, planners, and other experts from the various constituent agencies involved in the MPO.

The primary role of the TCC is to assist in the implementation of the policy decisions made by the Executive Board. The committee actively participates in the planning process by providing valuable input, reviewing and documenting transportation plans and programs, and ensuring that all proposals are thoroughly evaluated. Additionally, the TCC makes informed recommendations to the Executive Board for action, thereby supporting the overall effectiveness and transparency of the MPO's decision-making process.

In addition to its organizational committees, the MPO is supported by a dedicated staff responsible for the day-to-day administration of its programs and initiatives. At the core of this team is the MPO Coordinator, who plays a key role in managing the implementation of policies approved by the Executive Board. The MPO Coordinator ensures that adopted policies are put into action and that all planning activities are coordinated efficiently on a daily basis. This staff-driven approach enables the MPO to maintain a consistent focus on its strategic objectives and ensures that planning efforts align with the overall vision established by the Executive Board.



2. Purpose, Goals and Objectives

The Long-Range Transportation Plan establishes the strategic framework for long-term transportation initiatives within the CUAMPO by defining comprehensive goals and objectives. These elements reinforce the plan's overarching vision and provide explicit guidelines for transportation projects that address the community's needs. Furthermore, they ensure that implementation considers financial planning to meet future transportation requirements throughout the CUAMPO area. The goals are developed by local officials using a performance-based planning approach, ensuring alignment with and responsiveness to the priorities of the community.

Federal Planning Factors

The goals and objectives are guided through principles established as ten factors that will need to be met through the plan goal setting. The federal transportation legislation preserves the following federal planning factors established in the legislation referred to as the Fixing America's Surface Transportation Act, or FAST Act, as well as provide consistency with local land use and comprehensive plans. Below are the ten planning factors:



Economic Vitality

Especially by enabling global competitiveness, productivity, and efficiency



Security

For motorized and nonmotorized users



Accessibility and Mobility

For people and freight



Efficiency

In system management and operation



Resiliency and Reliability



Safety

For motorized and non-motorized users



Environment

Promote energy conservation and improve the region's quality of life



Integration and Connectivity

Transportation across and between modes, for people and freight



Preservation

The existing transportation system



Enhancement

Travel and tourism

In addition, the IIJA introduced new or reinforced areas of focus for consideration within the LRTP:



Improve the environmental resiliency
of the transportation system



Reduce carbon emissions from transportation



Progress equity in the transportation
planning process by not disproportionately
burdening historically marginalized
groups and communities



Consider the link between the role of
transportation and housing



Promote transportation technology
in metropolitan planning

Reauthorization is currently underway, and new legislation is expected in 2026, referring to the renewal or replacement of federal surface transportation legislation that governs how MPOs develop and implement their long-range plans.

Vision Statement

The 2050 LRTP update should establish clear goals and objectives, using performance measures to advance the long-term transportation vision. These goals and objectives form the essential foundation for CUAMPO's future planning needs. The vision statement for the transportation plan emphasizes creating a system that is safe, dependable, and equitable, while also promoting healthy choices and protecting natural and cultural resources. By aligning the goals and objectives with this vision, the LRTP ensures that all planning efforts support a transportation network that enhances quality of life, improves access for all users, and fosters environmental resilience. The connection between the vision statement and the goals is reflected in the plan's commitment to providing balanced mobility options, promoting affordability and equity, and integrating advanced transportation technologies. This approach guides project selection and resource allocation, ensuring that every initiative contributes to achieving the overarching vision for the Cleveland region's transportation future.

The Cleveland region benefits from a high quality of life and an affordable cost of living, which necessitates the support of a transportation system

that is safe, dependable, and offers healthy, equitable choices. Providing balanced transportation options and improving access for all users will enhance the movement of people and goods while safeguarding the area's natural and cultural assets. Key objectives include strengthening the environmental resilience of the transportation infrastructure, reducing transportation-related carbon emissions, advancing equity in planning by avoiding disproportionate impacts on historically marginalized groups, recognizing the relationship between transportation and housing, and encouraging the integration of transportation technology in the transportation services the MPO provides.

Goals, Objectives, Measures

Every effective transportation plan is built on a foundation of clear, actionable goals. These goals should be specific, relevant, and achievable. The CUAMPO 2050 Long-Range Transportation Plan update sets forth measurements for meeting goals and objectives while recognizing the additional planning factors that have been updated since the 2045 Plan. The goals for the 2050 Plan update are developed through public outreach, performance measurement targets and the Stakeholder Committee. These goals, objectives, and performance measures form the foundation for how projects are evaluated and prioritized. They guide investment decisions to ensure resources are allocated to initiatives that best advance regional mobility, safety, and sustainability. By linking measurable outcomes to strategic objectives, this Plan establishes a transparent and data-driven process for selecting projects that deliver the greatest benefit to the community.

Each goal was developed to satisfy multiple of the federal planning factors. For instance, the overarching goal of safety satisfy the planning factors for safety, accessibility and mobility, environmental / quality of life, and resiliency and reliability.

| 2050 LRTP Goals | Economic Vitality | Safety | Security | Accessibility & Mobility | Environmental / Quality of Life | Integration & Connectivity | Efficient Management | System Preservation | Resiliency & Reliability | Travel & Tourism |
|--|-------------------|--------|----------|--------------------------|---------------------------------|----------------------------|----------------------|---------------------|--------------------------|------------------|
| <p>Safety Advance roadway safety and implement modern street design throughout the Cleveland Urban Area MPO. Focus on upgrading high-risk corridors, reducing severe crashes, and correcting unsafe conditions for drivers, pedestrians, and cyclists through context-sensitive solutions and Complete Streets principles.</p> | | ✓ | | ✓ | ✓ | | | | ✓ | |
| <p>Inclusive Transportation Choices Provide healthy, convenient, and inclusive transportation choices for communities that are underserved or traditionally underrepresented.</p> | ✓ | | | ✓ | | ✓ | ✓ | | | |
| <p>Mobility Choices Improve regional mobility and travel-time reliability by providing a balanced network of pedestrian, bicycle, transit, and roadway connections that expands mobility choices and optimizes system performance by addressing congestion bottlenecks, optimize corridor operations, and strengthen access between neighborhoods, job centers, and the I-75 corridor.</p> | | ✓ | ✓ | ✓ | ✓ | ✓ | | | | ✓ |
| <p>System Preservation and Resiliency Maintain and preserve the existing transportation system to ensure safety, reliability, and cost-effectiveness while enhancing resiliency to withstand and recover from disruptions, extend infrastructure life, and minimize long-term maintenance needs.</p> | | | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | |
| <p>Connectivity Strengthen local and regional connections to improve access to jobs, schools, and essential daily needs, while enhancing transportation connectivity, safety, and travel choices for both new and established housing areas. This goal emphasizes affordability and equity to ensure all residents benefit from a more connected and inclusive transportation across the CUAMPO network</p> | ✓ | | | ✓ | | | ✓ | ✓ | ✓ | |
| <p>Economic Vitality and Reliability Promote a transportation system that strengthens regional economic</p> | ✓ | | | ✓ | ✓ | ✓ | | | | ✓ |

| 2050 LRTP Goals | Economic Vitality | Safety | Security | Accessibility & Mobility | Environmental / Quality of Life | Integration & Connectivity | Efficient Management | System Preservation | Resiliency & Reliability | Travel & Tourism |
|--|----------------------|--------|----------|-----------------------------|------------------------------------|-------------------------------|-------------------------|------------------------|-----------------------------|------------------|
| competitiveness by improving freight movement, reducing travel-time delays, and ensuring reliable access to jobs, commerce, and essential services. Enhance infrastructure resilience to support long-term economic growth and maintain consistent performance under varying conditions. | | | | | | | | | | |

System Performance Report

The CUAMPO 2050 LRTP update must follow the Transportation Performance Management (TPM) measures from U.S. Department of Transportation (USDOT) that are fundamentally used as a framework for TDOT’s Performance Measurement Framework focusing on five areas: Customer satisfaction, Financial health, Organizational Effectiveness, and Transportation System performance (preservation, operations, maintenance). Key measures include pavement condition, travel time reliability (reducing incident delays), safety (fatalities/injuries), and asset management, all guided by federal requirements and internal data analysis for strategic decision-making and reporting.

In accordance with federal and state guidelines, CUAMPO is required to establish performance targets by gathering data and utilizing TDOT performance measure reports. These measures are documented by collecting historical information and conducting analyses of reports provided by TDOT.

On March 15, 2016 the USDOT published the final rule for the National Performance Management Measures: Highway Safety Improvement Program (23 CFR Part 490). The rulemaking defined the following national safety performance measures - Safety Performance Measures (PM1) for all Public Roads:

- Total number of traffic related fatalities.
- Rate of traffic related fatalities per 100 million VMT (Vehicle Miles Traveled).
- Total number of traffic related serious injuries.
- Rate of traffic related serious injuries per 100 million VMT.
- Total number of non-motorized fatalities and serious injuries. Safety performance targets are updated annually as part of the State DOT’s Highway Safety Improvement Program report and subsequently endorsed by the MPO

The introduced further changes that were built upon these measures, highlighting and refining them by adopting the "Safe System Approach." It also prioritized equity, enhanced data collection (MIRE), and ensured alignment with the National Roadway Safety Strategy (NRSS).

The USDOT safety performance program requires state Departments of Transportation and MPOs to track and improve specific aspects of their transportation systems through the safety measures PM1, PM2, and PM3. The PM1 measures are focused on reducing traffic fatalities and serious injuries on all public roads. The PM2 measures are more focused on the pavement and bridge conditions and assessing and managing the conditions of the infrastructure on the Nation Highway System (NHIS) to ensure a state of good repair and track progress through the Transportation Management Plan (TAMP). The PM3 measures are specific to the system performance and freight movement. This addresses the performance, congestion and reliability of the National Highway System including freight movement. These can also be linked to air quality in certain circumstances. The following measures and objectives pertain to the CUAMPO.

| | Performance Measure (PM1) | Previous Baseline (2024) | TDOT Baseline (2025 Anticipated) | TDOT Target (2026) | Status |
|--|---|--------------------------|----------------------------------|--------------------|--------|
| Safety (PM 1) Target (5-Year Average) | Number of Fatalities | 1,196 | 1,257.2 | 1253.9 | X |
| | Fatality Rate per 100M VMT | 1.516 | 1.576 | 1.554 | X |
| | Number of Serious Injuries | 5,829 | 5,886.2 | 5924.8 | ✓ |
| | Serious Injury Rate per 100M VMT | 7.387 | 7.252 | 7.346 | ✓ |
| | Non-Motorized Fatalities & Serious Injuries | 617 | 626.2 | 656.1 | ✓ |
| Infrastructure Condition (PM 2) Target (4-Yr Average) | Percentage of interstate pavement in good condition | 70.8 | 72.9 | 58.0% | ✓ |
| | Percentage of interstate pavement in poor condition | 0.2% | 0.3% | 1.0% | ✓ |
| | Percentage of non-interstate NHS pavement in good condition | 40.3% | 37.7% | 36.0% | ✓ |
| | Percentage of non-interstate NHS pavement in poor condition | 4.1% | 4.7% | 6.0% | ✓ |

| | | | | | |
|---|--|-------|-------|-------|---|
| | Percentage of NHS bridges classified in good condition | 32.5% | 33.6% | 32.0% | ✓ |
| | Percentage of NHS bridges classified in poor condition | 5.0% | 4.5% | 6.0% | ✓ |
| Reliability (PM 3) Target (4-Yr Average) | % Reliable Person-Miles on Interstate | 92.1% | 89.0% | 88.2% | ✓ |
| | % Reliable Person-Miles on Non-Interstate NHS | 93.4% | 92.0% | 89.4% | ✓ |
| | Truck Travel Time Reliability Index (Interstate) | 1.32 | 1.37 | 1.35 | X |

PM1:

PM1 tracks roadway safety, including fatalities, serious injuries, and related rates. Data for the 2024 confirmed baseline, 2025 anticipated baseline, and 2026 TDOT target were sourced from the document titled **“TDOT 2025 Safety Targets”** provided by CUAMPO, which follows TDOT standards.

PM2:

PM2 measures the condition of pavements and bridges on the National Highway System. The 2024 baseline, 2025 anticipated baseline, and 2026 target values were collected from the document titled **“2022-2025 Transportation Performance Measures Target”** as reported by CUAMPO in alignment with TDOT requirements.

PM3:

PM3 evaluates system reliability and freight movement, focusing on person-miles reliability and truck travel time. All data for the 2024 baseline, 2025 anticipated baseline, and 2026 target were obtained from the document titled **“2022-2025 Transportation Performance Measures Target”**, as compiled by CUAMPO using TDOT’s official standards.

Transit Asset Management:

Transit Asset Management (TAM) measures the condition and age of transit vehicles and facilities, such as the percentage of vehicles exceeding their useful life benchmark (ULB) and facility condition ratings. For CUAMPO, the most recent data shows 0% of vehicles and facilities exceeding ULB or rated below 3.0 on the FTA TERM scale. These values were collected from the **CUAMPO FY2023-26 Transportation Improvement Program (TIP)**.

Transit Performance Measures

| | Performance Measure | TDOT Target | TDOT Baseline |
|---|--|-------------|---------------|
| Transit Asset Management | Percentage of vehicles that have met or exceeded their useful life benchmark (ULB) | n/a | 0% |
| | Percentage of revenue vehicles within an asset class that have met/exceeded ULB | n/a | 0% |
| | Percentage of track segments with performance restrictions | n/a | n/a |
| | Percentage of facilities rated below 3.0 on FTA TERM scale | n/a | 0% |
| Public Transportation Agency Safety Plans | Number of reportable fatalities | n/a | 0 |
| | Fatality rate per total vehicle-revenue miles by mode | n/a | 0 |
| | Number of reportable injuries | n/a | 0 |
| | Injury rate per total vehicle-revenue miles by mode | n/a | 0.00 |
| | Reportable safety events | n/a | 7 |
| | Rate of safety events per total vehicle-revenue miles by mode | n/a | 1.91 |
| | Average revenue-miles between major mechanical failures, by mode | n/a | 366,712 |

Public Transportation Agency Safety Plan (PTASP):

PTASP metrics track transit safety, including the number and rate of fatalities, injuries,

safety events, and system reliability (measured as miles between major mechanical failures). The latest CUAMPO data reports 0 fatalities, 0 injuries, 7 reportable safety events (rate: 1.91 per 100,000 vehicle-revenue miles), and 366,712 miles between major mechanical failures. This information was sourced from the **CUAMPO FY2023-26 TIP**.

3. Existing Conditions

Previous Plans and Studies

Cleveland Urban Area MPO (2022)

The Cleveland Urban Area Metropolitan Planning Organization oversees transportation planning for Cleveland’s urban area, ensuring compliance with federal requirements for regions with populations over 50,000 to receive transportation funding. The CUAMPO develops and maintains transportation improvement programs, long-range transportation plans, and unified planning work programs. This document coordinates regional projects involving highways, transit, and non-motorized systems, while also ensuring compliance with Title VI and non-discrimination standards. Key focus areas include:



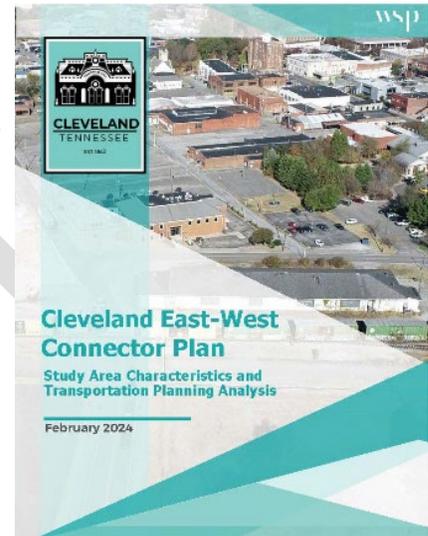
- Safety: Improve pedestrian connectivity and address issues such as sight distance and roadway alignment.
- Bridge and Pavement Conditions: Conduct preventative maintenance on buses and replace transit shelters and vehicles at the end of their service life to maintain safe operations.
- System Reliability and Freight: Enhance travel time reliability for passenger and freight vehicles through projects like signal upgrades, intersection and interchange improvements, intelligent transportation systems, and railroad crossing enhancements.
- Transit Asset Management: Allocate funds for replacing CUATS vehicles and maintaining other system assets to ensure efficient and reliable service.
- Public Transportation Safety: Support safe and dependable transit operations through capital investments, park-and-ride facilities, and initiatives aimed at improving overall transit safety.

Cleveland East-West Connector Plan February (2024)

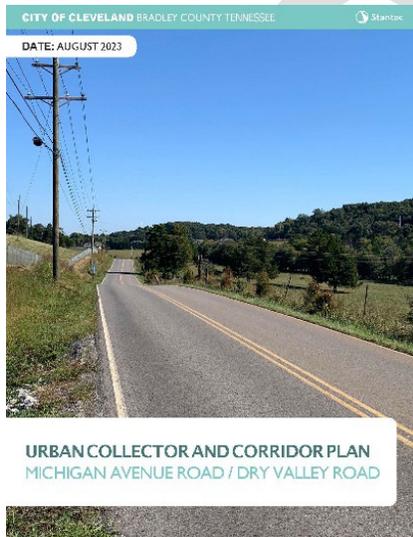
The Cleveland East-West Connector Plan evaluates transportation needs, project impacts, and project costs and benefits for a new roadway, and includes recommendations for new roadway alignments and potential cross sections within the downtown region of Cleveland. This plan provides preliminary plans to subsequently feed into preliminary engineering (PE) and final design for the elimination of the existing at-grade railroad crossing, including the identification of any high-level right-of-way (ROW) needs for connecting the proposed section.

Findings indicate that the City of Cleveland requires investment in the downtown area, with a focus on:

- Addressing high crash rates on Inman Street/US 64/SR 40, largely attributed to the railroad overpass.
- Improving connectivity for disconnected communities in the Blythe-Oldfield and College Hill neighborhoods.
- Tackling the overall lack of pedestrian connections throughout the region.



Urban Collector and Corridor Plan (Michigan Avenue Road/ Dry Valley Road) (2023)



The Urban Collector and Corridor Plan focuses on evaluating the Benton Pike NE intersection at its southern end and the Tasso Lane intersection at its northern end to determine how to accommodate two distinct land uses, single-family residential neighborhoods and industrial/manufacturing businesses, while addressing potential congestion caused by growing residential and freight traffic. These efforts align with the City of Cleveland and Cleveland MPO's broader planning initiatives along Michigan Avenue Road.

Public input gathered over six months of outreach played a critical role in shaping the corridor's conceptual design.

Safety, connectivity, and accessibility emerged as top priorities in survey responses.

Guided by the Preferred Access Plan (PAP), recommendations target both the southern context zone (City of Cleveland) and the northern context zone (Bradley County), emphasizing integrated elements such as connectivity, access management, and pedestrian activity nodes. Key considerations for accommodating the region include:

- Investigating roadway design improvements, including the incorporation of medians, grade adjustments, enhanced pavement markings, optimized alignment, and additional turn lanes to improve intersection efficiency and enhance visibility for both vehicles and pedestrians
- Evaluating posted speed limits to improve safety and traffic operations.
- Reviewing zoning classifications to balance residential development with light industrial and manufacturing uses.
- Assessing traffic composition, including passenger vehicles, school buses, and large commercial trucks.
- Developing alternative route connections along Michigan Avenue to optimize traffic flow and reduce congestion.

