

CLEVELAND URBAN AREA MPO

2050

LONG-RANGE TRANSPORTATION PLAN (LRTP)

Connecting Communities,
Enhancing Mobility, Building Resiliency



Prepared by

Cleveland Urban Area Metropolitan Planning Organization

Cleveland, Tennessee | December 2025

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1. Introduction

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

This plan serves as an update to the Cleveland Urban Area Metropolitan Planning Organization's (CUAMPO) 2045 Regional Transportation Plan approved on May 10, 2021 and establishes the framework for developing the transportation network and facilities to address the needs of the MPO's planning area. The leadership of the Cleveland Urban Area Metropolitan Planning Organization utilizes this plan to identify future needs and strategically prepare the transportation network and associated facilities in accordance with a financially sound approach over an estimated twenty-year horizon.

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

What is the MPO?

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

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

- City of Cleveland
- City of Charleston
- Bradley County

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

History of the MPO

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

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

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

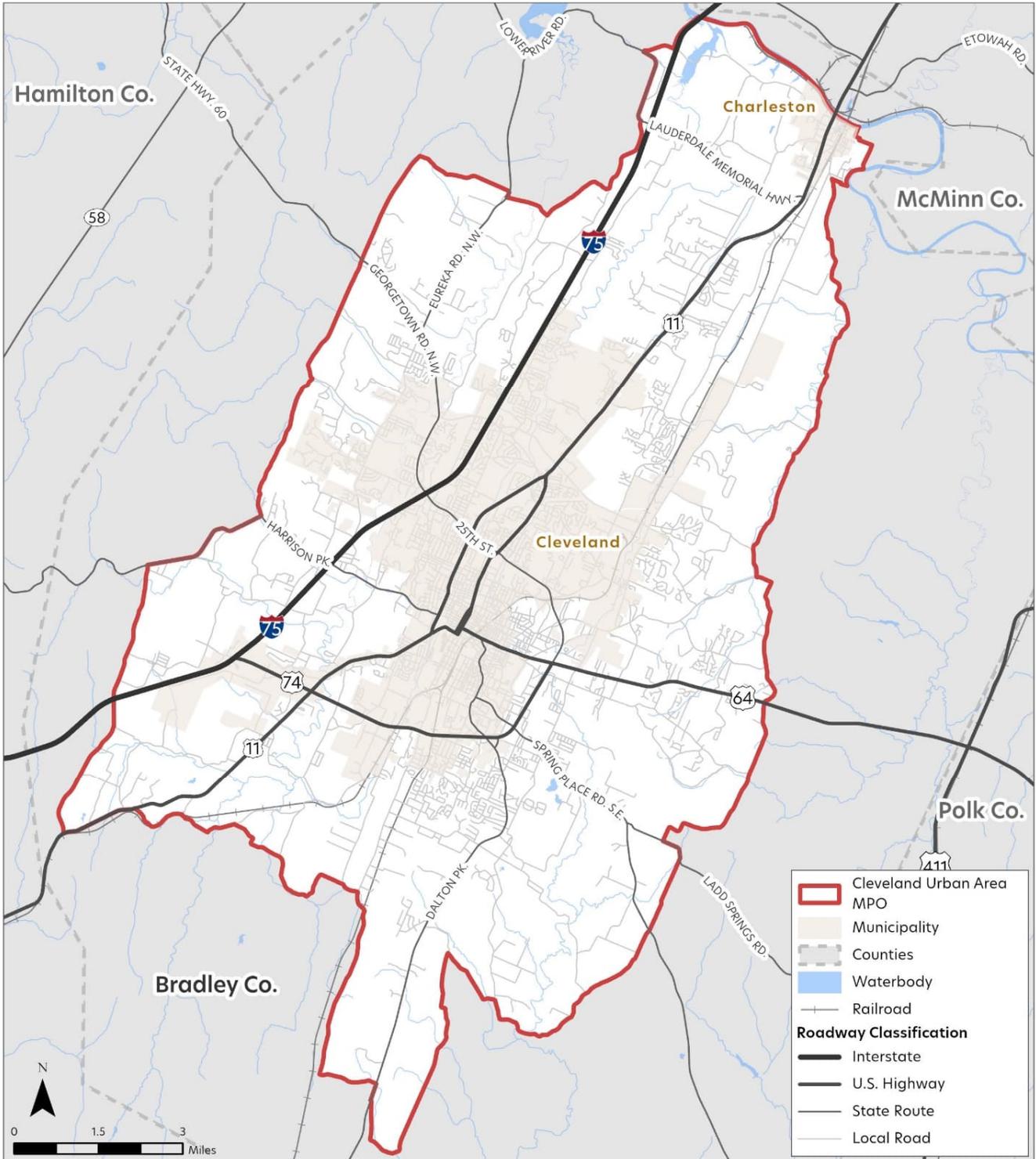


Figure 1.1 CUAMPO MPO Boundary

Long-Range Transportation Plan

The CUAMPO 2050 Long Range Transportation Plan (LRTP) update is a comprehensive review and revision of the previous 2045 Regional Transportation Plan (RTP). The purpose of the LRTP is to establish a clear vision for developing a transportation system that is inclusive of multiple modes and addresses the evolving regional needs of the Cleveland area. Through this plan, CUAMPO identifies specific projects, policies, and action steps that will ensure the transportation network meets both current and future mobility demands.

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

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

WHAT IS A LONG-RANGE TRANSPORTATION PLAN?



LONG-RANGE

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



REGULATED

The LRTP is guided by federally-defined factors



RESILIENCY

The LRTP promotes adaptation and recovery from disruptions



MEASURED

The LRTP must define transportation performance measures and meet certain targets



MULTIMODAL

The LRTP examines multiple modes of transportation



CONSTRAINED

LRTP projects must be accomplished with projected funding

MPO Organization

CUAMPO is tasked with overseeing all transportation planning projects, plans, and services within the Cleveland "Urban Area", whose boundary is featured in Figure 1.1.

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

The Executive Board of the CUAMPO is supported by the TCC. The TCC is comprised of transportation professionals, including engineers, planners, and other experts from the various constituent agencies involved in the MPO.

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

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



2. Purpose, Goals and Objectives

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

Federal Planning Factors

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



Figure 2.1 Federal Planning Factors



Figure 2.2 New Areas of Focus

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

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

Vision Statement

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

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

Goals, Objectives, Measures

Every effective transportation plan is built on a foundation of clear, actionable goals. These goals should be specific, relevant, and achievable. The CUAMPO 2050 Long-Range Transportation Plan update sets forth measurements for meeting goals and objectives while recognizing the additional planning factors that have been updated since the 2045 Plan. The goals for the 2050 Plan update are developed through public outreach, performance measurement targets and the Stakeholder Committee.

These goals, objectives, and performance measures form the foundation for how projects are evaluated and prioritized. They guide investment decisions to ensure resources are allocated to initiatives that best advance regional mobility, safety, and sustainability. By linking measurable outcomes to strategic objectives, this Plan establishes a transparent and data-driven process for selecting projects that deliver the greatest benefit to the community.

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

Table 2.1 L RTP Goals and Planning Factors

2050 L RTP Goals	Planning Factors									
	Economic Vitality	Safety	Security	Accessibility & Mobility	Environment	Connectivity	Efficiency	Preservation	Resiliency & Reliability	Enhancement
Safety Advance roadway safety, implement modern street design, and upgrade high-risk corridors using context-sensitive design.		✓		✓	✓				✓	
Inclusive Transportation Choices Provide healthy, convenient, and inclusive transportation choices for communities that are underserved or traditionally underrepresented.	✓			✓		✓	✓			
Mobility Choices Improve regional mobility and travel-time reliability by providing a balanced network that expands mobility choices and optimizes system performance.		✓	✓	✓	✓	✓				✓
System Preservation & Resiliency Maintain and preserve the existing transportation system to ensure safety, reliability, and cost-effectiveness while enhancing resiliency.			✓		✓	✓	✓	✓	✓	
Connectivity Strengthen local and regional connections to improve access to jobs, schools, and essential daily needs.	✓			✓			✓	✓	✓	
Economic Vitality and Reliability Promote a transportation system that strengthens regional economic competitiveness and supports long-term economic growth.	✓			✓	✓	✓				✓

System Performance Report

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

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

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

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

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

The USDOT safety performance program requires state Departments of Transportation and MPOs to track and improve specific aspects of their transportation systems through the safety measures PM1, PM2, and PM3. The PM1 measures are focused on reducing traffic fatalities and serious injuries on all public roads. The PM2 measures are more focused on the pavement and bridge conditions and assessing and managing the conditions of the infrastructure on the Nation Highway System (NHIS) to ensure a state of good repair and track progress through the Transportation Management Plan (TAMP). The PM3 measures

are specific to the system performance and freight movement. This addresses the performance, congestion and reliability of the National Highway System including freight movement. These can also be linked to air quality in certain circumstances. The following measures and objectives pertain to the CUAMPO.

	Performance Measure (PM1)	Previous Baseline (2024)	TDOT Baseline (2025 Anticipated)	TDOT Target (2026)	Status
Safety (PM 1) Target (5-Year Average)	Number of Fatalities	1,196	1,257.2	1253.9	X
	Fatality Rate per 100M VMT	1.516	1.576	1.554	X
	Number of Serious Injuries	5,829	5,886.2	5924.8	✓
	Serious Injury Rate per 100M VMT	7.387	7.252	7.346	✓
	Non-Motorized Fatalities & Serious Injuries	617	626.2	656.1	✓
Infrastructure Condition (PM 2) Target (4-Yr Average)	Percentage of interstate pavement in good condition	70.8	72.9	58.0%	✓
	Percentage of interstate pavement in poor condition	0.2%	0.3%	1.0%	✓
	Percentage of non-interstate NHS pavement in good condition	40.3%	37.7%	36.0%	✓
	Percentage of non-interstate NHS pavement in poor condition	4.1%	4.7%	6.0%	✓
	Percentage of NHS bridges classified in good condition	32.5%	33.6%	32.0%	✓
	Percentage of NHS bridges classified in poor condition	5.0%	4.5%	6.0%	✓
Reliability (PM 3) Target (4-Yr Average)	% Reliable Person-Miles on Interstate	92.1%	89.0%	88.2%	✓
	% Reliable Person-Miles on Non-Interstate NHS	93.4%	92.0%	89.4%	✓
	Truck Travel Time Reliability Index (Interstate)	1.32	1.37	1.35	X

PM1:

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

PM2:

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

PM3:

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

Transit Asset Management:

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

Transit Performance Measures			
	Performance Measure	TDOT Target	TDOT Baseline
Transit Asset Management	Percentage of vehicles that have met or exceeded their useful life benchmark (ULB)	n/a	0%
	Percentage of revenue vehicles within an asset class that have met/exceeded ULB	n/a	0%

	Percentage of track segments with performance restrictions	n/a	n/a
	Percentage of facilities rated below 3.0 on FTA TERM scale	n/a	0%
Public Transportation Agency Safety Plans	Number of reportable fatalities	n/a	0
	Fatality rate per total vehicle-revenue miles by mode	n/a	0
	Number of reportable injuries	n/a	0
	Injury rate per total vehicle-revenue miles by mode	n/a	0.00
	Reportable safety events	n/a	7
	Rate of safety events per total vehicle-revenue miles by mode	n/a	1.91
	Average revenue-miles between major mechanical failures, by mode	n/a	366,712

Public Transportation Agency Safety Plan (PTASP):

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

3. Existing Conditions

Previous Plans and Studies

Cleveland Urban Area MPO (2022)

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



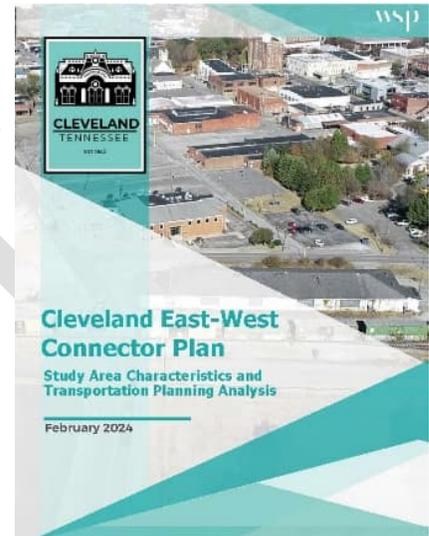
- Safety: Improve pedestrian connectivity and address issues such as sight distance and roadway alignment.
- Bridge and Pavement Conditions: Conduct preventative maintenance on buses and replace transit shelters and vehicles at the end of their service life to maintain safe operations.
- System Reliability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

Cleveland East-West Connector Plan February (2024)

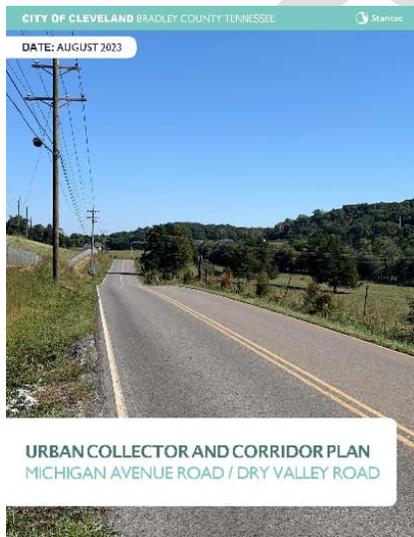
The Cleveland East-West Connector Plan evaluates transportation needs, project impacts, and project costs and benefits for a new roadway, and includes recommendations for new roadway alignments and potential cross sections within the downtown region of Cleveland. This plan provides preliminary plans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

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

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



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



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

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

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

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

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

Bradley County, Tennessee: Community Connectivity Plan (2025)

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



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

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

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

Demographics

Employment

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

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

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

Table 3.1. Major Employers in the Cleveland region

Population Growth

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

While these projections reflect countywide growth rather than MPO-specific totals, they

offer an appropriate framework for understanding future population pressures influencing travel demand within the Cleveland MPO.

