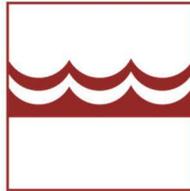


Cleveland Urban Area  
METROPOLITAN PLANNING ORGANIZATION

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



DRAFT

**DRAFT December 2025**

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## GUIDE TO TRANSPORTATION ACRONYMS

<b>3-R</b>	Resurfacing, Rehabilitation, or Restoration: <b>3-R improvements</b> may be implemented on any road included on the functional classification network and contained within the MPO boundary.
<b>3-C</b>	<b>3-C planning process:</b> 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.
<b>ADA</b>	<b>Americans with Disabilities Act of 1990:</b> 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.
<b>CE</b>	<b>Categorical Exclusion:</b> 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.
<b>CMAQ</b>	<b>Congestion Mitigation and Air Quality Improvement Program:</b> Provides a flexible funding source to state and local governments for transportation projects and programs to help meet requirement of the Clean Air Act.
<b>CONST</b>	<b>Construction:</b> Work by the agency or contractor(s) to construct the project, possibly including utility relocation.
<b>CUATS</b>	<b>Cleveland Urban Area Transit System:</b> Provides fixed-route and paratransit services to citizens in the urbanized area.
<b>DOT</b>	<b>Department of Transportation:</b> 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.
<b>E+C</b>	<b>Existing + Committed Project List:</b> A list of projects located in the MPO area that have been recently constructed, or for which funds are already committed.
<b>EA</b>	<b>Environmental Assessment:</b> 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.
<b>AC-NHPP</b>	<b>Advanced Construction National Highway Performance Program:</b> 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.

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<b>APD</b>	<b>Appalachia Development Highway System:</b> 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.
<b>AC-STBG</b>	<b>Advanced Construction Surface Transportation Block Grant:</b> 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.
<b>BIL</b>	<b>Bipartisan Infrastructure Law:</b> 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.
<b>EIS</b>	<b>Environmental Impact Statement:</b> 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.
<b>EPA</b>	<b>Environmental Protection Agency:</b> A federal agency charged with protecting human health and with safeguarding the natural environment, including air, water, and land.
<b>FHWA</b>	<b>Federal Highway Administration:</b> A division of the U.S. Department of Transportation responsible for administering federal highway transportation programs under Title 23 U.S.C.
<b>FLTP/FLAP</b>	<b>Federal Lands Transportation Program (FLTP) and Federal Lands Access Program (FLAP):</b> 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.
<b>FTA</b>	<b>Federal Transit Administration:</b> A division of the U.S. Department of Transportation responsible for administering federal resources for transit capital and operating assistance and for transit planning.

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<b>FTA-5307</b>	Federal Transit Administration <b>Section 5307 Urbanized Area Formula Funding program</b> 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
<b>FTA-5310</b>	Federal Transit Administration <b>Section 5310 funds, titled Enhanced Mobility of Seniors &amp; Individuals with Disabilities</b> , 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.
<b>FTA-5339</b>	Federal Transit Administration <b>Section 5339 funds, titled Bus and Bus Facilities program</b> , 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.
<b>FY</b>	<b>Fiscal Year:</b> 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.
<b>HIP</b>	<b>Highway Infrastructure Program:</b> A federal funding program. For a description, see Appendix B, TIP Funding Sources.
<b>HSIP</b>	<b>Highway Safety Improvement Program:</b> A federal funding program. For a description, see Appendix B, TIP Funding Sources.
<b>ITS</b>	<b>Intelligent Transportation Systems:</b> Procuring, developing, or integrating technology to manage transportation facilities, improve safety, or mobility.
<b>MPO</b>	<b>Metropolitan Planning Organization:</b> The forum for cooperative transportation decision-making, required for urbanized areas with populations over 50,000.
<b>NEPA</b>	<b>National Environmental Policy Act:</b> 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.
<b>NHPP</b>	<b>National Highway Performance Program:</b> 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.
<b>OPER</b>	<b>Operations:</b> 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.
<b>PHSIP</b>	<b>Penalty Highway Safety Improvement Program</b>

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<b>PE-N</b>	<b>Preliminary engineering-NEPA:</b> 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.
<b>PE-D</b>	<b>Preliminary engineering-design:</b> Preliminary engineering design work, according to accepted engineering practices, after approval of the environmental document
<b>PPP</b>	<b>Public Participation Plan:</b> 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.
<b>PURCHASE</b>	<b>Purchase/Acquire:</b> Procuring equipment, software, or vehicles.
<b>RNHPP</b>	<b>Repurposed National Highway Performance Program</b>
<b>ROW</b>	<b>Right-of-way:</b> 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.
<b>RTP</b>	<b>Regional Transportation Plan:</b> 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.
<b>SETHRA</b>	<b>Southeast Tennessee Human Resource Agency:</b> Agency that provides transit service to the non-urbanized portions of the MPO.
<b>SR</b>	<b>State Route:</b> Roadway owned and maintained by the State. Some state routes are also designated as U.S. highways.
<b>STA</b>	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.
<b>STIP</b>	<b>State Transportation Improvement Program:</b> 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.
<b>STBG</b>	<b>Surface Transportation Block Grant Program:</b> A federal funding program. For a description, see Appendix B, TIP Funding Sources.