Bradley County, Tennessee: Community Connectivity Plan (2025)

Bradley County has developed a Community Connectivity Plan to evaluate key data for selecting and implementing strategies that improve local infrastructure, connectivity, and affordability. The plan emphasizes broadband, high-capacity technology that transmits data over long distances at high speeds, as a critical component for enhancing residents' quality of life and driving regional economic growth. Leveraging federal funding opportunities such as the Broadband Equity, Access, and Deployment (BEAD) Program and the Digital Equity Act (DEA), the initiative aims to ensure broadband service is reliable, accessible, and affordable while meeting user demand. Additionally, the plan prioritizes extending connectivity to underserved communities to promote equitable access across the county.



To support these goals, the plan incorporates land use and development considerations that influence broadband expansion such as:

- Strategic Land Use Planning: ensures broadband implementation aligns with environmental, historical, and cultural preservation priorities.
- Development Guidelines: designate low-intensity residential areas and position commercial and industrial zones near freight-capable roadways to accommodate growth responsibly.
- Natural Conservation Areas: such as ridgelines, slopes, and floodplains require careful review to minimize environmental impact.

- Public and Residential Area Planning: accounts for population needs and utility availability, which directly affect broadband accessibility in rural and transitional zones.
- Corridor Connectivity Strategies: target Northern, Central, and Southern Corridors for phased utility expansion, addressing challenges like limited sidewalks, terrain restrictions, and flood-prone areas while identifying growth opportunities such as the McDonald area.

Demographics

Employment

Transportation planning in the CUAMPO is closely tied to the location and composition of employment within the region, as the movement of both people and goods shapes daily travel patterns and long-term system needs. Manufacturing, along with transportation and warehousing, represents the largest share of employment in the Cleveland area, and many of the region's major employers are reflected in the accompanying table of significant employers (see Table 1). Cleveland is home to a diverse set of businesses and manufacturers, including major industrial, distribution, healthcare, education, and retail employers.

Many of the region's manufacturing and distribution employers are located in areas with direct access to Interstate 75 and other major corridors, reinforcing the importance of regional freight connectivity between Tennessee and Georgia. As a principal north-south freight corridor, I-75 supports the movement of raw materials, finished goods, and workers and plays a central role in linking local industries to regional and national markets. These employment patterns influence travel demand throughout the day, including peak commuting periods and off-peak freight activity, and highlight the close relationship between economic activity and the transportation network within the CUAMPO.

| Major Employers | |
|-----------------------------|----------------------------------|
| Whirlpool | Cleveland City Schools |
| Amazon | Mars Chocolate North America |
| Life Care Center of America | Lee University |
| Bradley Medical Center | Walmart |
| Olin | Peyton's Distribution Center |
| Bradley County Schools | Life Bridges, Inc. |
| Formulated Solutions | Eaton |
| Check Into Cash Inc HQ | Wacker Polysilicon North America |
| City of Cleveland | Renfro |
| Coca Cola Refreshments | Kroger |

Table 3.1. Major Employers in the Cleveland region

Population Growth

Population growth trends for the CUAMPO are informed by Bradley County-level projections from the TDOT Statewide Travel Demand Model (TDM), which provide a more comprehensive basis for long-range demographic analysis. According to the TDM, Bradley County's population increased steadily between 2018 and 2025 and is projected to continue growing through 2045, reaching approximately 134,000 residents by the horizon year. This represents an overall increase of about 27,300 people from 2018 levels and reflects a stable, moderate long-term annual growth rate consistent with recent trends.

While these projections reflect countywide growth rather than MPO-specific totals, they offer an appropriate framework for understanding future population pressures influencing travel demand within the Cleveland MPO.

The 2050 TDOT Statewide Travel Demand Model has not been developed at the time of this

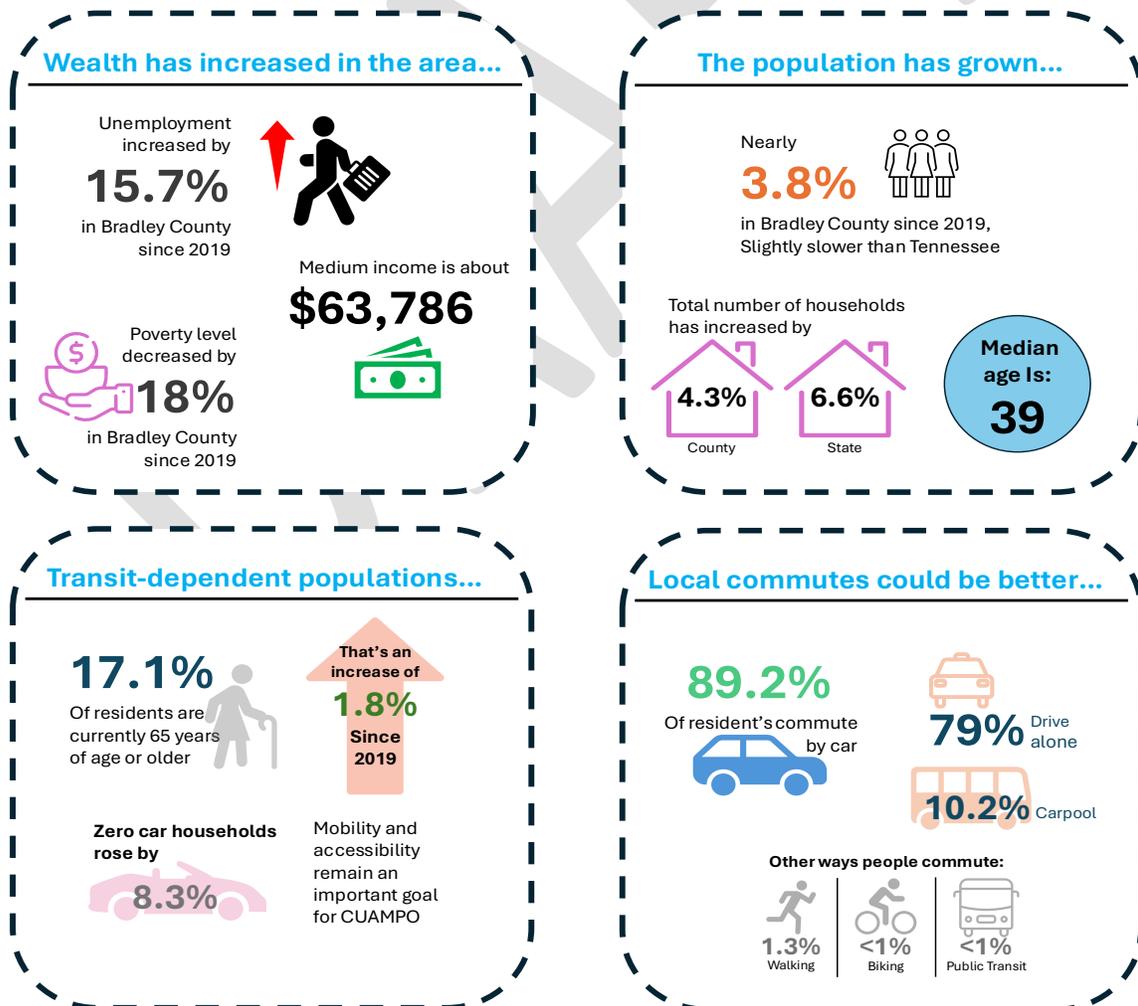
| | 2018 | 2025 | 2045 |
|--------------------------------|---------|---------|---------|
| Cleveland MPO Total Population | 106,567 | 113,209 | 133,875 |
| Growth | | +6,642 | +27,308 |
| % Growth | | 6.2% | 25.6% |
| Annual Growth Rate | | 0.9% | 0.8 |

plan, and as a result, 2045 represents the horizon year for available model-based population projections. While these estimates reflect countywide growth rather than MPO-specific totals, they provide an appropriate and conservative framework for understanding future population pressures that may influence travel demand, land use patterns, and transportation system needs within the CUAMPO.

Education

Education facilities within the CUAMPO strongly shape daily travel demand. Lee University and Cleveland State Community College draw steady flows of students and staff throughout the day, while Cleveland City Schools and Bradley County Schools together account for 20 schools across the county. These campuses generate distinct movement patterns during morning drop-offs, afternoon dismissals, and special events, creating peak-hour roadway demand that overlaps with commuter

Table 3.2. Demographic trends from 2019 to 2023 for Bradley County. Source: America



traffic and influences how people travel through the MPO area

Minority Population

Minority residents account for approximately 20.6% of the CUAMPO population based on the 2023 ACS 5-year estimates, which is higher than the surrounding county average of 15.2% and lower than the statewide average of about 27%. Census block group analysis shows that minority populations are concentrated in southeast areas of the City of Cleveland rather than being evenly distributed across the MPO, with the highest densities occurring in select neighborhoods.

Disability

The CUAMPO area continues to experience a higher prevalence of disability compared to previous years. Based on the most recent area-weighted estimates, approximately 18% of the population within the MPO boundary has a disability. Geographically, people with disabilities are concentrated within the City of Cleveland, with particularly high densities observed in southeast Cleveland and north of downtown. This pattern highlights the importance of prioritizing accessible infrastructure improvements in the urban core, where the need is greatest

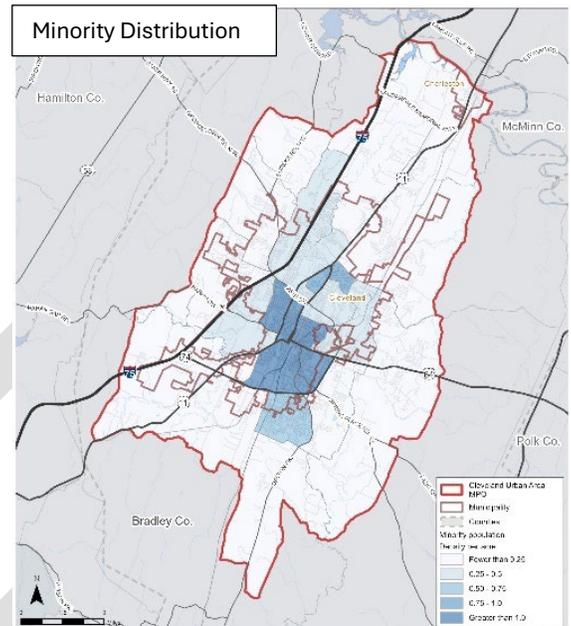


Figure 3.1. Cleveland MPO Minority Density.
Source: ACS 2019-2023 Update

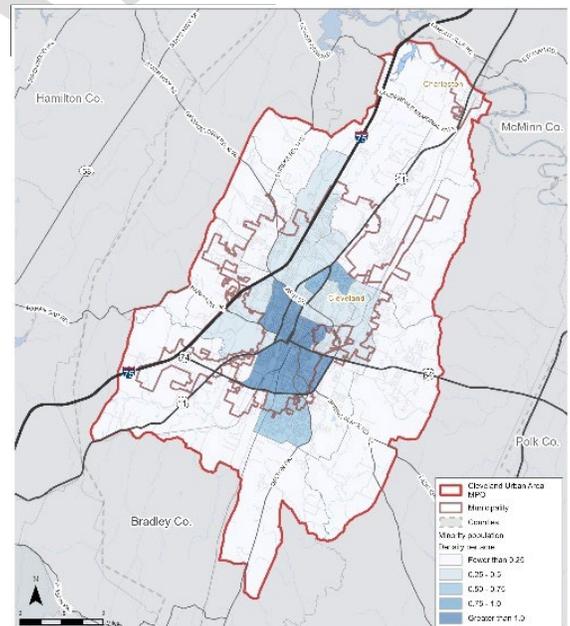


Figure 3.2. Cleveland MPO Disability Density.
Source: ACS 2019-2023 Update

Poverty

The CUAMPO area has approximately 14% of its residents living below the poverty line, according to the most recent American Community Survey estimates. The median household income for Bradley County is approximately \$64,000. Low-income households are especially prevalent in South and East Cleveland, where poverty rates are higher than in other parts of the region.

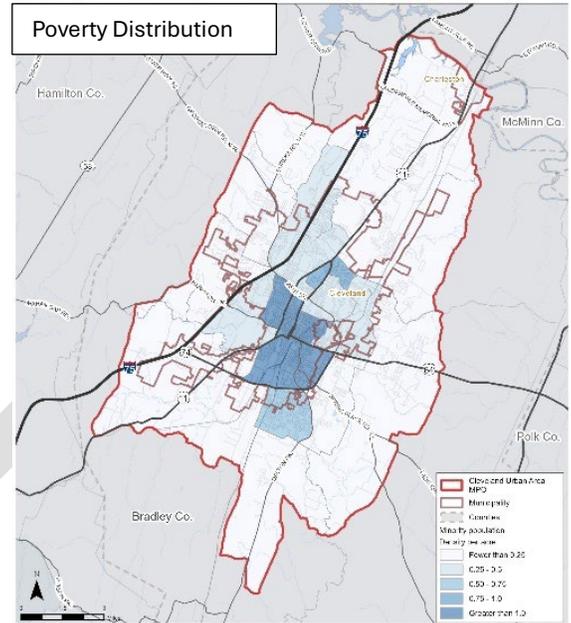


Figure 3.3. Cleveland MPO Poverty Density.
Source: ACS 2019-2023 Update

Land Use & Development

Land development within the CUAMPO area encompasses Bradley County, the City of Charleston, and the City of Cleveland. These jurisdictions have reviewed and updated their agreement concerning the urban growth areas for the City of Charleston, the City of Cleveland, and Bradley County, culminating in a new 20-year urban growth area interlocal agreement. This agreement reflects the commitment of all three jurisdictions to collaborate on the county's future growth. It enables each jurisdiction to plan effectively for the needs of their respective growth areas over a 20-year horizon. Within these designated growth areas, jurisdictions may annex territory and extend utilities to facilitate future development.

Roadway and Bridges

Transportation choices within the CUAMPO are shaped by the structure and performance of the roadway network, as well as the tradeoffs travelers make between travel time, reliability, and access. To effectively plan for how current and future residents and businesses move throughout the region, it is essential to understand the role and condition of the existing roadway and bridge system.

The MPO roadway network is anchored by Interstate 75, which serves as the primary north-south corridor supporting regional travel and freight movement. The urban core of Cleveland is further defined by a system of principal arterials and major thoroughfares, including 25th Street, US 11 (Lee Highway), US 64, ADP 40 (25th St and US 74), Keith Street, Ocoee Street, McGrady Drive, and Paul Huff Parkway (SR 306). Together, these corridors

support access to employment centers, commercial areas, and institutional uses while facilitating movement between the City of Cleveland and surrounding communities.

System Performance

System performance across the CUAMPO reflects the interaction of roadway demand, corridor function, and infrastructure condition. Traffic volumes are highest along Interstate 75 and other principal arterials that serve regional and intercommunity travel, while arterial and collector roadways within the City of Cleveland accommodate a mix of local and through traffic. These patterns reflect the city’s role as the primary activity center within the MPO and influence how congestion, safety, and operational conditions are experienced across the network.

Crash frequencies within the MPO are largely concentrated within the City of Cleveland, where traffic volumes and travel activity are greatest. Elevated levels of crash activity tend to occur along key arterials and urban corridors that serve multiple travel purposes, including access to employment, retail, and community destinations. Areas outside the urban core generally experience lower crash activity, consistent with reduced roadway demand and less intensive travel patterns. Overall, the distribution of crashes reflects broader urban travel dynamics rather than isolated roadway deficiencies.

Bridge Conditions

The condition of bridge infrastructure within the CUAMPO is generally favorable. TDOT routinely inspects and rates bridges throughout the region, and recent condition assessments indicate that only **three bridge segments** within the MPO are currently rated as poor, representing a small portion of the overall bridge inventory. Ongoing monitoring and maintenance activities are used to ensure these structures remain safe and functional and to inform future investment decisions.

| High Crash Roadways & Corridors |
|---------------------------------|
| Paul Huff Parkway (SR 306) |
| 25th Street |
| Keith Street |
| Ocoee Street |
| US 11 (Lee Highway) |
| Stuart Road |
| US 74 |
| McGrady Drive |
| Interstate 75 |

Table 3.3. High crash roadway in Cleveland area. Source: TDOT

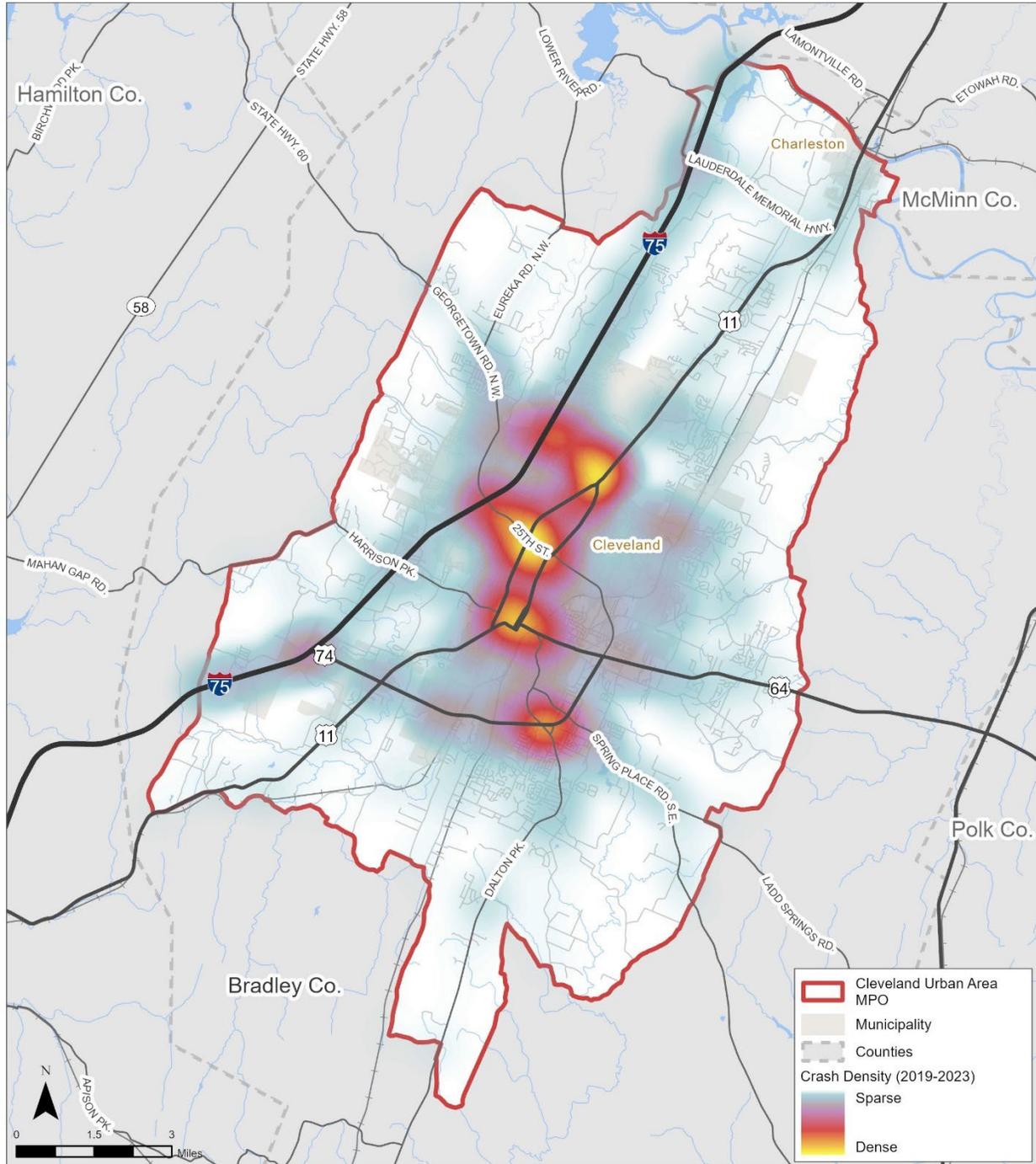


Figure 3.4. Cleveland area Crash Density Map. Source: TDOT ETrims



Keith Street at
25th Street



US 11/Lee
Highway at
Stuart Road NE



US 11/Lee at
Stuart Road NE

Figure 3.4. High-Frequency Crash Intersections in the Cleveland. Source: TDOT Crash Dashboard