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

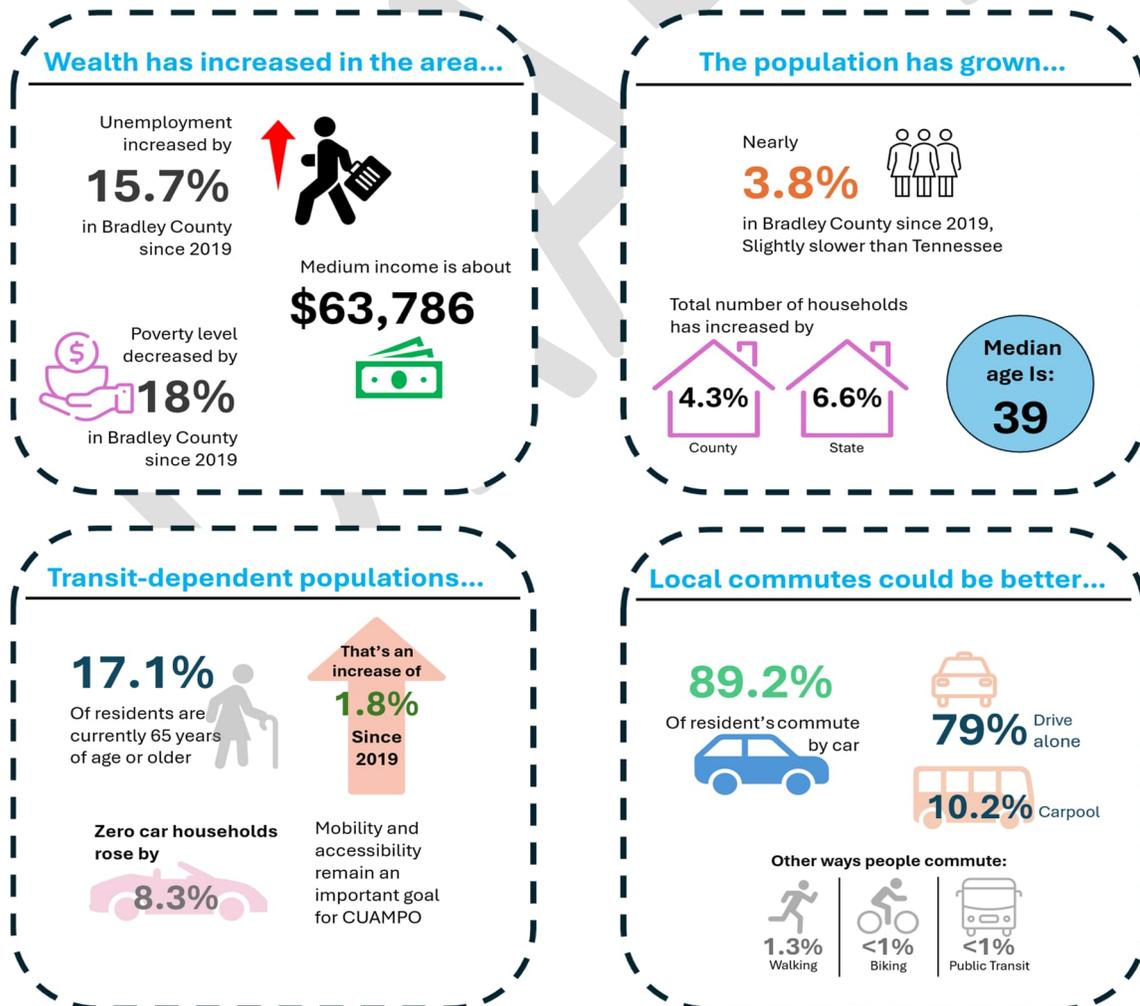
	2018	2025	2045
Cleveland MPO Total Population	106,567	113,209	133,875
Growth		+6,642	+27,308
% Growth		6.2%	25.6%
Annual Growth Rate		0.9%	0.8

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

Education

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

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



traffic and influences how people travel through the MPO area.