## GUIDE TO TRANSPORTATION ACRONYMS

<b>TAM</b>	<b>Transit Asset Management (TAM):</b> 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.
<b>TRANSPORTATION ALTERNATIVES</b>	<b>Transportation Alternatives</b> 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
<b>TCC</b>	<b>Technical Coordinating Committee:</b> 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.
<b>TDOT</b>	<b>Tennessee Department of Transportation:</b> 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.
<b>TIP</b>	<b>Transportation Improvement Program:</b> 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.
<b>TSM</b>	<b>Transportation Systems Management:</b> Strategies to improve the efficiency of the transportation system through operational improvements, rather than the addition of roadway capacity.
<b>U-STBG</b>	<b>Urban Surface Transportation Block Grant Program:</b> A federal funding program. For a description, see Appendix B, TIP Funding Sources.
<b>UPWP</b>	<b>Unified Planning Work Program:</b> 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 <sup>th</sup> 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.

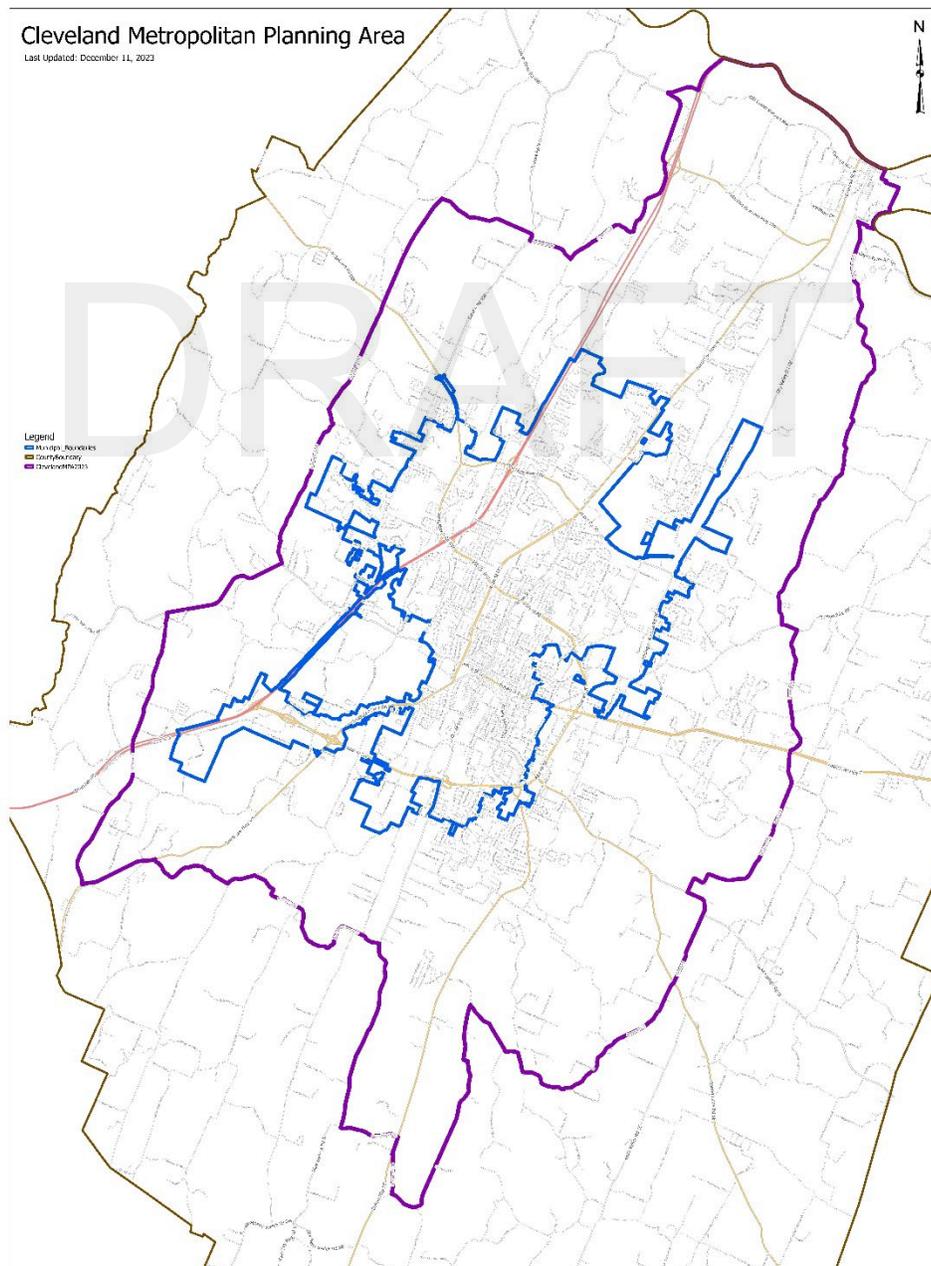
When the decennial Census was updated in 2010, strong growth in the greater Cleveland area resulted in expansion of the urbanized area along the North Lee Highway corridor through the City of Charleston, crossing the Hiwassee River into McMinn County. To ensure that the entire new urbanized area was 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