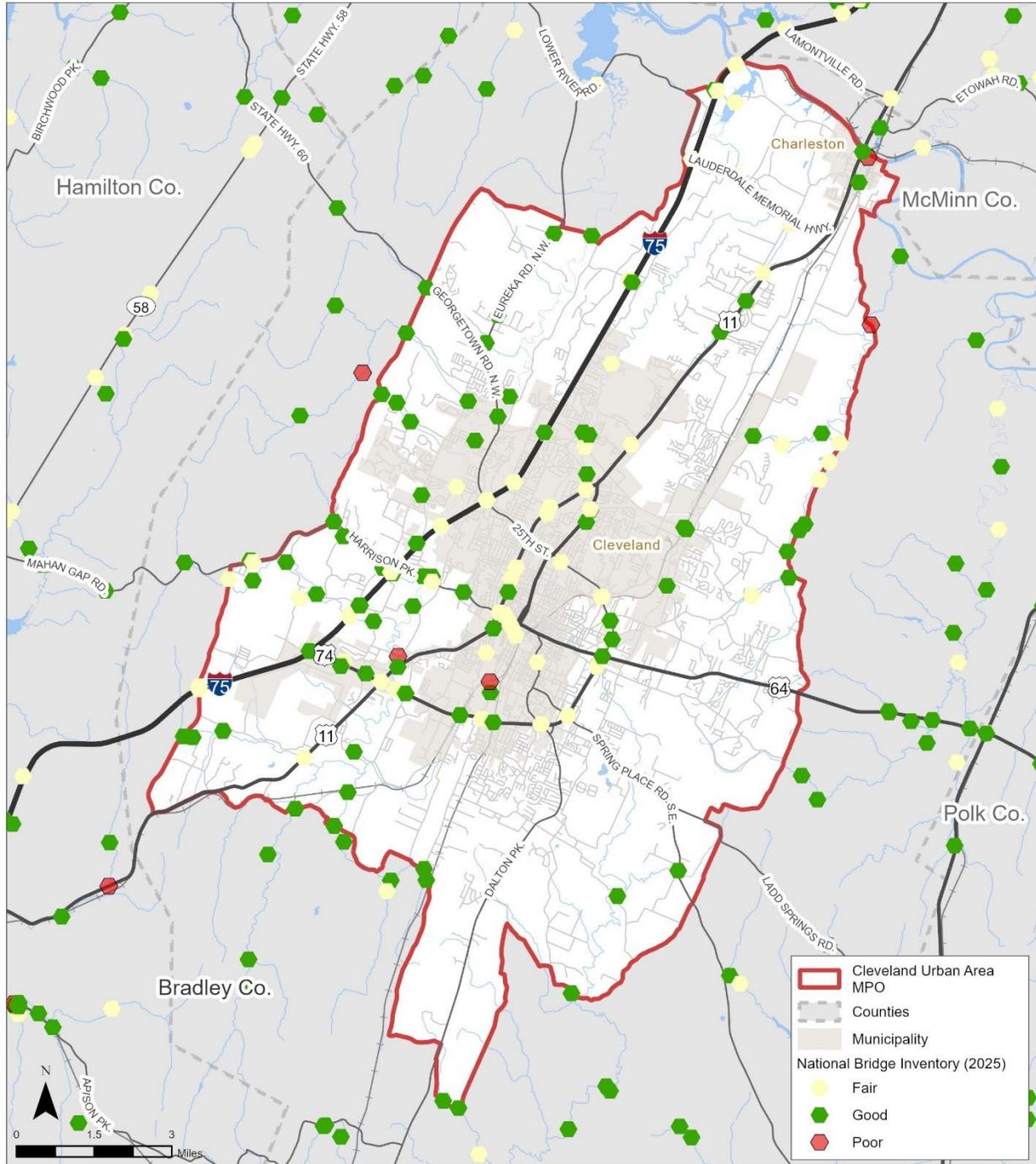


Figure 3.5. Cleveland Area Bridge Conditions. Source: FHWA

Roadway Functional Classification

For planning and system management purposes, roadways within the CUAMPO are designated by functional classification, which reflects the role each roadway plays in balancing mobility and access. The MPO network includes interstates, freeways and expressways, principal arterials, minor arterials, collectors, and local roads, as shown on the functional classification map. Together, these roadways support both local and regional mobility by facilitating daily travel, goods movement, and access to employment, education, healthcare, and commercial destinations. Interstate 75 and other principal arterials play a critical role in the regional economy by supporting freight movement, commuter travel, and connections to regional markets, while collectors and local roads provide essential access within neighborhoods and activity centers. Functional classifications are maintained by TDOT in coordination with the CUAMPO and help guide roadway design, access management, funding eligibility, and long-term investment decisions that support economic vitality and mobility across the region.

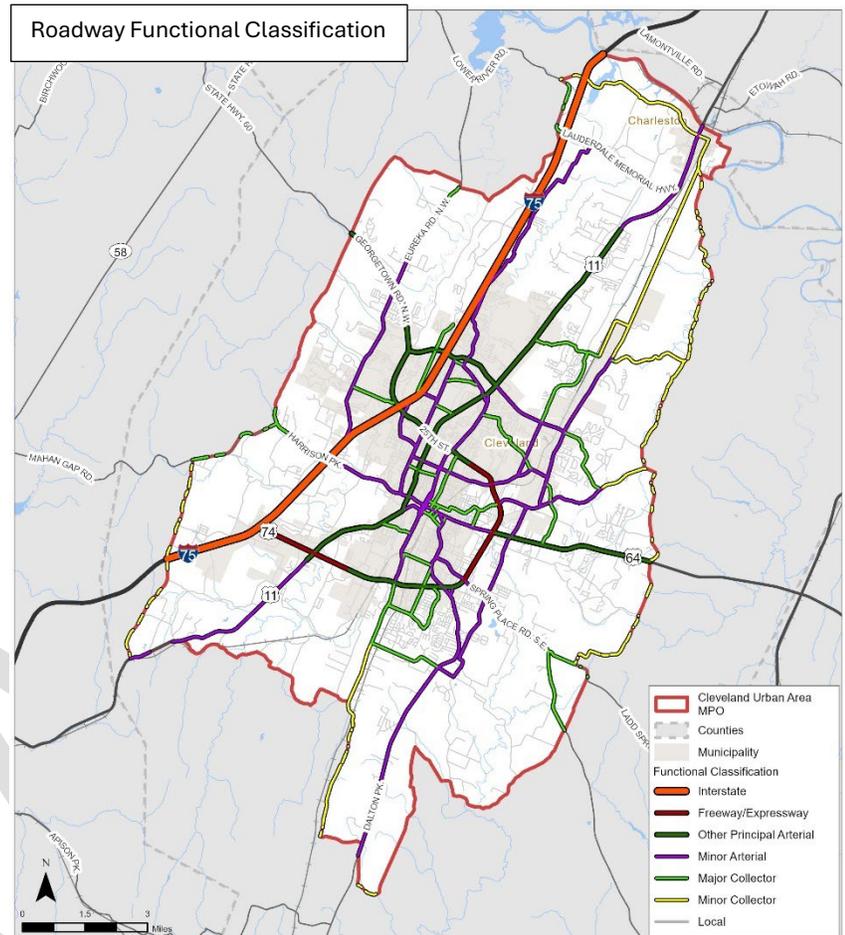


Figure 3.6. Cleveland MPO Area roadway Functional Classifications.
Source TDOT

Other Transportation Facilities

The CUAMPO multimodal transportation system includes aviation, rail, roadway-based transit facilities, and access to inland waterways, supporting both passenger mobility and freight movement at local and regional scales. Aviation services are provided by the Cleveland Regional Jetport, located east of the urban core, which serves business and corporate aviation and supports regional economic activity. The Jetport's role in the overall transportation network is strongly associated with its accessibility via roadways and its location near key employment and industrial zones.

Rail

Freight rail service within the MPO is provided by Norfolk Southern, with rail corridors running north–south through the City of Cleveland and converging near Charleston. These corridors form an important component of the regional freight network and intersect with multiple

roadway facilities, resulting

in numerous at-grade and grade-separated rail crossings throughout the MPO. Rail infrastructure within the region supports industrial and freight-related activity and connects local industries to broader national markets.



Figure 3.8. Jet on Tarmac at Cleveland Regional Jetport

Waterway Facilities

Waterway access is provided through the Hiwassee River, a federally navigable tributary of the Tennessee River located along the northern portion of the MPO. Port facilities along the river in the Charleston area support industrial freight activity and provide multimodal connections to both the regional rail network and nearby highway corridors. These facilities link the CUAMPO to the larger inland waterway system, supporting regional goods movement.

In addition, the MPO includes transit and commute-supportive facilities concentrated within the City of Cleveland, reflecting the city’s role as the primary activity and employment center in the region. Collectively, these multimodal facilities highlight Cleveland’s position as a regional hub for mobility and freight, with transportation infrastructure that supports economic activity, connectivity, and movement across multiple modes.

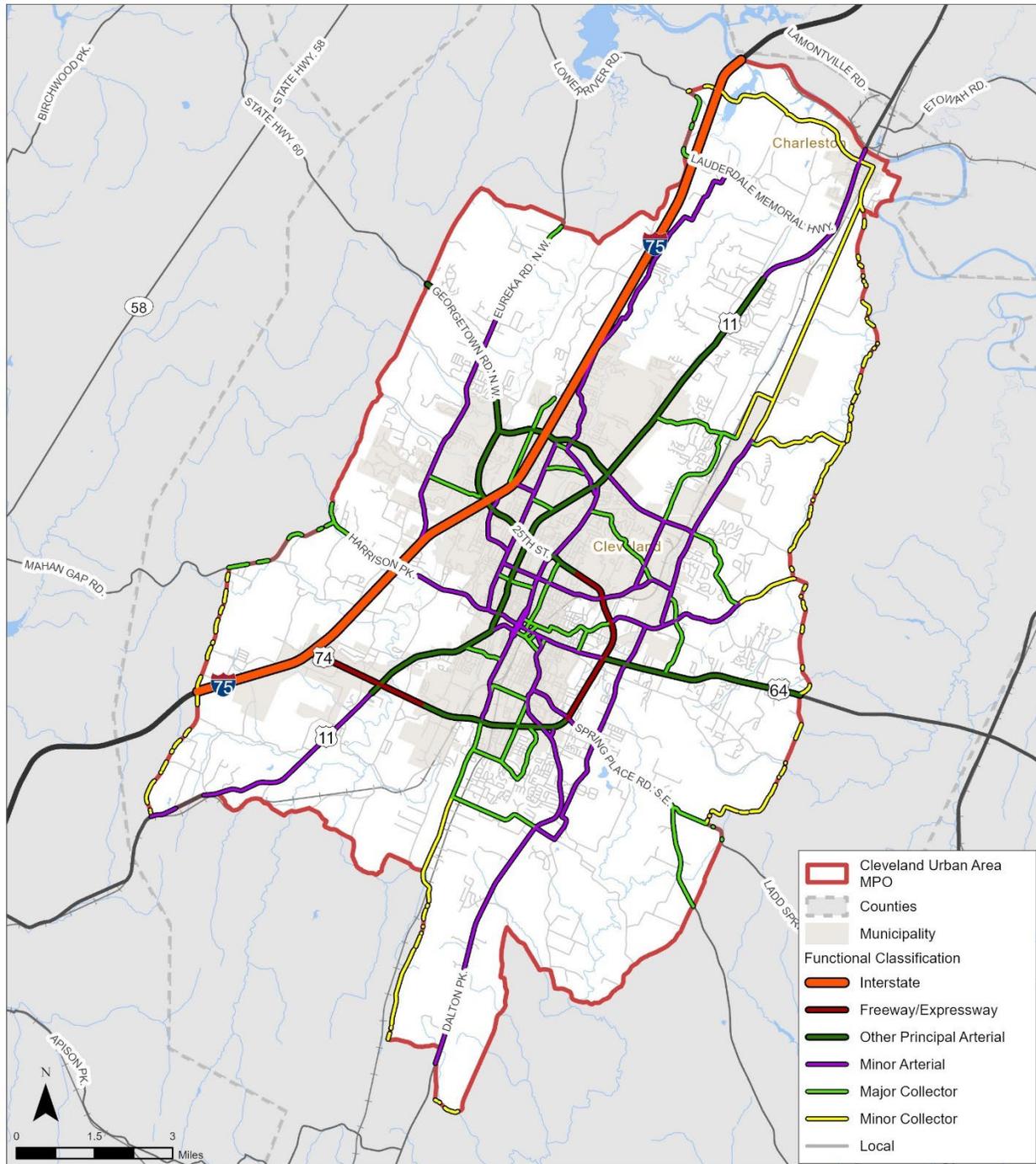


Figure 3.9. CUAMPO area roadway network classification. Source: TDOT

Freight

Given the CUAMPO’s location along Interstate 75 and its proximity to major freight centers such as Chattanooga and Atlanta, freight movement has a substantial influence on the region’s transportation network. Cleveland functions as a regional manufacturing and

distribution hub, with large employers including Whirlpool, Amazon, and Mars Chocolate generating significant truck activity associated with production, warehousing, and distribution operations. As a result, the majority of freight movement within the MPO area occurs by truck, with high truck volumes concentrated along Interstate 75 and other key arterial corridors that connect local freight generators to regional and national markets.

Truck activity is particularly pronounced along corridors that provide direct access to Interstate 75, as well as along APD 40, which is formed by 25th Street and US 74 and serves as a major travel and freight corridor around the City of Cleveland. APD 40 supports the circulation of truck traffic between industrial areas, manufacturing facilities, and distribution centers while also accommodating regional through movements. In addition to these facilities, several principal and minor arterials and select collector roadways accommodate notable truck volumes as freight vehicles travel between local generators and the broader freight network. Roadway shoulders along portions of these routes support freight operations by improving visibility, providing space for disabled vehicles, and accommodating stopped trucks, though shoulder availability varies across the network.

An important component of the regional freight system is the Appalachian Regional Port (ARP), an inland intermodal facility located in northwest Georgia and easily accessible from Interstate 75. ARP serves as a primary intermodal connection point for Tennessee, linking rail and truck freight movements and strengthening connections between the CUAMPO and national and international supply chains. The port's proximity reinforces Cleveland's role within the Tennessee–Georgia freight network, supporting truck movements through the MPO area as goods move between the inland port, Interstate 75, and local manufacturing and distribution destinations.

System Performance

Freight movement throughout the CUAMPO area is generally supported by reliable regional connectivity, particularly along Interstate 75 and APD 40, which function as the backbone of the regional freight and travel network. Truck travel is concentrated on facilities designed to accommodate higher volumes and heavier vehicles, while freight operations on non-interstate routes reflect a balance between regional goods movement and local access. Variations in roadway design, including shoulder presence and corridor function, influence freight operations across the network. Overall, these conditions reflect Cleveland's role as both a manufacturing center and a key link in the broader state and interstate freight system.

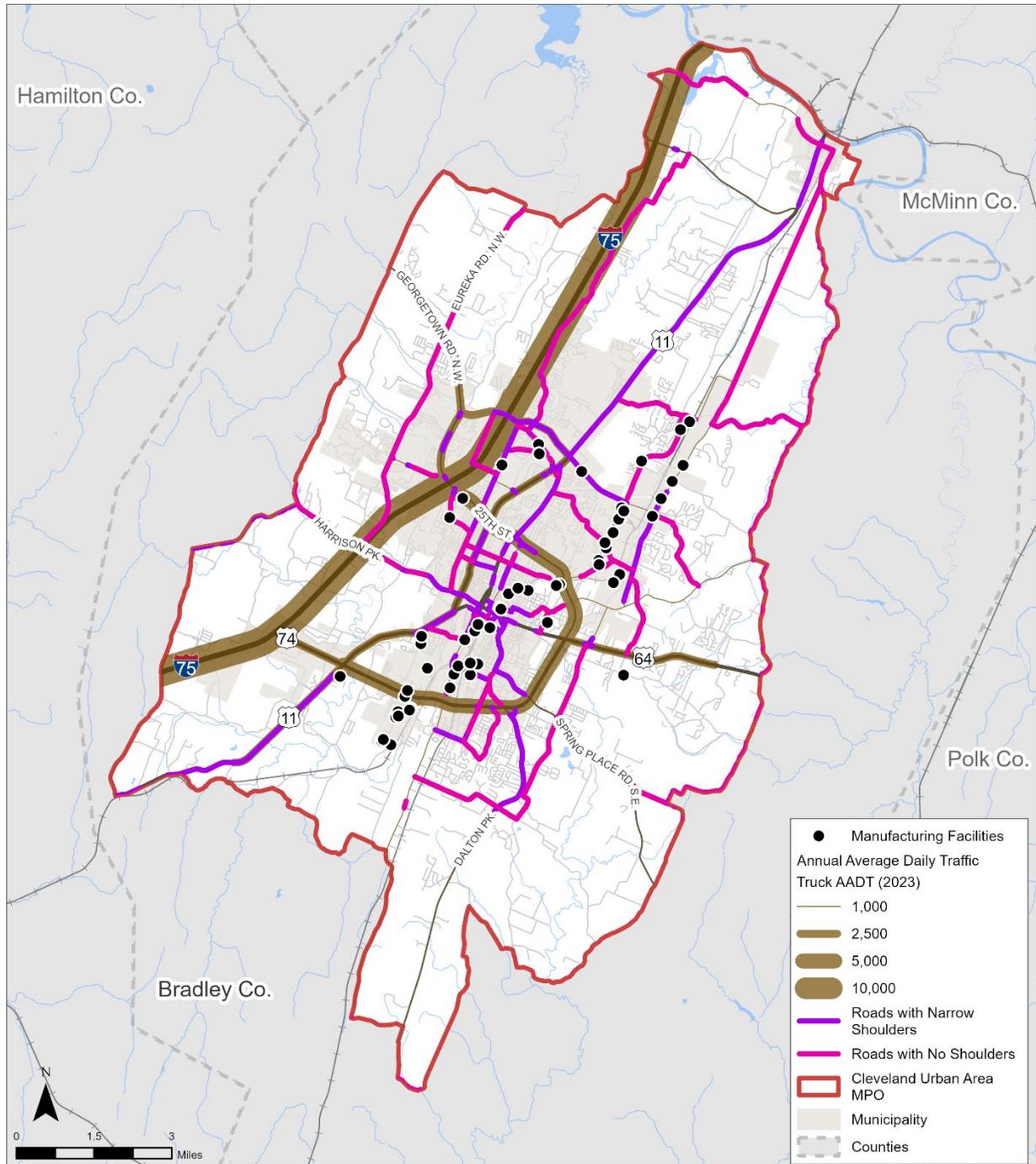


Figure 3.10. Cleveland area freight network. Source: TDOT

Transit

Public transit in the Cleveland area is provided by two main agencies: the Cleveland Urban Area Transit System (CUATS) and the Southeast Tennessee Human Resource Agency (SETHRA). CUATS operates a fixed-route bus network and offers ADA-compliant paratransit services within the urbanized area. SETHRA complements these services by providing demand-responsive transportation to surrounding rural counties, including Bradley County, where fixed-route coverage is limited. Together, these agencies form a comprehensive transit system that supports regional mobility, access to essential services, and improved quality of life for residents



Status of Network

CUATS has five public bus routes: the Blue and Red Lines serve southern Cleveland with transfers at Walmart on Treasure Drive, while the Gold, Green, and Orange Lines connect the Transit Center (Depot) to Bradley Square Mall, making multiple stops along the way.