Minority Population

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

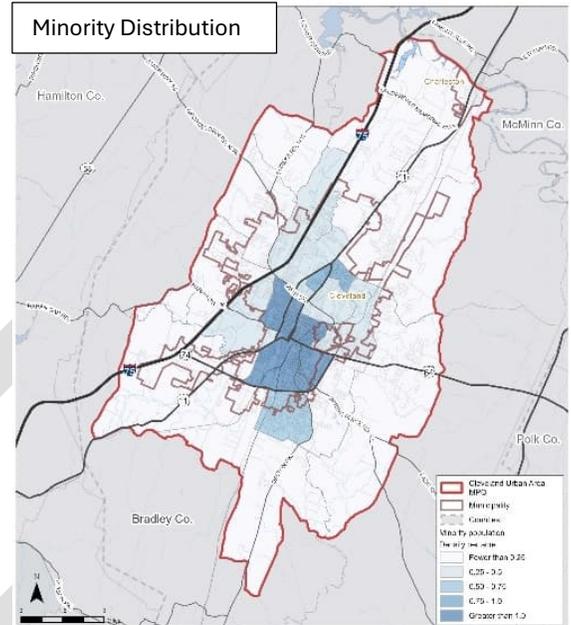


Figure 3.1. Cleveland MPO Minority Density.
Source: ACS 2019-2023 Update

Disability

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

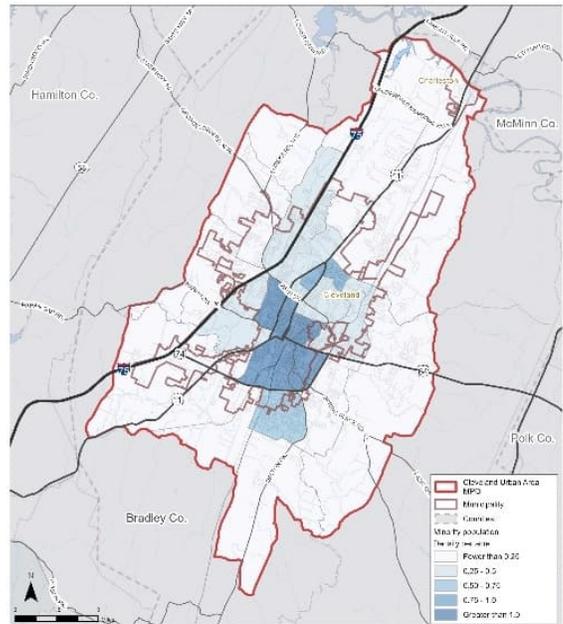


Figure 3.2. Cleveland MPO Disability Density.
Source: ACS 2019-2023 Update

Poverty

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

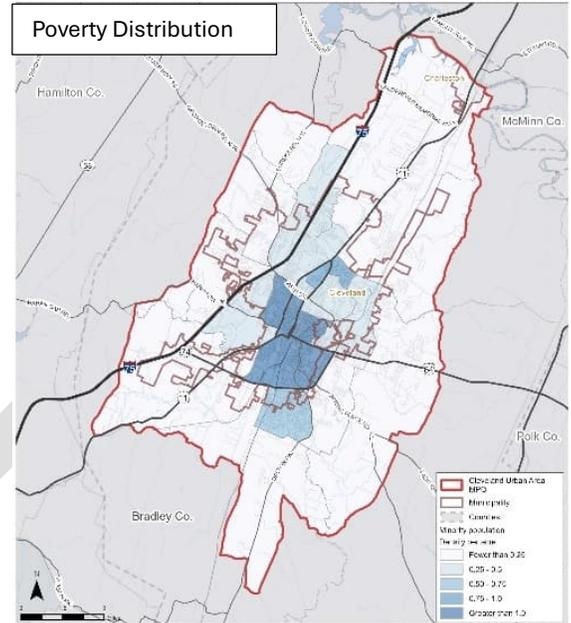


Figure 3.3. Cleveland MPO Poverty Density.
Source: ACS 2019-2023 Update

Land Use & Development

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

Roadway and Bridges

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

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

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

System Performance

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

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

Bridge Conditions

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

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

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

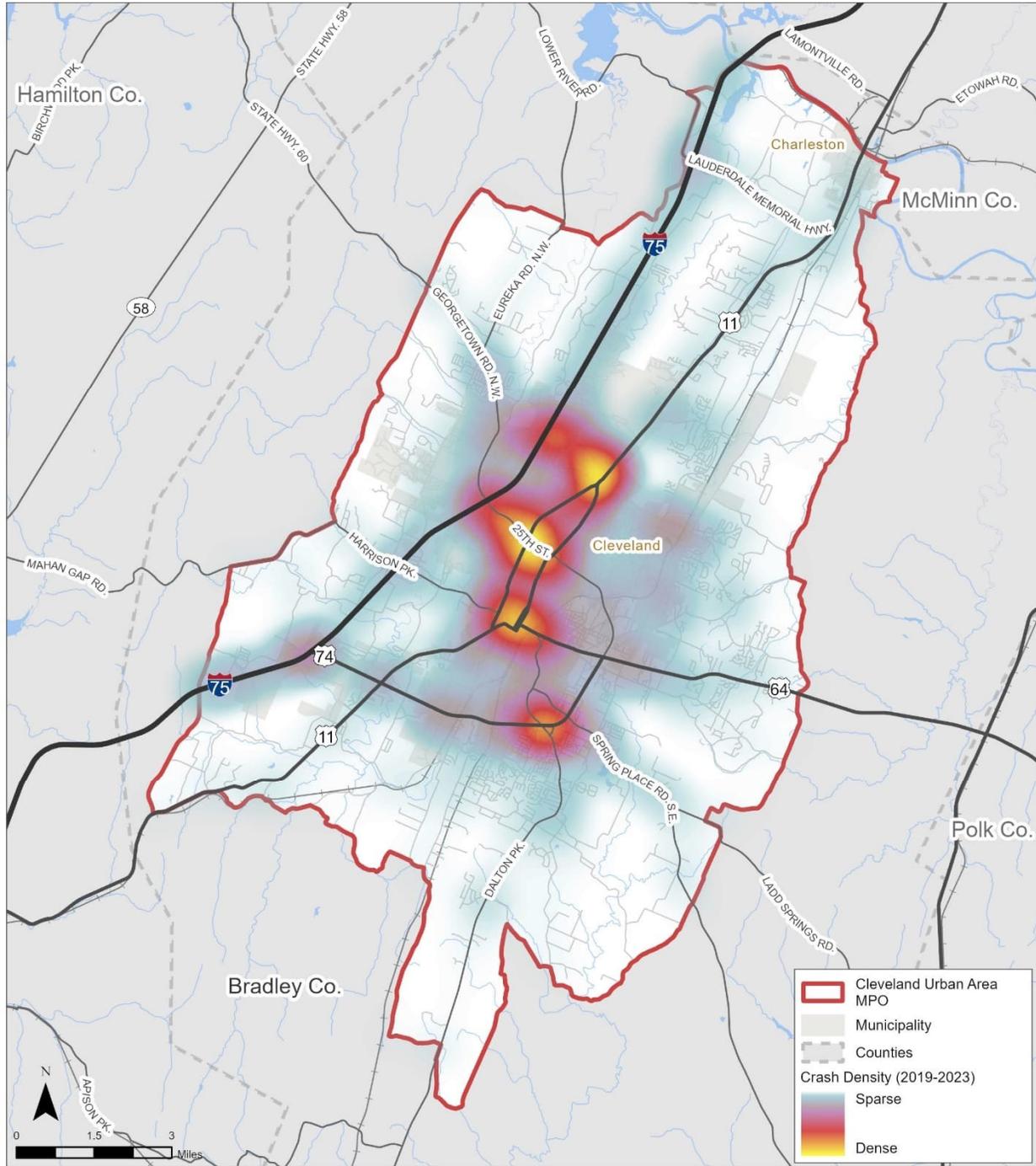


Figure 3.4. Cleveland area Crash Density Map. Source: TDOT ETrims



*Keith Street at
25th Street*



*US 11/Lee
Highway at
Stuart Road NE*



*US 11/Lee at
Stuart Road NE*

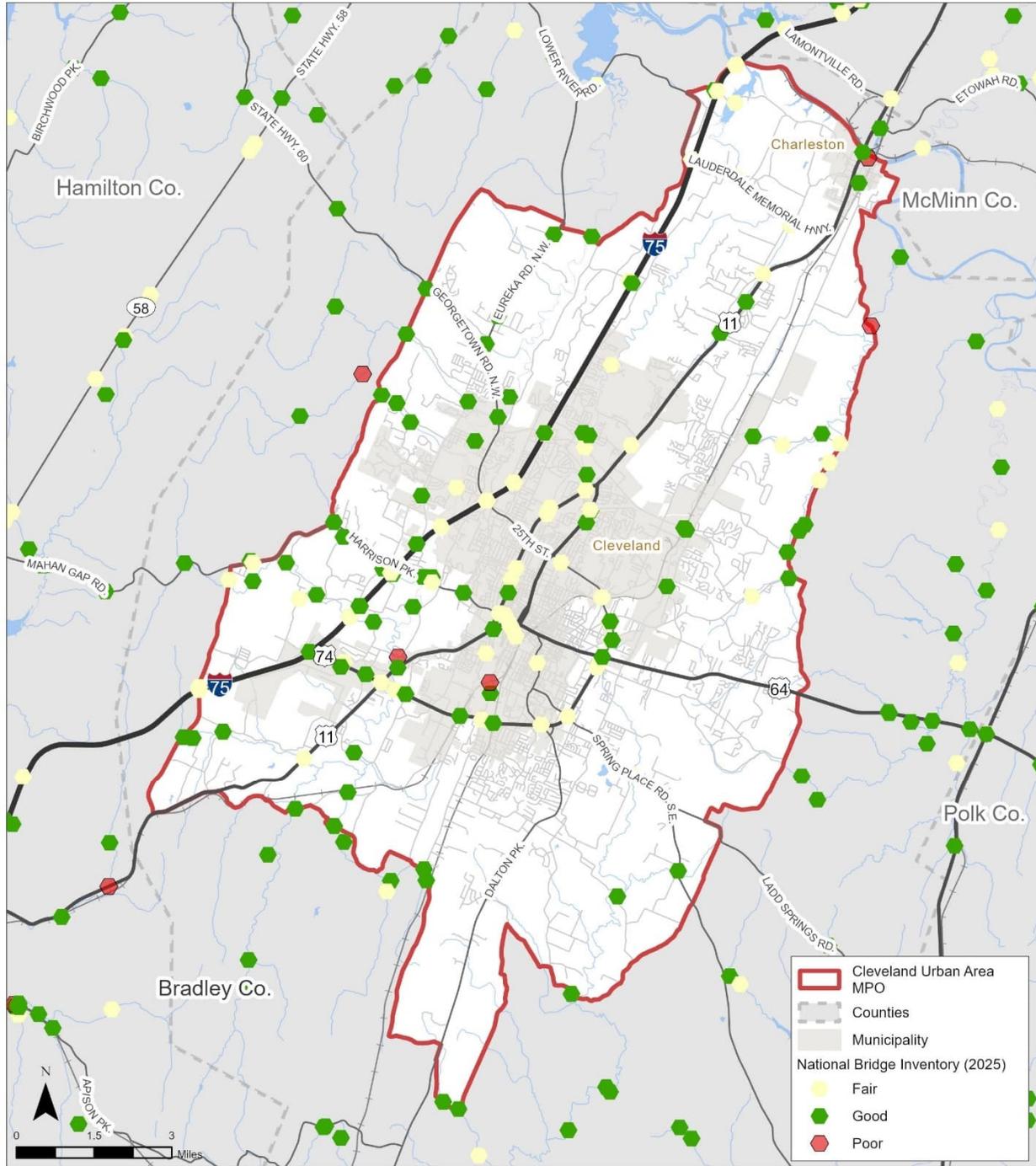


Figure 3.4. Cleveland Area Bridge Conditions. Source: FHWA

Roadway Functional Classification

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

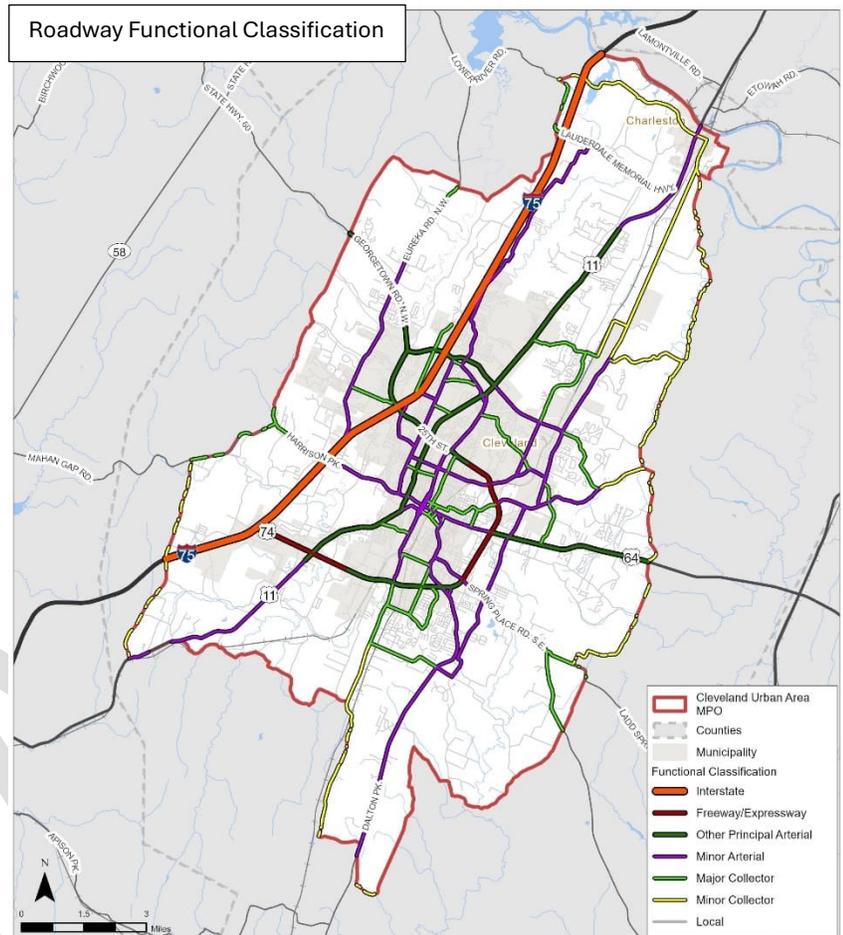


Figure 3.5. Cleveland MPO Area roadway Functional Classifications.
Source TDOT

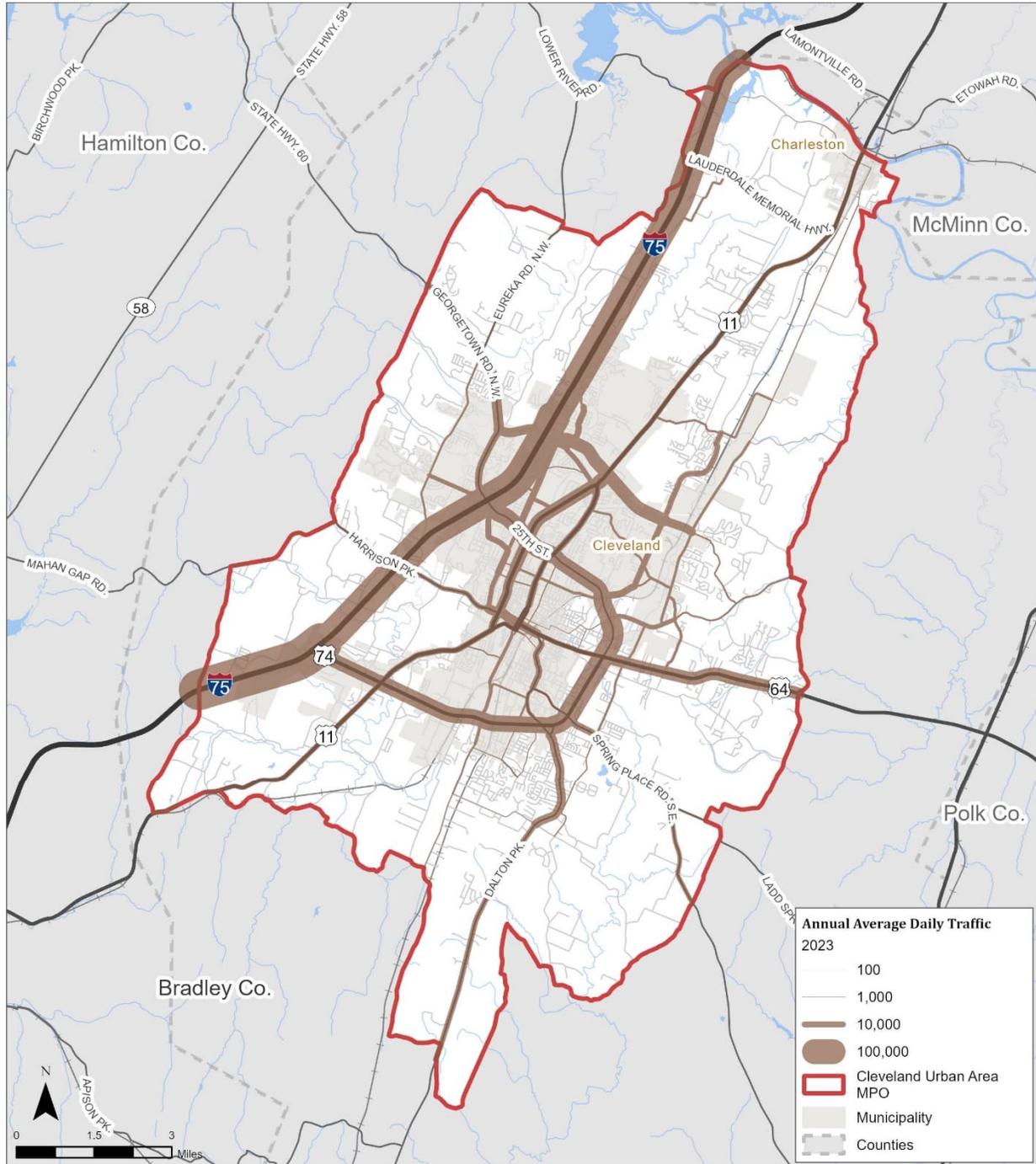


Figure 3.7 Average Annual Daily Traffic (2023)

Other Transportation Facilities

The CUAMPO multimodal transportation system includes aviation, rail, roadway-based transit facilities, and access to inland waterways, supporting both passenger mobility and

freight movement at local and regional scales. Aviation services are provided by the Cleveland Regional Jetport, located northeast of the urban core, which serves business and corporate aviation and supports regional economic activity. The Jetport's role in the overall transportation network is strongly associated with its accessibility via roadways and its location near key employment and industrial zones.