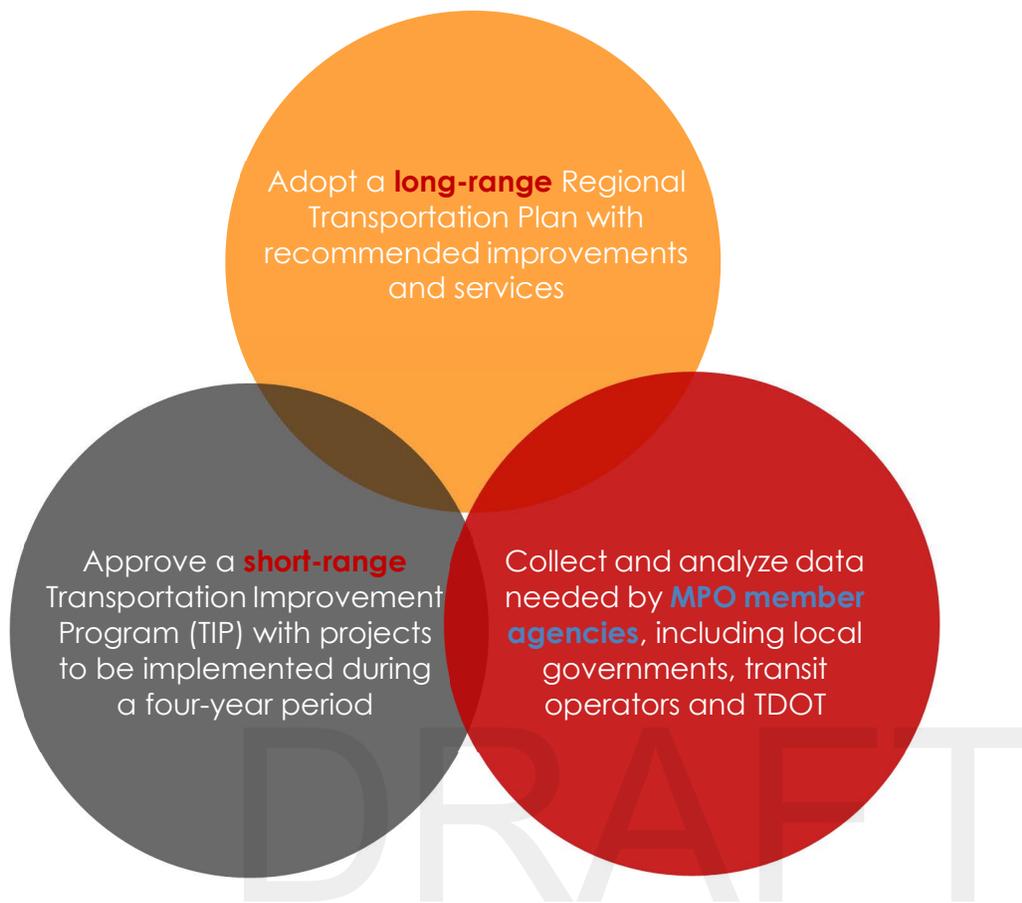
transportation programming, i.e., selecting projects from the Regional Transportation Plan and including them in this document for immediate funding and development. MPOs designated under subsection (d), in cooperation with the State and public transportation operators, shall develop long-range transportation 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.

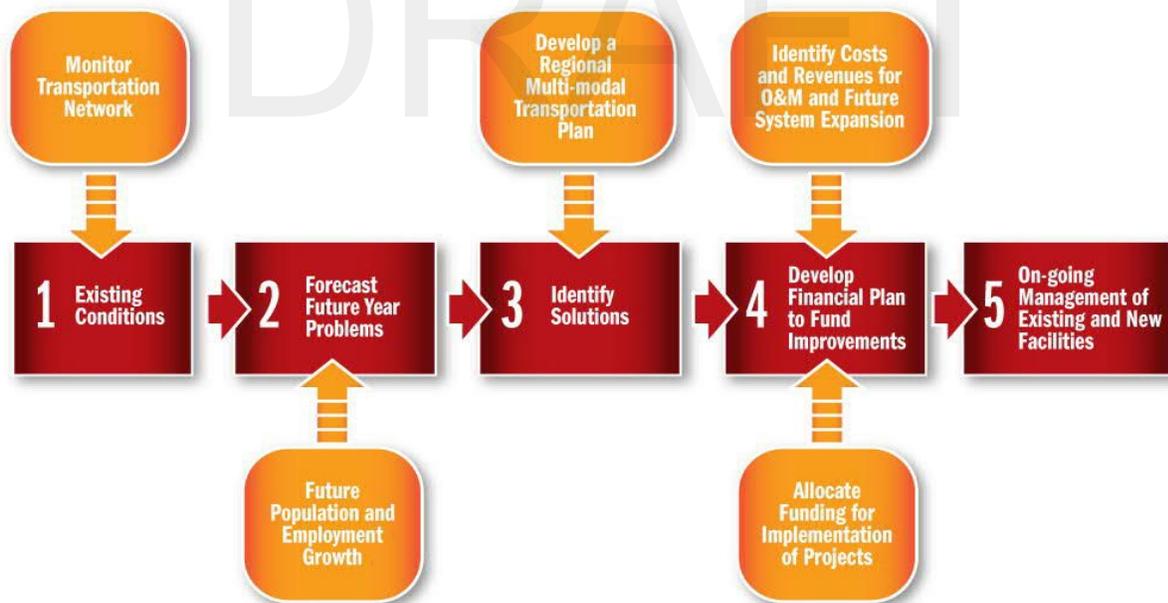
BIL makes several changes to previous laws, including adding housing considerations in the metropolitan transportation planning process. 23 U.S.C. Section 134 and 23 CFR 450.306 outlines the scope of the MPO planning process to address the following factors:

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.

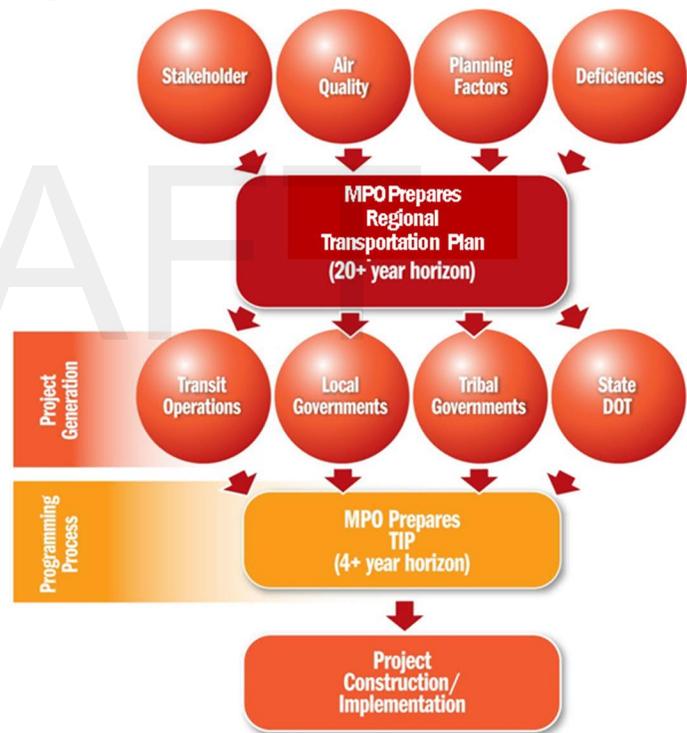
The **Regional Transportation Plan** is a long-range multimodal strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities to help manage congestion, increase regional mobility options, and maintain safe traveling conditions for people 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