The routes currently operate thirteen hours per day Monday through Friday from 6:00 AM to 7:00 PM, and do not operate on federal holidays. CUATS offers three main transfer points for easy bus connections. These transfer points include, the Transit Center (Old Railroad Depot, 165 Edwards St.), where the red, blue, green, gold, and orange routes meet every hour. In northern Cleveland, the green, orange, and gold routes connect at Bradley Square Mall every half-hour, while in southern Cleveland, the red and blue routes meet at Wal-Mart on Treasure Drive every half-hour. Fares cost \$1 per trip or \$2 for a one day- unlimited pass.

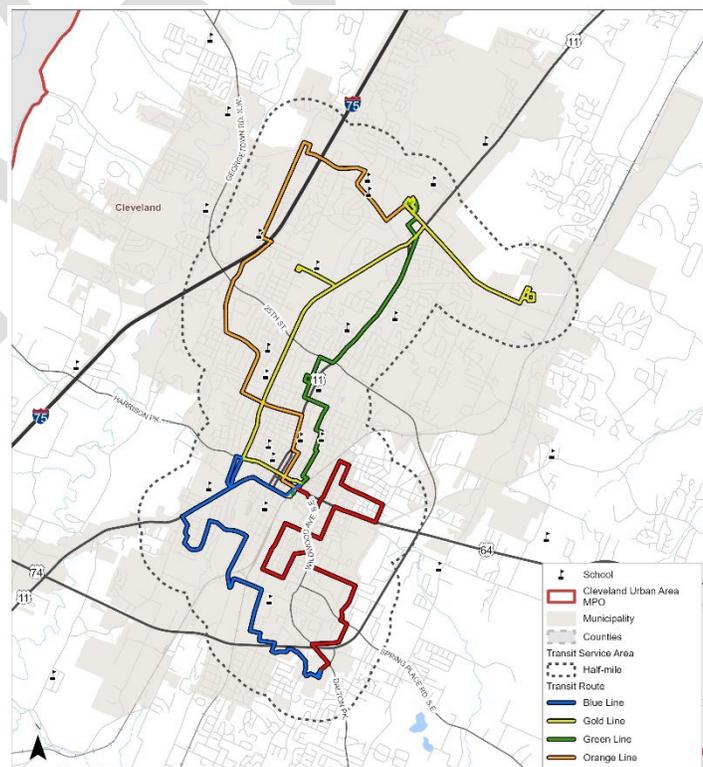


Figure 3.11. Routes for Cleveland Urban Area Transit Services

System Performance

While usage patterns differ between service types, fixed-route transit consistently demonstrates higher utilization rates, reflecting its role as the primary mode for scheduled travel. In contrast, demand services maintain relatively stable but lower ridership levels, largely serving niche mobility needs rather than high-volume corridors. Ridership trends have demonstrated a slight increase since 2020. In 2024, CUATS fixed-route services recorded approximately 46,230 annual unlinked passenger trips, while SETHRA's demand response transit had approximately 14,475 annual unlinked passenger trips. Public feedback further highlights a shortage of transit facilities outside of the downtown Cleveland region, creating barriers for riders to access key destinations. Additionally, the absence of weekend and holiday service significantly reduces connectivity across the MPO area, making it challenging for transit-dependent populations to travel to essential locations. A majority of the MPO has more than 70% of workers commute by driving alone. This reliance on single-occupancy vehicles highlights the need to expand transit facilities and services, particularly for demographics that depend on public transportation, to ensure equitable access and reduce transportation barriers.

Bike and Pedestrian Facilities

Bicycle and Pedestrian

In the MPO region, personal vehicles remain the primary mode of transportation for residents and visitors. However, Cleveland is working to expand its pedestrian and bicycle network to provide more travel options and improve accessibility. This section reviews the current bicycle and pedestrian infrastructure, as understanding existing conditions is essential for identifying gaps and opportunities to enhance and grow these facilities across the region.

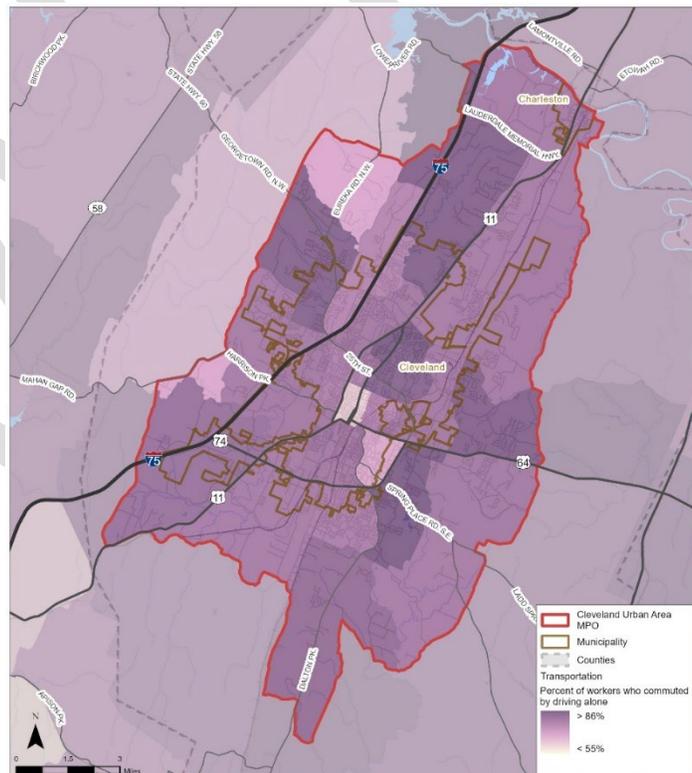


Figure 3.12. Map of MPO Single Occupancy Vehicle Users

Sidewalks

While sidewalks are present throughout the region, they are heavily concentrated in downtown Cleveland, creating an uneven distribution across the study area. The highest sidewalk density is found near Lee University and the surrounding downtown core, whereas other areas have significantly fewer facilities.

Outside the downtown area, sidewalks are primarily located along Lee Highway and Keith Street NW, with additional segments on Stuart Road NE and scattered throughout northern neighborhoods such as Hidden Valley, Colonial Estates, and Oakwood. However, once outside the city's jurisdiction, sidewalk availability declines sharply, resulting in limited pedestrian infrastructure in outlying areas.

Bicycle and Greenway Facilities

Bicycle facilities within the Cleveland MPO are limited, with only one designated on-road bike lane located along Keith Street NW. However, the area does include greenway infrastructure, such as the Cleveland/Bradley Greenway, a 3.94-mile corridor following South Mouse Creek from Willow Street to Mohawk Drive. This greenway offers multiple access points along its route, providing an important recreational and transportation resource for cyclists and pedestrians.

Currently the greenway has proposed plans to build an additional section that runs from will street to Inman Street to help expand access to locals. Although the greenway provides a valuable connection from the southern edge of downtown to its northern endpoint, facilities beyond the downtown area remain scarce. This lack of greenway infrastructure in outlying regions poses a significant challenge, as it limits safe and convenient options for non-motorized travel, reduces regional connectivity, and hinders efforts to promote active transportation and equitable access across the MPO area.

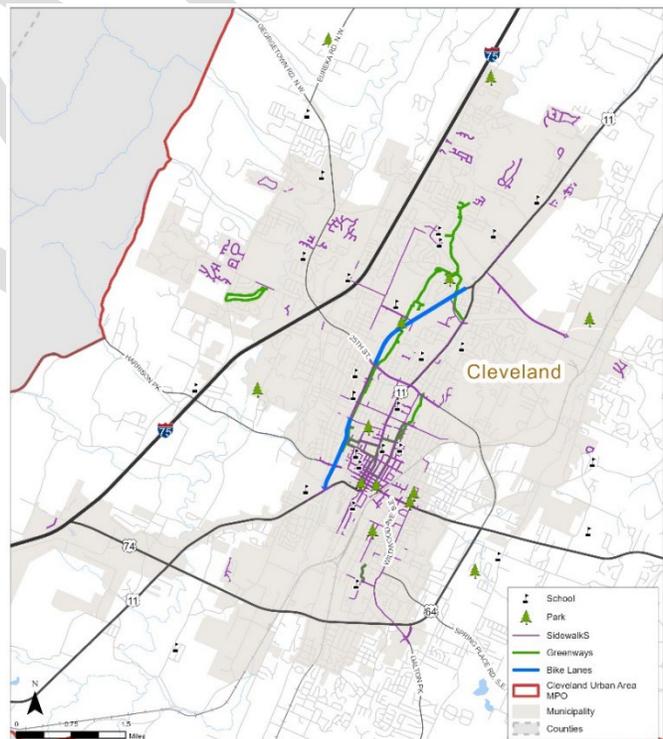


Figure 3.13 Bicycle and Pedestrian Facilities



Figure 3.14 Cleveland/Bradley County Greenway

Performance

Public engagement sessions, as outlined in Section 4, revealed that the lack of sidewalk and bicycle infrastructure is a major concern among survey respondents. Individuals who rely on walking or cycling to reach their destinations often face significant challenges due to poor connectivity between downtown Cleveland and surrounding areas. This disconnect not only limits accessibility but also raises safety concerns, as pedestrians and cyclists frequently need to cross high-traffic roads prone to accidents. Further analysis indicates that the quality of existing sidewalks and bike paths is inconsistent, while some segments are well-maintained, others show severe deterioration and require urgent improvements.

4. Public Engagement

Online Engagement

Public engagement activities were carried out over a two week period, from December 5 to December 19, 2025. The project website served as the primary platform for collecting public feedback. To broaden outreach, CUAMPO promoted the survey through social media channels, including the City of Cleveland's official Facebook page. In addition, informational handouts were distributed at civic buildings across the county to raise awareness of the project and provide details about the online survey.

Cleveland Urban Area MPO 2050 LRTP

Share Your Feedback!

Updating the Plan

The Cleveland Urban Area Metropolitan Planning Organization (CUAMPO) works to keep our region moving forward. One of their key responsibilities is creating and regularly updating the Long-Range Transportation Plan (LRTP). This plan outlines how federal, state, and local funds will be invested in transportation projects across the area.

The LRTP 2050 Update aims to build a well-connected, multimodal transportation system that supports regional, statewide, and national priorities. It's designed to be practical and fiscally responsible—meaning the total cost of recommended projects will not exceed the revenue we can reasonably expect.

Share your feedback here by 12/19/2025!

Cleveland 2050 LRTP: Online Survey

The Project Team wants to understand how community members travel and what matters most, ensuring the updated plan reflects the community's needs and preferences.

Open

The Cleveland Urban Area Metropolitan Planning Organization (CUAMPO) is updating the Long-Range Transportation Plan (LRTP) impacting transportation in the cities of Cleveland and Charleston.

Your input will help us build a better plan!

Start



City of Cleveland, TN - Government
December 5 at 2:00 PM

The Cleveland Area Metropolitan Planning Organization, in cooperation with the Tennessee Department of Transportation and the Federal Highway Administration, is seeking input on the 2050 Long Range Transportation Plan. Your contribution to this survey will guide future infrastructure improvements in our area as we continue to improve transportation options for all modes of travel.

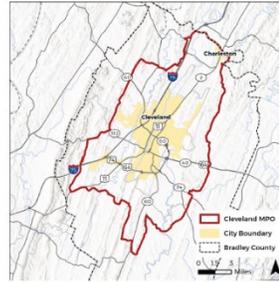
Learn more and provide your thoughts at:
wspengages.com/cleveland2050

As the Cleveland metropolitan area continues to grow, it is important to envision and plan for necessary transportation investments that will fit the community's needs.

The Cleveland Urban Area Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP) is a foundational document for transportation infrastructure, policy, and planning in the Cleveland metropolitan area. The LRTP will look at multiple modes of transportation, including:



The planning team will analyze these different modes, assess the existing conditions, and develop a framework with recommendations for future transportation projects to operate at a local and regional scale.



Scan the QR code or visit
www.wspengages.com/cleveland2050
to learn more about the study
and give your input.



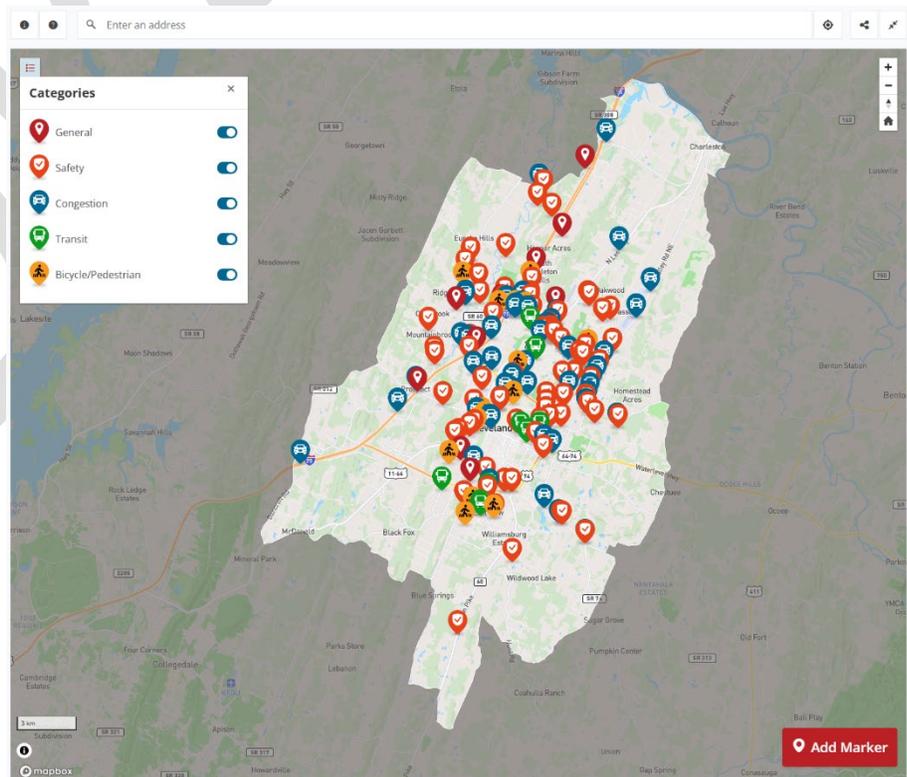
The online survey is open
through December 19th.

Questions, Comments... Contact Us!

Robert Varnell
Community Development Director,
MPO Coordinator
rvarnell@clevelandtn.gov

The online website had two main components:

1. A survey form that asked about desired transportation improvements, current travel patterns, transportation challenges, and an open comment form.
2. An interactive map where individuals could mark specific locations and leave comments related to safety, congestion, transit, bicycle/pedestrian, or general concerns.



Results (as of December 18th, 1:15PM)

188 map comments

320 form submissions

964 views and 774 unique visitors

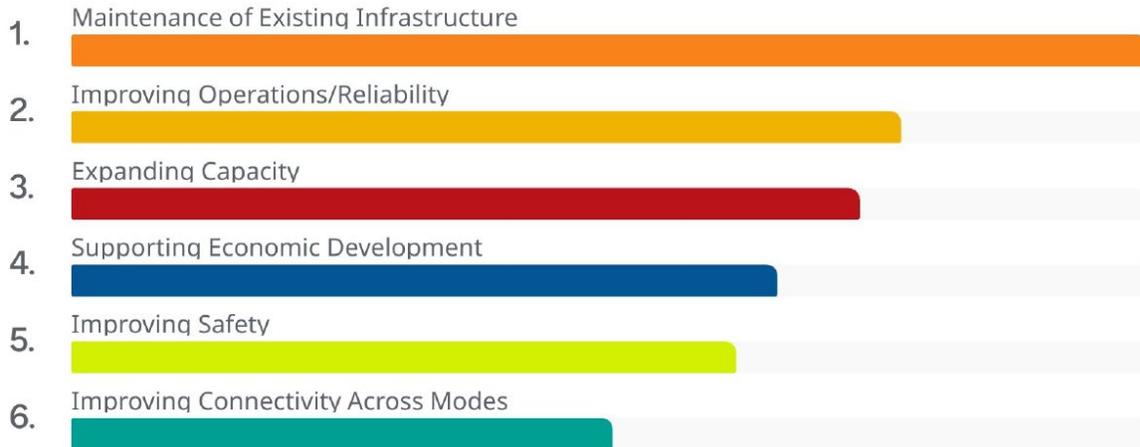
- Top 3 Transportation Investments: Reduce congestion and delay, improve safety for all, maintain existing system
- 7% of respondents have used public transit in the past 12 months with 56% indicating their experience was neutral
- 67% of respondents indicated more sidewalks are most needed where they live. 38% indicated better maintenance of sidewalks and trails. 38% indicated more trails and paths
- 3% are road cyclists while 29% are recreational cyclists
- 36% prefer a separate MUP for bike-ped
- 96% use car as primary mode of transport
- 81% have sidewalk within 2 blocks of residence. 24% have public transit
- Traffic congestion is top transportation challenge with 86%

Stakeholder Discussion

A stakeholder group comprised of government and transportation officials was assembled for this project. The group met on December 4, 2025 to establish project goals, vision, and priorities. Key takeaways from the stakeholder discussion include:

- A desire for a transportation future that is modern, efficient, and connected
- Improvements should consider safety, pedestrians, and growth
- Funding is the biggest challenge
- High priority improvements include Hardwick Farm and Paul Huff 2.0

Stakeholders were asked to rank their priorities for spending.



5. Recommendations

The 2050 LRTP provides a strategic roadmap for transportation investments that support regional growth, safety, and sustainability. Given limited funding, it is not possible to implement every desired project within the 25-year planning horizon. A set of specific criteria has been established to evaluate, score, and rank each project. This framework ensures decisions are transparent, data-driven, and aligned with community values and federal planning requirements.

Project Prioritization

Seven key factors have been established to reflect the overarching goals of the 2050 LRTP. Each factor is supported by two to three measurable criteria designed to evaluate how effectively a proposed project addresses that factor. These criteria include quantifiable indicators such as safety improvements, congestion reduction, asset condition, and environmental impact.