Rail

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



Figure 3.8. Jet on Tarmac at Cleveland Regional Jetport

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

Waterway Facilities

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

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

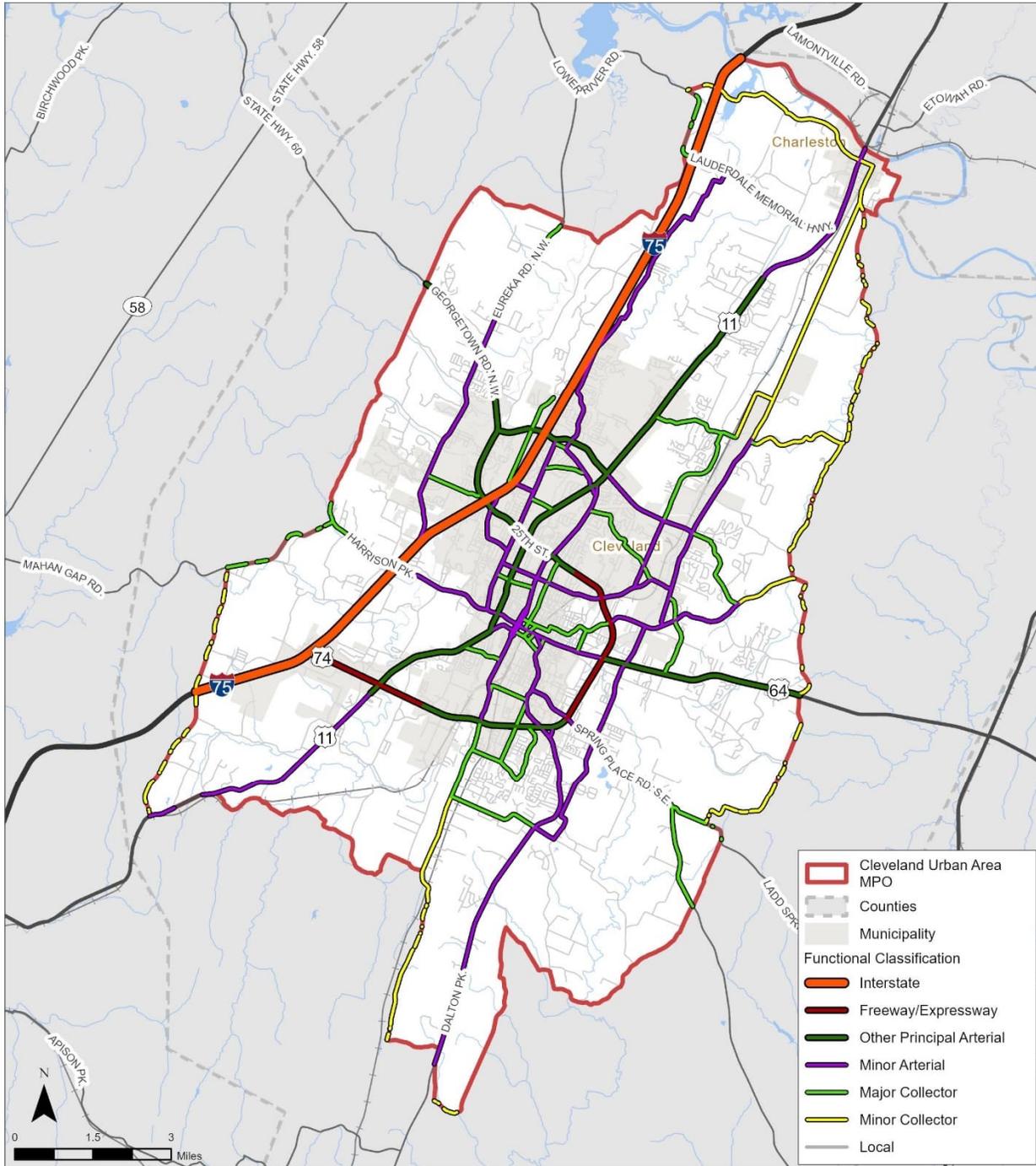


Figure 3.9. CUAMPO area roadway network classification. Source: TDOT

Freight

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

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

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

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

System Performance

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

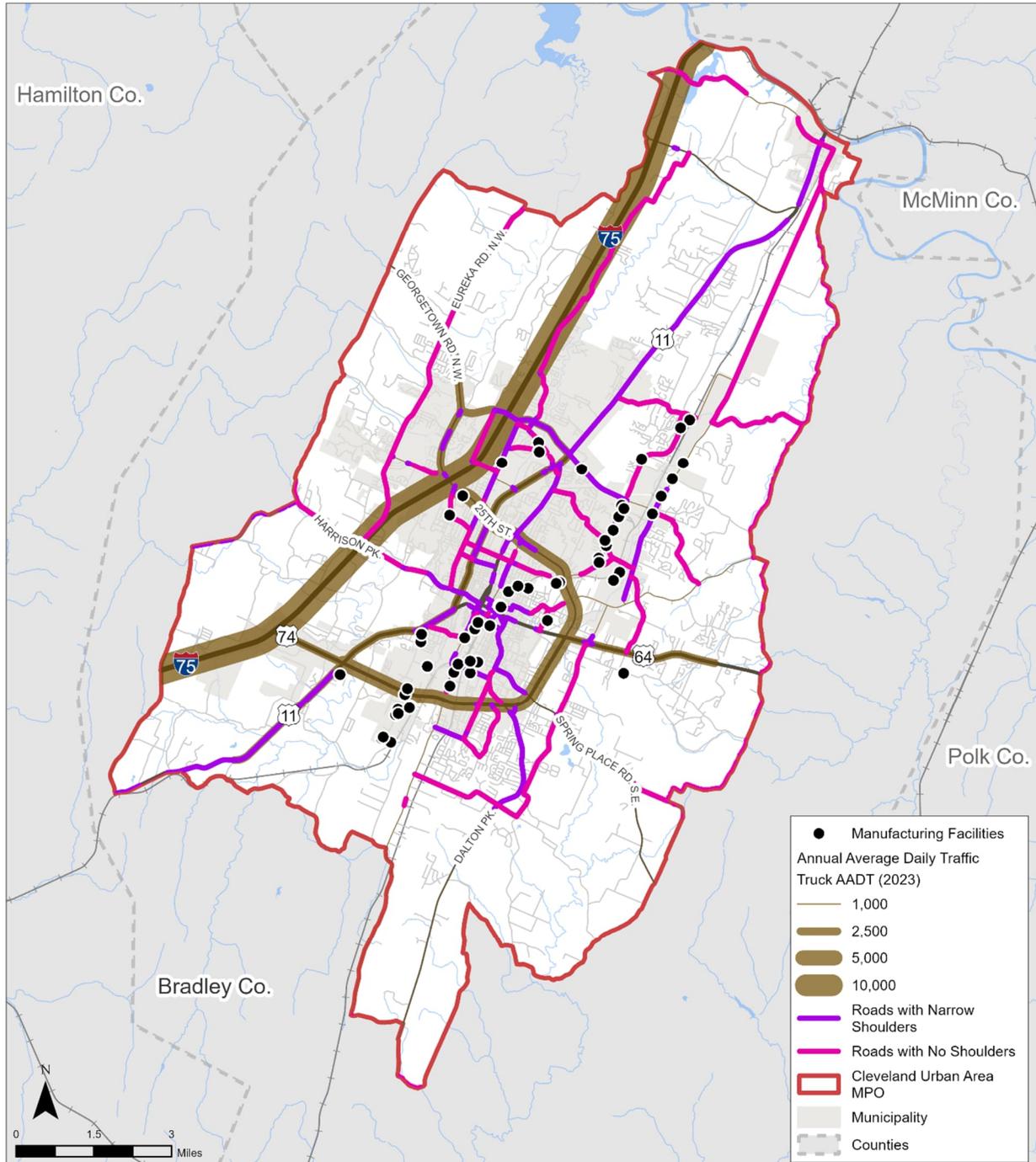


Figure 3.10. Cleveland area freight network. Source: TDOT

Transit

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



Status of Network

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

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

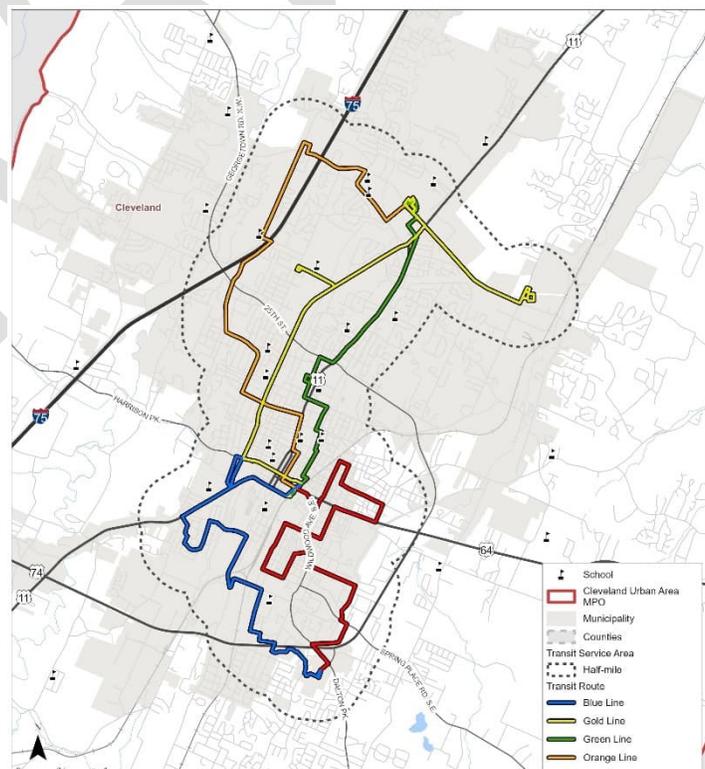


Figure 3.11. Routes for Cleveland Urban Area Transit Services

System Performance

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

Bike and Pedestrian Facilities

Bicycle and Pedestrian

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

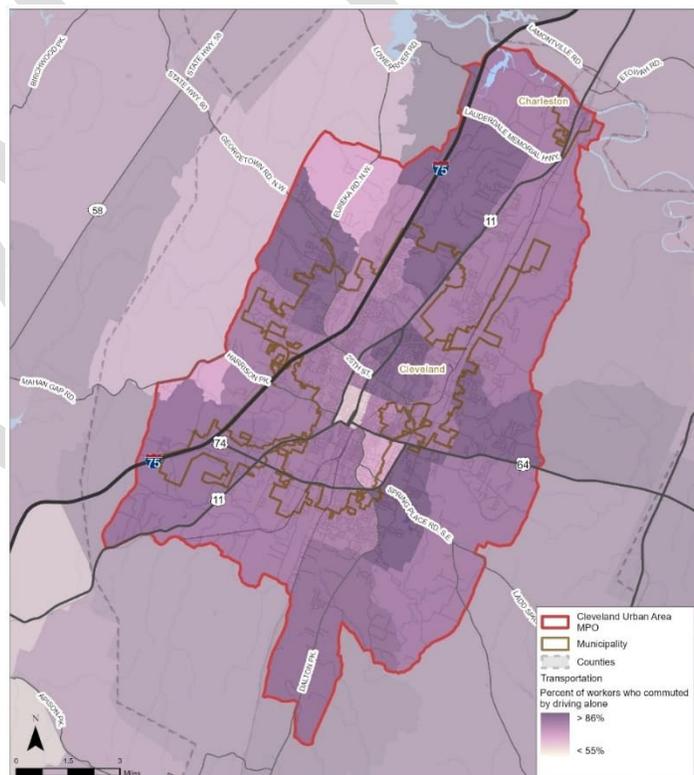


Figure 3.12. Map of MPO Single Occupancy Vehicle Users

Sidewalks

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

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

Bicycle and Greenway Facilities

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

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

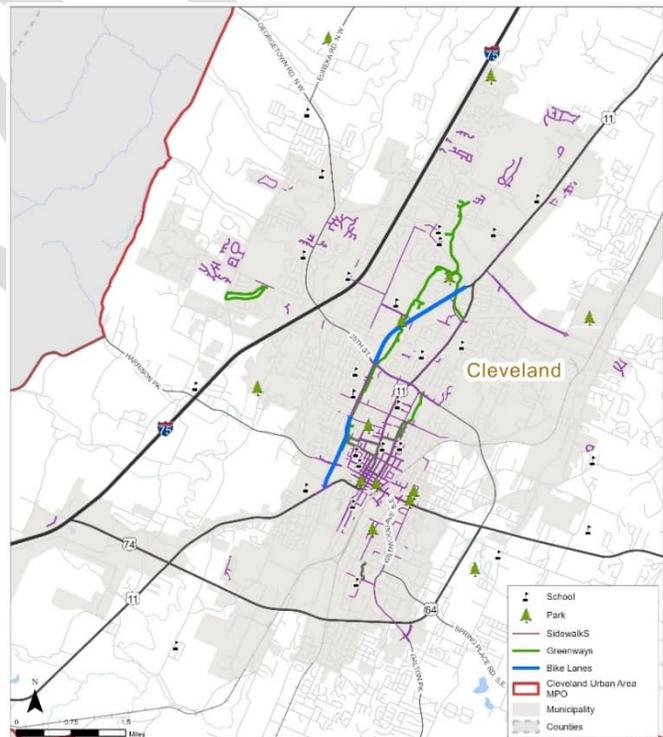


Figure 3.13 Bicycle and Pedestrian Facilities



Figure 3.14 Cleveland/Bradley County Greenway

Performance

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

4. Public Engagement

Online Engagement

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

Cleveland Urban Area MPO 2050 LRTP

Share Your Feedback!

Updating the Plan

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

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

Share your feedback here by 12/19/2025!

Cleveland 2050 LRTP: Online Survey

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

Open

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

Your input will help us build a better plan!