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

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

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**

<b>Safety Performance Measure (PM 1)</b>	<b>TDOT Baseline (2020-2024)</b>	<b>TDOT Target (2022-2026)</b>
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
<b>Bridge and Pavement Condition Performance Measure (PM 2)</b>	<b>TDOT Baseline</b>	<b>TDOT Target (4-Year)</b>
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%
<b>System Reliability &amp; Freight Performance Measure (PM 3)</b>	<b>TDOT Baseline</b>	<b>TDOT Target (4-Year)</b>
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

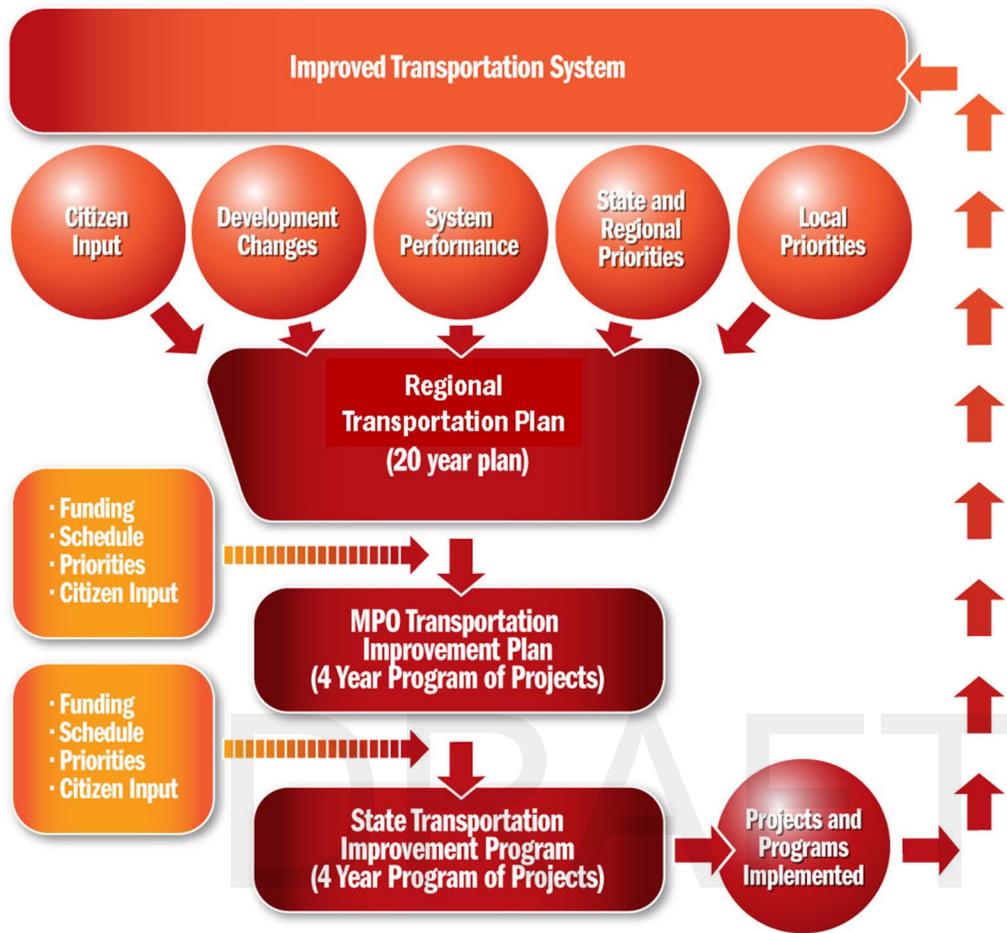
The FY 2026 – FY 2029 TIP is a programming document that details a 4-year budget of transportation projects. The TIP provides the opportunity to select projects from the long-range transportation plan that are most suitable to the region's current or short-term needs. It lists regionally significant 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.

Figure 5. Transportation Improvement Program Development Process



### “4-C” Approach to Project Programming

The development of the TIP includes consultation with state and local agencies responsible for natural resources, land use management, environmental protection, conservation, and historic preservation. The MPO conducts project programming using a “4-C” approach to ensure all local, regional, and state agencies are involved in the programming process. This is distinct but related to the 3-C planning process described on page 8. Each of the 4 Cs has a legally defined meaning:

1. Consideration
2. Consultation
3. Cooperation
4. Coordination

*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.