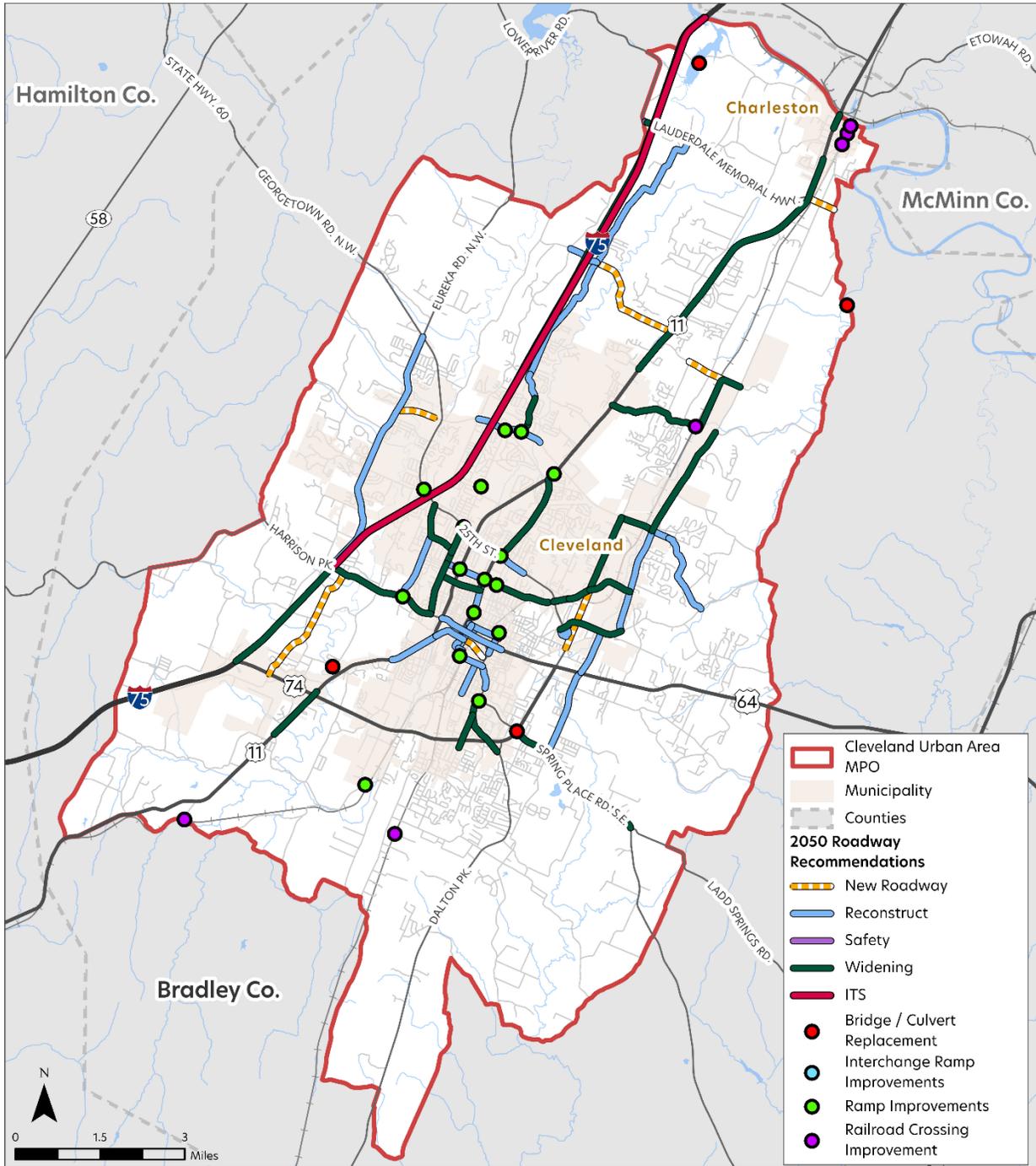
During the evaluation process, every project is scored against these criteria, providing an objective measure of its contribution to regional priorities. Projects that achieve higher scores demonstrate stronger alignment with the LRTP goals and will receive a higher ranking in the prioritization process. This ranking directly influences funding decisions, ensuring that limited resources are allocated to projects that deliver the greatest benefit in terms of safety, mobility, economic development, and accessibility.

| Goals | Factor | Measurable Criteria |
|--------|--------|---------------------|
| Safety | Safety | Crashes |

| | | |
|--|-----------------------------------|--|
| | | Fatal & Serious Injury crashes |
| | | Bike & Ped crashes |
| Economic Vitality & Reliability | Economic Development | Proximity to employers |
| | | Freight volume |
| | | Freight connections |
| Mobility Choices | Alternate Modes of Transportation | Connectivity with existing bike-ped facilities |
| | | School connections |
| | | Bus route connections |
| System Preservation, Economic Vitality & Reliability | System Preservation | Future Year Volume-to-Capacity |
| | | Travel Time Reliability |
| | | Roadway Shoulders |
| | Accessibility | Transit propensity |
| | | Minority & Low-Income density |
| | | Environmental impacts |
| Economic Vitality & Reliability, Mobility Choices | Local Priority | Priority Need |
| | | Proximity to community center or park |
| System Preservation | Consistency with Existing Plans | Previous Planning Effort |
| | | Opportunity Zone |

| Factor | Roadway Weight | Bike-Ped Weight |
|-------------------------------------|----------------|-----------------|
| Safety & Security | 25% | 25% |
| Economic Development | 20% | 20% |
| Alternative Modes of Transportation | 0% | 17% |
| System Preservation | 17% | 0% |
| Accessibility & Sustainability | 15% | 15% |
| Local Priority | 14% | 14% |
| Consistency with Existing Plans | 9% | 9% |

Recommendations



| ID | Project | Termini | Description | Rank |
|------------|---|---|--|------|
| ITS | | | | |
| 39 | I-75, ITS Infrastructure and Network Improvements | From near SR-312 in Bradley County to near Coile Road (CR-114) in McMinn County | ITS infrastructure and network improvements. | 5 |

| ID | Project | Termini | Description | Rank |
|--------------------|---------------------------------|--|--|------|
| New Roadway | | | | |
| 67 | Old Tasso Rd | New Roadway from 20th St NE to 25th St NE | Bypass to Old Tasso Rd | 92 |
| 82 | Paul Huff Pkwy Ext | Freewill Road to SR-60 (Georgetown Road) | Extend roadway over Candies Creek and connect with Freewill Rd | 103 |
| 91 | Northwest Connector | Mouse Creek Road to US-11/SR-2 (N. Lee Highway) | Extend roadway to connect with US 11 for freight vehicle traffic | 86 |
| 92 | SR 308 Extension | US-11/SR-2 (N. Lee Highway) to Chatata Valley Drive | Extend as 3-lane roadway, including RR overpass | 98 |
| 100 | Midtown Connector | Keith Street (US-11) / S Lee Highway to Wildwood Avenue | Improve connection between State Routes. May include grade separation, and pedestrian improvements | 32 |
| 136 | Freewill Rd Extension / Lake Rd | US 74 / APD 40 to SR 312 / Harrison Pike | New roadway connection at part of Freewill Road Extension | 71 |
| 139 | Tasso Ln NE Extension | Jenkins Rd NE to Tasso Ln NE | New roadway connection over railroad to serve as freight vehicle access to Jetport | 65 |
| Reconstruct | | | | |
| 2 | Michigan Avenue Road | Benton Pike NE to 20th Street | Reconstruct 2-lane roadway to improve safety, add shoulders, and sidewalk | 34 |
| 17 | Mouse Creek Road | Hunters Run to Hoopers Gap Rd | Reconstruct 2-lane roadway; add turn lanes at Hoopers Gap; improve intersection alignment | 77 |
| 23 | Hoopers Gap | Frontage Road to Mouse Creek Road | Upgrade lane width, shoulders; add left turns | 40 |
| 26 | Peach Orchard Hill Road | Benton Pike to Chip Drive | Reconstruct to typical lane width, and add shoulders | 78 |
| 27 | Durkee Road | SR-74/19th/Spring Place Road to US-74/SR-40/Waterlevel Highway | Reconstruct to typical lane width, add shoulders, and sidewalks | 87 |
| 31 | Mouse Creek Road | Hoopers Gap to SR-308/Lauderdale Memorial Highway | Reconstruct to improve safety, typical lane widths, and drainage | 100 |
| 58 | 20th Street | Ocoee Street to Georgetown Road | Reproportion lane widths, shoulders to standard; add left turns at US 11 intersection | 73 |

| ID | Project | Termini | Description | Rank |
|-----|------------------------------------|--|--|------|
| 77 | Peach Orchard Road | Michigan Avenue Road to Chip Drive | Reconstruct for freight vehicle traffic, and improve intersection turn lanes | 83 |
| 78 | Michigan Avenue Road | 20th Street to Stuart Road/Peach Orchard Hill Rd | Reconstruct to add shoulders, improve drainage, and provide safe intersection crossings | 19 |
| 79 | Westside Drive | Georgetown Road to SR 312/Harrison Pike | Reconstruct to typical lane width, add shoulders, and sidewalks | 97 |
| 115 | Mouse Creek Road | East Circle Dr to Hunters Run | Reconstruct to improve safety, lane widths, and shoulders. Add sidewalks | 88 |
| 122 | Lee Highway / N Ocoee St | Bowman Ave NW to 20th St NE | Safety improvement; Reconstruct as Complete Street similar to Parker St | 26 |
| 126 | Central Ave NE | Lee Hwy to Berry St NE | Multimodal streetscape improvements to add sidewalks, street trees, and improve crossings | 49 |
| 127 | Dooley St St SE / Gaut St NE | TN 311 Wildwood Ave to Central Ave NE | Reconstruct with curbs, sidewalks, and improved crossing locations | 45 |
| 128 | Chippewa Ave SE | 18th St SE to 9th St SE | Reconstruct to typical lane width, add shoulders, and sidewalks | 102 |
| 129 | Dalton Pike SE | 14th St SE to 9th St SE | Reconstruct for standard 12' lanes, curb, and repair sidewalks | 46 |
| 130 | Inman St Improvements | US 11 Keith St to East St | Safety improvement to reduce speed; streetscape improvements to add sidewalks and bicycle facilities | 4 |
| 131 | Parker St Improvements | TN 40 Inman St E to 2nd St NE | Multimodal streetscape improvements to add street trees, connect sidewalks, and improve crossings | 50 |
| 132 | Church St Improvements | 6th St SE to Central Ave NE | Reproportion pavement for traffic parking, and bicycles. Improve sidewalks and crossing locations | 79 |
| 133 | 9th St / Wildwood Ave Improvements | Church St SE to Wildwood Ave / Dalton Pike SE | Reconstruct as Complete Street with curbs, sidewalks, and improved crossing locations | 41 |

| ID | Project | Termini | Description | Rank |
|-----------------|--|--|---|------|
| 134 | S Ocoee St / SR 40 Alternative Connector | 6th St SE to 3rd St SW | Safety improvement; Reconstruct to add streetscape improvements including sidewalks and street trees | 75 |
| 135 | Freewill Rd Corridor | SR 312 / Harrison Pike to Georgetown Rd NW | Reconstruct to improve safety, typical lane widths, drainage, and intersections. Add sidewalks in residential areas | 63 |
| 137 | S Lee Highway / US 11 | Victory St SW to US 11 / Keith St SW | Reconstruct as Complete Street with lane-diet, pocket medians, and multi-use path | 18 |
| 138 | 25th St NE Improvements | US 11 / Keith St to Spring Creek Dr NE | Safety improvement; Access Management to consolidate driveways, reduce speed, and connect sidewalks | 8 |
| 141 | Paul Huff Parkway | | Safety improvement; Access Management to add pocket medians, intersection crossings, and multiuse path along south side | 3 |
| 145 | 3rd St SW | US 11 / Keith St SW to S Ocoee St | Safety improvement to reduce vehicle speed; add center turn lane, and sidewalks | 43 |
| 146 | APD 40 NE | Benton Pike NE exit ramps | Reconstruct ramp curves and add deceleration lanes. Improve safety and accommodate freight traffic | 54 |
| 147 | Durkee Rd Reconstruction | US 64/74 Waterlevel Highway to Benton Pike NE | Reconstruct to typical lane width and shoulders to accommodate freight vehicles | 72 |
| Safety | | | | |
| 93 | SR-308 (Lower River Road) | Bowater Logging Road to I-75 | Safety Improvements along curve and shoulders to accommodate freight vehicles | 60 |
| Widening | | | | |
| 19 | Tasso Lane | Lee Highway/US-11 to Michigan Avenue Road/Dry Valley | Widen to add center turn lane and improve freight vehicle access to Jetport | 96 |
| 20 | Benton Pike | APD 40 Bypass to Michigan Avenue Road | Widen to add lanes and shoulders to accommodate freight traffic | 44 |

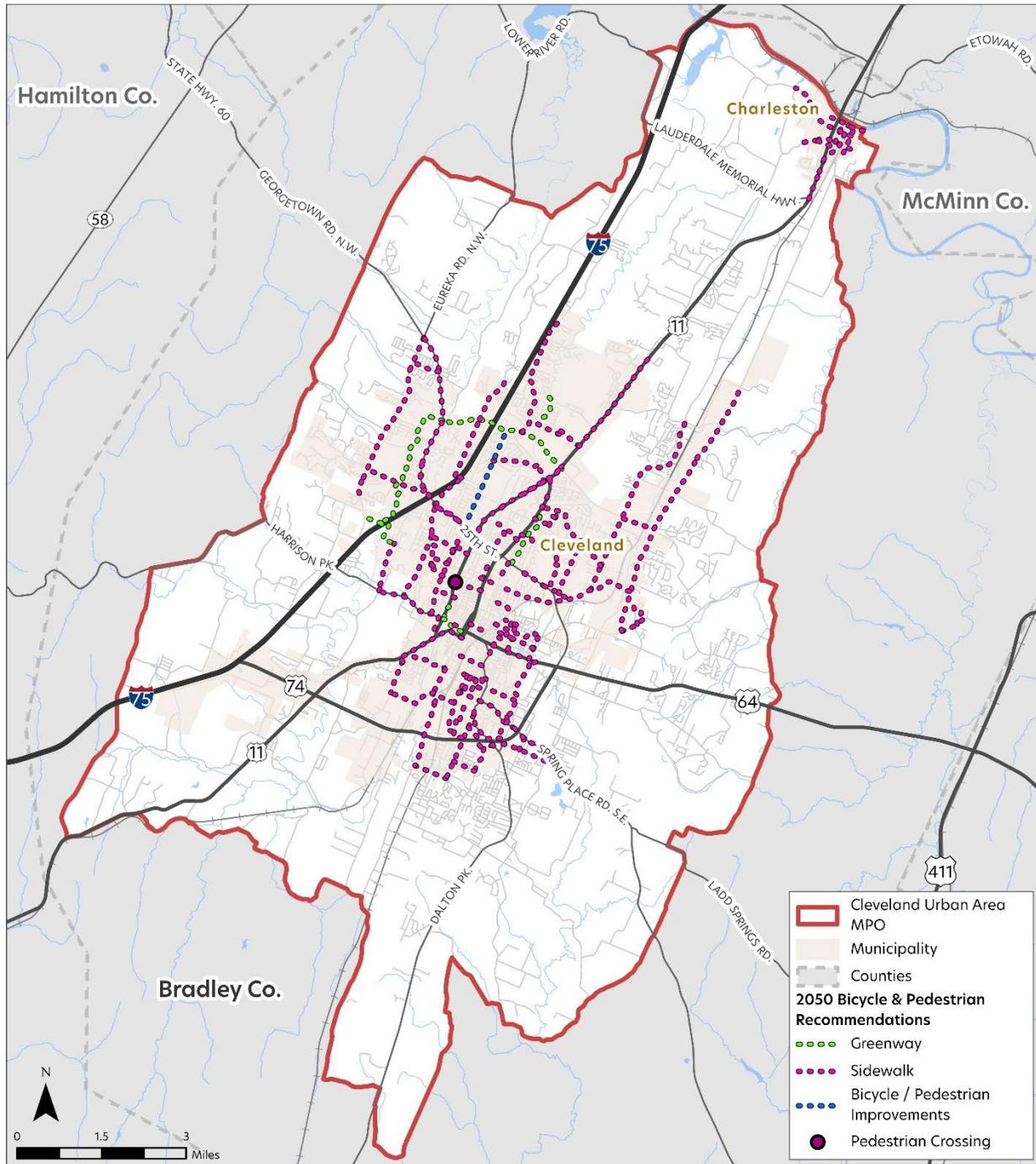
| ID | Project | Termini | Description | Rank |
|-----|-----------------------------|--|---|------|
| 55 | Georgetown | 20th Street to Harrison Pike (SR 312) | Widen to add center turn lane, shoulders, and sidewalks | 12 |
| 56 | North Ocoee | Keith Street (US-11) to 25th Street | Safety improvement; Widen to 5-lanes, add sidewalk (portion) and bicyclist facilities | 20 |
| 59 | 20th Street | By-Pass to Ocoee Street | Safety improvement; Widen to 3-lanes, add sidewalks and bicycle facilities | 68 |
| 60 | Peerless Road | 25th Street to Georgetown Road | Safety improvement; Widen to 3-lanes, add curbs and sidewalks | 42 |
| 61 | Michigan Avenue Road | Tasso Lane N.E. to Stuart Road/Peach Orchard Hill Road | Widen to add center turn lane, shoulders, and sidewalks | 9 |
| 62 | 20th Street | Shady Lane to Old Tasso Road | Widen to 3-lanes to accommodate freight traffic; add shoulders | 90 |
| 63 | 20th Street | Old Tasso Road to Michigan Avenue Road | Widen to add center turn lane and accommodate freight traffic | 101 |
| 68 | Old Tasso Rd | 20th St to Stuart Rd | Keith St Bypass | 36 |
| 70 | SR-2 / US-11 / Lee Highway | Anatole Lane to Market Street | Widen to 5-lanes from Anatole Road to SR-308; Widen to 3-lanes north of SR-308 to Market Street | 53 |
| 71 | US-11 / Lee Highway | Black Fox Road to APD 40 | Widen to five lanes further south from interchange. Design for freight traffic | 81 |
| 72 | Spring Place Road | APD 40 to Ladd Springs Rd SE | Widen to address future capacity deficiency, and add shoulders | 57 |
| 101 | I-75 | US 74 (Exit 20) to Bradley/McMinn county line | Widen Interstate 75 to 6-lanes; improve safety near interchanges | 6 |
| 102 | SR-308 (Lauderdale Mem Hwy) | Mouse Creek Road N.W. to US-11/SR-2 (N. Lee Highway) | Widen to add center turn lane and shoulders for freight vehicle traffic | 31 |
| 112 | Georgetown Rd NW | 25th Street to 20th Street | Widen to 3-lanes, including roundabouts at major intersections | 22 |
| 113 | Mouse Creek Road | Robin Hood Dr to Wedgewood Dr | Widen to add center turn lane, shoulders, and sidewalks | 67 |

