



Federal Fiscal Years (FFY) 2026-2029 Transportation Improvement Program (TIP)

This document was prepared by the Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO), in consultation with the Tennessee Department of Transportation, Federal Highway Administration, and the Federal Transit Administration. The Lakeway MTPO is hosted by the City of Morristown, TN.

LAMTPO Executive Board

approved on November 12, 2025

TITLE VI NONDISCRIMINATION STATEMENT

The Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) ensures compliance with Title VI of the Civil Rights Act of 1964; 49 CFR, part 26; related statutes and regulations to the end that no person shall be excluded from participation in or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance from the U.S. Department of Transportation on the grounds of race, color, or national origin. For more information on the MTPO's procedures to ensure compliance with Title VI, including barriers to its projects and activities for person with Limited English Proficiency, please refer to the Lakeway MTPO Title VI Program.

NOTICE

This report was funded in part through grants from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), U.S. Department of Transportation. The view and opinions of the authors (or agencies) expressed herein do not necessarily state or reflect those of the US Department of Transportation.

DISCLAIMER

This document was prepared by LAMTPO staff, in conjunction with the East Tennessee Human Resource Agency (ETHRA), the Tennessee Department of Transportation (TDOT), Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). For Questions or Comments please reach out to Tina Whitaker at twitaker@mymorristown.com.



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Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO)
Morristown, TN – Jefferson City, TN – White Pine, TN – Hamblen County, TN – Jefferson County, TN

RESOLUTION 2025- 011

A RESOLUTION BY THE LAKEWAY AREA METROPOLITAN TRANSPORTATION ORGANIZATION (LAMTPO) ADOPTING THE FEDERAL FISCAL YEAR (FFY) 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, in accordance with the Federal requirements of the US Dept. of Transportation, the elements of the transportation planning process are to receive final approval from the Executive Board of the local Metropolitan Transportation Planning Organization, and

WHEREAS, a Transportation Improvement Program (TIP) must be updated at least every four (4) years; and

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

WHEREAS, this TIP is a subset of the adopted 2050 Metropolitan Transportation Plan; and

WHEREAS, the Federal Fiscal Year (FFY) 2026-2029 TIP has been prepared by the local planning staff and the Technical Advisory Committee subcommittee, with an endorsement from the LAMTPO Technical Advisory Committee;

NOW, THEREFORE BE IT RESOLVED BY THE LAKEWAY AREA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (LAMTPO) EXECUTIVE BOARD;

That the requirements of the 23 CFR (Code of Federal Regulations) 450.324 (Transportation Improvement Program, General) are met and this resolution be adopted as an endorsement of the FFY2026-2029 Transportation Improvement Program (TIP).



Chair, LAMTPO Executive Board

11-12-25

Date

Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO)
Morristown, TN – Jefferson City, TN – White Pine, TN – Hamblen County, TN – Jefferson County, TN

**METROPOLITAN TRANSPORTATION PLANNING
PROCESS CERTIFICATION**

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

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304 (Highways and Transit).
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1) and 49 CFR part 21.
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
- IV. Section 1101(b) of the FAST Act (Pub. L. 114-57) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects.
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- VI. Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.
- VII. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended, 42 U.S.C. 7504, 7506 (c) and (d), and 40 CFR part 93.
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- IX. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender.
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Signature: Mark Potts Date: November 12, 2025
Print Name: Mark Potts
Title: Jefferson County Mayor
LAMTPO Executive Board Chair

Matt Meservy Date: 11/21/2025
Matt Meservy, TDOT Planning Director

LIST OF ACRONYMS

Abbreviation	Full Name Description
3-C	Continuing, Cooperative, and Comprehensive planning process
AC	Advance Construction
ADA	Americans with Disabilities Act
ADHS	Appalachian Development Highway System
AQ	Air Quality
BFP	Bridge Formula Program
BIL	Bipartisan Infrastructure Law
BIP	Bridge Investment Program
CAA	Clean Air Act
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CPG	Consolidated Planning Grant
CRIT	Critical Trips Program (Demand Response in Urban Areas)
CTPP	Census Transportation Planning Products
EPA	Environmental Protection Agency
ETDD	East Tennessee Development District
ETHRA	East Tennessee Human Resources Agency
FAF	Freight Analysis Framework
FAST Act	Fixing America’s Surface Transportation Act
FFY	Federal Fiscal Year (from October 1 to September 30)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTA Section 5303	FTA Section 5303 Metropolitan Transportation Planning (5303)
FTA Section 5307	FTA Section 5307 Urbanized Area Formula Grants (5307)
FTA Section 5309	FTA Section 5309 Capital Investments Grant
FTA Section 5310	FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities
FTA Section 5311	FTA Section 5311 Rural Areas Formula Grant
FTA Section 5312	FTA Section 5312 Public Transportation Innovation
FTA Section 5324	FTA Section 5324 Emergency Relief
FTA Section 5337	FTA Section 5337 State of Good Repair
FTA Section 5339	FTA Section 5339 Bus and Bus Facilities
FRA	Federal Railroad Administration
FY	Fiscal Year
GIS	Geographic Information Systems
GPS	Geographical Positioning System

Abbreviation	Full Name Description
HIP	Highway Infrastructure Programs
HPP	High Priority Project
HSIP	Highway Safety Improvement Program
HSIP-R	Highway Safety Improvement Program- Railroads
HSTCP	Human Services Transportation Coordination Plan
HUD	Housing and Urban Development
IAC	Inter-Agency Consultation
IIJA	Infrastructure Investment and Jobs Act
IM	Interstate Maintenance
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems
LAMTPO	Lakeway Area Metropolitan Transportation Planning Organization
LED	Light Emitting Diode
LEP	Limited English Proficiency
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MOBILE 6.2	Mobile Source Emission Factor Model
MOVES	Motor Vehicle Emission Simulator
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTPO	Metropolitan Transportation Planning Organization
NAAQS	National Ambient Air Quality Standards
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
PC 1101	Public Chapter 1101
PEAs	Planning Emphasis Areas
PE-N	Preliminary Engineering - NEPA
PE-D	Preliminary Engineering - Design
PHSIP	Penalty Highway Safety Improvement Program (Section 154 Open Container Law)
PL 112	FHWA Section 112 Planning Funds
PM	Performance Measures
POP	Program of Projects
PPP	Public Participation Plan
PROWAG	Public Rights-of-Way Accessibility Guidelines
ROW	Right-of-way
RPO	Rural Transportation Planning Organization (North and South)
SAFETEA-LU	Safe, Accountable, Flexible and Efficient Transportation: A Legacy for Users

Abbreviation	Full Name Description
SHSP	Strategic Highway Safety Plan
SIP	State Implementation Plan
SPR	State Planning and Research Funds
SRTS	Safe Routes To School
SSCP	Social Services Coordination Plan
STBG	Surface Transportation Block Grant
STIP	State Transportation Improvement Program
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TAP	Transportation Alternatives Program
TC	Transportation Conformity
TCA	Tennessee Code Annotated
TCM	Transportation Control Measures
TDEC	Tennessee Department Of Environment and Conservation
TDM	Travel Demand Model
TDOT	Tennessee Department of Transportation
TDOT-LRPD	TDOT Long Range Planning Division
TDOT-DMTR	TDOT Division of Multimodal Transportation Resources
TDOT-OCT	TDOT Office of Community Transportation
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGER	Transportation Invest Generating Economic Recovery Program
TIP	Transportation Improvement Program
TPO	Transportation Planning Organization
TRANSCAD	Transportation Computer Aided Design
TRIMS	Tennessee Roadway Information Management System
UPWP	Unified Planning Work Program
UROP	State Operating Assistance Program
USC	United States Code
USDOT	United States Department of Transportation
UZA	Urbanized Area
YOE	Year of Expenditure

INTRODUCTION

About the Lakeway MTPO

The Lakeway Metropolitan Transportation Planning Organization (MTPO) is an inter-governmental agency that is responsible for transportation planning and programming in the greater Lakeway metropolitan area. Each urban area with a population of more than 50,000 in the United States has a designated Metropolitan Planning Organization (MPO/MTPO) which acts as a liaison between local communities, their citizens, and the state departments of transportation (DOTs). MTPOs are important because they direct where and how available state and federal dollars for transportation improvements will be spent.