Start



City of Cleveland, TN - Government

December 5 at 2:00 PM

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

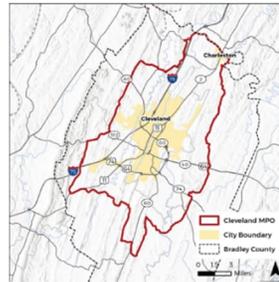
Learn more and provide your thoughts at:
wspengages.com/cleveland2050

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

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



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



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



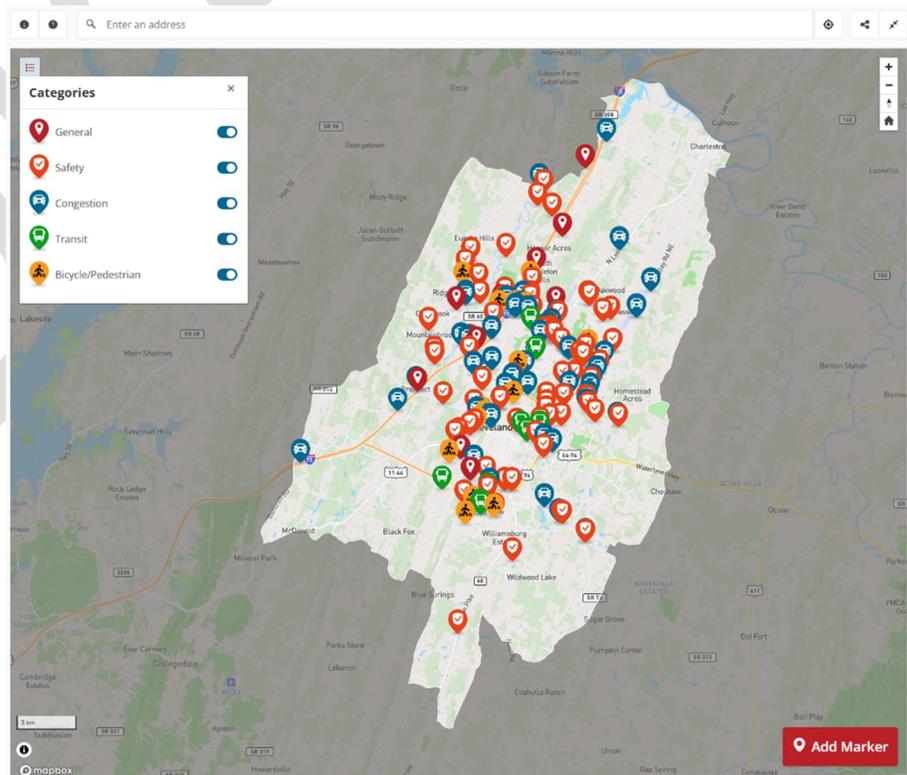
The online survey is open
through December 19th.

Questions, Comments... Contact Us!

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

The online website had two main components:

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



Results

203 map comments

348 form submissions

998 views and 799 unique visitors

- Top 3 Transportation Investments: Reduce congestion and delay, improve safety for all, maintain existing system
- 7% of respondents have used public transit in the past 12 months with 54% indicating their experience was neutral
- 68% of respondents indicated more sidewalks are most needed where they live. 37% indicated better maintenance of sidewalks and trails. 36% indicated more trails and paths
- 2% are road cyclists while 28% are recreational cyclists
- 35% prefer a separate MUP for bike-ped
- 97% use car as primary mode of transport
- 82% have sidewalk within 2 blocks of residence. 23% have public transit
- Traffic congestion is top transportation challenge with 87%

Stakeholder Discussion

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

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

Stakeholders were asked to rank their priorities for spending.



5. Recommendations

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

Project Prioritization

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

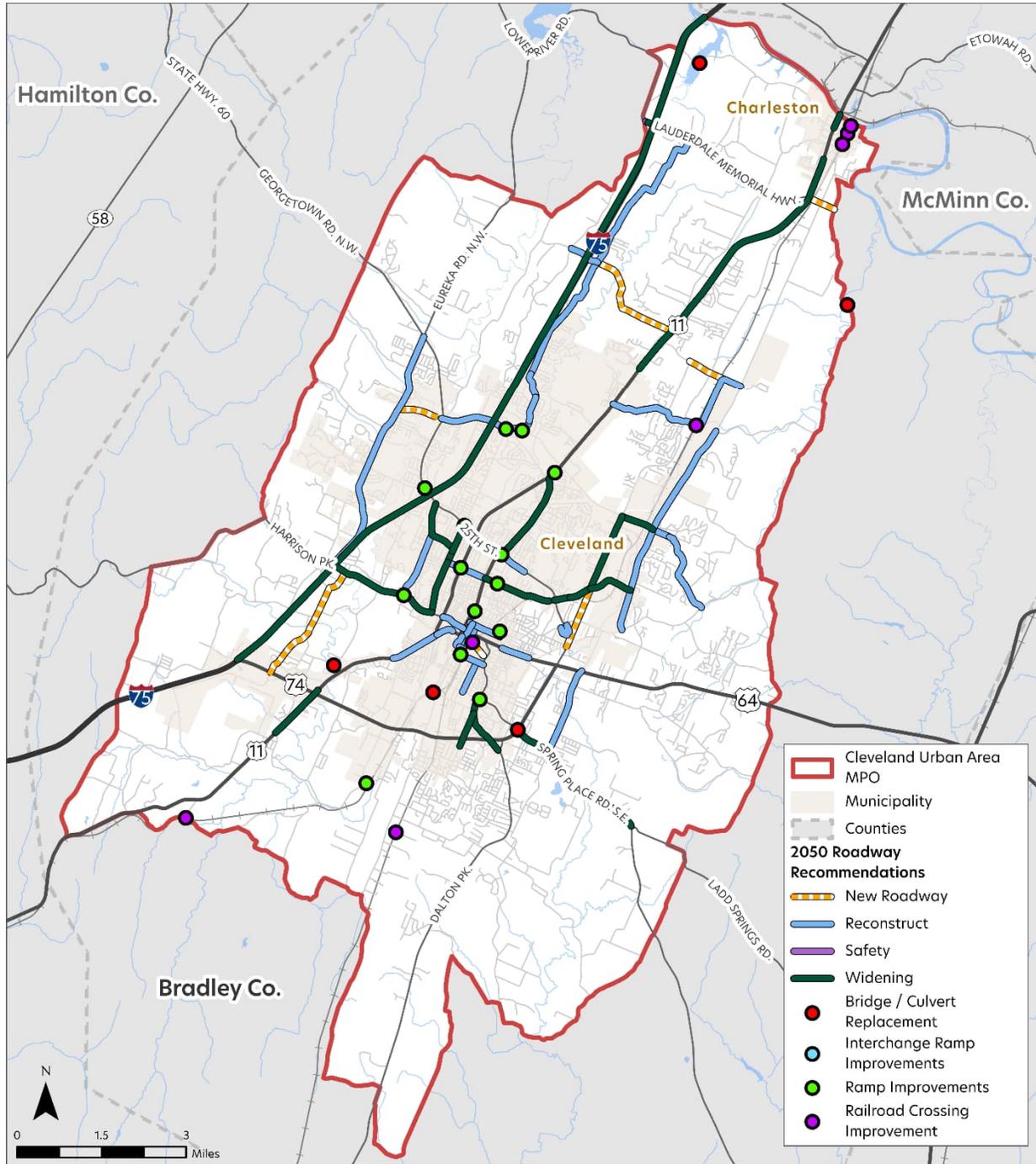
During the evaluation process, every project is scored against these criteria, providing an objective measure of its contribution to regional priorities. Projects that achieve higher scores demonstrate stronger alignment with the LRTP goals and will receive a higher ranking in the prioritization process.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

Goals	Factor	Measurable Criteria
Safety	Safety	Crashes

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

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

Recommendations



ID	Project	Termini	Description	Rank
New Roadway				
67	Old Tasso Rd	New Roadway from 20th St NE to 25th St NE	Bypass to Old Tasso Rd	66

ID	Project	Termini	Description	Rank
82	Paul Huff Pkwy Ext	Freewill Road to SR-60 (Georgetown Road)	Extend roadway over Candies Creek and connect with Freewill Rd	74
91	Northwest Connector	Mouse Creek Road to US-11/SR-2 (N. Lee Highway)	Extend roadway to connect with US 11 for freight vehicle traffic	60
92	SR 308 Extension	US-11/SR-2 (N. Lee Highway) to Chatata Valley Drive	Extend as 3-lane roadway, including RR overpass	70
100	Midtown Connector	Keith Street (US-11) / S Lee Highway to Wildwood Avenue	Improve connection between State Routes. May include grade separation, and pedestrian improvements	21
136	Freewill Rd Extension / Lake Rd	US 74 / APD 40 to SR 312 / Harrison Pike	New roadway connection at part of Freewill Road Extension	45
139	Tasso Ln NE Extension	Jenkins Rd NE to Tasso Ln NE	New roadway connection over railroad to serve as freight vehicle access to Jetport	43
Reconstruct				
2	Michigan Avenue Road	Benton Pike NE to 20th Street	Reconstruct 2-lane roadway to improve safety, add shoulders, and sidewalk	19
17	Mouse Creek Road	Hunters Run to Hoopers Gap Rd	Reconstruct 2-lane roadway; add turn lanes at Hoopers Gap; improve intersection alignment	53
19	Tasso Lane	Lee Highway/US-11 to Michigan Avenue Road/Dry Valley	Reconstruct to typical lane width and shoulders	68
23	Hoopers Gap	Frontage Road to Mouse Creek Road	Upgrade lane width, shoulders; add left turns	16
26	Peach Orchard Hill Road	Benton Pike to Chip Drive	Reconstruct to typical lane width, and add shoulders	54
27	Durkee Road	SR-74/19th/Spring Place Road to US-74/SR-40/Waterlevel Highway	Reconstruct to typical lane width, add shoulders, and sidewalks	61
31	Mouse Creek Road	Hoopers Gap to SR-308/Lauderdale Memorial Highway	Reconstruct to improve safety, typical lane widths, and drainage	71
58	20th Street	Ocoee Street to Georgetown Road	Reproportion lane widths, shoulders to standard; add left turns at US 11 intersection	48

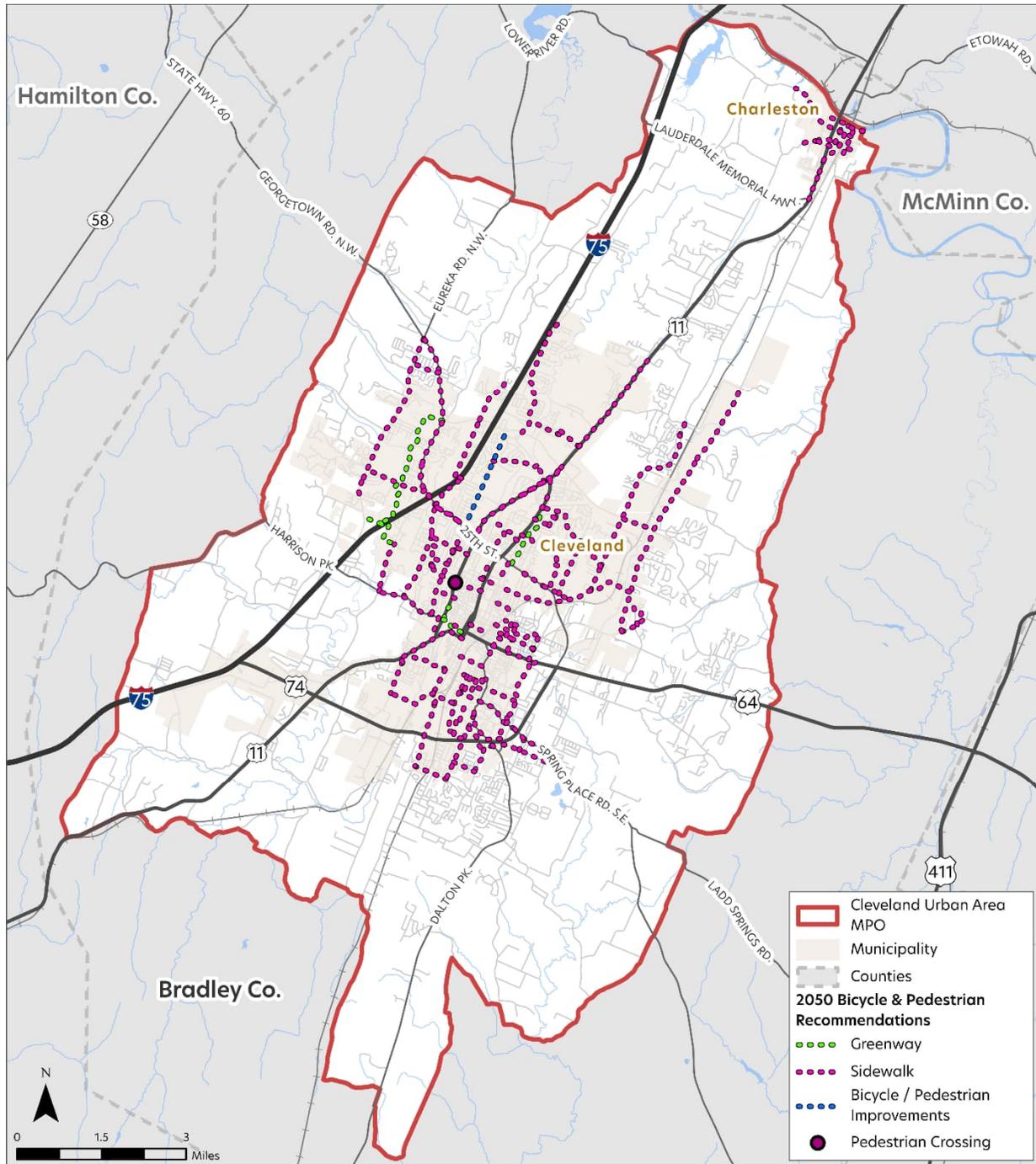
ID	Project	Termini	Description	Rank
61	Michigan Avenue Road	Tasso Lane N.E. to Stuart Road/Peach Orchard Hill Road	Reconstruct to typical lane width, shoulders, and sidewalks	7
77	Peach Orchard Road	Michigan Avenue Road to Chip Drive	Reconstruct for freight vehicle traffic, and improve intersection turn lanes	56
78	Michigan Avenue Road	20th Street to Stuart Road/Peach Orchard Hill Rd	Reconstruct to add shoulders, improve drainage, and provide safe intersection crossings	11
79	Westside Drive	Georgetown Road to SR 312/Harrison Pike	Reconstruct to typical lane width, add shoulders, and sidewalks	69
113	Mouse Creek Road	Robin Hood Dr to Wedgewood Dr	Reconstruct to typical lane width and shoulders, and sidewalks	44
114	Mouse Creek Road	Wedgewood Dr to East Circle Dr	Reconstruct to typical lane width and shoulders and sidewalks	36
115	Mouse Creek Road	East Circle Dr to Hunters Run	Reconstruct to improve safety, lane widths, and shoulders. Add sidewalks	59
126	Central Ave NE	Lee Hwy to Berry St NE	Multimodal streetscape improvements to add sidewalks, street trees, and improve crossings	34
128	Chippewa Ave SE	18th St SE to 9th St SE	Reconstruct to typical lane width, add shoulders, and sidewalks	73
129	Inman St Improvements	US 11 Keith St to Broad St	Safety improvement to reduce speed; streetscape improvements to add sidewalks and bicycle facilities	3
130	Inman St Improvements	East St to Lowery St	Safety improvement to reduce speed; streetscape improvements to add sidewalks and bicycle facilities	4
131	Parker St Improvements	TN 40 Inman St E to 2nd St NE	Multimodal streetscape improvements to add street trees, connect sidewalks, and improve crossings	35
132	Church St Improvements	6th St SE to Central Ave NE	Reproportion pavement for traffic parking, and bicycles.	58