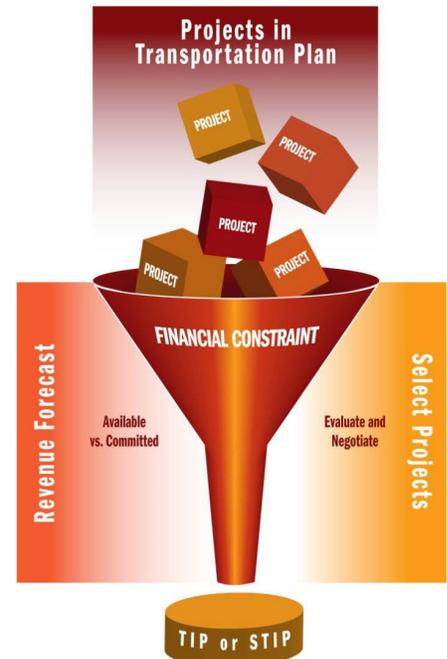
Specific guidelines related to public participation and partner coordination are outlined in the MPO's Public Participation Plan (PPP). Both TDOT and SETHRA sit on the MPO Executive Board and TCC.

### 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.

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

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.<sup>1</sup> Annual funds in the form of state-shared revenue sources and property taxes provide funding for Bradley County's O&M expenditures.

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<sup>1</sup> Bradley County Budget 2022-2026, [https://bradleycountytn.gov/uploads/2022\\_2026\\_approvedbudget.pdf](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.<sup>2</sup> 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

<sup>2</sup> 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.

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## 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**

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**FY2026-2029 Transportation Improvement Program**

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## 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

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## A. FY 2026-2029 FUNDING SUMMARY TABLES

<b>FHWA Funding Summary Table</b>					
<b>HSIP</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>TIP TOTAL</b>
<b>Available Funding</b>					
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
<b>Total Funding</b>	<b>\$709,800</b>	<b>\$600,600</b>	<b>\$436,800</b>	<b>\$436,800</b>	<b>\$2,184,700</b>
<b>Amount Programmed to be Spent</b>					
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	\$
<b>Total Funding</b>	<b>\$709,800</b>	<b>\$600,060</b>	<b>\$436,800</b>	<b>\$436,800</b>	<b>\$</b>
<b>HSIP-R</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>TIP TOTAL</b>
<b>Available Funding</b>					
Fed Funding	\$0	\$0	\$0	\$0	\$0
State Funding	\$0	\$0	\$0	\$0	\$0
Local Funding	\$0	\$0	\$0	\$0	\$0
<b>Total Funding</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Amount Programmed to be Spent</b>					
Fed Funding	\$0	\$0	\$0	\$0	\$0
State Funding	\$0	\$0	\$0	\$0	\$0
Local Funding	\$0	\$0	\$0	\$0	\$0
<b>Total Funding</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>PHSIP</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>TIP TOTAL</b>
<b>Available Funding</b>					
Fed Funding	\$0	\$0	\$0	\$0	\$0
State Funding	\$0	\$0	\$0	\$0	\$0
Local Funding	\$0	\$0	\$0	\$0	\$0
<b>Total Funding</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Amount Programmed to be Spent</b>					
Fed Funding	\$0	\$0	\$0	\$0	\$0
State Funding	\$0	\$0	\$0	\$0	\$0
Local Funding	\$0	\$0	\$0	\$0	\$0
<b>Total Funding</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

### FHWA Funding Summary Table

NHPP (includes R-NHPP)	FY 2026	FY 2027	FY 2028	FY 2029	TIP TOTAL
<b>Available Funding</b>					
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
<b>Total Funding</b>	\$451,200	\$451,200	\$376,000	\$300,800	\$1,579,200
<b>Amount Programmed to be Spent</b>					
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
<b>Total Funding</b>	\$4,131,200	\$2,431,200	\$2,026,000	\$1,620,800	\$10,209,200
<b>ACNHPP</b>					
<b>Available Funding</b>					
Fed Funding	\$0	\$0	\$0	\$0	\$0
State Funding	\$0	\$0	\$0	\$0	\$0
Local Funding	\$0	\$0	\$0	\$0	\$0
<b>Total Funding</b>	\$0	\$0	\$0	\$0	\$0
<b>Amount Programmed to be Spent</b>					
Fed Funding	\$0	\$0	\$0	\$0	\$0
State Funding	\$0	\$0	\$0	\$0	\$0
Local Funding	\$0	\$0	\$0	\$0	\$0
<b>Total Funding</b>	\$0	\$0	\$0	\$0	\$0
<b>S-STBG</b>					
<b>Available Funding</b>					
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
<b>Total Funding</b>	\$21,076,800	\$1,467,200	\$838,400	\$209,600	\$23,592,000
<b>Amount Programmed to be Spent</b>					
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
<b>Total Funding</b>	\$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
<b>Available Funding</b>					
Fed Funding	\$0	\$0	\$0	\$0	\$0
State Funding	\$0	\$0	\$0	\$0	\$0
Local Funding	\$0	\$0	\$0	\$0	\$0
<b>Total Funding</b>	\$0	\$0	\$0	\$0	\$0
<b>Amount Programmed to be Spent</b>					
Fed Funding	\$0	\$0	\$0	\$0	\$0
State Funding	\$0	\$0	\$0	\$0	\$0
Local Funding	\$0	\$0	\$0	\$0	\$0
<b>Total Funding</b>	\$0	\$0	\$0	\$0	\$0
TAP	FY 2026	FY 2027	FY 2028	FY 2026	TIP TOTAL
<b>Available Funding</b>					
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
<b>Total Funding</b>	\$0	\$2,903,484	\$0	\$0	\$2,903,484
<b>Amount Programmed to be Spent</b>					
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
<b>Total Funding</b>	\$0	\$2,903,484	\$0	\$0	\$2,903,484
HIP	FY 2026	FY 2027	FY 2028	FY 2026	TIP TOTAL
<b>Available Funding</b>					
Fed Funding	\$0	\$0	\$0	\$0	\$0
State Funding	\$0	\$0	\$0	\$0	\$0
Local Funding	\$0	\$0	\$0	\$0	\$0
<b>Total Funding</b>	\$0	\$0	\$0	\$0	\$0
<b>Amount Programmed to be Spent</b>					
Fed Funding	\$0	\$0	\$0	\$0	\$0
State Funding	\$0	\$0	\$0	\$0	\$0
Local Funding	\$0	\$0	\$0	\$0	\$0
<b>Total Funding</b>	\$0	\$0	\$0	\$0	\$0