| ID | Project | Termini | Description | Rank |
|-------------------------------------|----------------------|--|---|------|
| 114 | Mouse Creek Road | Wedgewood Dr to East Circle Dr | Widen to add center turn lane, shoulders, and sidewalks | 61 |
| 121 | Stuart Rd NE | Old Tasso Rd NE / Urbane Rd NE to Michigan Ave Rd NE | Widen to address future capacity deficiency and freight vehicle traffic. Add sidewalks | 52 |
| 140 | Harrison Pike W | New Murraytown Road NW to Keith Street SW | Widen to accommodate freight traffic. Investigate new I-75 interchange | 38 |
| 142 | 17th Street | Georgetown Rd NW to Ocoee St N | Widen to add center turn lane, sidewalks, and bicycle facilities | 84 |
| 143 | Dalton Pike | Spring Place Rd SE to McGrady Dr SE | Safety improvement; Widen to 4-lanes, extend existing sidewalk, add bicycle facilities | 2 |
| 144 | Blackburn Rd SE | Linda Drive to Dalton Pike SE | Widen to add center turn lane, shoulders, and sidewalks | 24 |
| 148 | US-11 / Lee Highway | Cass Ln NW to SR 163 Bowater Rd | Widen to accommodate future capacity deficiency. Add sidewalks and improve crossing locations | 74 |
| Bridge / Culvert Replacement | | | | |
| 13 | OLD LOWER RIVER ROAD | Old Lower River Road, Bridge over South Mouse Creek, LM 13.09 | | 104 |
| 14 | CHATATA VALLEY RD. | Chatata Valley Rd., Bridge over Chatata Creek, LM 5.42 (IA)~ | | 105 |
| 34 | PLEASANT GROVE PL | Pleasant Grove Pl. Bridge over Candies Creek, LM 0.56 (IA)~ | | 110 |
| 52 | SR-74 | (Spring Place Road), From near LM 11.150 to near LM 11.80 (ARPA) | | 76 |
| Interchange | | | | |
| 38 | I-75 | Interchange at Exit 20 (US-64BP) in Cleveland | | 7 |
| 40 | I-75 | Interchange at Paul Huff Parkway in Cleveland | | 28 |
| Intersection | | | | |
| 1 | North Ocoee | 20th Street | Widen to add turn lanes, and relocate existing signal | 64 |

| ID | Project | Termini | Description | Rank |
|--------------------------------------|-----------------------|--|--|------|
| 3 | Keith Street (SR-11) | 20th Street | Add turn lanes at intersection, and relocate existing signal | 35 |
| 5 | Spring Place Road | SR-311 (Wildwood Avenue) | Widen to 4-lanes on all approaches; modify existing signal | 55 |
| 6 | 25th Street | North Ocoee | Widen N/S approach lanes, add dual left-turn lanes | 14 |
| 7 | 25th Street | Peerless Road | Widen N/S approaches to add turn lanes, and relocate existing signal | 48 |
| 8 | Peerless Road | Norman Chapel Road | Widen W approach to 3-lanes and relocate existing signal | 62 |
| 9 | 20th Street | Parker Street | Widen E/W approaches to 5-lanes; Widen N/S approaches to 3-lanes | 69 |
| 10 | Harrison Pike | Westside Drive | Widen approaches; consider traffic signal | 91 |
| 11 | Keith Street (SR-2) | Ocoee Street (US-11) | Construct flyover; remove traffic signals and add lanes | 17 |
| 48 | SR-60 | (25th Street), Intersection at SR-74(Ocoee Street NE), LM 15.18 in Cleveland (TMA) | | 16 |
| 95 | SR 60 (Georgetown Rd) | Candies Lane | Safety improvement to realign intersection | 56 |
| 96 | 8th Street | Ocoee Street | Construct roundabout and improve safety at this awkward intersection | 51 |
| 97 | Old Chattanooga Pike | Industrial Drive SW | Realign and improve RR crossing | 108 |
| 98 | 9th Street S.E. | Euclid Avenue | Align offset intersection near Euclid Ave SE | 89 |
| 99 | 6th Street N.E. | Gaut Street | Safety Improvements, realign intersection, and move utility lines | 85 |
| 110 | Mouse Creek Road | Paul Huff Parkway | Add NB approach lane | 30 |
| 111 | Peerless Road | Paul Huff Parkway | Improve NB approach from intersection back to Valleyhead Rd | 66 |
| Railroad Crossing Improvement | | | | |
| 4 | Old Tasso Road | Old Tasso Rd at Norfolk Southern Railroad, LM 0.450 near Cleveland. | | 93 |

| ID | Project | Termini | Description | Rank |
|-----------|--------------------|---|--------------------|-------------|
| 12 | CASS STREET | Cass Street at Norfolk Southern Railroad, LM 9.790 in Charleston | | 99 |
| 33 | OLD CHATTANOOGA PK | Old Chattanooga Pike at Norfolk Southern Railroad, LM 0.380 | | 109 |
| 35 | WATER ST | Water Street at Norfolk Southern Railroad, LM 0.755 in Charleston | | 106 |
| 36 | WOOL ST | Wool Street at Norfolk Southern Railroad, LM 0.421 in Charleston | | 70 |
| 37 | HICKORY TOP RD | Hickory Top Road at Norfolk Southern Railroad, LM 0.170 | | 107 |

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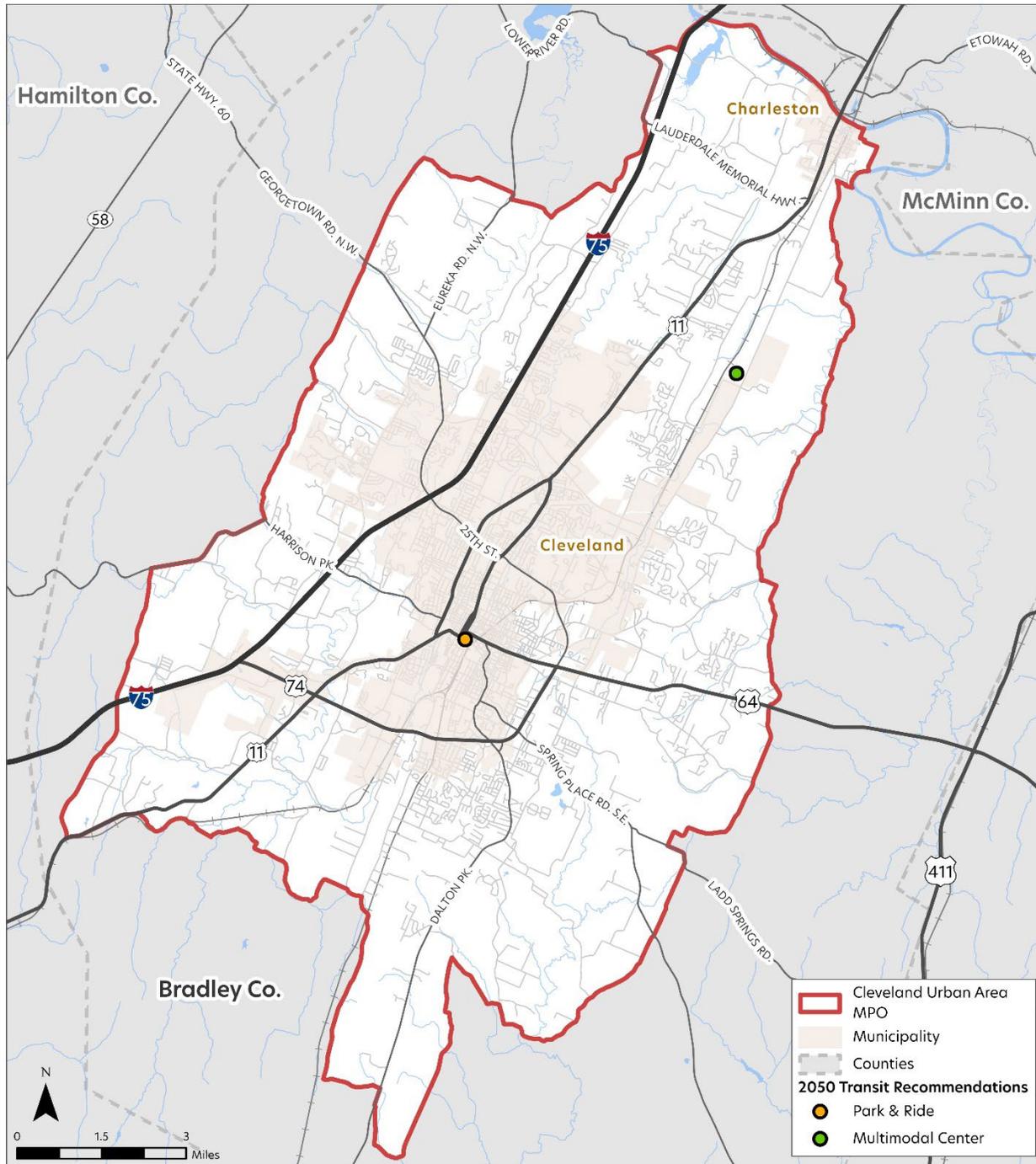
| ID | Project | Termini | Description | Rank |
|-----------------------------|-------------------|--|-------------------------------------|------|
| Bicycle / Pedestrian | | | | |
| 16 | SR-60 | Various Streets in Cleveland | Bicycle and Pedestrian Improvements | 39 |
| Greenway | | | | |
| 580 | Paul Huff Pkwy NW | SR-60 / Georgetown Rd to US 11 / Lee Hwy | Multiuse path along south side | 23 |

| ID | Project | Termini | Description | Rank |
|-----------------|--|---|--|------|
| 701 | Fillauer Branch from Veteran's Park to Ocoee Crossing NW | 25th St NE to Lee Hwy | Greenway | 30 |
| 702 | Keith St to Johnston Park | US 11 / Keith St to Johnston Park | Multiuse path along south side | 2 |
| 703 | Candies Creek Greenway | Tennessee Nursery Rd to Freewill Rd NW | Greenway | 94 |
| 704 | Cleveland Greenway Phase VI | Construct multi-modal greenway adjacent to SR-2 | Construct multi-modal greenway adjacent to SR-2 (Keith St) and near S Mouse Creek from Willow St to the south side of Inman St. Include ADA, landscaping, pedestrian bridge, elevated crosswalks, steps, sidewalk, retaining walls, and pedestrian signals | 12 |
| 705 | South Mouse Creek Extension | End of existing greenway to Creek Bend Cir | Greenway | 84 |
| Sidewalk | | | | |
| 65 | Central Avenue Sidewalks and Resurfacing | Ocoee Street (SR 2) to Edwards Street | Resurfacing and sidewalks on Central Avenue from Ocoee Street (SR 2) to Edwards Street | 3 |
| 501 | 11th St NE | Gaut St to Lang St | Sidewalk | 33 |
| 502 | 12th and 13th St SE | King Edward Ave SE to Wildwood Ave SE | Sidewalk | 5 |
| 503 | 14th St SE | Holt St SE to Johnson Blvd SE | Sidewalk | 53 |
| 504 | 14th St SE and Hardwick St | 12th St SE to Wildwood Ave SE | Sidewalk | 26 |
| 505 | 15th St NE | People St NE to Gaut St NE | Sidewalk | 24 |
| 506 | 17th St NW | Woodmore Dr NW to N Ocoee St | Sidewalk | 38 |
| 507 | 18th St SE | Blythe Ave SE to Wildwood Ave SE | Sidewalk | 14 |
| 508 | 20th St SE | Blue Springs Rd to Bythe Ave | Sidewalk | 17 |
| 509 | 23rd St NW | Georgetown Rd to Keith St NW | Sidewalk | 49 |
| 510 | 25th St NW | Georgetown Rd to US 11 / Keith St | Sidewalk | 45 |
| 511 | 28th St SE | Blackburn Rd to Buchanan Rd SE | Sidewalk | 92 |
| 512 | S Lee Hwy / 3rd St SW | Keith St to S Ocoee St | Sidewalk | 4 |
| 513 | 6th St NE | Gaut St to Lowery St | Sidewalk | 42 |
| 514 | 8th St NE | Railroad to 6th St NE | Sidewalk | 15 |
| 515 | 9th St SE | Euclid Ave to Wildwood Ave | Sidewalk | 7 |
| 516 | Adkisson Dr NW | Norman Chapel Rd NW to Paul Huff Pkwy NW | Sidewalk | 63 |

| ID | Project | Termini | Description | Rank |
|-----|---------------------|--|--|------|
| 517 | Apache Trl NW | Apache Trl NW | Sidewalk | 83 |
| 518 | APD 40 NE | Spring Creek Dr NE to Shady Ln NE | Sidewalk | 73 |
| 520 | Bates St NE | Worth St to Water St | Sidewalk | 75 |
| 521 | Benton Pike NE | 8th St NE to Lowery St NE | Sidewalk | 48 |
| 522 | Blackburn Rd SE | Dockery Ln to Dalton Pike | Sidewalk | 47 |
| 523 | Blue Springs Rd S | SE Dockery Ln to S Ocoee St | Sidewalk | 22 |
| 524 | Blythe Ave SE | Bower Ln to 13th St | Sidewalk | 16 |
| 525 | Blythe Ferry Rd NE | N Ocoee St to Old Tasso Rd NE | Sidewalk | 46 |
| 526 | Bower Ln SE | Foster Ln to Blackburn Rd SE | Sidewalk | 27 |
| 527 | Bowman Circle Dr NE | Bowman Circle Dr NE | Sidewalk | 68 |
| 528 | Broadway St NE | Water Ln NW to Wool Ln NW | Sidewalk | 76 |
| 529 | Broomfield Rd SE | Young Rd to Spring Place Rd SE | Sidewalk | 88 |
| 530 | Buchanan Cir SE | 28th St SE to Dalton Pike SE | Sidewalk | 93 |
| 531 | Candies Ln NW | Freewill Rd NW to Georgetown Rd NW | Sidewalk | 102 |
| 532 | Cass St NE | Maddux Rd NW to Bates St NE | Sidewalk | 95 |
| 534 | Chambliss Ave NW | 20th St NW to 24th St NW | Sidewalk | 37 |
| 535 | Chippewa Ave SE | 18th St SE to 13th St SE | Sidewalk | 21 |
| 536 | Dalton Pike SE | Baldwin St to 20th St | Sidewalk | 9 |
| 537 | Dalton Pike SE | Buchannan Rd SE to Dalton Pike SE | Sidewalk | 55 |
| 538 | Dockery Ln SE | Blue Springs Rd to Blackburn Rd SE | Sidewalk | 113 |
| 539 | Foster Ln SE | Foster Ln to 20th St SE | Sidewalk | 11 |
| 540 | Freewill Rd NW | Interlackin Cir NW to Gerogetown Rd NW | Sidewalk | 112 |
| 541 | Frontage Rd NW | Paul Huff Pkwy NW to Columbus Dr NW | Sidewalk | 99 |
| 542 | Fulbright Rd NE | Shady Ln NE to Blythe Ferry Rd NE | Sidewalk | 111 |
| 543 | Gaut St NE | Central Ave to 11st St | Construct or replace sidewalk along Gaut St north of Central Ave | 25 |
| 544 | Georgetown Rd NW | Candies Ln to SR-306 | Sidewalks constructed with TIP 06001 widening | 62 |
| 545 | Georgetown Rd NW | 1st St NW to SR-60 25th Street NW | Sidewalk | 20 |
| 546 | Grove Ave SW | Harrison Pike to Lee Hwy | Sidewalk | 19 |
| 547 | Harrison Pike W | Blythewood Rd SW to Georgetown Rd NW | Sidewalk | 51 |
| 548 | Henderson Ave NW | 25th St to Elder's Ace Hardware | Sidewalk | 32 |
| 549 | Hillside Dr NE | Westside Dr NE to Bowman Circle Dr NE | Sidewalk | 67 |
| 550 | Hiwassee St N | Market St NE to Billingsley St NW | Sidewalk | 104 |
| 551 | Inman St E | Lang St NE to Lowery St NE | Sidewalk | 52 |
| 552 | Inman St W | Highland Ave to Oak St | Sidewalk | 1 |
| 553 | Johnson Blvd SE | Wildwood Lake Rd SE to Bates Pike SE | Sidewalk | 72 |

| ID | Project | Termini | Description | Rank |
|-----|------------------------------|--|-------------|------|
| 554 | SR-2 Keith St NW | SR-60 / 25th St to Paul Huff Parkway | Sidewalk | 13 |
| 555 | Kile Ln SW | Westland Dr SW to S Ocoee St | Sidewalk | 54 |
| 556 | King St SE | Blackburn Rd SE to Buchanan Rd SE | Sidewalk | 6 |
| 557 | Lang St NE | 1st St to 11th St | Sidewalk | 44 |
| 558 | Lilac Dr NW | Freewill Rd NW to Georgetown Rd NW | Sidewalk | 108 |
| 559 | Lowery St NE | Inman St E to Benton Pike NE | Sidewalk | 57 |
| 560 | Market St NE | Water Ln NW to US 11 | Sidewalk | 96 |
| 561 | Baldwin Rd and McGrady Dr SE | SR-311 / Dalton Pike to Young Rd | Sidewalk | 59 |
| 562 | Michigan Avenue Rd NE | Royal Oaks Dr NE to Tasso Ln NE | Sidewalk | 115 |
| 563 | Michigan Avenue Rd NE | Benton Pike to Royal Oaks Dr | Sidewalk | 34 |
| 564 | Michigan Avenue School Rd NE | Minnis Rd NE to Benton Pike NE | Sidewalk | 105 |
| 565 | Mimosa Dr NW | Peerless Rd to Mouse Creek Rd | Sidewalk | 56 |
| 566 | Minnis Rd NE | Michigan Avenue Rd to Michigan Avenue School Rd | Sidewalk | 107 |
| 567 | Mohawk Dr NW | Mouse Creek Rd NW to Apache Trl NW | Sidewalk | 65 |
| 568 | Mouse Creek Rd NW | Paul Huff Pkwy to Singletree Dr / Soccer Park | Sidewalk | 64 |
| 569 | Mouse Creek Rd NW | Mimosa Dr to US 11 / Lee Hwy | Sidewalk | 28 |
| 570 | Norman Chapel Rd NW | Westside Dr NW to Adkisson Dr NW | Sidewalk | 80 |
| 571 | North Lee Hwy N | Sequoia Rd NW to Morgan Johnston Cir NE | Sidewalk | 36 |
| 572 | Ocoee St N | Ocoee Crossing / Blythe Ferry Rd to Mouse Creek Rd | Sidewalk | 61 |
| 573 | Ocoee St S | Blue Springs Rd to 14th St | Sidewalk | 10 |
| 574 | Ohio Ave NW | 20th St NW to Woodmore Dr NW | Sidewalk | 69 |
| 575 | Old Harrison Pike NW | Harrison Pike to Old Harrison Pike NW | Sidewalk | 90 |
| 576 | Old Powerline Rd SE | Johnson Blvd to US-64 | Sidewalk | 86 |
| 577 | Old Tasso Pl NE | Urbane Rd NE to Tasso Lne NE | Sidewalk | 109 |
| 578 | Old Tasso Rd NE | 20th Street to Stuart Rd | Sidewalk | 66 |
| 579 | Parker St NE | 25th St NE to David Lewis Ln NE | Sidewalk | 40 |
| 581 | Peerless Rd NW | Georgetown Rd to Sr-60 / Old 25th St | Sidewalk | 58 |
| 582 | Pine Ln NW | Worth Ln NW to Wool Ln NW | Sidewalk | 100 |
| 583 | Poplar St NE | 6th St NE to 11th St NE | Sidewalk | 29 |
| 584 | Sequoia Rd NW | Apache Trl NW to N Lee Hwy | Sidewalk | 78 |