ID	Project	Termini	Description	Rank
			Improve sidewalks and crossing locations	
133	9th St / Wildwood Ave Improvements	Church St SE to Wildwood Ave / Dalton Pike SE	Reconstruct as Complete Street with curbs, sidewalks, and improved crossing locations	25
134	S Ocoee St / SR 40 Alternative Connector	6th St SE to 3rd St SW	Safety improvement; Reconstruct to add streetscape improvements including sidewalks and street trees	57
135	Freewill Rd Corridor	SR 312 / Harrison Pike to Georgetown Rd NW	Reconstruct to improve safety, typical lane widths, drainage, and intersections. Add sidewalks in residential areas	40
137	S Lee Highway / US 11	Victory St SW to US 11 / Keith St SW	Reconstruct as Complete Street with lane-diet, pocket medians, and multi-use path	13
138	25th St NE Improvements	US 11 / Keith St to Spring Creek Dr NE	Safety improvement; Access Management to consolidate driveways, reduce speed, and connect sidewalks	5
141	Paul Huff Parkway	SR 60/Georgetown Road to Mouse Creek Road	Safety improvement; Access Management to add pocket medians, intersection crossings, and multiuse path along south side	1
145	3rd St SW	US 11 / Keith St SW to Oak Street SW	Safety improvement to reduce vehicle speed; add center turn lane, and sidewalks	27
146	APD 40 NE	Benton Pike NE exit ramps	Reconstruct ramp curves and add deceleration lanes. Improve safety and accommodate freight traffic	30
Safety				
93	SR-308 (Lower River Road)	Bowater Logging Road to I-75	Safety Improvements along curve and shoulders to accommodate freight vehicles	39
Widening				
55	Georgetown	20th Street to Harrison Pike (SR 312)	Widen to add center turn lanes where appropriate, shoulders, and sidewalks	10

ID	Project	Termini	Description	Rank
56	North Ocoee	Keith Street (US-11) to 25th Street	Safety improvement; Widen to 3 lanes, add sidewalk (portion) and bicyclist facilities	12
59	20th Street	By-Pass to Ocoee Street	Safety improvement; Widen to 3-lanes, add sidewalks and bicycle facilities	50
60	Peerless Road	25th Street to Georgetown Road	Safety improvement; Widen to 3-lanes, add curbs and sidewalks	24
62	20th Street	Shady Lane to Old Tasso Road	Widen to 3-lanes to accommodate freight traffic; add shoulders, and sidewalks	62
63	20th Street	Old Tasso Road to Michigan Avenue Road	Widen to add center turn lane and accommodate freight traffic	72
68	Old Tasso Rd	20th St to Stuart Rd	Keith St Bypass	23
70	SR-2 / US-11 / Lee Highway	Anatole Lane to Market Street	Widen to 5-lanes from Anatole Road to SR-308; Widen to 3-lanes north of SR-308 to Market Street	32
71	US-11 / Lee Highway	Black Fox Road to APD 40	Widen to five lanes further south from interchange. Design for freight traffic	55
72	Spring Place Road	APD 40 to Ladd Springs Rd SE	Widen to address future capacity deficiency, and add shoulders	29
101	I-75	US 74 (Exit 20) to Bradley/McMinn county line	Widen Interstate 75 to 6-lanes; improve safety near interchanges	2
102	SR-308 (Lauderdale Mem Hwy)	Mouse Creek Road N.W. to US-11/SR-2 (N. Lee Highway)	Widen to add center turn lane and shoulders for freight vehicle traffic	18
112	Georgetown Rd NW	25th Street to 20th Street	Widen to 3-lanes, including roundabouts at major intersections	14
121	Stuart Rd NE	Old Tasso Rd NE / Urbane Rd NE to Michigan Ave Rd NE	Widen to address future capacity deficiency and freight vehicle traffic. Add sidewalks	28
140	Harrison Pike W	New Murraytown Road NW to Keith Street SW	Widen to accommodate freight traffic. Investigate new I-75 interchange	20

ID	Project	Termini	Description	Rank
144	Blackburn Rd SE	Linda Drive to Dalton Pike SE	Widen to add center turn lane, shoulders, and sidewalks	15
148	US-11 / Lee Highway	Cass Ln NW to SR 163 Bowater Rd	Widen to accommodate future capacity deficiency. Add sidewalks and improve crossing locations	52
Bridge / Culvert Replacement				
13	OLD LOWER RIVER ROAD	Old Lower River Road, Bridge over South Mouse Creek, LM 13.09		75
14	CHATATA VALLEY RD.	Chatata Valley Rd., Bridge over Chatata Creek, LM 5.42 (IA)~		77
15	S Ocoee St	Railroad crossing	Replace bridge over railroad crossing	47
34	PLEASANT GROVE PL	Pleasant Grove Pl. Bridge over Candies Creek, LM 0.56 (IA)~		80
52	SR-74	(Spring Place Road), From near LM 11.150 to near LM 11.80 (ARPA)		37
Interchange				
40	I-75	Interchange at Paul Huff Parkway in Cleveland		6
Intersection				
3	Keith Street (SR-11)	20th Street	Add turn lanes at intersection, and relocate existing signal	22
5	Spring Place Road	SR-311 (Wildwood Avenue)	Widen to 4-lanes on all approaches; modify existing signal	33
6	25th Street	North Ocoee	Widen N/S approach lanes, add dual left-turn lanes	8
7	25th Street	Peerless Road	Widen N/S approaches to add turn lanes, and relocate existing signal	26
9	20th Street	Parker Street	Widen E/W approaches to 5-lanes; Widen N/S approaches to 3-lanes	46
10	Harrison Pike	Westside Drive	Widen approaches; consider traffic signal	65
11	Keith Street (SR-2)	Ocoee Street (US-11)	Construct flyover; remove traffic signals and add lanes	9
95	SR 60 (Georgetown Rd)	Candies Lane	Safety improvement to realign intersection	31

ID	Project	Termini	Description	Rank
96	8th Street	Ocoee Street	Construct roundabout and improve safety at this awkward intersection	38
97	Old Chattanooga Pike	Industrial Drive SW	Realign and improve RR crossing	81
98	9th Street S.E.	Euclid Avenue	Align offset intersection near Euclid Ave SE	63
99	6th Street N.E.	Gaut Street	Safety Improvements, realign intersection, and move utility lines	64
110	Mouse Creek Road	Paul Huff Parkway	Add NB approach lane	17
111	Peerless Road	Paul Huff Parkway	Improve NB approach from intersection back to Valleyhead Rd	41
Railroad Crossing Improvement				
4	Old Tasso Road	Old Tasso Rd at Norfolk Southern Railroad, LM 0.450 near Cleveland.	Construct a grade-separated crossing	67
8	East-West Connector	3 rd Street SE at Norfolk Southern Railroad Crossing	Construct a grade-separated crossing	42
12	CASS STREET	Cass Street at Norfolk Southern Railroad, LM 9.790 in Charleston	Construct a grade-separated crossing	51
33	OLD CHATTANOOGA PK	Old Chattanooga Pike at Norfolk Southern Railroad, LM 0.380	Construct a grade-separated crossing	76
35	WATER ST	Water Street at Norfolk Southern Railroad, LM 0.755 in Charleston	Construct a grade-separated crossing	78
36	WOOL ST	Wool Street at Norfolk Southern Railroad, LM 0.421 in Charleston	Construct a grade-separated crossing	49
37	HICKORY TOP RD	Hickory Top Road at Norfolk Southern Railroad, LM 0.170	Construct a grade-separated crossing	79



ID	Project	Termini	Description	Rank
Bicycle / Pedestrian				
16	SR-60	Various Streets in Cleveland	Bicycle and Pedestrian Improvements	39

ID	Project	Termini	Description	Rank
Greenway				
701	Fillauer Branch from Veteran's Park to Ocoee Crossing NW	25th St NE to Lee Hwy	Greenway	30
702	Keith St to Johnston Park	US 11 / Keith St to Johnston Park	Multiuse path along south side	2
703	Candies Creek Greenway	Tennessee Nusery Rd to Freewill Rd NW	Greenway	94
704	Cleveland Greenway Phase VI	Construct multi-modal greenway adjacent to SR-2	Construct multi-modal greenway adjacent to SR-2 (Keith St) and near S Mouse Creek from Willow St to the south side of Inman St. Include ADA, landscaping, pedestrian bridge, elevated crosswalks, steps, sidewalk, retaining walls, and pedestrian signals	12
Sidewalk				
65	Central Avenue Sidewalks and Resurfacing	Ocoee Street (SR 2) to Edwards Street	Resurfacing and sidewalks on Central Avenue from Ocoee Street (SR 2) to Edwards Street	3
501	11th St NE	Gaut St to Lang St	Sidewalk	33
502	12th and 13th St SE	King Edward Ave SE to Wildwood Ave SE	Sidewalk	5
503	14th St SE	Holt St SE to Johnson Blvd SE	Sidewalk	53
504	14th St SE and Hardwick St	12th St SE to Wildwood Ave SE	Sidewalk	26
505	15th St NE	People St NE to Gaut St NE	Sidewalk	24
506	17th St NW	Woodmore Dr NW to N Ocoee St	Sidewalk	38
507	18th St SE	Blythe Ave SE to Wildwood Ave SE	Sidewalk	14
508	20th St SE	Blue Springs Rd to Bythe Ave	Sidewalk	17
509	23rd St NW	Georgetown Rd to Keith St NW	Sidewalk	49
510	25th St NW	Georgetown Rd to US 11 / Keith St	Sidewalk	45
511	28th St SE	Blackburn Rd to Buchanan Rd SE	Sidewalk	92
512	S Lee Hwy / 3rd St SW	Keith St to S Ocoee St	Sidewalk	4
513	6th St NE	Gaut St to Lowery St	Sidewalk	42
514	8th St NE	Railroad to 6th St NE	Sidewalk	15
515	9th St SE	Euclid Ave to Wildwood Ave	Sidewalk	7
516	Adkisson Dr NW	Norman Chapel Rd NW to Paul Huff Pkwy NW	Sidewalk	63
517	Apache Trl NW	Apache Trl NW	Sidewalk	83