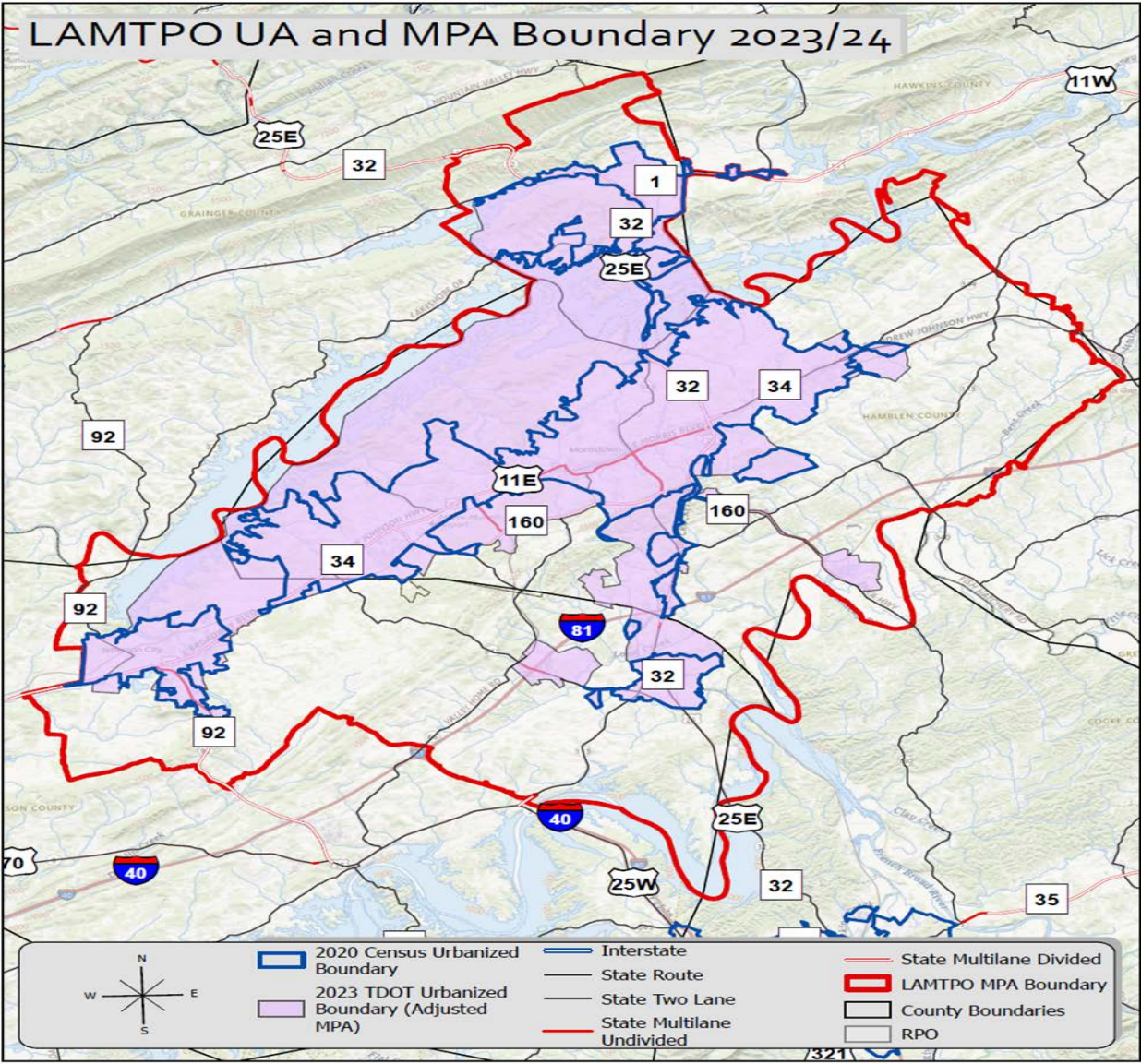
The Lakeway metropolitan area became eligible for MPO/MTPO status when it reached the minimum requirement of 50,000 in population with the 2000 census. The Lakeway MTPO was established in 2002 through the efforts of the Tennessee Department of Transportation (TDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). Federal law requires the Lakeway MTPO to conduct transportation planning activities within the Lakeway Urbanized area in a continuous, cooperative, and comprehensive (3C) process as defined in the following federal legislation and regulations:

- Infrastructure Investment and Jobs Act (IIJA/Bipartisan Infrastructure Law (BIL) – Current Transportation Authorization;
- Fixing America’s Surface Transportation (FAST) Act – Previous Transportation Authorization;
- Title 23 of the United States Code (USC), Section 134 – Metropolitan Transportation Planning;
- Title 49 of the USC, Section 5303 – Formula Grant Program for Metropolitan Transportation Planning;
- Title 23 of the Code of Federal Regulations (CFR), Section 450 – Metropolitan Transportation Planning and Programming; and
- Title 49 CFR, Section 613, Subpart A – Metropolitan Transportation Planning and Programming.

Metropolitan Planning Area

Under current federal law, at a minimum, any urbanized area (UZA) with a population over 50,000 must be in a Metropolitan Planning Area (MPA) for a Metropolitan Planning Organization (MPO). The MPA is a boundary around the urbanized area that identifies additional areas that are expected to become urbanized within the next twenty (20) years. Please note, in 2022, the Census Bureau defined areas as either rural or urban in new criteria and did away with the term urbanized area, even though the federal transportation law still refers to it. The Lakeway MPA consists of the Tennessee cities of Morristown, White Pine, and Jefferson City, and portions of Hamblen and Jefferson counties. The map in Figure 1 on the next page shows the Lakeway MTPO urbanized area as well as the MPA boundary.

FIGURE 1



Transportation Improvement Program Development

Purpose of the Document

As part of the metropolitan planning requirements, the Lakeway MTPO develops and regularly updates a Transportation Improvement Program (TIP). The purpose of the TIP is to identify and program all transportation projects within the Lakeway MPA that are funded by federal programs in Titles 23 (Highways) and 49 (Transportation) of the U.S.C. The TIP is cooperatively developed at least every four (4) years by the Lakeway MTPO administrative staff in conjunction with its member jurisdictions, Tennessee Department of Transportation (TDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and providers of public transportation. The TIP is included by reference in the Statewide Transportation Improvement Program (STIP) and adopted by the Lakeway MTPO Executive Board and the Governor of the State of Tennessee. The TIP contains all federally funded and *regionally significant locally* funded projects, of which no regionally significant locally funded projects are currently planned. The TIP includes proposed federally funded capital and non-capital surface transportation projects or project phases.

Once a draft TIP is completed, it is submitted to TDOT, FHWA, and FTA for comments. Once the comments have been addressed, the TIP follows the process described in the Public Participation Plan (PPP) to provide public notice and an opportunity for the public to comment. After any public comments are addressed, the TIP is recommended for adoption by the Lakeway MTPO Executive Board. The final TIP is forwarded to TDOT to be included by reference in the State Transportation Improvement Program (STIP) and to be approved by FHWA and FTA.

Planning Horizon

Projects that are included in the TIP must be consistent with the Lakeway MTPO Long Range Transportation Plan (LRTP), which is required to cover at least a twenty (20) year timeframe of planning for projects in the future. The LRTP provides the foundation for all regionally significant transportation projects within the MTPO area. Consistency between the LRTP and the TIP occurs when projects are drawn from the LRTP and recommended for immediate implementation in the TIP (next 1 to 4 years). The 2050 LRTP was adopted by the Lakeway MTPO Executive Board on May 14, 2025. At a minimum, the TIP is required to cover at least a four (4) year horizon. This TIP covers the federal fiscal years (FFYs) period of October 1, 2025 through September 30, 2029.

Project Priorities and Criteria

The development of the FY2026-2029 TIP was shaped largely by the goals of the LRTP, federal transportation legislation, ten (10) planning factors, seven (7) national goals, performance measures and targets, current and emerging trends within the region relative to population and employment growth, and the desires of local jurisdictions and citizens within the region. As part of the Lakeway 2050 LRTP, ten (10) goals were established to guide the development of future transportation solutions for the region over the next 20 years.

2050 Long Range Transportation Plan Regional Goals:

Goal #1: Provide for an Efficient Transportation System

- Coordinate land use and transportation activities to ensure their compatible relationship
- Preserve and maintain the existing transportation infrastructure

Goal #2: Improve the Safety of the Transportation System

- Identify the most effective strategies for reducing crashes
- Improve the relationship between motorized and non-motorized users by further developing the transportation network for bicycle and pedestrian uses
- Support traffic safety education and traffic enforcement efforts

Goal #3: Promote Security within the Transportation System

- Provide adequate demand response services within the LAMTPO metropolitan planning area
- Identify critical facilities within the transportation system
- Promote technologies, such as ITS (Intelligent Transportation Systems), proper street lighting, or surveillance initiatives that increase security

Goal #4: Maintain and Improve Quality of Life

- Consider multimodal aspects on projects
- Identify strategies to make public transit more accessible and affordable

Goal #5: Improve Mobility of People and Freight

- Provide a multimodal transportation system that supports safe, efficient, and convenient travel options for the movement of people and goods
- Reduce congestion and improve access to jobs, markets, and services
- Increase the multimodal traffic flow by separating the rail network from the roadway, bicycle, and pedestrian transportation network

Goal #6: Effectively Manage Financial Resources for the Transportation Network

- Consider cost (capital, operating, and maintenance) constraints in selecting the highest priority short and long range improvements and programs
- Use existing transportation facilities and rights-of-way efficiently to provide improved levels of service at minimal capital cost

Goal #7: Environmental Sustainability

- Implement transportation policies and programs that reduce vehicle emissions and the demand for energy
- Increase mass transit ridership

Goal #8: Enhance System Reliability

- Consider upgrading critical infrastructure to improve durability and reduce failure points.
- Implement predictive and preventative maintenance in the transit system.

Goal #9: Reduce Congestion in Transportation Network

- Continue investing in efficient and reliable public transportation
- Implement smart traffic management systems to optimize signal timing and improve traffic flow.

Goal #10: Improve and Maintain Transportation Infrastructure Conditions

- Continue to regularly assess and monitor infrastructure to identify wear, damage, or deterioration.
- Consider tracking performance indicators for pavement quality, bridge quality, and service reliability to measure progress.

National Goals: Title 23 USC, Section 150(b) lists a set of seven (7) national transportation goals for the federal-aid highway system:

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

Federal Planning Factors: Title 23 of the CFR, Section 450.306(b) lists ten planning factors to be considered by the MTPO in developing transportation plans and programs:

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

To create a stronger link between the stated goals and objectives of the 2050 LRTP and transportation improvements ultimately selected for funding by the MTPO, the MTPO Executive Board established evaluation criteria to guide the review and development of projects ultimately selected for inclusion into the 2050 LRTP. Each transportation recommendation considered for inclusion in the 2050 LRTP was evaluated by comparing the project's need with the criteria listed below.

GOAL	WEIGHT	Evaluation Criteria Dataset
Efficient & Reliable Transportation System	29%	Level of Travel Time Reliability (LOTTR)
Safety & Security	31%	Fatal/Severe crash locations
Quality of the Natural Environment & Sustainability	14%	% of project avoiding potential impacts with cultural resources % of project avoiding potential impacts with environmental resources
Mobility of Persons & Freight	18%	Connects to existing transit service area Density of freight/employment facilities nearby Areas of Persistent Poverty census tracts
Infrastructure Quality	9%	Crosses bridge rated as "poor" or "critical"
Local Priority		Identified by TAC members as project of local importance

Project Selection

The Lakeway MTPO did not issue a Call for Projects during the development of the FY26-29 TIP due to lack of funding. Anticipated funds will be used by existing projects that are rolling forward to the FY26-29 TIP from the current FY23-26 TIP. Member jurisdictions are able to submit projects for consideration during the lifecycle of the TIP. The MTPO, in cooperation with the state and public transportation operators, has the authority to select projects for inclusion in the TIP. Projects included in the TIP are selected from the region's Long Range Transportation Plan (LRTP). Projects included in prior TIPs, which have federal funds obligated, are given funding priority for the next phase of development.

Project Phases

Inclusion in the TIP is just one part of a project's journey through the planning and approval process. Projects in the TIP must first appear in the 2050 LRTP, which was adopted on May 14, 2025. One project can have many phases including preliminary engineering, environmental, design, right-of-way acquisition, and construction. It can take many years for one project to complete all phases and be ready for construction so all phases of a project may not be included in this TIP. In order to add a project phase to the TIP, funding must be identified and expected to be readily available to ensure the TIP remains fiscally constrained. The following table lists the types of project phases found in the TIP.