| ID | Project | Termini | Description | Rank |
|----------------------------|--------------------------------------|---|--|------|
| 585 | Shady Ln NE | Shady Ln NE to 20th St NE | Sidewalk | 106 |
| 586 | Smith Dr SW | S Lee Hwy to S Ocoee St | Sidewalk | 18 |
| 588 | Spring Place Rd SE | Dalton Pk to US-74 | Sidewalk | 43 |
| 589 | Spring Place Rd SE | US 74 to Durkee Rd SE | Sidewalk | 91 |
| 590 | Stuart Rd NE | Urbane Rd NE to Michigan Avenue Rd NE | Sidewalk | 87 |
| 591 | Sunset Dr NW | Henderson Ave NW to N Ocoee St | Sidewalk | 31 |
| 592 | Tennessee Nursery Rd NW | Harrison Pike to Ridge Point Dr NW | Sidewalk | 110 |
| 593 | Trewhitt Rd SE | Young Rd to Spring Place Rd SE | Sidewalk | 116 |
| 594 | Urbane Rd NE | Stuart Rd NE to Whisperwood Trl NE | Sidewalk | 82 |
| 595 | Victory St SW | Westland Dr SW to S Lee Hwy | Sidewalk | 79 |
| 596 | Walker Valley Rd NW | Charleston Boundary to Pine Ln | Sidewalk | 101 |
| 597 | Water St NE | Pine Ln NW to MPO Boundary | Sidewalk | 114 |
| 598 | Weeks Dr NE | N Ocoee St to 25th St | Sidewalk | 70 |
| 599 | West Circle Dr NW | Westside Dr NW to Ohio Ave NW | Sidewalk | 74 |
| 600 | Westland Dr SW | Kile Ln SW to Victory St SW | Sidewalk | 35 |
| 601 | Westside Dr NW | Green Dr NW to Harrison Pike | Sidewalk | 71 |
| 602 | Westview Dr NE | N Ocoee St to Blythe Ferry Rd | Sidewalk | 89 |
| 603 | White St SE | Baldwin St SE to Wildwood Lake Rd SE | Sidewalk | 103 |
| 604 | Wildwood Lake Rd SE | Johnson Blvd to Spring Place Rd SE | Sidewalk | 85 |
| 605 | Willow St NW | Georgetown Rd NW to Brown Ave NW | Sidewalk | 41 |
| 606 | Wilson Ave SE | 13th St SE to 18th St SE | Sidewalk | 8 |
| 607 | Woodmore Dr NW | Ohio Ave NW to 17th St NW | Sidewalk | 77 |
| 608 | Wool Ln NW | Pine Ln NW to High St | Sidewalk | 97 |
| 609 | Worth St NE | Walker Valley Rd NW to Market St NE | Sidewalk | 98 |
| 610 | Young Rd SE | McGrady Dr SE to Trewhitt Rd SE | Sidewalk | 81 |
| 611 | 25th St and Peerless Rd NW sidewalks | Old 25th Street to Peerless Rd | Install new sidewalk and bus stop improvements on 25th Street and Peerless Road NW, near old 25th Street | 60 |
| Pedestrian Crossing | | | | |
| 44 | SR-2 | Intersection at 17th Street Northwest, LM 9.93 in Cleveland | Install pedestrian crossing | 50 |



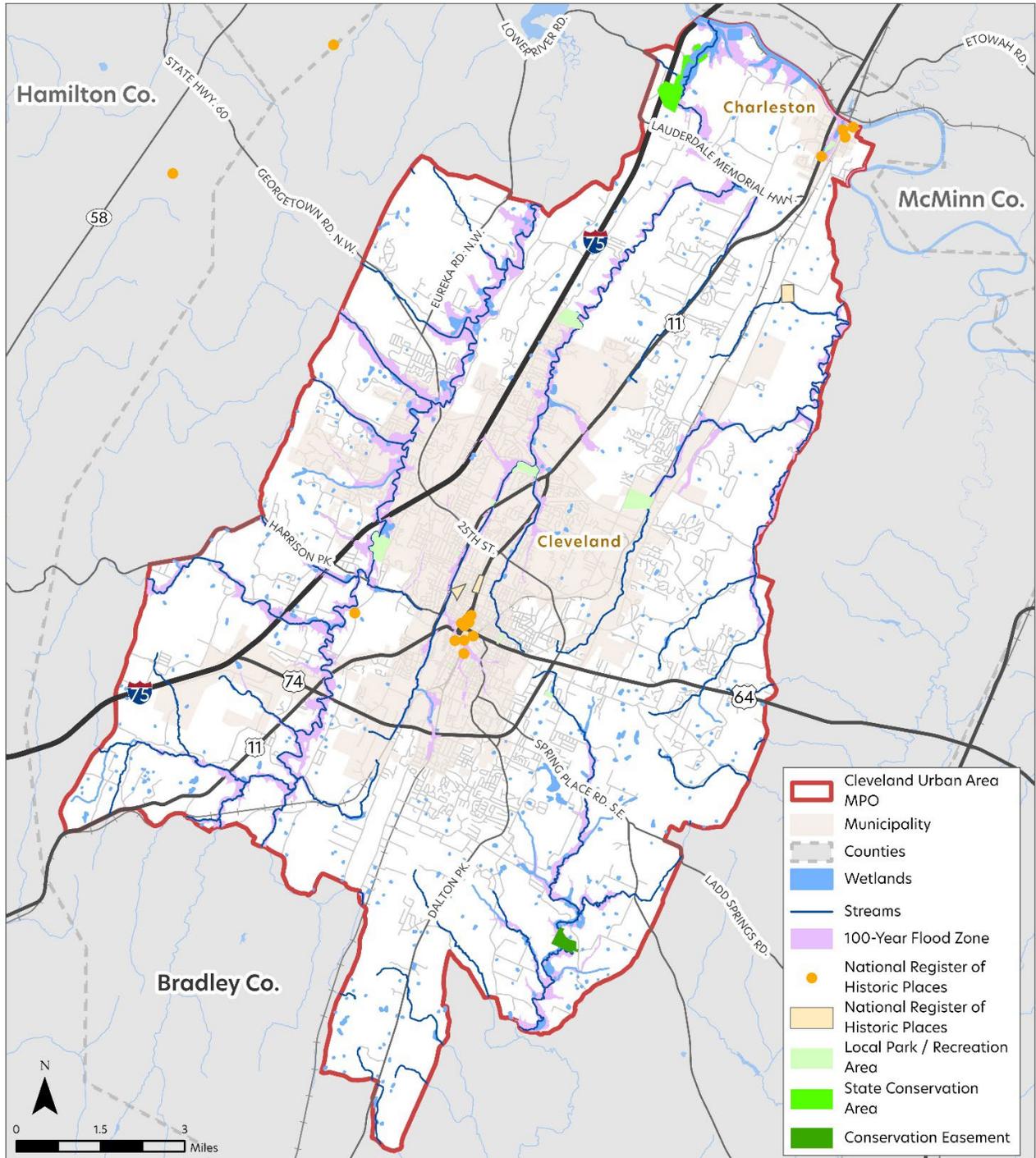
| ID | Project | Termini | Description |
|------------------------|--|---------------------------------|---|
| Park & Ride | | | |
| 66 | Cleveland- Chattanooga Commute Hub | Church Street and 3rd Street SE | Construct downtown park and ride lot at southeast corner of Church St and 3rd St SE. Space also provided for CUATS vehicle storage and maintenance. |

| Multimodal Center | | | |
|-------------------|------------------|----------------------------------|---|
| 69 | Dry Valley Rd NW | Tasso Ln NE and Dry Valley Rd NW | Multimodal Center north of Cleveland Regional Jetport |

Environmental Considerations

It is essential to evaluate a project’s potential impact on both natural and human environmental resources early in the planning process. Projects affecting these resources often require additional time, cost, and coordination. Within the MPO, several large streams and wetlands will necessitate coordination with the U.S. Army Corps of Engineers. Additionally, downtown Cleveland and downtown Charleston contain numerous historic sites protected under Section 4(f) and Section 106. Local parks and recreational areas are also protected under Section 4(f) and, in some cases, Section 6(f).

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6. Implementation

Fiscal Analysis

Federal law requires that Long Range Transportation Plans demonstrate fiscal constraint, meaning the total cost of recommended projects cannot exceed reasonably anticipated revenues over the planning horizon. This ensures that the LRTP is both visionary and financially realistic, aligning investment priorities with available resources.

The 2050 LRTP developed revenue estimates for the 2026–2050 period using the 2026-2029 CUAMPO TIP, state and federal allocations, and local contributions. A 2.5% annual inflation adjustment was applied to revenue estimates for the interim and horizon years. These projections formed the foundation for determining how much funding would be available for transportation investments over the next 25 years. Using these revenue estimates, projects were grouped into specific horizon years including committed, mid-term (Year 2035), and long-term (Year 2050). This phased approach ensures that high-priority projects addressing critical safety, mobility, and preservation needs are scheduled earlier, while longer-term improvements are planned for later years as resources allow.

After allocating all available funds to fiscally constrained projects, the MPO identified additional projects that could not be funded within the current revenue forecast. These unfunded projects were compiled into an illustrative list of aspirational projects, representing important regional needs that would be advanced if new funding sources or grants become available.

Roadway and Bicycle-Pedestrian Revenues

Roadway revenues represent the largest share of MPO funding and are primarily derived from federal and state highway programs, motor fuel taxes, and local transportation funds. These sources are traditionally structured to support roadway construction, maintenance, and system preservation leaving limited flexibility for non-motorized projects. As a result, only a small portion of the funds shown in the following tables can be used for bicycle and pedestrian projects.

Table 6.1 Capital Revenues

| Reporting Period | Average Annual Base Funds | Projected Funding | Average Annual Projected Funds |
|---|---------------------------|-------------------|--------------------------------|
| Current TIP (2026-2029) | \$10,777,260 | \$43,109,039 | \$10,777,260 |
| Projected Interim Year (2030 - 2035) | - | \$69,468,151 | \$11,578,025 |

| Reporting Period | Average Annual Base Funds | Projected Funding | Average Annual Projected Funds |
|---|---------------------------|-------------------|--------------------------------|
| Projected Horizon Year (2036 - 2050) | - | \$216,413,331 | \$14,427,555 |

In addition to funding capital projects, a significant portion of transportation revenues is allocated to operations and maintenance (O&M) to ensure the long-term functionality and safety of the transportation network. These funds are used for activities such as routine roadway resurfacing, pavement repairs, bridge inspections and rehabilitation, traffic signal maintenance, and upkeep of drainage systems. O&M budgets also cover snow and ice removal, signage replacement, lighting, and landscaping to maintain roadway safety and aesthetics. O&M revenues were estimated using the 2026-2029 CUAMPO TIP, where the City of Cleveland allocates around \$5 million annually and Bradley County allocates around \$10 million annually.

Table 6.2 Operations and Maintenance Revenues

| Reporting Period | Average Annual Base Funds | Projected Funding | Average Annual Projected Funds |
|---|---------------------------|-------------------|--------------------------------|
| Current TIP (2026-2029) | \$14,820,464 | \$59,281,855 | \$14,820,464 |
| Projected Interim Year (2030 - 2035) | - | \$92,087,473 | \$15,347,912 |
| Projected Horizon Year (2036 - 2050) | - | \$255,772,314 | \$17,051,488 |

Transit Revenues

Transit revenues fund a wide range of activities that keep public transportation systems safe, reliable, and responsive to community needs. These uses include operations, maintenance, and capital improvements. While much of the funding will be spent on operating and maintenance costs such as driver labor and fuel costs, a significant portion will also be spent on preventative maintenance for the fleet and other system assets. CUATS expends around \$1.6 million annually on transit operation costs with the remaining funding from federal and local sources. Transit revenues were estimated using the 2026-2029 CUAMPO TIP.

Table 6.3 Transit Revenues

| Reporting Period | Average Annual Base Funds | Projected Funding | Average Annual Projected Funds |
|---|---------------------------|-------------------|--------------------------------|
| Current TIP (2026-2029) | \$3,394,547 | \$13,578,189 | \$3,394,547 |
| Projected Interim Year (2030 - 2035) | - | \$21,666,519 | \$3,611,087 |
| Projected Horizon Year (2036 - 2050) | - | \$65,562,933 | \$4,370,862 |

Funding Sources

Revenues from funding sources were estimated using the 2026-2029 CUAMPO TIP. These estimates include funding from federal sources, as well as the state and local matches.

Roadway and Bicycle-Pedestrian Sources

Table 6.4 Funding Sources for Roadway and Bicycle-Pedestrian Projects

| Funding Source | Mode | Current (2026-2029) | Interim (2030-2035) | Horizon (2036-2050) |
|--|----------------------------------|---------------------|---------------------|---------------------|
| National Highway Performance Program (NHPP) | Roadways | \$1,579,200 | \$2,584,925 | \$8,415,330 |
| State Surface Transportation Block Grant (S-STBG) | Roadways | \$23,592,000 | \$38,616,743 | \$125,718,38 |
| Highway Safety Improvement Program (HSIP) | Roadways | \$2,184,000 | \$3,574,897 | \$11,638,222 |
| Urban Surface Transportation Block Grant (U-STBG) | Roadways | \$13,120,355 | \$20,380,947 | \$56,607,939 |
| Transportation Alternatives (TAP) | Roadways or Bicycle / Pedestrian | \$2,633,484 | \$4,310,638 | \$14,033,458 |

NHPP is a federal-aid program administered by the Federal Highway Administration that provides funding to support the condition and performance of the National Highway System (NHS). Eligible activities include reconstruction, resurfacing, bridge rehabilitation or replacement, and operational improvements that maintain the NHS in a state of good repair and enhance reliability. While NHPP funds are allocated to state departments of transportation, MPOs play a critical role by identifying NHS needs, coordinating

performance targets, and programming projects in the TIP that align with national goals for infrastructure condition, system reliability, and freight movement.

STBG is one of the most flexible federal-aid programs, providing funding for a wide range of transportation projects that improve safety, mobility, and system performance. Eligible uses include roadway construction and rehabilitation, bridge projects, transit capital investments, bicycle and pedestrian facilities, and planning activities. A portion of STBG funds is suballocated to urbanized areas, giving MPOs direct responsibility for programming projects that reflect local priorities. This flexibility makes STBG a critical resource for MPOs to advance multimodal improvements and implement strategies identified in the Metropolitan Transportation Plan (MTP) and TIP.

HSIP is a federal program focused on reducing fatalities and serious injuries on all public roads through data-driven safety improvements. Eligible projects include systemic and site-specific countermeasures such as intersection upgrades, roadway lighting, guardrails, and other proven safety strategies. HSIP funds are allocated to state departments of transportation, but MPOs play an important role by identifying regional safety priorities, supporting the development of the Strategic Highway Safety Plan, and programming safety projects in the TIP that align with state and federal safety performance targets.

TAP provides funding for projects that expand transportation choices and improve community livability, with a strong emphasis on non-motorized modes. Eligible activities include the construction of sidewalks, bicycle facilities, trails, and safe routes to school, as well as environmental mitigation related to transportation projects. TAP funds are typically suballocated to urbanized areas, allowing MPOs to select and prioritize projects that enhance active transportation and connectivity. By incorporating TAP projects into the MTP and TIP, MPOs help advance multimodal networks and promote healthier, more sustainable communities.

Transit Sources

Table 6.5 Funding Sources for Transit Projects

| Funding Source | Mode | Current (2026-2029) | Interim (2030-2035) | Horizon (2036-2050) |
|-----------------------|-------------|--------------------------------|--------------------------------|--------------------------------|
| Section 5307 | Transit | \$6,461,923 | \$10,577,247 | \$34,434,660 |
| Section 5339 | Transit | \$419,041 | \$685,910 | \$2,233,009 |
| CUATS | Transit | \$6,697,225 | \$10,403,361 | \$28,895,264 |

Section 5307 provides federal transit funding to support public transportation in urbanized areas with populations of 50,000 or more. Funds can be used for capital projects such as vehicle purchases, facility improvements, preventive maintenance, and, for operating assistance in urbanized areas with populations less than 200,000. The program also supports planning activities and investments that enhance safety, security, and ADA compliance. MPOs coordinate with transit agencies and state DOTs to ensure Section 5307 projects are consistent with the MTP and included in the TIP, promoting an integrated and efficient transit network.

Section 5339 provides federal funding to support the purchase, replacement, and rehabilitation of buses and related equipment, as well as the construction or improvement of bus facilities. This program helps transit agencies maintain and expand their fleets, improve passenger amenities, and enhance system reliability. Funds are typically allocated to designated recipients such as transit agencies, with MPOs ensuring that projects funded under Section 5339 are consistent with regional priorities and included in the TIP. By coordinating these investments, MPOs help advance safe, efficient, and accessible bus transit services across the metropolitan area.

Fiscally-Constrained Projects

Federal law requires Metropolitan Transportation Plans to be fiscally constrained, meaning that the total cost of programmed projects cannot exceed reasonably anticipated revenues over the planning horizon. The fiscally constrained project list represents those roadway, transit, and multimodal improvements that can be funded with available federal, state, and local resources, based on revenue forecasts and Year of Expenditure (YOE) cost estimates.

Committed projects are those already included in the 2026-2029 TIP and which have secured funding commitments and are programmed for implementation within that timeframe. These projects represent near-term priorities that advance regional goals for safety, mobility, and system preservation, and they are considered fiscally constrained.