ID	Project	Termini	Description	Rank
518	APD 40 NE	Spring Creek Dr NE to Shady Ln NE	Sidewalk	73
520	Bates St NE	Worth St to Water St	Sidewalk	75
521	Benton Pike NE	8th St NE to Lowery St NE	Sidewalk	48
522	Blackburn Rd SE	Dockery Ln to Dalton Pike	Sidewalk	47
523	Blue Springs Rd S	SE Dockery Ln to S Ocoee St	Sidewalk	22
524	Blythe Ave SE	Bower Ln to 13th St	Sidewalk	16
525	Blythe Ferry Rd NE	N Ocoee St to Old Tasso Rd NE	Sidewalk	46
526	Bower Ln SE	Foster Ln to Blackburn Rd SE	Sidewalk	27
527	Bowman Circle Dr NE	Bowman Circle Dr NE	Sidewalk	68
528	Broadway St NE	Water Ln NW to Wool Ln NW	Sidewalk	76
529	Broomfield Rd SE	Young Rd to Spring Place Rd SE	Sidewalk	88
530	Buchanan Cir SE	28th St SE to Dalton Pike SE	Sidewalk	93
531	Candies Ln NW	Freewill Rd NW to Georgetown Rd NW	Sidewalk	102
532	Cass St NE	Maddux Rd NW to Bates St NE	Sidewalk	95
534	Chambliss Ave NW	20th St NW to 24th St NW	Sidewalk	37
535	Chippewa Ave SE	18th St SE to 13th St SE	Sidewalk	21
536	Dalton Pike SE	Baldwin St to 20th St	Sidewalk	9
537	Dalton Pike SE	Buchanan Rd SE to Dalton Pike SE	Sidewalk	55
538	Dockery Ln SE	Blue Springs Rd to Blackburn Rd SE	Sidewalk	113
539	Foster Ln SE	Foster Ln to 20th St SE	Sidewalk	11
540	Freewill Rd NW	Interlackin Cir NW to Gerogetown Rd NW	Sidewalk	112
541	Frontage Rd NW	Paul Huff Pkwy NW to Columbus Dr NW	Sidewalk	99
542	Fulbright Rd NE	Shady Ln NE to Blythe Ferry Rd NE	Sidewalk	111
543	Gaut St NE	Central Ave to 11st St	Construct or replace sidewalk along Gaut St north of Central Ave	25
544	Georgetown Rd NW	Candies Ln to SR-306	Sidewalks constructed with TIP 06001 widening	62
545	Georgetown Rd NW	1st St NW to SR-60 25th Street NW	Sidewalk	20
546	Grove Ave SW	Harrison Pike to Lee Hwy	Sidewalk	19
547	Harrison Pike W	Blythewood Rd SW to Georgetown Rd NW	Sidewalk	51
548	Henderson Ave NW	25th St to Elder's Ace Hardware	Sidewalk	32
549	Hillside Dr NE	Westside Dr NE to Bowman Circle Dr NE	Sidewalk	67
550	Hiwassee St N	Market St NE to Billingsley St NW	Sidewalk	104
551	Inman St E	Lang St NE to Lowery St NE	Sidewalk	52
552	Inman St W	Highland Ave to Oak St	Sidewalk	1
553	Johnson Blvd SE	Wildwood Lake Rd SE to Bates Pike SE	Sidewalk	72
554	SR-2 Keith St NW	SR-60 / 25th St to Paul Huff Parkway	Sidewalk	13

ID	Project	Termini	Description	Rank
555	Kile Ln SW	Westland Dr SW to S Ocoee St	Sidewalk	54
556	King St SE	Blackburn Rd SE to Buchanan Rd SE	Sidewalk	6
557	Lang St NE	1st St to 11th St	Sidewalk	44
558	Lilac Dr NW	Freewill Rd NW to Georgetown Rd NW	Sidewalk	108
559	Lowery St NE	Inman St E to Benton Pike NE	Sidewalk	57
560	Market St NE	Water Ln NW to US 11	Sidewalk	96
561	Baldwin Rd and McGrady Dr SE	SR-311 / Dalton Pike to Young Rd	Sidewalk	59
562	Michigan Avenue Rd NE	Royal Oaks Dr NE to Tasso Ln NE	Sidewalk	115
563	Michigan Avenue Rd NE	Benton Pike to Royal Oaks Dr	Sidewalk	34
564	Michigan Avenue School Rd NE	Minnis Rd NE to Benton Pike NE	Sidewalk	105
565	Mimosa Dr NW	Peerless Rd to Mouse Creek Rd	Sidewalk	56
566	Minnis Rd NE	Michigan Avenue Rd to Michigan Avenue School Rd	Sidewalk	107
567	Mohawk Dr NW	Mouse Creek Rd NW to Apache Trl NW	Sidewalk	65
568	Mouse Creek Rd NW	Paul Huff Pkwy to Singletree Dr / Soccer Park	Sidewalk	64
569	Mouse Creek Rd NW	Mimosa Dr to US 11 / Lee Hwy	Sidewalk	28
570	Norman Chapel Rd NW	Westside Dr NW to Adkisson Dr NW	Sidewalk	80
571	North Lee Hwy N	Sequoia Rd NW to Morgan Johnston Cir NE	Sidewalk	36
572	Ocoee St N	Ocoee Crossing / Blythe Ferry Rd to Mouse Creek Rd	Sidewalk	61
573	Ocoee St S	Blue Springs Rd to 14th St	Sidewalk	10
574	Ohio Ave NW	20th St NW to Woodmore Dr NW	Sidewalk	69
575	Old Harrison Pike NW	Harrison Pike to Old Harrison Pike NW	Sidewalk	90
576	Old Powerline Rd SE	Johnson Blvd to US-64	Sidewalk	86
577	Old Tasso Pl NE	Urbane Rd NE to Tasso Lne NE	Sidewalk	109
578	Old Tasso Rd NE	20th Street to Stuart Rd	Sidewalk	66
579	Parker St NE	25th St NE to David Lewis Ln NE	Sidewalk	40
581	Peerless Rd NW	Georgetown Rd to Sr-60 / Old 25th St	Sidewalk	58
582	Pine Ln NW	Worth Ln NW to Wool Ln NW	Sidewalk	100
583	Poplar St NE	6th St NE to 11th St NE	Sidewalk	29
584	Sequoia Rd NW	Apache Trl NW to N Lee Hwy	Sidewalk	78
585	Shady Ln NE	Shady Ln NE to 20th St NE	Sidewalk	106
586	Smith Dr SW	S Lee Hwy to S Ocoee St	Sidewalk	18

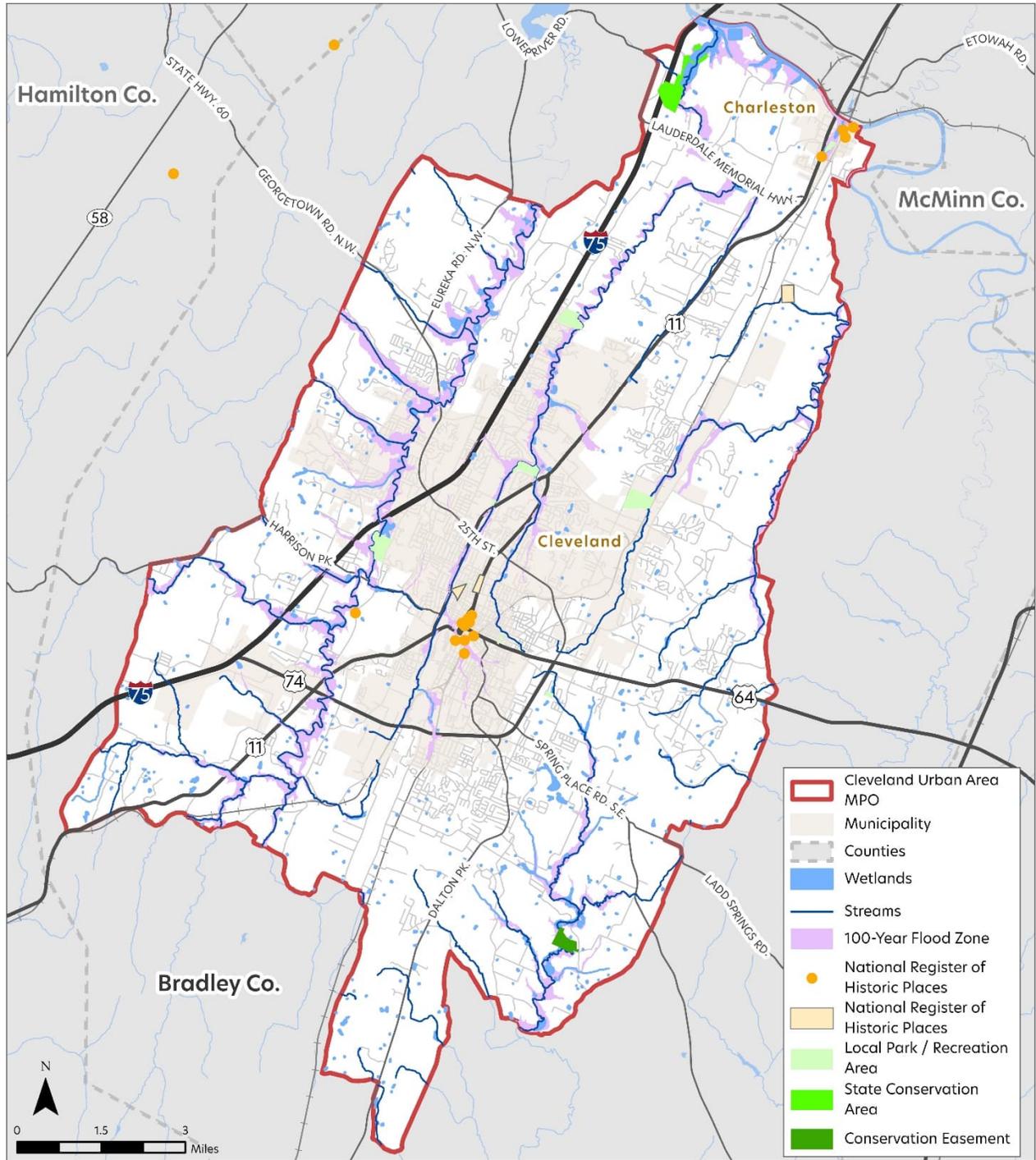
ID	Project	Termini	Description	Rank
588	Spring Place Rd SE	Dalton Pk to US-74	Sidewalk	43
589	Spring Place Rd SE	US 74 to Durkee Rd SE	Sidewalk	91
590	Stuart Rd NE	Urbane Rd NE to Michigan Avenue Rd NE	Sidewalk	87
591	Sunset Dr NW	Henderson Ave NW to N Ocoee St	Sidewalk	31
592	Tennessee Nursery Rd NW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

ID	Project	Termini	Description
Multimodal Center			
69	Dry Valley Rd NW	Location TBD	Multimodal Center north of Cleveland Regional Jetport

Environmental Considerations

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

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6. Implementation

Fiscal Analysis

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

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

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

Roadway and Bicycle-Pedestrian Revenues

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

Table 6.1 Capital Revenues

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

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

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

Table 6.2 Operations and Maintenance Revenues

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

Transit Revenues

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

Table 6.3 Transit Revenues

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

Funding Sources

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

Roadway and Bicycle-Pedestrian Sources

Table 6.4 Funding Sources for Roadway and Bicycle-Pedestrian Projects

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

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

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

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

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

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

Transit Sources

Table 6.5 Funding Sources for Transit Projects

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

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

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

Fiscally-Constrained Projects

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

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

Table 6.6 Committed (2026-2029) TIP Projects

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

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

COMMITTED (2026-2029) TIP PROJECTS					
ID	Project / Location / Description	Category	Length (mi)	Funding Source(s)	Cost
-	Surface Transportation System Preservation and Operation Grouping Preserve and improve the conditions and performance of Federal-aid highways and public roads, safety, traffic operations on Federal-aid highways, bridges and tunnels on public roads, and non-driver access to public transportation and enhanced mobility	Safety	-	STBG	\$14,245,000
6	Intersection at 25th Street and Ocoee Street NE Intersection Improvements	Intersection	-	STBG State	\$19,700,000