### FHWA Funding Summary Table

U-STBG	FY 2026	FY 2027	FY 2028	FY 2026	TIP TOTAL
<b>Available Funding*</b>					
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
<b>Total Funding</b>	<b>\$3,318,089</b>	<b>\$3,318,089</b>	<b>\$3,318,089</b>	<b>\$3,313,089</b>	<b>\$3,313,089</b>
<b>Amount Programmed to be Spent</b>					
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
<b>Total Funding</b>	<b>\$3,318,089</b>	<b>\$3,318,089</b>	<b>\$3,318,089</b>	<b>\$3,313,089</b>	<b>\$3,313,089</b>
<b>Reserve Funds</b>					
Fed Funding	\$	\$	\$	\$	
State Funding	\$0	\$0	\$0	\$0	
Local Funding	\$	\$	\$	\$	
<b>Total Funding</b>	<b>\$0</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	

\* 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.

<b>5307</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>TIP TOTAL</b>
<b>Available Funding</b>					
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
<b>Total Funding</b>	<b>\$1,357,570</b>	<b>\$1,667,274</b>	<b>\$1,529,502</b>	<b>\$1,907,577</b>	<b>\$6,461,923</b>
<b>Amount Programmed to be Spent</b>					
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
<b>Total Funding</b>	<b>\$1,357,570</b>	<b>\$1,667,274</b>	<b>\$1,529,502</b>	<b>\$1,907,577</b>	<b>\$6,461,923</b>
<b>5339</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>TIP TOTAL</b>
<b>Available Funding</b>					
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
<b>Total Funding</b>	<b>\$201,559</b>	<b>\$108,741</b>	<b>\$108,741</b>	<b>\$0</b>	<b>\$419,041</b>
<b>Amount Programmed to be Spent</b>					
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
<b>Total Funding</b>	<b>\$201,559</b>	<b>\$108,741</b>	<b>\$108,741</b>	<b>\$0</b>	<b>\$419,041</b>

## B. TRANSPORTATION IMPROVEMENT PROGRAM FUNDING SOURCES

System	Project Initiation	Source	Match Ratio
<b>Streets and Highways</b>			
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%
<b>Public Transportation</b>			
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%
<b>Discretionary</b>			
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 PM<sub>10</sub> and PM<sub>2.5</sub>). 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 (CO<sub>2</sub>) 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?		
<b>TIP Selection Criteria</b>			
<b>Economic Development</b>			
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?		
<b>Land Use Suitability</b>			
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?		
<b>Environmental Sustainability &amp; Environmental Justice</b>			
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?		
<b>Alternative Modes of Transportation</b>			
Does the project...			
1	Improve transit service?		
2	Provide a new or enhanced bikeway?		
3	Provide a new or enhanced pedestrian path?		

<b>Reduce Need for Single-Occupancy Vehicle Trips</b>			
Does the project...			
1	Provide HOV or HOT lanes?		
2	Provide new transit service?		
3	Provide new bikeway?		
4	Provide new pedestrian path?		
<b>Congestion Management</b>			
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?		
<b>Operations &amp; Maintenance</b>			
Does the project involve...			
1	Reconstruction of a substandard roadway?		
2	Maintain an existing roadway (e.g., paving?)		
<b>Safety &amp; Security</b>			
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?		
<b>Enhancements</b>			
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 <sup>th</sup> Street	\$119,022
	2019-03	Cleveland Greenway – Phase VI	\$252,000
	2026-01	Regional Resurfacing Grouping	\$2,394,052
<b>FY 2028 TOTAL</b>			<b>\$3,702,971</b>
-	2026-01	Regional Resurfacing Grouping	\$2,765,074
<b>FY 2029 TOTAL</b>			<b>\$3,260,081</b>
	2026-01	Regional Resurfacing	\$2,765,074
<b>FY 2026 - 2029 TIP, TOTAL PROJECTS PROGRAMMED</b>			<b>\$11,060,296</b>

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## 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.**

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## 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
<b>MPO-Managed Projects</b>		
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
<b>State-Managed Projects</b>		
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%

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## 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 that<sup>3</sup>:

- ❖ 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;

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<sup>3</sup> 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](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/>

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## H. METROPOLITAN GROUPINGS

The FY 2026 – FY 2026 TIP includes several project sheets that represent “groupings” of transportation activities under various federal funding programs. Below is a description of this category and the types of activities that may be conducted.

### Allowable Work Types for TDOT’s Metropolitan Groupings

Activities delivered from TDOT’s metropolitan groupings are limited to work types that are:

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

Activities that do not meet these requirements must be individually identified in the respective MPO’s TIP or TDOT’s STIP.