PROJECT PHASES		
Project Phase	Acronym	Description
Acquisition/Purchase	ACQ	Procuring equipment, software, or vehicles
Capital	CAP	Capital expenditures
Construction	CONST	Work by the agency or contractor(s) to build the project, possibly including utility relocation
Intelligent Transportation Systems	ITS	Procuring, developing, or integrating technology to manage transportation facilities, improve safety, or mobility
Maintenance	MAINT	Activities to preserve the transportation/transit system
Operations	OP	Operating the transportation system such as incurring costs related to the day-to-day operations or maintenance of transit vehicle systems, traffic signal systems, or intelligent transportation systems
Preliminary Engineering – NEPA	PE-N	Includes activities from the inception of the project, fulfilling the requirements of the National Environmental Policy Act of 1969 and all applicable legislation, regulations, executive orders, and directives, up to the approval of the environmental document
Preliminary Engineering – Design	PE-D	Preliminary engineering design work, according to accepted engineering practices, after approval of the environmental document
Right-of-Way	ROW	Work from the distribution of ROW plans up to advertising for bids or commencement of work by the agency, dealing with real property acquisition, temporary and permanent easements, and utility relocation
Training	TR	Training activities

Project Groupings

By agreement with TDOT, The MTPO is including grouped projects in the TIP for funding categories or groupings. The use of project groupings is permitted under 23 CFR 450.324(f). Projects that are funded by such groupings are to be of a scale small enough not to warrant individual identification and may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or CFR 40 part 93. Project groupings may only include projects that meet the following conditions: non-regionally significant, environmentally neutral, and exempt from air quality conformity.

Project groupings are structured by function and system. In this TIP, TDOT project groupings include the Surface Transportation System Preservation and Operation Urban Grouping utilizing Surface Transportation Block Grant Program (STBG) funds, the Safety Urban Grouping utilizing Highway Safety Improvement Program (HSIP) funds, and the National Highway System Preservation and Operation Urban Grouping utilizing National Highway Performance Program (NHPP) funds.

TDOT PROJECT GROUPINGS

Grouping	Function	Allowable Work Types
Safety Grouping	Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem, including workforce development, training and education activities.	
Safety Grouping	Eligibility of specific projects, strategies, and activities is generally based on: a. Consistency with SHSP, b. Crash experience, crash potential, or other data-supported means, c. Compliance with the requirements of Title 23 of the USC, and	1. Intersection safety improvements 2. Pavement and shoulder widening (including a passing lane to remedy an unsafe condition) 3. Installation of rumble strips or another warning devices, if they do not adversely affect the safety or mobility of bicyclists and pedestrians 4. Installation of skid-resistant surface at intersections or locations with high crash frequencies 5. Improvements for pedestrian or bicyclist safety

Safety Grouping

- d. State's strategic or performance-based safety goals to reduce fatalities and serious injuries on all public roads.
 - e. Projects to upgrade railway-highway grade crossings by eliminating hazards and installing protective devices.
- 6. Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices
 - 7. The conduct of a model traffic enforcement activity at a railway-highway crossing
 - 8. Construction of a traffic calming feature
 - 9. Elimination of a roadside hazard
 - 10. Installation, replacement, and other improvements of highway signage and pavement markings, or a project to maintain minimum levels of retro-reflectivity that addresses a highway safety problem consistent with the SHSP
 - 11. Installation of emergency vehicle priority control systems at signalized intersections
 - 12. Installation of traffic control or other warning devices at locations with high crash potential
 - 13. Transportation safety planning
 - 14. Collection, analysis, and improvement of safety data
 - 15. Planning integrated interoperable emergency communications equipment or operational or traffic enforcement activities (including police assistance) related to work zone safety
 - 16. Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes), and crash attenuators.
 - 17. The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife
 - 18. Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones.
 - 19. Construction and operational improvements on high risk rural roads.
 - 20. Geometric improvements to a road for safety purposes that improve safety.
 - 21. Road safety audits.
 - 22. Roadway safety infrastructure improvements consistent with FHWA's "Highway Design Handbook for Older Drivers and Pedestrians" (FHWA-RD-01-103)
 - 23. Truck parking facilities eligible for funding under Section 1401 of MAP-21
 - 24. Systemic safety improvements

		25. Installation of vehicle-to-infrastructure communication equipment. 26. Pedestrian hybrid beacons. 27. Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands. 28. Other physical infrastructure projects not specifically enumerated in the list of eligible projects. 29. Workforce development, training, and education activities
Safety Grouping		
Grouping Category	Function of Grouping Activities	Allowable Work Types
Safety Grouping (Section 130)	Activities included as part of the Highway Railroad Grade Crossing program	1. Elimination of hazards of railway-highway crossings, including the separation or protection of grades at crossings. 2. Reconstruction of existing railroad grade crossing structures. 3. Relocation of highways to eliminate grade crossings. 4. Installation of protective devices.
Grouping Category	Function of Grouping Activities	Allowable Work Types
Highway Infrastructure Program (HIP)	Provide flexible funding to address State and local transportation needs through the construction of highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under Section 14501 of Title 40.	Construction of highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under Section 14501 of Title 40.
Grouping Category	Function of Grouping Activities	Allowable Work Types
National Highway System Infrastructure Grouping	Projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS), including a. Rehabilitation, resurfacing, restoration, preservation, and	1. Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance

National Highway System Infrastructure Grouping	operational improvements, b. Traffic operations, c. Bridge and tunnel improvements, d. Safety improvements, e. Bicycle and pedestrian improvements, and f. Environmental mitigation.	2. Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition. 3. Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps 4. Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: 5. Infrastructure-based intelligent transportation systems (ITS) capital improvements. 6. Traffic Management Center (TMC) operations and utilities. 7. Freeway service patrols. 8. Traveler information. 9. Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures. 10. Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure. 11. Rail-highway grade crossing improvements. 12. Highway safety improvements: 13. Installation of new or improvement of existing guardrail. 14. Installation of traffic signs and signals/lights. 15. Spot safety improvements. 16. Sidewalk improvements. 17. Pedestrian and/or bicycle facilities. 18. Traffic calming and traffic diversion improvements. 19. Noise walls, 20. Wetland and/or stream mitigation
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National Highway System Infrastructure Grouping		21. Environmental restoration and pollution abatement, 22. Control of noxious weeds and establishment of native species
Grouping Category	Function of Grouping Activities	Allowable Work Types
Surface Transportation Program Grouping	Projects and programs for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads, including: a. Rehabilitation, resurfacing, restoration, preservation, and operational improvements on Federal-aid highways and designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 USC 14501, b. Traffic operations on Federal-aid highways, c. Bridge and tunnel improvements on public roads, d. Safety improvements on public roads, e. Environmental mitigation f. Scenic and historic highway programs, g. Landscaping and scenic beautification, h. Historic preservation,	Activities previously authorized under the Surface Transportation Program 1. Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance 2. Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition 3. Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps. 4. Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: a. Infrastructure-based intelligent transportation systems (ITS) capital improvements. b. Traffic Management Center (TMC) operations and utilities. c. Freeway service patrols, d. Traveler information 5. Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection,
Surface Transportation Program Grouping		

Surface Transportation Program Grouping	i. Infrastructure projects for improving non-driver access to public transportation and enhanced mobility, j. Community improvement activities	inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures 6. Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure. 7. Rail - Highway grade crossing improvements 8. Highway safety improvements a. Installation of new or improvement of existing guardrail. b. Installation of traffic signs and signals/lights. c. Spot safety improvements. 9. Sidewalk improvements, 10. Pedestrian and/or bicycle facilities, 11. Traffic calming and traffic diversion improvements, 12. Transportation Alternatives as defined by 23 USC 213(B), 23 USC. 101(A)(29), and Section 1122 of MAP-21. 13. Noise walls, 14. Wetland and/or stream mitigation, 15. Environmental restoration and pollution abatement, 16. Control of noxious weeds and establishment of native species Activities previously authorized under the Transportation Enhancement Program 1. Pedestrian and bicycle facilities, safety, and educational activities. 2. Acquisition of scenic easements and scenic or historic sites. 3. Scenic or historic highway programs, 4. Landscaping and other scenic beautification activities, 5. Historic preservation, 6. Rehabilitation and operation of historic transportation buildings, structures, or facilities, 7. Preservation of abandoned railway corridors,
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Surface Transportation Program Grouping	k. Transportation Enhancement projects	8. Inventory, control, and removal of outdoor 9. Advertising, 10. Archaeological planning and research, 11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity. 12. Establishment of transportation museums, 13. Activities under the Tennessee Roadscapes grant program, including landscaping, irrigation, benches, trash cans, paths, and signage Infrastructure related activities: 1. Sidewalk improvements 2. Traffic calming and speed reduction improvements 3. Pedestrian and bicycle crossing improvements 4. On-street bicycle facilities 5. Off-street bicycle and pedestrian facilities 6. Secure bicycle parking facilities 7. Traffic diversion improvements approximately within 2 miles of a school location Non-infrastructure related activities: 1. Public awareness campaigns and outreach to press and community leaders. 2. Traffic education and enforcement in the vicinity of schools a. Student sessions on bicycle and pedestrian safety, health, and environment b. Funding for training, volunteers, and managers of safe routes to school program. Activities previously authorized under the Transportation Alternatives Program (TAP) 1. Transportation Alternatives projects, construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including: 2. Sidewalk improvements. 3. Bicycle infrastructure. 4. Pedestrian and bicycle signals.
	l. Safe Routes to School (SRTS) projects	

Surface Transportation Program Grouping	m. Safe Routes To School (SRTS) projects	5. Traffic calming techniques. 6. Lighting and other safety-related infrastructure. 7. Transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
	n. Transportation Alternatives (TA) projects	1. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs 2. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users 3. Construction of turnouts, overlooks, and viewing areas
	o. On- and off-road pedestrian and bicycle facilities	Community improvement activities, which include but are not limited to: 1. Inventory, control, or removal of outdoor advertising. 2. Historic preservation and rehabilitation of historic transportation facilities. 3. Vegetation management in transportation rights-of-way to improve roadway safety, prevents invasive species, and provides erosion control. 4. Archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23 of the USC
	p. Transportation Alternatives projects	Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to: 1. Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff. 2. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats Recreational Trails Program activities under 23 USC 206 1. SRTS Program infrastructure-related projects, non-infrastructure-related