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

Table 6.7 Interim (2035) Projects

INTERIM (2035) PROJECTS					
ID	Project / Location / Description	Category	Length (mi)	Funding Source(s)	Cost
141	Paul Huff Parkway / SR 60 (Georgetown Road) to Mouse Creek Road Safety improvement; Access Management to add pocket medians, intersection crossings, and multiuse path along south side	Reconstruct	1.5	NHPP S-STBG, HSIP U-STBG	\$26,554,370
129	Inman St Improvements / US 11 Keith St to Broad St Safety improvement to reduce speed; streetscape improvements to add sidewalks and bicycle facilities	Reconstruct	0.42	S-STBG	\$7,389,600
130	Inman St Improvements / East St to Lowery St Safety improvement to reduce speed; streetscape improvements to add sidewalks and bicycle facilities	Reconstruct	0.5	S-STBG	\$8,797,143
138	25th St NE Improvements US 11 / Keith St to Spring Creek Dr NE	Reconstruct	1.08	S-STBG	\$19,059,396

INTERIM (2035) PROJECTS					
ID	Project / Location / Description	Category	Length (mi)	Funding Source(s)	Cost
	Safety improvement; Access Management to consolidate driveways, reduce speed, and connect sidewalks				
110	Mouse Creek Rd / Paul Huff Pkwy Add NB approach lane	Intersection	-	S-STBG	\$3,345,118
552	Inman St W / Highland Ave to Oak St Construct sidewalk	Sidewalk	0.16	TAP	\$217,822
702	Keith St to Johnston Park Multiuse path along south side	Greenway	0.49	TAP	\$1,229,137
512	S Lee Hwy & 3rd St SW / Keith St to S Ocoee St Construct sidewalk	Sidewalk	1.26	TAP	\$1,371,778
502	12th and 13th St SE / King Edward Ave SE to Wildwood Ave SE Construct sidewalk	Sidewalk	0.43	TAP	\$645,389
556	King St SE / Blackburn Rd SE to Buchanan Rd SE Construct sidewalk	Sidewalk	0.5	TAP	\$747,292
-	Resurfacing (O&M) Projects / Various Locations	Pavement	-	O & M	\$92,087,473

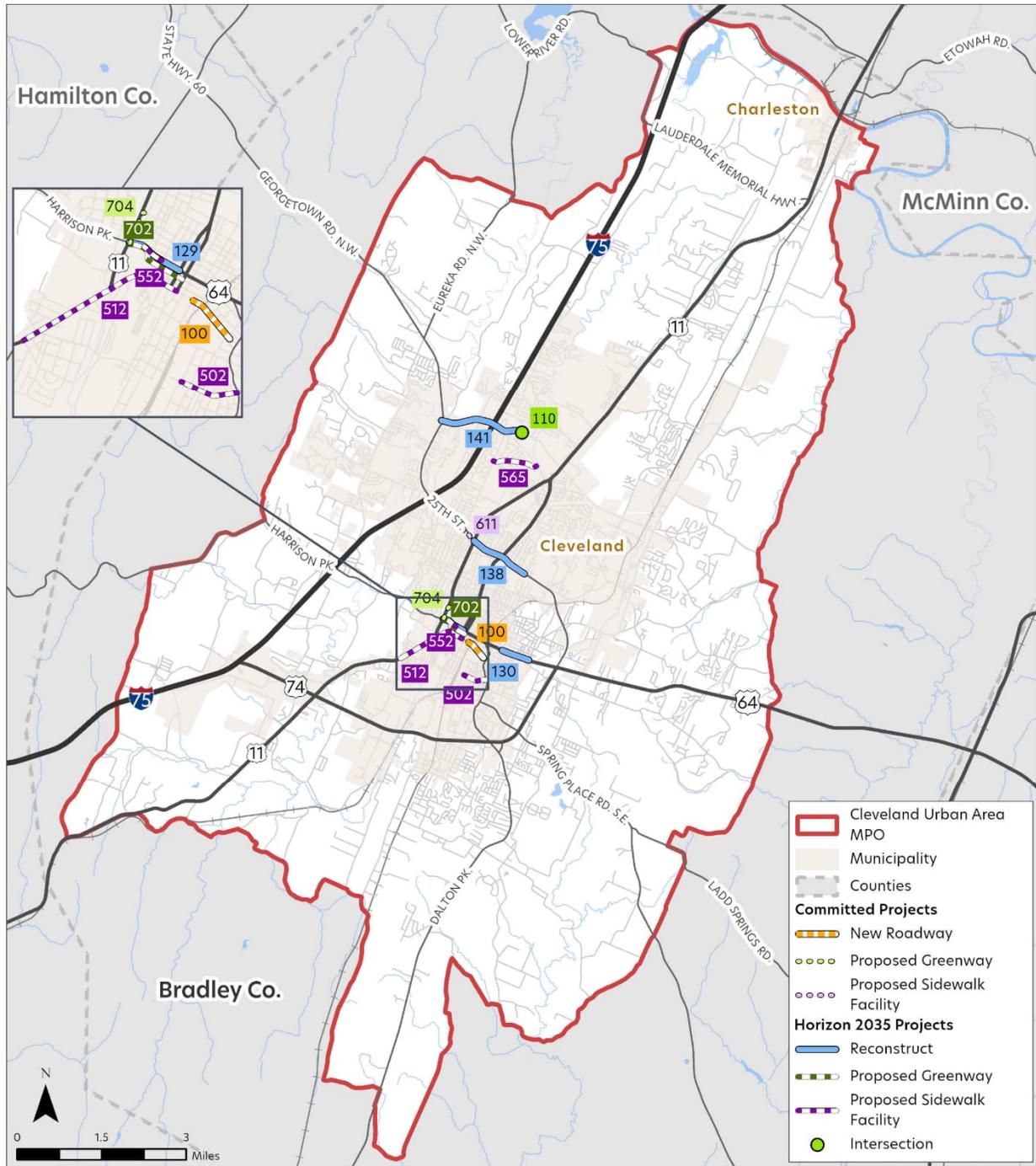


Figure 6.1 Committed and Horizon Year 2035 Projects

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

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

Table 6.8 Horizon (2050) Projects

HORIZON (2050) PROJECTS					
ID	Project / Location / Description	Category	Length (mi)	Funding Source(s)	Cost
40	Interchange at I-75 and Paul Huff Parkway Intersection / Ramp Improvements	Interchange	-	NHPP	\$5,842,466
61	Michigan Avenue Road / Tasso Lane N.E. to Stuart Road/Peach Orchard Hill Road Reconstruct to typical lane width, shoulders, and sidewalks	Reconstruct	2.08	U-STBG, HSIP	\$40,069,009
6	25th Street / N Ocoee St Widen N/S approach lanes, add dual left-turn lanes	Interchange	-	S-STBG, U-STBG	\$21,552,587
11	Keith Street (US-11/SR-2) / N Ocoee St Construct flyover; remove traffic signals and add lanes	Intersection	-	S-STBG	\$14,606,166
55	Georgetown / 20th Street to Harrison Pike (SR 312) Widen to add center turn lane, shoulders, and sidewalks	Widening	0.94	U-STBG S-STBG	\$17,527,399
78	Michigan Avenue Road / 20th Street to Stuart Road/Peach Orchard Hill Rd Reconstruct to add shoulders, improve drainage, and provide safe intersection crossings	Reconstruct	1.16	S-STBG	\$22,265,911
56	N Ocoee Street / Keith Street (US 11) to 25th Street Safety improvement; widen to 5-lanes, add sidewalk and bicycle facilities	Widening	1.53	S-STBG	\$63,061,273
137	S Lee Highway / US 11 / Victory St SW to US 11 / Keith St SW Reconstruct as Complete Street with lane-diet, pocket medians, and multi-use path	Reconstruct	0.87	S-STBG	\$16,661,220
515	9th St SE / Euclid Ave to Wildwood Ave Construct sidewalk	Sidewalk	0.44	TAP	\$606,789
606	Wilson Ave SE / 13th St SE to 18th St SE Construct sidewalk	Sidewalk	0.27	TAP	\$407,614
536	Dalton Pike SE / Baldwin St to 20th St Construct sidewalk	Sidewalk	0.57	TAP	\$849,196

HORIZON (2050) PROJECTS					
ID	Project / Location / Description	Category	Length (mi)	Funding Source(s)	Cost
573	Ocoee St S / Blue Springs Rd to 14th St Construct sidewalk	Sidewalk	0.46	TAP	\$622,348
539	Foster Ln SE / Foster Ln to 20th St SE Construct sidewalk	Sidewalk	0.32	TAP	\$475,550
554	SR-2 Keith St NW / SR-60 (25th S) to Paul Huff Parkway Construct sidewalk	Sidewalk	3.30	TAP	\$3,878,390
507	18th St SE / Blythe Ave SE to Wildwood Ave SE Construct sidewalk	Sidewalk	0.40	TAP	\$594,437
514	8th St NE / Railroad to 6th St NE Construct sidewalk	Sidewalk	0.59	TAP	\$866,180
524	Blythe Ave SE / Bower Ln to 13th St Construct sidewalk	Sidewalk	1.17	TAP	\$1,698,391
508	20th St SE / Blue Springs Rd to Bythe Ave Construct sidewalk	Sidewalk	3.39	TAP	\$3,678,858
-	Resurfacing (O&M) Projects / Various Locations	Pavement	-	O & M	\$255,772,314

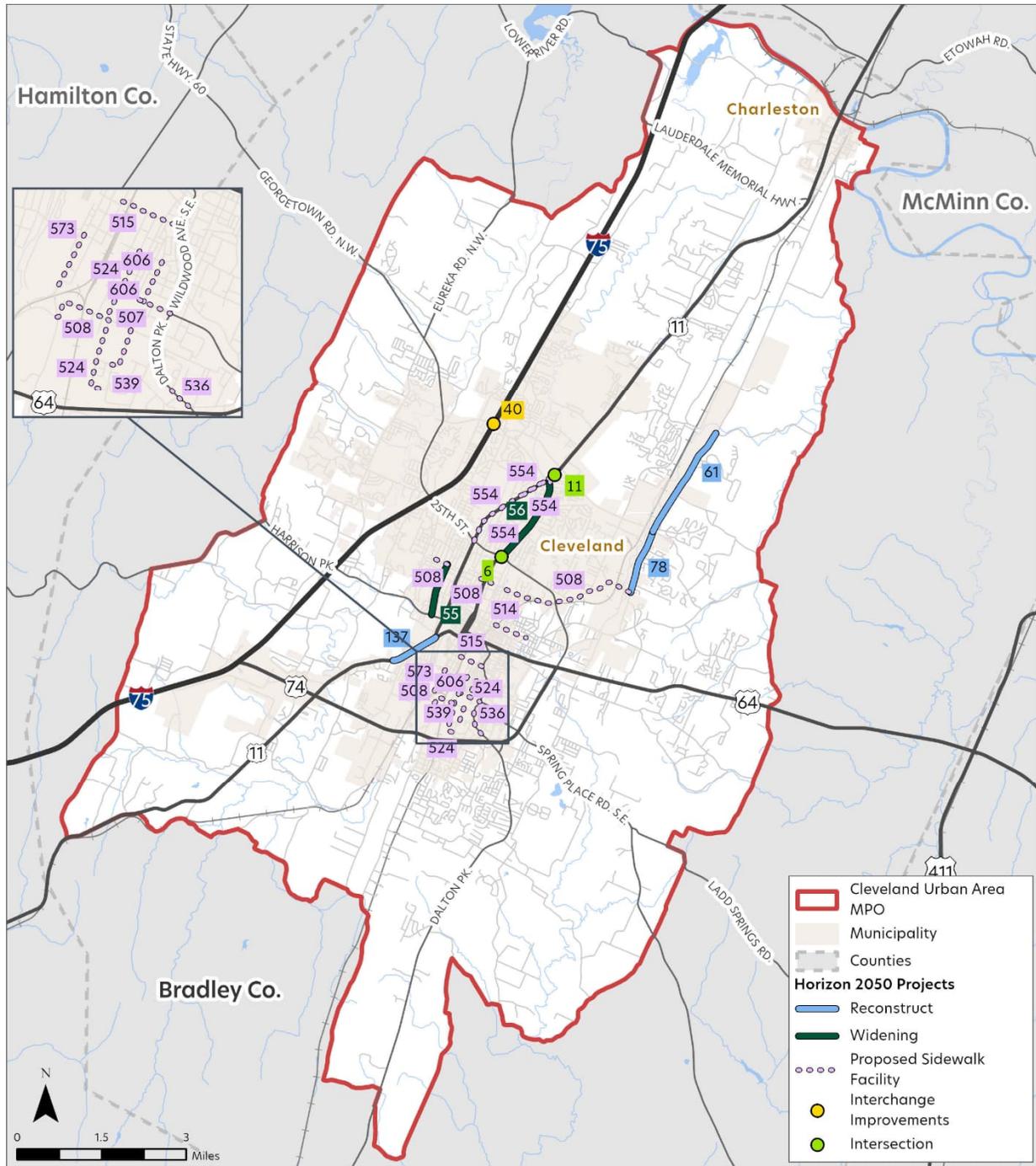


Figure 6.2 Horizon Year 2050 Projects

Policy

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

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

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

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

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