### Metropolitan, Non-metropolitan, and Rural Areas

TDOT’s map of metropolitan, non-metropolitan, and rural areas is available at:

<https://www.tn.gov/tdot/long-range-planning-home/longrange-oct/transportation-long-range-planning-metropolitan-planning-organization-mpo-c.html>



### Regional Significance and Air Quality Attainment Status

Regionally significant project means a transportation project that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area’s transportation

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](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><b>Cleveland MPO – Safety – Urban Grouping</b></p> <p><b>TIP Project # 06095</b></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"> <li>• Consistency with SHSP,</li> <li>• Crash experience, crash potential, or other data-supported means,</li> <li>• Compliance with the requirements of Title 23 of the U.S.C., and</li> <li>• State's strategic or performance-based safety goals to reduce</li> </ul>	<ul style="list-style-type: none"> <li>• Intersection safety improvements</li> <li>• Pavement and shoulder widening (including a passing lane to remedy an unsafe condition)</li> <li>• Installation of rumble strips or another warning devices, if they do not adversely affect the safety or mobility of bicyclists and pedestrians</li> <li>• Installation of skid-resistant surface at intersections or locations with high crash frequencies</li> <li>• Improvements for pedestrian or bicyclist safety</li> <li>• Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices</li> <li>• The conduct of a model traffic enforcement activity at a railway-highway crossing</li> <li>• Construction of a traffic calming feature</li> <li>• Elimination of a roadside hazard</li> <li>• Installation, replacement, and other improvements of highway signage and</li> </ul>

<p><b>Cleveland MPO -Safety – Urban Grouping</b></p> <p><b>TIP Project # 06095</b></p>	<p>fatalities and serious injuries on all public roads.</p> <ul style="list-style-type: none"> <li>• Projects to upgrade railway-highway grade crossings by eliminating hazards and installing protective devices.</li> </ul>	<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"> <li>• Installation of emergency vehicle priority control systems at signalized intersections</li> <li>• Installation of traffic control or other warning devices at locations with high crash potential</li> <li>• Transportation safety planning</li> <li>• Collection, analysis, and improvement of safety data</li> <li>• Planning integrated interoperable emergency communications equipment or operational or traffic enforcement activities (including police assistance) related to work zone safety</li> <li>• Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes), and crash attenuators.</li> <li>• The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife</li> <li>• Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones.</li> <li>• Construction and operational improvements on high risk rural roads.</li> <li>• Geometric improvements to a road for safety purposes that improve safety.</li> <li>• Road safety audits.</li> <li>• Roadway safety infrastructure improvements consistent with FHWA's "Highway Design Handbook for Older Drivers and Pedestrians" (FHWA-RD-01-103)</li> <li>• Truck parking facilities eligible for funding under Section 1401 of MAP-21</li> <li>• Systemic safety improvements</li> <li>• Installation of vehicle-to-infrastructure communication equipment.</li> <li>• Pedestrian hybrid beacons.</li> <li>• Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands.</li> <li>• Other physical infrastructure projects not specifically enumerated in the list of eligible projects.</li> <li>• Workforce development, training, and education activities</li> </ul>
<p><b>Safety Grouping (Section 130 or HSIP-R)</b></p>	<p>Activities included as part of the Highway Railroad Grade Crossing program:</p>	<ul style="list-style-type: none"> <li>• Elimination of hazards of railway-highway crossings, including the separation or protection of grades at crossings.</li> <li>• Reconstruction of existing railroad grade crossing structures.</li> <li>• Relocation of highways to eliminate grade crossings.</li> <li>• Installation of protective devices.</li> </ul>

<p><b>National Highway System Preservation and Operation</b></p> <p><b>TIP Project # 06110</b></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"> <li>• 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</li> <li>• 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</li> <li>• Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps</li> <li>• Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs:</li> <li>• Infrastructure-based intelligent transportation systems (ITS) capital improvements.</li> <li>• Traffic Management Center (TMC) operations and utilities.</li> <li>• Freeway service patrols.</li> <li>• Traveler information.</li> <li>• 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.</li> <li>• 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.</li> <li>• Rail-highway grade crossing improvements.</li> <li>• Highway safety improvements:</li> <li>• Installation of new or improvement of existing guardrail.</li> <li>• Installation of traffic signs and signals/lights.</li> <li>• Spot safety improvements.</li> <li>• Sidewalk improvements.</li> <li>• Pedestrian and/or bicycle facilities.</li> <li>• Traffic calming and traffic diversion improvements.</li> <li>• Noise walls,</li> <li>• Wetland and/or stream mitigation,</li> </ul>
	<ul style="list-style-type: none"> <li>• Rehabilitation, resurfacing, restoration, preservation, and operational improvements,</li> <li>• Traffic operations,</li> <li>• Bridge and tunnel improvements,</li> <li>• Safety improvements,</li> <li>• Bicycle and pedestrian improvements, and</li> <li>• Environmental mitigation.</li> </ul>	

<p><b>National Highway System Preservation and Operation</b></p> <p><b>TIP Project # 06110</b></p>		<ul style="list-style-type: none"> <li>• Environmental restoration and pollution abatement,</li> <li>• Control of noxious weeds and establishment of native species.</li> </ul>
<p><b>Surface Transportation System Preservation and Operation</b></p> <p><b>TIP Project #06111</b></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"> <li>• 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,</li> <li>• Traffic operations on Federal-aid highways,</li> <li>• Bridge and tunnel improvements on public roads,</li> <li>• Safety improvements on public roads,</li> <li>• Environmental mitigation</li> <li>• Scenic and historic highway programs,</li> <li>• Landscaping and scenic beautification,</li> <li>• Historic preservation,</li> <li>• Infrastructure projects for improving non-driver access to public transportation and enhanced mobility,</li> <li>• Community improvement activities,</li> </ul>	<p>Activities previously authorized under the Surface Transportation Program (STP):</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• 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</li> <li>• Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps.</li> <li>• Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: <ul style="list-style-type: none"> <li>◦ Infrastructure-based intelligent transportation systems (ITS) capital improvements.</li> <li>◦ Traffic Management Center (TMC) operations and utilities.</li> <li>◦ Freeway service patrols,</li> <li>◦ Traveler information.</li> </ul> </li> <li>• 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</li> <li>• 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.</li> <li>• Rail - Highway grade crossing improvements</li> <li>• Highway safety improvements: <ul style="list-style-type: none"> <li>◦ Installation of new or improvement of existing guardrail.</li> </ul> </li> </ul>