Surface Transportation Program Grouping	q. Transportation Alternatives projects	activities (such as pedestrian and bicycle safety and educational activities advanced under the SRTS program), and SRTS Coordinator positions. 2. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways
	r. Transportation Alternatives projects	Recreational Trails Program activities under 23 USC 206. 1. Maintenance and restoration of existing recreational trails 2. Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails 3. Purchase and lease of recreational trail construction and maintenance equipment 4. Construction of new recreational trails 5. Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors 6. Assessment of trail conditions for accessibility and maintenance 7. Development and dissemination of publications and operation of educational programs to promote safety and environmental protection 8. Payment of costs to the State incurred in administering the program
	s. Projects for the creation, rehabilitation, and maintenance of multi-use recreational trails	

	t. Recreational Trail Program projects	
Grouping Category	Function of Grouping Activities	Allowable Work Types
Workforce Development, training, and Education Grouping	Surface transportation workforce development, training, and education activities	Direct educational expenses (not including salaries) in connection with the education and training of transportation employees 1. National Highway Institute (NHI) course participation 2. College and University cooperative education programs relating to surface transportation including student internships, outreach to develop interest and promote participation in transportation careers, or activities that will help students prepare for a career in transportation 3. Local technical assistance programs (LTAP)
Grouping Category	Function of Grouping Activities	Allowable Work Types
Highway Infrastructure Programs – Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA) Grouping	Provide funding to address coronavirus disease 2019 (COVID-19) impacts related to Highway Infrastructure Programs: • Preventive maintenance on non-Federal-aid highways; • Routine maintenance on any public road; • State DOT operations costs (not otherwise Federal-aid reimbursed, such as indirect costs); • State DOT personnel costs (not otherwise Federal-aid reimbursed, such as indirect costs); • Debt service payments for highway surface transportation facilities (not otherwise Federal-aid reimbursed);	• Preventive Maintenance as discussed in 23 U.S.C. 116(e); • Routine maintenance. However, if it is performed by contract, States and subrecipients must follow 2 CFR 200.317 and 1201.317. Routine maintenance may also be performed by State or local forces through normal operations; • Operations costs may include, but are not limited to, labor costs, administrative costs, costs of utilities, and rent, for the highway surface transportation operations of State DOTs or local governments; • Salaries of employees (including those employees who have been placed on administrative leave) or contractors; • The debt service costs allocable to the highway surface transportation projects associated with the bond issuance; • Funds for availability payments related to highway surface transportation; • The State incurred a cost for the identified “Special Authority” cost objective(s) and the State demonstrates that a cost was incurred and is allocable

	• Transit operating costs for local public agencies.	to the identified HIP-CRRSAA cost objective(s); • Projects with a public tolling agency or ferry system, preferably through a subrecipient / subaward type grant agreement between the entity and the State; • STBG Eligible activities in 23 USC 133(b); • Advance Construction conversion, obligation and outlay for projects prior to incurrence of cost and which have been included in a STIP.
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Advance Construction

As allowed under 23 USC 115, Advance Construction (AC) is a technique which allows initiation of a project using non-federal funds while preserving eligibility for future federal-aid funds. Eligibility means that FHWA has determined that the project technically qualifies for federal-aid; however, no present or future federal funds are committed to the project. After an AC project is authorized, the project may be converted to regular federal-aid funding provided federal funds are made available for the project.

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

PUBLIC PARTICIPATION, COORDINATION, AND CONSULTATION

The objective of the public participation process is to provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the planning process for the development of transportation programs (23 CFR 450.16). Pursuant to that objective, it is the responsibility of the MTPO to obtain citizen participation for transportation planning needs and to take all public comments into account in the development of plans and programs including the Transportation Improvement Program (TIP).

The development of the FY2026-2029 TIP provided public review and comment on the program of projects as outlined in the adopted Lakeway MTPO Public Participation Plan. Opportunities for public participation and comment during TIP development is provided to interested parties by utilizing public notification. To provide opportunities for comments from traditionally underserved groups, special efforts are made to provide MTPO announcements and information to local social service agencies, neighborhood groups, and minority organizations.

Per the Public Participation Plan, the TIP is published for a fourteen-day public comment and review period prior to the adoption of the final document. The final, adopted TIP document will be available on the www.lamtpo.com website and at the LAMTPO staff office. All meetings, public hearings, and comment periods for the TIP are published on the MTPO website. In addition, the MTPO may post notices on social media, in other publications, and send news releases and media alerts as needed. Public involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects requirements for the Federal Transit Administration Urbanized Area Formula Program. If there are significant comments, the Executive Board may choose to postpone the adoption of the TIP until such time these comments can be addressed. If the TIP document changes significantly, the Executive Board may decide to request an additional review period to afford the public the opportunity to comment on the revisions.

Coordination and Consultation Process

As part of the “Consultation Process” required by Section 450.316 of the CFR, the Lakeway MTPO has established contact with federal and state agencies. Formal coordination with these agencies will help to identify effective mitigation strategies for potential impacts of projects included in the Lakeway MTPO’s MTP and TIP. The Lakeway MTPO public participation processes shall be coordinated with the statewide transportation public involvement process through review and communication wherever possible.

Annual Listing of Obligated Projects

At the end of each federal fiscal year, the MTPO makes available to the public an obligation report or listing of projects for which federal funds have been obligated in the preceding fiscal year

(October 1 through September 30). The list will be consistent with the funding categories identified in the TIP. The list will be distributed and discussed at the Executive Board meeting. A listing of obligated projects can be found by clicking on <https://www.lamtpo.com/annual-obligations>, or by visiting the www.lamtpo.com website under the LRTP tab, then under the Annual Obligations tab.

CIVIL RIGHTS

Title VI and ADA

Title VI and the Americans with Disabilities Act (ADA) are priorities in all processes and projects of the Lakeway MTPO. Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 USC 2000d states that *“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”* The MTPO and the local transit systems maintain Title VI reporting requirements for appropriate federal and state agencies to assess current and proposed projects in relation to the requirements of Title VI.

As part of FHWA’s regulatory responsibility under Title II of the ADA and Section 504 of the Rehabilitation Act of 1973, the FHWA ensures that recipients of federal aid and state and local entities that are responsible for roadways and pedestrian facilities do not discriminate on the basis of disability in any highway transportation program activity, service, or benefit they provide to the general public and to ensure that people with disabilities have equitable opportunities to use the public rights-of-way system.

In the fall of 2016, each city and county in Tennessee received a letter from TDOT explaining FHWA-TN informed TDOT that they must ensure every city and county with fifty (50) or more employees must complete an ADA Transition Plan and Self-Evaluation in order to receive Transportation Funds. The Transition Plan must be completed and submitted by December 2019 or the agency risks losing TDOT funding. The table below gives the current status of ADA Transition Plans and Self-Evaluations for Lakeway MTPO’s member jurisdictions with fifty (50) or more employees.

ADA Transition Plan Compliance Status					
	City of Morristown	Jefferson City	White Pine	Hamblen County	Jefferson County
Has the agency identified an ADA Coordinator?	Yes	Yes	Yes	Yes	Yes
Has the agency developed and published an ADA Grievance Procedure?	Yes	Yes	Yes	Yes	Yes
Has the agency completed a self-evaluation in	Yes	Yes	Yes	Yes	Yes

accordance with the ADA and Rehabilitation Act					
What is the status of the agency's ADA Transition Plan?	Complete	Complete	Complete	Complete	Complete

All projects using federal highway trust funds for the Lakeway MTPO must comply with Title VI and the ADA.

AIR QUALITY AND TRANSPORTATION CONFORMITY

Air Quality

The Clean Air Act requires the United States Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for six “Criteria Pollutants” – Particulate Matter, Ozone, Nitrogen Dioxide, Carbon Monoxide, Sulfur Dioxide, and Lead in order to protect human health and the environment from unsafe levels of these pollutants. These pollutants are regulated through the EPA setting maximum limits on exposure levels that are reviewed periodically based on current science and health studies. Regions which are found to be out of compliance with those limits based on actual measurements of pollution at monitoring sites may be designated by EPA as a “Nonattainment Area.”

Jefferson County was included within the Knoxville, Tennessee Nonattainment Area as designated under the 1997 8-hour Ozone Standard effective in June 2004. The entire region was re-designated to attainment in March 2011 and became a Maintenance Area until the 1997 Ozone Standard was revoked in April 2015. Under the 2008 and the 2015 ground-level ozone standards, Jefferson County was listed as unclassifiable/ attainment area. Additional information can be found at: <https://www.epa.gov/ozone-designations>.

LAMTPO is currently in attainment with the National Ambient Air Quality Standards (NAAQS) for the 8-hour ozone standard. LAMTPO continues to support activities to reduce regional ozone levels and to monitor regulations and guidance provided by the Environmental Protection Agency (EPA) on the 8-hour ozone standard. Jefferson County, can still qualify to receive Congestion Mitigation Air Quality (CMAQ) funds due to it being previously designated as a non-attainment area, as per EPA/ FHWA policy to date.

The map on page 23 illustrates the areas where potential Congestion Mitigation Air Quality (CMAQ) funds can be used within the LAMTPO MPA.

Transportation Conformity is one of the requirements that are associated with being a nonattainment or maintenance area as described in a subsequent section. LAMTPO staff works closely with the Knoxville TPO for air quality transportation conformity determinations within East Tennessee.

Transportation Conformity

Transportation conformity ("conformity") is a way to ensure that Federal funding and approval goes to those transportation activities that are consistent with air quality goals. Conformity applies to transportation plans, transportation improvement programs (TIPs), and projects funded or approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter, or nitrogen dioxide. These areas are known as "nonattainment areas" or "maintenance areas," respectively. Regulations governing transportation conformity are found in Title 40 of the Code of Federal Regulations ([40 CFR Parts 51 and 93](#)).

Transportation projects within Jefferson County (both inside and outside of the LAMTPO Planning Area) were subject to conformity between June 2004 when the 1997 8-Hour Ozone Standard Nonattainment Area designation became effective and July 2013 when the "attainment/unclassifiable" designation for Jefferson County with the 2008 8-Hour Ozone Standard became effective and conformity requirements for the older standard were revoked. As of February 16, 2019 however conformity once again is required in Jefferson County due to a decision in a court case described in the following paragraph.