Table 6.6 Committed (2026-2029) TIP Projects

| COMMITTED (2026-2029) TIP PROJECTS | | | | | |
|---|---|-----------------|--------------------|--------------------------|-------------|
| ID | Project / Location / Description | Category | Length (mi) | Funding Source(s) | Cost |
| - | Small Urban Capital Operating Transit | Transit Capital | - | Local 5307 | \$7,497,722 |
| 611 | Sidewalks on Various Streets New Sidewalks, sidewalk improvements, and bus stop | Sidewalk | 0.25 | TAP Local | \$2,162,127 |

| COMMITTED (2026-2029) TIP PROJECTS | | | | | |
|------------------------------------|---|---------------|-------------|------------------------|--------------|
| ID | Project / Location / Description | Category | Length (mi) | Funding Source(s) | Cost |
| | improvements on Peerless Road NW, 25th Street and Keith Street | | | U-STBG CRP | |
| 704 | <p>Greenway Phase VI</p> <p>Construction of a multi-modal greenway generally adjacent and parallel to SR-2 (Keith Street) and near South Mouse Creek from South Willow Street to the North side of Inman Street. Project also includes ADA Compliance, landscaping, a pedestrian bridge, elevated crosswalk, steps, sidewalk and retaining walls</p> | Greenway | 0.4 | U-STBG Local TAP | \$2,158,320 |
| - | <p>Cleveland Regional Resurfacing Grouping</p> <p>Milling and Resurfacing of the existing asphalt surface. In specific locations after milling, replace existing loop vehicle detection with radar vehicle detection</p> | Resurfacing | - | U-STBG Local | \$6,347,683 |
| 100 | <p>Midtown Connector / Keith Street (US-11) / S Lee Highway to Wildwood Avenue</p> <p>New Roadway, Grade Separated Bridge, improved connections, Roundabout, Sidewalks, greenway improvements</p> | New Roadway | 0.39 | U-STBG Local | \$14,160,000 |
| - | <p>State Strategic / Performance Based Safety Goals</p> <p>Achieve the State's strategic or performance- based safety goals by reducing fatalities and serious injuries on all public roads. Upgrade railway highway grade crossings to eliminating hazards and installing protective devices</p> | Rail Crossing | - | HSIP State | \$2,184,000 |
| - | <p>National Highway System Preservation and Operation Grouping</p> <p>Support the good condition and performance of the National Highway System, construct new facilities that make progress achieving performance targets of the asset management plan, and increase facility resilience to mitigate the cost of natural disasters</p> | Highway | - | NHPP State | \$1,579,200 |

| COMMITTED (2026-2029) TIP PROJECTS | | | | | |
|------------------------------------|---|--------------|-------------|-------------------|--------------|
| ID | Project / Location / Description | Category | Length (mi) | Funding Source(s) | Cost |
| - | Surface Transportation System Preservation and Operation Grouping Preserve and improve the conditions and performance of Federal-aid highways and public roads, safety, traffic operations on Federal-aid highways, bridges and tunnels on public roads, and non-driver access to public transportation and enhanced mobility | Safety | - | STBG | \$14,245,000 |
| 6 | Intersection at 25th Street and Ocoee Street NE Intersection Improvements | Intersection | - | STBG State | \$19,700,000 |
| 39 | I-75 ITS / From near SR-312 in Bradley County to near Coile Road (CR-114) in McMinn County ITS and network improvements | ITS | 12.02 | State | \$ 8,604,787 |
| 66 | Cleveland-Chattanooga Commute Hub / Church Street and 3rd Street SE Construct downtown park and ride lot at southeast corner of Church St and 3rd St SE. Space also provided for CUATS vehicle storage and maintenance | Transit | - | Local 5307 | \$1,152,500 |

Interim projects were determined based on available funding through the year 2035. Only those projects which could realistically be funded within the identified revenue streams up to 2035 were included. The interim horizon serves as a checkpoint between the base year and the ultimate 2050 planning horizon, allowing the MPO to phase improvements strategically.

Table 6.7 Interim (2035) Projects

| INTERIM (2035) PROJECTS | | | | | |
|-------------------------|---|-------------|--------|--------------------------|--------------|
| ID | Project / Location / Description | Category | Length | Funding Source(s) | Cost |
| 143 | Dalton Pike Widening Safety improvement; Widen to 4-lanes, extend existing sidewalk, add bicycle facilities | Widening | 1.09 | S-STBG U-STBG HSIP | \$44,939,437 |
| 38 | I-75 Interchange at Exit 20 (US-64BP) Improve ramps | Interchange | - | NHPP U-STBG | \$5,842,466 |

INTERIM (2035) PROJECTS

| ID | Project / Location / Description | Category | Length | Funding Source(s) | Cost |
|-----------|---|-----------------|---------------|--------------------------|--------------|
| 114 | Mouse Creek Road / Wedgewood Dr to East Circle Dr Widen to add center turn lane, shoulders, and sidewalks | Widening | 0.44 | U-STBG | \$13,519,196 |
| 552 | Inman St W / Highland Ave to Oak St Construct sidewalk | Sidewalk | 0.16 | TAP | \$217,822 |
| 702 | Keith St to Johnston Park Multiuse path along south side | Greenway | 0.49 | TAP | \$1,229,137 |
| 512 | S Lee Hwy & 3rd St SW / Keith St to S Ocoee St Construct sidewalk | Sidewalk | 1.26 | TAP | \$1,371,778 |
| 502 | 12th and 13th St SE / King Edward Ave SE to Wildwood Ave SE Construct sidewalk | Sidewalk | 0.43 | TAP | \$645,389 |
| 556 | King St SE / Blackburn Rd SE to Buchanan Rd SE Construct sidewalk | Sidewalk | 0.5 | TAP | \$747,292 |
| - | Resurfacing (O&M) Projects / Various Locations | Pavement | - | O & M | \$92,087,473 |

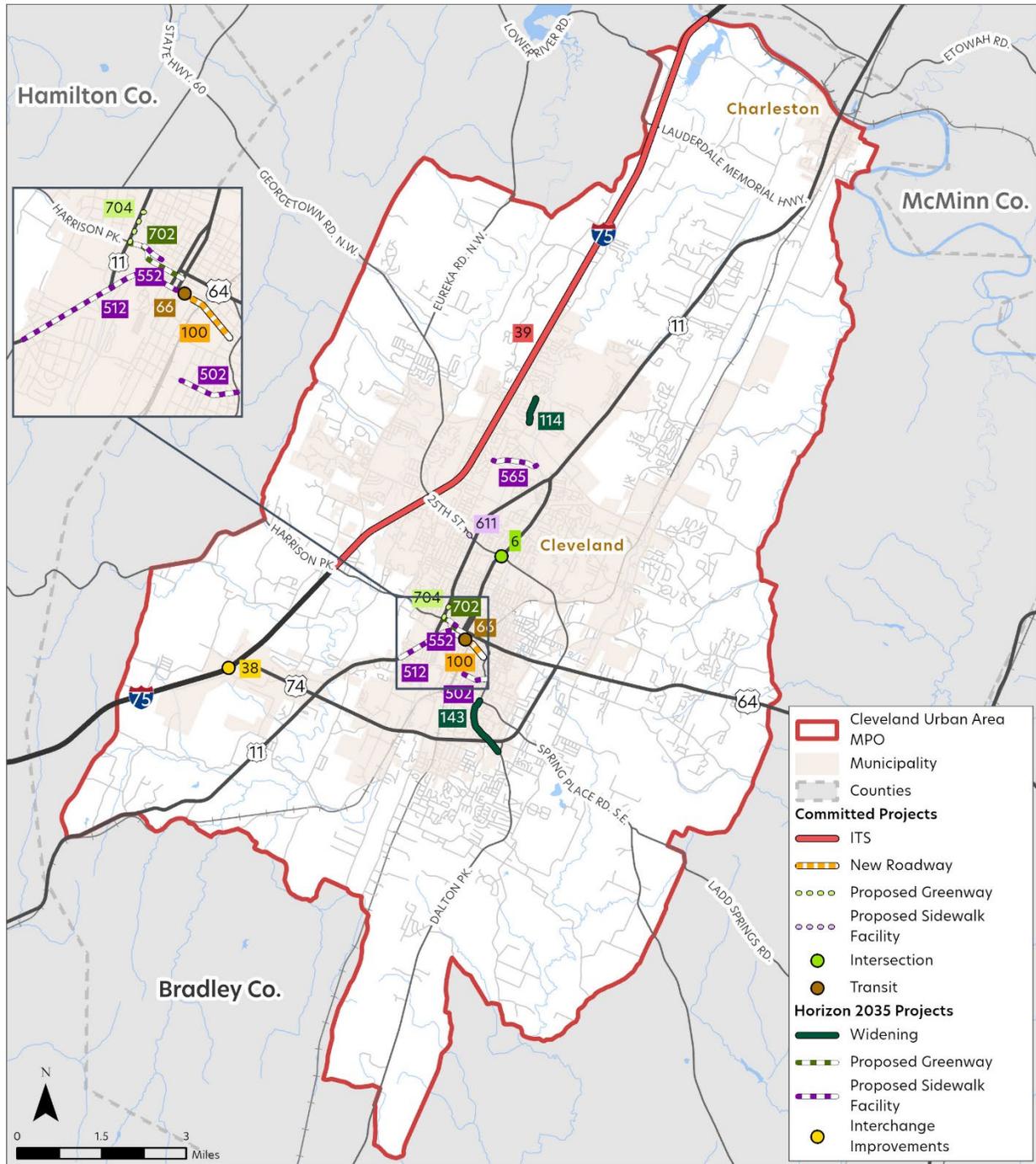


Figure 6.1 Committed and Horizon Year 2035 Projects

Horizon projects were determined based on available funding through the year 2050. The horizon-year projects represent major investments—such as roadway widenings,

intersection upgrades, multimodal enhancements, and safety improvements—that align with regional priorities for mobility, economic vitality, and sustainability.

Table 6.8 Horizon (2050) Projects

| HORIZON (2050) PROJECTS | | | | | |
|--------------------------------|---|----------------------|--------------------|--------------------------|--------------|
| ID | Project / Location / Description | Category | Length (mi) | Funding Source(s) | Cost |
| 141 | Paul Huff Parkway / Adkisson Dr NW to Bradley Square Mall Safety improvement; Access Management to add pocket medians, intersection crossings, and multiuse path along south side | Reconstruct / Safety | 1.19 | NHPP U-STBG | \$21,066,467 |
| 130 | Inman St Improvements / US 11 Keith St to East St Safety improvement to reduce speed; streetscape improvements to add sidewalks and bicycle facilities | Reconstruct / Safety | 1.2 | HSIP U-STBG | \$21,113,143 |
| 138 | 25th St NE Improvements / US 11(Keith St) to Spring Creek Dr NE Safety improvement; Access Management to consolidate driveways, reduce speed, and connect sidewalks | Reconstruct / Safety | 1.08 | U-STBG | \$19,059,396 |
| 61 | Michigan Avenue Road / Tasso Lane N.E. to Stuart Road/Peach Orchard Hill Road Widen to add center turn lane, shoulders, and sidewalks | Widening | 2.08 | S-STBG | \$85,717,815 |
| 55 | Georgetown / 20th Street to Harrison Pike (SR 312) Widen to add center turn lane, shoulders, and sidewalks | Widening | 0.94 | U-STBG S-STBG | \$17,527,399 |
| 11 | Keith Street (US-11/SR-2) / N Ocoee St Construct flyover; remove traffic signals and add lanes | Intersection | - | S-STBG | \$14,606,166 |
| 137 | S Lee Highway / US 11 / Victory St SW to US 11 / Keith St SW Reconstruct as Complete Street with lane-diet, pocket medians, and multi-use path | Reconstruct | 0.87 | S-STBG | \$16,661,220 |
| 40 | Interchange at I-75 and Paul Huff Parkway Intersection / Ramp Improvements | Interchange | - | S-STBG | \$5,842,466 |
| 515 | 9th St SE / Euclid Ave to Wildwood Ave Construct sidewalk | Sidewalk | 0.44 | TAP | \$606,789 |
| 606 | Wilson Ave SE / 13th St SE to 18th St SE | Sidewalk | 0.27 | TAP | \$407,614 |

HORIZON (2050) PROJECTS

| ID | Project / Location / Description | Category | Length (mi) | Funding Source(s) | Cost |
|-----|--|----------|-------------|-------------------|---------------|
| | Construct sidewalk | | | | |
| 536 | Dalton Pike SE / Baldwin St to 20th St Construct sidewalk | Sidewalk | 0.57 | TAP | \$849,196 |
| 573 | Ocoee St S / Blue Springs Rd to 14th St Construct sidewalk | Sidewalk | 0.46 | TAP | \$622,348 |
| 539 | Foster Ln SE / Foster Ln to 20th St SE Construct sidewalk | Sidewalk | 0.32 | TAP | \$475,550 |
| 554 | SR-2 Keith St NW / SR-60 (25th S) to Paul Huff Parkway Construct sidewalk | Sidewalk | 3.30 | TAP | \$3,878,390 |
| 507 | 18th St SE / Blythe Ave SE to Wildwood Ave SE Construct sidewalk | Sidewalk | 0.40 | TAP | \$594,437 |
| 514 | 8th St NE / Railroad to 6th St NE Construct sidewalk | Sidewalk | 0.59 | TAP | \$866,180 |
| 524 | Blythe Ave SE / Bower Ln to 13th St Construct sidewalk | Sidewalk | 1.17 | TAP | \$1,698,391 |
| 508 | 20th St SE / Blue Springs Rd to Bythe Ave Construct sidewalk | Sidewalk | 3.39 | TAP | \$3,678,858 |
| - | Resurfacing (O&M) Projects / Various Locations | Pavement | - | O & M | \$255,772,314 |

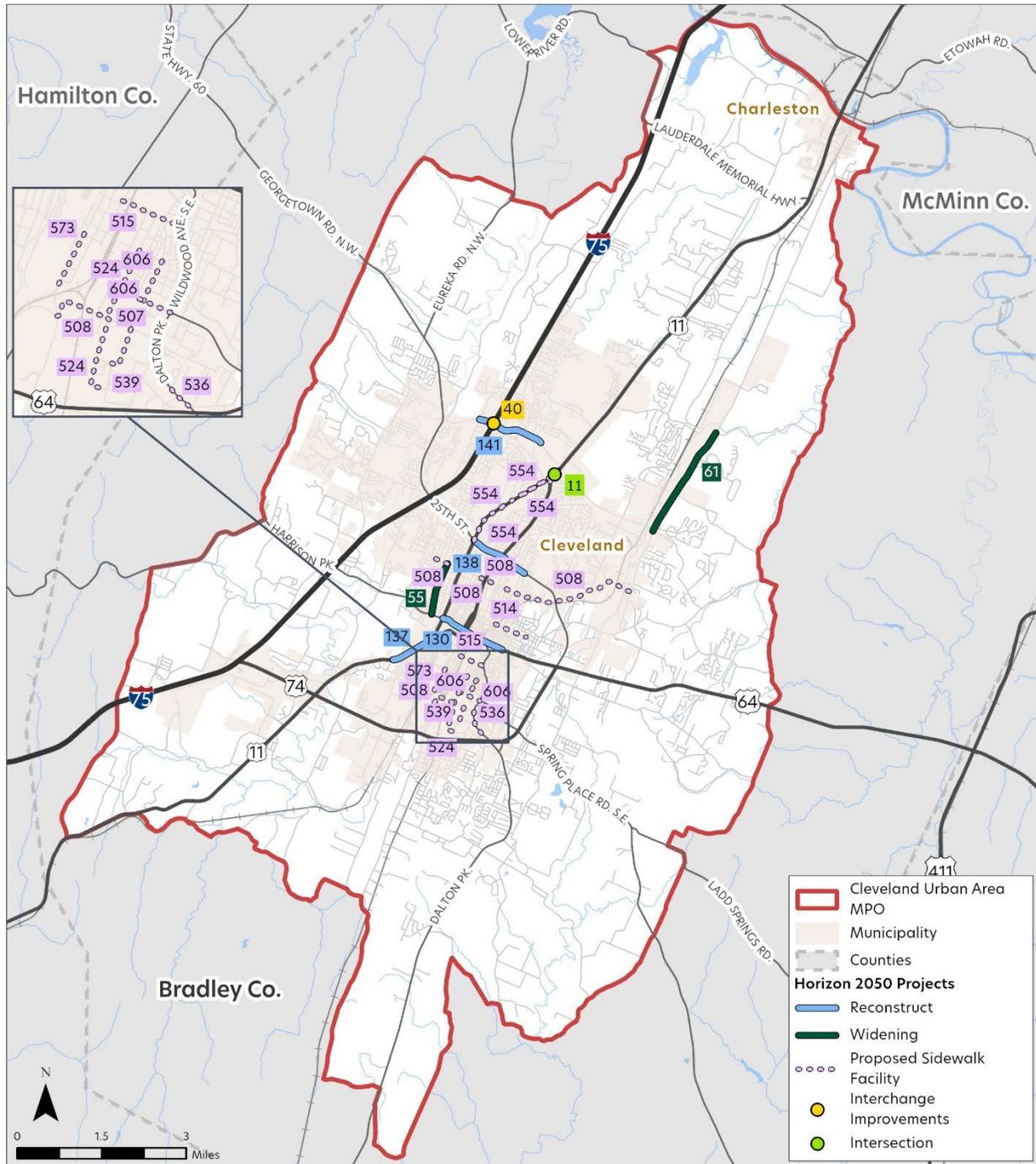


Figure 6.2 Horizon Year 2050 Projects

Policy

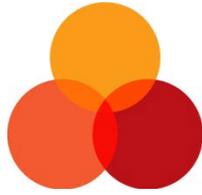
Transportation plans set ambitious goals for safety, mobility, and sustainability, but without strong policies, these goals often remain aspirational. Policies ensure transportation

projects move from vision to reality by providing structure, accountability, and funding alignment. By embedding policies into planning and programming processes, CUAMPO can create a framework that guides decision-making, secures funding, and delivers measurable outcomes.

Complete Streets: A Complete Streets policy is a formal commitment to safely accommodate all road users, including pedestrians, bicyclists, transit riders, motorists, and freight. It shifts the focus from vehicle speed to safety, accessibility, and equity. Complete Streets policies encourage multimodal connectivity, improve public health, and support economic vitality by fostering walkable, livable communities. Adopting this policy means integrating multimodal design standards into every project and ensuring that transportation investments serve all residents regardless of age or ability.

Vision Zero: Vision Zero is a commitment to eliminate all traffic fatalities and severe injuries while ensuring safe, healthy, and equitable mobility for all road users. This policy shifts the focus from reducing crashes to preventing deaths and serious injuries through systemic change. It acknowledges that human error is inevitable, but deaths and serious injuries are preventable with the right design and policy framework. Vision Zero emphasizes speed management, safer street design, and data-driven interventions, while prioritizing vulnerable road users such as pedestrians and cyclists. Implementing a Vision Zero policy would involve setting measurable safety targets, identifying high-injury corridors, and embedding safety audits into project development.

Emerging Technologies: Emerging technologies, like connected and automated vehicles (CAV), electric vehicle (EV) infrastructure, and intelligent transportation systems (ITS), are transforming how transportation systems operate. Adopting a formal policy ensures readiness for innovation while maintaining safety and fiscal responsibility. This includes developing standards for connected infrastructure, planning for EV charging networks, and integrating smart traffic management systems. By adopting this policy, CUAMPO would position itself to leverage federal funding opportunities, attract private investment, and build a future-ready transportation system.



Cleveland Urban Area
METROPOLITAN PLANNING ORGANIZATION

MEMORANDUM

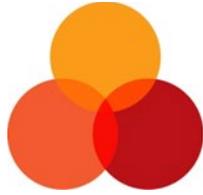
TO: MPO Executive Board

FROM: Robert Varnell, Planning and Community Development Director, MPO Coordinator

DATE: January 6, 2026

SUBJECT: 2026 BUILD Grant application—Downtown Connector Construction

Action Needed: MPO staff are asking the MPO Executive Board to authorize the Chairman to sign a resolution endorsing the 2026 BUILD application now being drafted for the construction of the Western portion of the RAISE21 Planned Downtown Connector.



Cleveland Urban Area
METROPOLITAN PLANNING ORGANIZATION

**RESOLUTION TO SUPPORT BUILD GRANT APPLICATION BY CITY
OF CLEVELAND FOR DOWNTOWN MOBILITY FRAMEWORK**

WHEREAS, the City of Cleveland has developed a plan for the downtown connector that includes a system of transportation improvements within the downtown; and

WHEREAS, the MPO Executive Board desires to endorse the BUILD grant application and to facilitate its implementation through the MPO process as appropriate,

NOW, THEREFORE, BE IT RESOLVED, by the Cleveland Urban Area MPO Executive Board that:

1. Authorizes the Chairman to sign this resolution of support for the 2026 BUILD grant application as described to the MPO.

Approved this 7th day of January, 2026

Mayor Kevin Brooks, Chairman