<p><b>Surface Transportation System Preservation and Operation</b></p> <p><b>TIP Project #06111</b></p>		<ul style="list-style-type: none"> <li>○ Installation of traffic signs and signals/lights.</li> <li>○ Spot safety improvements.</li> <li>• Sidewalk improvements,</li> <li>• Pedestrian and/or bicycle facilities,</li> <li>• Traffic calming and traffic diversion improvements,</li> <li>• Transportation Alternatives as defined by 23 U.S.C. 213(B), 23 U.S.C. 101(A)(29), and Section 1122 of MAP-21.</li> <li>• Noise walls,</li> <li>• Wetland and/or stream mitigation,</li> <li>• Environmental restoration and pollution abatement,</li> <li>• Control of noxious weeds and establishment of native species</li> </ul>
	<ul style="list-style-type: none"> <li>• Transportation Enhancement projects</li> </ul>	<p>Activities previously authorized under the Transportation Enhancement Program:</p> <ul style="list-style-type: none"> <li>• Pedestrian and bicycle facilities, safety, and educational activities.</li> <li>• Acquisition of scenic easements and scenic or historic sites.</li> <li>• Scenic or historic highway programs,</li> <li>• Landscaping and other scenic beautification activities,</li> <li>• Historic preservation,</li> <li>• Rehabilitation and operation of historic transportation buildings, structures, or facilities,</li> <li>• Preservation of abandoned railway corridors,</li> <li>• Advertising,</li> <li>• Archaeological planning and research,</li> <li>• Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.</li> <li>• Establishment of transportation museums,</li> <li>• Activities under the Tennessee Roadscapes grant program, including landscaping, irrigation, benches, trash cans, paths, and signage.</li> </ul>
	<ul style="list-style-type: none"> <li>• Safe Routes to School (SRTS) projects,</li> </ul>	<p>Infrastructure related activities:</p> <ul style="list-style-type: none"> <li>• Sidewalk improvements</li> <li>• Traffic calming and speed reduction improvements</li> <li>• Pedestrian and bicycle crossing improvements</li> <li>• On-street bicycle facilities</li> <li>• Off-street bicycle and pedestrian facilities</li> <li>• Secure bicycle parking facilities</li> <li>• Traffic diversion improvements approximately within 2 miles of a school location.</li> </ul>

<p><b>Surface Transportation System Preservation and Operation</b></p> <p><b>TIP Project #06111</b></p>		<p>Non-infrastructure related activities:</p> <ul style="list-style-type: none"> <li>• Public awareness campaigns and outreach to press and community leaders.</li> <li>• Traffic education and enforcement in the vicinity of schools               <ul style="list-style-type: none"> <li>○ Student sessions on bicycle and pedestrian safety, health, and environment</li> <li>○ Funding for training, volunteers, and managers of safe routes to school program.</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Transportation Alternatives projects,</li> <li>• On- and off-road pedestrian and bicycle facilities,</li> </ul>	<p>Activities previously authorized under the Transportation Alternatives Program (TAP):</p> <ul style="list-style-type: none"> <li>• 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"> <li>○ Sidewalk improvements.</li> <li>○ Bicycle infrastructure.</li> <li>○ Pedestrian and bicycle signals.</li> <li>○ Traffic calming techniques.</li> <li>○ Lighting and other safety-related infrastructure.</li> <li>○ Transportation projects to achieve compliance with the Americans with Disabilities Act of 1990</li> </ul> </li> </ul>
		<ul style="list-style-type: none"> <li>• 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</li> <li>• Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users</li> <li>• Construction of turnouts, overlooks, and viewing areas</li> </ul>
	<ul style="list-style-type: none"> <li>• Transportation Alternatives projects</li> </ul>	<p>Community improvement activities, which include but are not limited to:</p> <ul style="list-style-type: none"> <li>• Inventory, control, or removal of outdoor advertising.</li> <li>• Historic preservation and rehabilitation of historic transportation facilities.</li> <li>• Vegetation management in transportation rights-of-way to improve roadway safety, prevents invasive species, and provides erosion control.</li> <li>• Archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23 of the U.S.C.</li> </ul>

<p><b>Surface Transportation System Preservation and Operation</b></p> <p><b>TIP Project #06111</b></p>	<ul style="list-style-type: none"> <li>• Transportation Alternatives projects,</li> </ul>	<p>Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:</p> <ul style="list-style-type: none"> <li>• Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff.</li> <li>• Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats</li> </ul>
	<ul style="list-style-type: none"> <li>• Projects for the creation, rehabilitation, and maintenance of multi-use recreational trails.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways</li> </ul>
	<ul style="list-style-type: none"> <li>• Recreational Trail Program projects,</li> </ul>	<p>Recreational Trails Program activities under 23 U.S.C. 206.</p> <ul style="list-style-type: none"> <li>• Maintenance and restoration of existing recreational trails</li> <li>• Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails</li> <li>• Purchase and lease of recreational trail construction and maintenance equipment</li> <li>• Construction of new recreational trails</li> <li>• Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors</li> <li>• Assessment of trail conditions for accessibility and maintenance</li> <li>• Development and dissemination of publications and operation of educational programs to promote safety and environmental protection</li> <li>• Payment of costs to the State incurred in administering the program</li> </ul>

## 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.<sup>4</sup> 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](mailto: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](mailto:kimmiller@clevelandtn.gov)
- ❖ Completed December 2023.
- ❖ Available at: <https://clevelandtn.gov/DocumentCenter/View/1988/Cleveland-TN-ADA-Self-Assessment-and-Transition-Plan-FINAL>

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<sup>4</sup> American with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973.