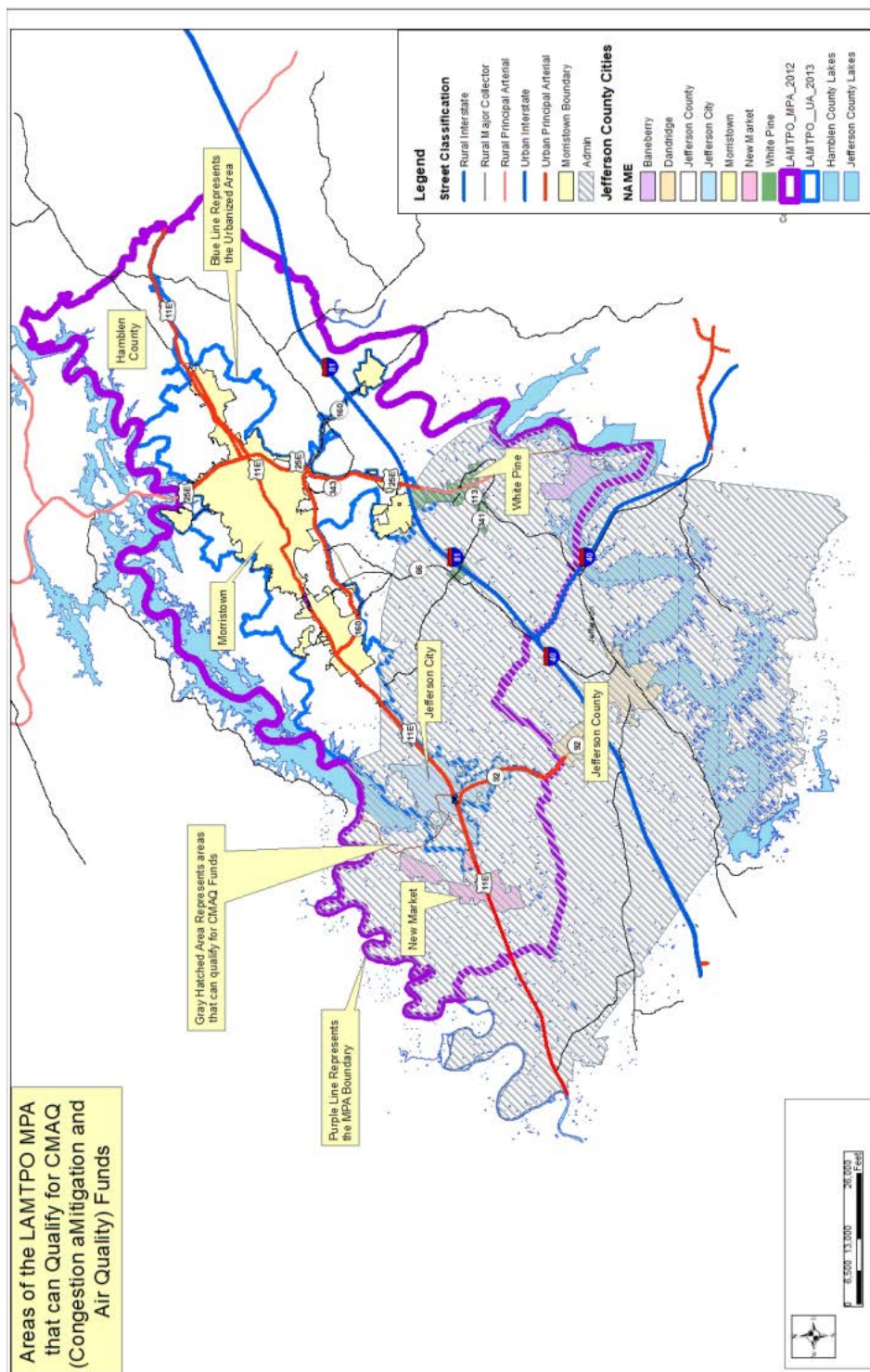
On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019.

On November 29, 2018, EPA issued Transportation Conformity Guidance for the South Coast II Court Decision (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in so-called "orphan areas" such as portions of the Knoxville Region that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS.

As per the Memorandum of Agreement (MOA) between the Knoxville Regional TPO, TDOT and LAMTPO, the Knoxville TPO is charged with conducting a single regional conformity determination to cover the entire affected nonattainment/maintenance areas. The Knoxville Regional TPO has included a conformity determination report within its FY 2026-2029 Transportation Improvement Program that can be referenced at: <https://knoxtpo.org/projects/transportation-improvement-program/>.

The Knoxville TPO has demonstrated transportation conformity for this TIP and adheres to the Clean Air Act requirements, existing associated regulations at 40 CFR Parts 51.390

and 93, and the South Coast II decision, according to EPA's Transportation Conformity Guidance for the South Coast II Court Decision issued on November 29, 2018. Additionally, there are no transportation control measures (TCMs) in the Tennessee SIP for the Knoxville Region. The conformity determination report was made available for public review and comment, and a public hearing was held in the LAMTPO Planning Area.



TIP AMENDMENTS/MODIFICATIONS

The TIP is subject to changes throughout the life of the document. These revisions may be due to changes in the project scope, added funding for project phases, shifts in funding from one phase to another, additions of entirely new projects, changes in funding source(s), changes in scheduling, and other factors. The TIP may be changed at any time through two processes: an amendment or an administrative modification.

A **TIP amendment** is a revision to the TIP that involves major changes to a project or the overall program and must meet the requirements of 23 CFR 450.316, 23 CFR 450.326, and 23 CFR 450.328 regarding public review and comment, re-demonstration of fiscal constraint, and transportation conformity. An amendment also requires approval of the MTPPO Executive Board, review by TDOT, and approval by FHWA/FTA. The federal agencies will review and respond to a formal written request for amendment approval from TDOT within 10 business days of receipt.

A **TIP administrative modification** is a minor change from the approved TIP. Administrative modifications must be consistent with 23 CFR 450, but they do not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination in nonattainment or maintenance areas.

The policy outlined by TDOT for Tennessee MPO programmed projects includes a sliding scale for changes to the total costs of projects to determine which category of revision is required.

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

TIP Amendment Examples:

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

TIP Administrative Modification Examples:

- Any change to funds in groupings.
- Removing funds from a project.
- A minor change in the total project cost (see TDOT Project Cost Threshold table above).
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non-attainment areas.
- A minor change in project description/termini that is for clarification and does not change the project scope.
- Shifting funds between projects within a TIP (see TDOT Project Cost Threshold table above).
- Adding funds already identified in the TIP in an existing project or as available funds (see TDOT Project Cost Threshold table above)
- Moving projects from year to year within an approved TIP, except those that cross air quality horizon years; or
- Adding a project phase to a project in the TIP (see TDOT Project Cost Threshold table above).
- Changes requested by FHWA/FTA as to the withdrawal or re-establishment of funds in the TIP
- Moving funds between similarly labeled groupings, regardless of percent of change; or
- Adjustments in revenue to match actual revenue receipts.

PERFORMANCE-BASED PLANNING AND PROGRAMMING

Performance-based planning was first emphasized in the 2012 transportation funding authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), continued through the Fixing America's Surface Transportation Act (FAST Act), and the current transportation funding authorization bill the Infrastructure Investment and Jobs Act (IIJA) or Bipartisan Infrastructure Law (BIL). The bills direct the use of a performance-based planning and programming (PBPP) process to form strategic transportation investment decisions with a focus on achieving performance outcomes. A PBPP process can serve to encourage progress toward the region's desired multimodal transportation system in addition to its link to national goals. Through data collection and monitoring of the transportation system's performance, transportation agencies can strategically allocate resources to critical need areas. Investing in projects based on their ability to meet established goals is a key element of a PBPP process.

TRANSPORTATION PERFORMANCE MANAGEMENT

This section of the TIP outlines performance measures (PM) and targets as part of the performance-based approach to planning and programming activities that were first established by MAP-21 in 2012, then continued by the FAST Act, and also continued by the IIJA (BIL). The bills direct the use of a performance-based planning and programming (PBPP) process to form strategic transportation investment decisions with a focus on achieving performance outcomes. A PBPP process can serve to encourage progress toward the region's desired multimodal transportation system in addition to its link to national goals. Through data collection and monitoring of the transportation system's performance, transportation agencies can strategically allocate resources to critical need areas. Investing in projects based on their ability to meet established goals is a key element of a PBPP process.

The U.S. Department of Transportation (USDOT) has finalized six interrelated rulemakings to implement performance-based planning and programming. The rules established national performance measures that require the State Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) to define targets for performance measures and to document strategies and investments used to achieve those targets. The MPO has the option to establish performance targets either by 1) supporting the state performance targets or 2) establish their own quantifiable performance targets. Lakeway MTPO has partnered with TDOT and the local transit providers by signing a Memorandum of Understanding (MOU) to establish a cooperative process to develop, share, and report information related to performance measures and performance targets that will show progress toward national goals, which are explained in more detail below.

Safety Performance Measures

The FHWA published the Highway Safety Improvement Program and Safety Performance Management Measures (PM1) Final Rules in the Federal Register on March 15, 2016, with an effective date of April 14, 2016. TDOT established statewide safety performance targets and the MTPO adopted the initial targets. These targets are updated and adopted annually. The MTPO most recently adopted the updated targets, at the January 8, 2025 Executive Board meeting.

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.

Performance Measure	5-Year Rolling Averages	
	Baseline 2019-2023	Target 2025
Number of Fatalities	1,263.2	1,321.2
Fatalities per 100 million VMT	1.541	1.579
Number of Serious Injuries	5,812.6	6,069.2
Serious Injuries per 100 million VMT	7.090	7.251
Combined Number of Non-Motorized Fatalities and Serious Injuries	602.2	670.9

Performance Measures For Infrastructure Condition and System Reliability:

On January 18, 2017 the U.S. Department of Transportation (USDOT) published the final rule for the National Performance Management Measures: Infrastructure Condition and System Performance (23 CFR Part 490). The rulemaking defined the following performance measures for the National Highway System (NHS).

Pavement and Bridge Condition Performance Measures (PM2)

TDOT established statewide pavement and bridge condition targets by the May 20, 2018 deadline. The MTPO Executive Board supported and adopted the initial targets. The MTPO most recently adopted the updated PM2 targets at joint Technical Advisory Committee and Executive Board meeting on February 12, 2025.

- Percent of Interstate Pavement in Good Condition
- Percent of Interstate Pavement in Poor Condition
- Percent of Non-Interstate NHS in Good Condition
- Percent of Non-Interstate NHS in Poor Condition
- Percent of NHS Bridges by Deck Area in Good Condition
- Percent of NHS Bridges by Deck Area in Poor Condition

Performance Measures		Baseline	TDOT 4-Year Target
Pavement	Percentage of pavements on the Interstate System in good condition	70.8%	58.0%
	Percentage of pavements on the Interstate System in poor condition	0.2%	1.0%
	Percentage of pavements on the non-Interstate NHS in good condition	40.3%	36%
	Percentage of pavements on the non-Interstate NHS in poor condition	4.1%	6.0%
Bridges	Percentage of NHS bridges classified as in good condition	32.5%	32.0%
	Percentage of NHS bridges classified as in poor condition	5.0%	6.0%

System Performance Measures (PM3)

TDOT established System Performance targets by the May 20, 2018 deadline. The MTPO Executive Board supported and adopted the initial targets. The MTPO most recently adopted the

updated PM3 targets at joint Technical Advisory Committee and Executive Board meeting on February 12, 2025.

- Percent of Reliable Person-Miles Traveled on the Interstate
- Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS
- Freight Reliability on the Interstate (based on the Truck Travel Time Reliability Index)

Performance Measures	Baseline	4-Year Target
Percentage of person-miles traveled on the Interstate System that are reliable	92.1%	88.2%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	93.4%	89.4%
Truck Travel Time Reliability Index	1.32	1.35

Transit Asset Management (TAM) Performance Measures

The federal performance measurement requirement for transit agencies focuses on Transit Asset Management (TAM) and Transit Safety. The Transit Asset Management measures look specifically at the percentage of revenue vehicles that have exceeded their Useful Life Benchmark (ULB), the percentage of non-revenue and service vehicles that have exceeded their ULB, and the percentage of facilities with a condition below 3.0 on the Federal Transit Administration's TERM scale. All transit agencies receiving grants from the FTA are required to complete a TAM plan. The FTA has established two tiers of agencies based on size parameters.

- A Tier I agency operates rail OR has 101 vehicles or more across all fixed route modes combined during peak operation OR has 101 vehicles or more in one non-fixed route mode during peak operation.
- A Tier II agency is a subrecipient of FTA 5311, OR is an American Indian Tribe, OR has 100 or less vehicles across all fixed route modes during peak operation OR has 100 vehicles or less in one non-fixed route mode during peak operation.

The National Goals pertaining to the Performance Measures are described in the table below.

National Goals	Performance Area	Performance Measures
Infrastructure Condition	Equipment	Percentage of vehicles that have met or exceeded their Useful Life Benchmark
	Rolling Stock	Percentage of Revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark
	Infrastructure	Percentage of track segments with performance restrictions
	Facilities	Percentage of facilities within an asset class rate below 3.0 on the FTA Transit Economic Requirements Model scale.

LAMTPO, in conjunction with ETHRA, is participating in the TDOT TAM plan for our rural and urban operations

TDOT established the following SGR targets for rolling stock and equipment (i.e. non-revenue service vehicles) effective July 1, 2024, and submitted them to the FTA as part of the required NTD reporting cycle. Established targets are provided to each participating agency, TDOT's Office of Community Transportation, Metropolitan Planning Organizations, and Rural Planning Organizations. Each participating agency is responsible for providing the established targets to these organizations. If a different set of targets are adopted on an individual basis, those need to be provided with justifications to the group plan sponsor Accountable Executive and the listed agencies. TDOT utilizes the FTA default ULB for revenue vehicle targets. FTA/NTD State of Good Repair targets are based only on vehicles that have exceeded the useful life benchmark for their vehicle type. The State of Good Repair targets used for the TAM Plan are for vehicles with an overall average TDOT TAM Score of "3" or less. Both sets of targets represent the maximum percentage of assets that exceed the state of good repair benchmark. FTA/NTD & TDOT State of Good Repair targets are shown in the tables below.

Rolling Stock:

TDOT utilizes the FTA default ULB for revenue vehicle targets

Vehicle Type	FTA Default Useful life Benchmark	2024 FTA/NTD Target: Maximum % of Vehicles Exceeding FTA ULB	2024 TDOT TAM Score Target: Maximum % of Vehicles Below TDOT TAM Score of 3
Automobile	8	50%	50%
Cutaway Bus	10	15%	20%
Minivan	8	35%	40%
Other Rubber Tire Vehicles	14	0%	0%
Van	8	30%	45%
Bus	14	20%	20%

Equipment (Non-Revenue Service Vehicles):

TDOT utilizes the FTA default ULB for non-revenue service vehicles performance targets

Vehicle Type	FTA Default Useful life Benchmark	2024 FTA/NTD Target: Maximum % of Vehicles Exceeding FTA ULB	TDOT TAM Score Target: Maximum % of Vehicles Below TDOT TAM Score of 3
Non-Revenue/Service Automobile	8	75%	25%
Trucks/Other Rubber Tire Vehicles	14	40%	25%

Facilities:

Facility Type	FTA SGR BENCHMARK (TERM SCORE)	FTA/NTD Target: Maximum % of Facilities Below FTA Benchmark	TDOT TAM Score Target: Maximum % of Facilities Below TDOT TAM Score of 3
Administrative/Maintenance	3	25%	25%
Passenger/Parking	3	25%	25%

TDOT utilizes the FTA TERM scale for facility conditioning targets

The ETHRA 2024/2025 Transit vehicles and facilities within the LAMTPO region are shown in table below:

Asset Class/ Definition	Agency	Total Assets	2025 # Assets in SGR	2025 # Assets in SGR Backlog
Rolling Stock - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)				
Cutaway	ETHRA	10	8	2
Minivan	ETHRA	0	0	0
Equipment - % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)				
Equipment	ETHRA	0	0	0
Support Vehicle	ETHRA	0	0	0
Facilities - % of facilities with a condition rating below 3.0 on FTA's TERM Scale				

Facilities	ETHRA	1	1	0
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Public Transportation Agency Safety Plan

In July 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems, such as ETHRA that receive federal funds under the FTA's Urbanized Area Formula Grants (FTA 5307) to develop safety plans that include processes and procedures to implement Safety Management Systems (SMS). As part of the PTASP requirements, transit agencies set safety performance targets based on the following safety performance measures:

- Fatalities – Total number of reportable fatalities and rate per total vehicle revenue miles.
- Injuries – Total number of reportable injuries and rate per total vehicle revenue miles.
- Safety Events – Total number of reportable events and rate per total vehicle revenue miles.
- System Reliability – Mean distance between major mechanical failures. The National Transit Database (NTD) defines a major mechanical system failure as a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or starting the next scheduled revenue trip because vehicle movement is limited due to safety concerns.

The plan must include safety performance targets and transit operators must also certify they have a safety plan in place meeting the requirements of the rule. The plan must be updated and certified by the transit agency annually. ETHRA has adopted PTASP plans and safety targets for 2024/2025 and are listed below.

Performance Measures	ETHRA	
	Fixed Route VRM = 145,000	Demand Response VRM = 3,200,000
Number of Fatalities	0	0
Rate of Fatalities per 100k VRM	0	0
Number of Injuries	0	1
Rate of Injuries per 100k VRM	0	0.03
Number of Safety Events	5	60
Rate of Safety Events per 100k VRM	3.4	1.8
Total Major Mechanical Failures	5	22
System Reliability – Miles between Major Mechanical Failures	3.4	.68

Linking PBPP to the LRTP and TIP: All projects utilizing federal funding in the TIP are selected from the region's Long Range Transportation Plan (LRTP), which was last updated in 2025. The MTPO uses the ten (10) Planning Factors and the seven (7) National Goals as guiding principles to select projects to include in the LRTP and TIP. The most recent update to the LRTP includes a Transportation System Performance Report that summarizes the status of performance-based planning and programming for the MTPO and describes how the MTPO, and specifically the

LRTP, supports progress toward achieving the performance targets, and ultimately supports national transportation goals and performance measures. The TIP must link investment priorities to the targets in the LRTP and describe, to the maximum extent practicable, the anticipated effect of the program toward achieving established targets. Projects are subject to a performance-based analysis, utilizing a variety of quantitative measures as well as staff analysis. Project selection criteria prioritize projects that promote safety and security with additional points being given if the project contains accommodations for alternative modes. Safety and security is a primary evaluation category for projects evaluated by the MTPO and included in both the LRTP and the TIP. More information can be found at [Lakeway 2050 MTP](#).

FINANCIAL PLAN

Each project listed in this TIP has a cost estimate assigned to it. Cost estimates are established by phase. As with the LRTP, these cost estimates were derived through consultation with local jurisdictions, consultants, Lakeway MTPO staff, TDOT, and public transportation providers. A cost estimation tool, provided by TDOT, is available as a tool to calculate expected costs. TDOT also provided recommended inflation rates for project cost estimates (FY26 = 5.5%, FY27 = 4.5%, FY28 = 3.5%, FY29 = 3.5%). The MTPO provides this inflation rate to local jurisdictions to assist in cost estimation; however, project costs are ultimately left to the judgement of the sponsoring agency due to primary project knowledge, the variety of inflationary pressures by project type and schedule, and knowledge of historical project costs. All revenues and expenditures reflect year of expenditure (YOE) dollars. Most transportation projects are funded with a combination of federal, state, and local funds. The financial plan for this TIP is based on an annual comparison of reasonably available revenues to the calculated costs various project phases are expected to incur, with the understanding that these costs will not exceed available revenues. The projects in this TIP have been funded in accordance with current and proposed revenue sources. TDOT and local jurisdictions and agencies with projects in the TIP have indicated that they have the financial resources to provide the necessary matching funds to complete their projects. In addition, these agencies have determined that funding is available for the maintenance of all existing transportation systems.

Fiscal Constraint

The TIP is required to include a financial plan that demonstrates how the program of projects can be implemented. This includes identifying eligible federal, state, and local funding sources. The TIP is considered fiscally constrained when all the programmed project costs do not exceed the available or anticipated revenues. Detailed financial breakdowns are included in the Summary Tables in the Project Section of this document. The total amount of money available in each funding category is shown, as well as the total amount of programmed expenditures and remaining funds by funding source by year. The tables show that the programmed expenditures are within the balance of expected fund allocations in accordance with the requirements of the IJA/BIL. If funding revenues change, the TIP will be modified or amended when necessary.

Federal Funding

The greatest funding source for highway and road projects, as well as public transportation, is from the federal government. Surface transportation authorization acts authorize spending for

transportation programs and funding apportionments at the federal level. Over the years, new transportation authorizations have eliminated, consolidated, or created transportation funding programs. The IIJA/BIL was signed into law on November 15, 2021 providing surface transportation program funding for Federal fiscal years 2022 through 2026. The following list summarizes the major funding categories available for transportation projects in the TIP. Although all these funding sources may not be in the current TIP, this information is provided to educate stakeholders on some of the funding types that are available.

Bridge Formula Program (BFP) – Established under the IIJA/BIL, provides formula funds to replace, rehabilitate, preserve, protect, and construct highway bridges. Funding ratio = 80% Federal, 20% Nonfederal.

Bridge Investment Program (BIP) – Established under the IIJA/BIL, provides funding on a discretionary/competitive basis to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory or to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species. Funding ratio = 80% Federal, 20% Non-federal.

Carbon Reduction Program (CRP) – Established under the IIJA/BIL, provides formula funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. Requires state, in consultation with MPOs, to develop (and update at least every 4 years) a carbon reduction strategy and submit to DOT for approval. DOT must certify a state's strategy meets the statutory requirements. Funding ratio = 80%-100% Federal, 0%-20% Non-federal.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) – Provides funding for transportation projects in air quality non-attainment or maintenance areas. CMAQ projects are designed to contribute toward meeting the National Ambient Air Quality Standards (NAAQS). Funding ratio = 80%- 90% Federal, 10%-20% Non-federal. At the discretion of the state, funding may be up to 100% Federal (23 USC 120).

Emergency Relief Program (ER) – Provides funding for emergency repairs and permanent repairs on federal-aid highways and roads on federal lands that have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause. Funding ratio = 80%-100% Federal, 0%-20% Nonfederal.

Federal Lands and Tribal Transportation Programs (FLTP) (FLAP) – Federal Lands Transportation Program (FLTP) and Federal Lands Access Program (FLAP) provide funding for roads providing access to and within federal and Indian Lands. Funding ratio = 80-100% Federal, 0%-20% Non-federal.

Highway Safety improvement Program (HSIP) – Provides funding to achieve a significant reduction in the traffic fatalities and serious injuries on all public roads including non-state owned public roads. The program provides flexibility for states to target funds to their most critical safety needs. This program requires a data-driven, strategic approach to improving highway safety and projects must be consistent with the State Strategic Highway Safety Plan (SHSP). Under the provisions of USC Section 154, Open Container Transfer Provision, states are required to enact a

law that prohibits the possession of open alcohol beverages in the passenger area of motor vehicles. Funding ratio = 90% Federal, 10% Non-federal (except as provided in 23 USC 120 and 130). States that fail to enact an open container law have a portion of their highway funds transferred to the **Penalty Highway Safety Improvement Program (PHSIP)/Section 154 Funds** for HSIP eligible activities. A portion of the funds extracted from the highway funds that TDOT receives are shared with the Tennessee Highway Safety Office. Funding ratio = 100% Federal, 0% Nonfederal.

National Electric Vehicle Infrastructure Formula Program (NEVI) – Established under the IIJA/BIL, provides formula funds to states to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. Funding ratio = 80% Federal, 20% Non-federal.

National Highway Freight Program (NHFP) – Funds are apportioned among states by formula for freight related highway improvements. Under the program, states will designate a national freight network comprised of the interstate system and other roads, both urban and rural, that are critical to the safe and efficient shipment of freight. States are required to establish a freight advisory committee and develop a state freight investment plan to be eligible for funding. Funding ratio = 80%-90% Federal, 10%-20% Nonfederal.

National Highway Performance Program (NHPP) – Provides funding to support the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS. Funding distributed to each state is based on lane-miles of principal arterials (excluding Interstate), vehicle-miles traveled on those arterials, diesel fuel used on the state's highways, and per capita principal arterial lane-miles. Funding ratio = 80%-90% Federal, 10%-20% Non-federal.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving, Transportation (PROTECT) – Formula to States – Established under the IIJA/BIL, provides funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters. Higher Federal share if the state develops a resilience improvement plan and incorporates it into its long range transportation plan. Funding ratio = 80%-100% Federal, 0%-20% Non-federal.

Safe Streets and Roads for All (SS4A) Grant Program – Established under the IIJA/BIL, provides funding on a discretionary/competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators. Funding ratio = 80% Federal, 20% Non-federal.

Surface Transportation Block Grant Program (STBG) – Provides a flexible funding program for planning, construction, reconstruction, and rehabilitation that may be used by states and

localities for projects on any federal-aid Highway and bridge projects on any public road. These funds can also be used for nonhighway projects such as transit capital projects and pedestrian/bicycle facilities. Generally, STBG funds cannot be used on local roads or rural minor collectors; however, a number of exceptions to this requirement are identified in federal legislation. STBG funds are distributed to the states based on lane miles of federal-aid highways, total vehicle-miles traveled on those highways, and contributions to the Highway Trust Fund. Funding ratio = 80%-90% Federal, 10%-20% Non-federal.

Transportation Alternatives (TA or TAP) – This program is a set-aside in the STBG program for alternative transportation projects such as pedestrian and bicycle facilities, recreational trails, historic preservation, environmental mitigation, etc. Funding ratio = 80%-90% Federal, 10%-20% Non-federal.

FTA Section 5307 Formula Grants – This is a formula grant program for urbanized areas (greater than 50,000 in population) providing capital, operating, and planning assistance for public transportation. Other eligible activities include job access and reverse commute projects. The funding formula is based on population, population density, and the number of low income individuals. Operators must maintain equipment and facilities according to the Transit Asset Management Plan. Funding ratios = Capital = 80% Federal, 20% Non-federal; ADA Capital = 85% Federal, 15% Non-federal; Operating = 50% Federal, 50% Non-federal.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities – This is a competitive grant program for programs that service the special needs of transit-dependent populations beyond the traditional public transportation services or the complementary paratransit services of the Americans with Disabilities Act (ADA). Eligible activities include capital and operating projects that assist seniors and individuals with disabilities. Funding ratios = Capital = 80% Federal, 20% Non-federal; Operating = 50% Federal, 50% Non-federal.

FTA Section 5311 Formula Grants – This is a formula grant program for rural areas (less than 50,000 in population) providing capital, operating, and planning assistance for public transportation. A majority of the funding is based on land area and population in rural areas with a small percentage apportioned based on revenue vehicle miles and number of low-income individuals. Funding ratios = Capital = 80% Federal, 20% Non-federal; ADA Capital = 85% Federal, 15% Non-federal; Operating = 50% Federal, 50% Nonfederal.

FTA Section 5339 Bus and Bus Facilities – This is a competitive grant program that provides capital funding to replace revenue vehicles and vehicle-related equipment to support the continuation of public transportation services. Funding ratios = Capital = 80% Federal, 20% Non-federal; ADA Capital = 85% Federal, 15% Non-federal.

Federal Apportionment

Apportionment is the federal distribution of transportation funds to each state as prescribed by a statutory formula. Prior to MAP-21, each apportioned federal program had its own formula for distribution and the federal assistance received by the state was the sum of the amounts it received for each program. MAP-21, and subsequently the FAST Act, and now the IIJA/BIL changed this

process and provides a total combined federal apportionment to each state and then divides that apportionment among the state's individual formula programs.

The division of federal funding among states includes an adjustment, if needed, to ensure that each state receives an equitable return on its share of federal gas tax contributions to the Highway Trust Fund. Previously, this minimum guarantee was apportioned to each state under the Equity Bonus Program as a separate funding category. With federal legislation, this funding adjustment is now included in the statutory formula for each state's total federal apportionment (prior to the division of a state's funding among the various programs).

State Funding

The State of Tennessee has legislation that establishes funding for highways and public transportation through motor fuel taxes and vehicle registrations. A variety of programs exist including allocations to cities and counties for maintenance and construction projects. A portion of the money is retained by TDOT for ongoing maintenance and operations, resurfacing, bridges, construction/reconstruction, and to match federal funds.

Local Funding

Local jurisdictions have demonstrated a continuing commitment in annually funding the local share of costs necessary to implement transportation projects and have included in the budget planning process any funding required for the local share of funds identified in the TIP. In addition, these agencies have determined that funding is available for the maintenance of all existing transportation systems. Funding for Fiscal Year 2026 is appropriated through the legislative budget process. The remaining three years indicate the intent to include those projects in their respective budgets.

Operations and Maintenance Funding

The Lakeway MTPo and its member jurisdictions are committed to working closely with TDOT to maintain the existing transportation infrastructure throughout the MTPo area. In Tennessee, state maintenance funds are distributed to local jurisdictions based on population to maintain state routes within city or county limits. At the local level, the two major sources of transportation revenue for operations and maintenance include the general fund and the issuance of bonds for major improvements or reconstruction. The interstate system is operated and maintained by the State Department(s) of Transportation. Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities. This may include tasks such as pavement resurfacing and markings, street light repair/replacement, sidewalk repair, sinkhole repair, bridge repair, guardrail and sign replacement, and signal maintenance. Operations may include more routine items such as painting and right-of-way maintenance. These activities are not funded through or scheduled in the TIP but are included here for informational purposes and to demonstrate that the MTPo and its jurisdictions and agencies have the resources to operate and maintain the new or improved facilities, equipment, and services programmed in the TIP. The following tables provide the estimated annual maintenance cost within the MTPo boundary. These numbers are based on uncertain economic growth and actual numbers may vary. For future years, an annual growth rate of three percent (3%) was applied and is reflected in the table below. In the event federal

transportation funds were to be made available for operations and maintenance, it would be identified in the TIP.

ESTIMATED MAINTENANCE COSTS IN LAMTPO MPA, FFY2026-2029					
	2026	2027	2028	2029	TOTAL
Maintenance Cost – Federal	\$1,339,221.18	\$1,379,397.82	\$1,420,779.75	\$1,463,403.14	\$5,602,801.89
Maintenance Cost – Non-Federal	\$334,801.81	\$344,845.86	\$355,191.24	\$365,846.98	\$1,400,685.89
Maintenance Cost (TDOT)	\$2,223,869.31	\$2,290,585.39	\$2,359,302.95	\$2,430,082.04	\$9,303,839.69
Total Maintenance	\$3,897,892.30	\$4,014,829.07	\$4,135,273.94	\$4,259,332.16	\$16,307,327.47

For ETHRA, funds are spent on daily operation activities and maintenance of vehicles and equipment, which are principal components in sustaining a safe and efficient public transportation system. The following table provides estimated annual operations and maintenance costs for ETHRA.

ESTIMATED OPERATIONS AND MAINTENANCE ANNUAL BUDGET – PUBLIC TRANSPORTATION		
Jurisdiction	Estimated Annual Revenue	Estimated Annual Costs
ETHRA	\$13,420,000	\$13,420,000

STATUS OF PROJECTS IN FY2023-2026 TIP

Nine (9) projects within the FFY2023-2026 TIP are carried over into the FFY 2026-2029 TIP. The table below is a status summary of the projects that were in the 2023-2026 TIP.

TIP ID	City/ County	Project Name	Status
1003	Morristown	E Morris Blvd resurfacing	Carryover from 2023-2026 TIP into FFY2026-2029 TIP
1008	Morristown	E Andrew Johnson Hwy resurfacing	Carryover from 2023-2026 TIP into FFY2026-2029 TIP
1010	Morristown	Central Church Rd improvements	Carryover from 2023-2026 TIP into FFY2026-2029 TIP
1100	Hamblen	SR343 Complete Streets and ITS Traffic Signal Coordination	Carryover from 2023-2026 TIP into FFY2026-2029 TIP
2010	White Pine	Agricultural Park Blvd resurfacing	Carryover from 2023-2026 TIP into FFY2026-2029 TIP
3018	Jefferson City	Branner Ave resurfacing	Carryover from 2023-2026 TIP into FFY2026-2029 TIP
3020	Jefferson City	Municipal Dr resurfacing	Carryover from 2023-2026 TIP into FFY2026-2029 TIP
3021	Jefferson City	Fate Rankin Rd resurfacing	Carryover from 2023-2026 TIP into FFY2026-2029 TIP
3022	Jefferson City	Old AJ Hwy resurfacing	Carryover from 2023-2026 TIP into FFY2026-2029 TIP

FFY2026-2029 PROJECT LISTINGS

TIP Identification numbers that are in the:

1000s	are Morristown projects
2000s	are White Pine projects
3000s	are Jefferson City projects
4000s	are Hamblen County projects
5000s	are Jefferson County projects
6000s	are LAMTPO Public Transportation projects
32000s	are TDOT projects

Projects in this TIP are contained in the Project Listing in the 2050 Metropolitan Transportation Plan (MTP), or are consistent with the Plans' goals, objectives, policies, or programs.

Projects shown in the following pages were submitted by the five (5) governing entities of LAMTPO (Morristown, Jefferson City, White Pine, Hamblen and Jefferson Counties). LAMTPO staff worked with the East Tennessee Human Resource Agency (ETHRA) in developing public transportation projects for the FFY2026-2029 TIP. Staff reviewed the projects submitted to make sure that they are consistent with the goals, policies and objectives as set by the Executive Board and the TAC, and that they are part of the current LRTP. Staff reviewed the project costs to make sure that the TIP will be financially constrained, that is, you cannot spend more money than what you have. Since all of the projects submitted can be financially supported, LAMTPO staff met with each local agency to determine when they expect the project to move towards the construction phase. From this information, staff developed an excel spreadsheet outlining the costs for the various projects to determine what years can be funded for PE-NEPA, PE-Design, ROW (if needed), and then construction phases. Generally it takes at least 2-years before a project can move into the construction phase. The project spreadsheet lists all projects submitted, which listed the funding type(s) used, the amount of funding for each phase of the project, as well as the amount of federal, state and local funds to be used for each project. Staff presented the project spreadsheet to the TAC and Executive Board, which they approved the listing as submitted.

LAMTPO
FEDERAL FISCAL YEARS 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
REFERENCE GUIDE FOR TIP PROJECT PAGE

TIP #	1	TDOT PIN#	2	PRIORITY	3	LEAD AGENCY	4
Old TIP #	5						
COUNTY	6	LENGTH	7	L RTP#	8	Conformity Status	9
ROUTE/PROJECT NAME	10	TOTAL PROJECT COST		11			
		Cost in This TIP		12			
TERMINI OR INTERSECTION	13						
PROJECT DESCRIPTION	14						

FISCAL YEAR	PHASE	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
15	16	17	18	19	20	21

AMENDMENT #	22	ADJUSTMENT #	23	REMARKS	24

25

Item #	Description of Item #
1	Project Number assigned by LAMTPO or the State Transportation Improvement Number
2	Project Number assigned by TDOT
3	LAMTPO evaluation of the project based on the LRTP goals and objectives and project horizon year
4	The agency responsible for development/ administration of the project
5	Project Number assigned by LAMTPO in a previous TIP and/or LRTP
6	County where project is located
7	The length of the project, in miles
8	Project number in the LAMTPO's LRTP
9	If the project is subject to air quality standards or if it is exempt
10	Project name and/or highway route number
11	Total cost of project, from start to finish, for all project phases (PE-N, PE-D, ROW, CONST)
12	Total cost of project within this TIP, does not include obligated funds that were in previous TIP(s)
13	Beginning and end location of the project
14	Description of the project, i.e. type of improvement work to be done
15	Federal fiscal year the project phase is to be programmed
16	Phase or Type of work programmed (PE-N, PE-D, ROW, CONST)
17	Funding source to be utilized
18	Total amount of funds for the identified project phase (PE-N, PE-D, ROW, CONST)
19	The amount of Federal funds programmed
20	The amount of State funds programmed
21	The amount of Local match funds programmed
22	Reference to any TIP Amendments on the project
23	Reference to any TIP administrative Adjustments on the project
24	Any additional project notes or comments
25	Project location map

TIP Project Report
9/23/2025

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 1003	127267.00	5.15	Morristown
State	County		
TN	Hamblen		
State Route	Total Project Cost		
	\$5,254,099		

Project Name

E Morris Blvd

Termini

East Morris Boulevard, From US-25E(Davy Crockett Parkway) to East of Jones Franklin Road

Project Description

Resurface E Morris Blvd

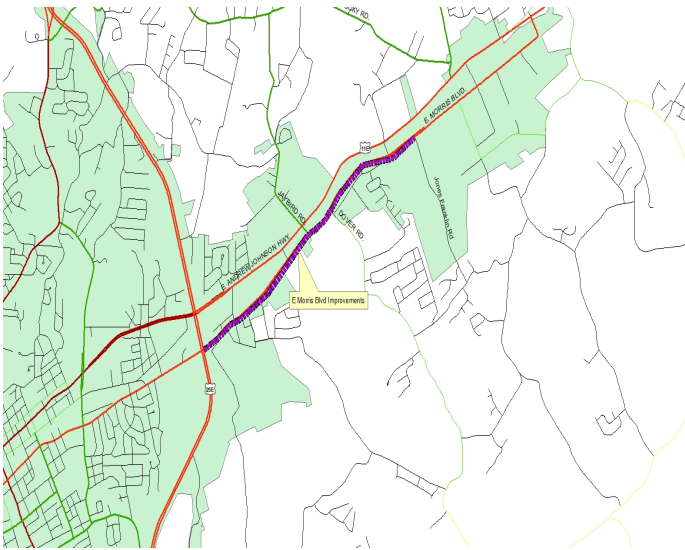
Long Range Plan #

MAP ID#105 - Page A-5

Conformity Status

Not Applicable

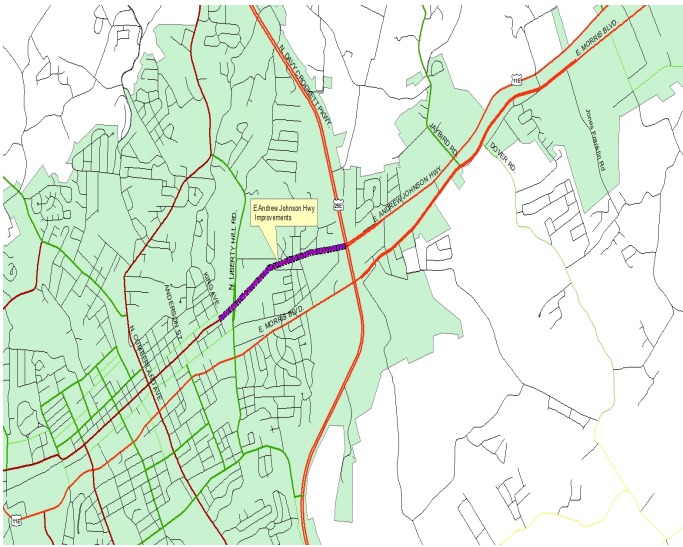
FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-D/ROW/CONST	CRRSAA	\$0	\$0	\$0	\$0
2026	PE-N/PE-D/ROW/CONST	CRP	\$408,316	\$326,653	\$0	\$81,663
2026	CONST	STBG-L	\$4,314,000	\$3,451,200	\$0	\$862,800
2026	CONST	LOCAL	\$132,783	\$0	\$0	\$132,783
Total			\$4,855,099	\$3,777,853	\$0	\$1,077,246



TIP Project Report
9/23/2025

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 1008		1.33	Morristown
State	County		
TN	Hamblen		
State Route	Total Project Cost		
	\$1,107,000		
Project Name			
E Andrew Johnson Hwy			
Termini			
East Andrew Johnson Hwy / State Route 66			
Project Description			
East Andrew Johnson Hwy Resurfacing			
Long Range Plan #		Conformity Status	
MAP ID#110 Page A-6		Not Applicable	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-D	STBG-L	\$100,000	\$80,000	\$0	\$20,000
2026	PE-N/PE-D	STBG-L	\$100,000	\$80,000	\$0	\$20,000
2026	CONST	STBG-L	\$357,000	\$285,600	\$0	\$71,400
Total			\$557,000	\$445,600	\$0	\$111,400



TIP Project Report
9/23/2025

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 1010	127680.00	0.2	Morristown
State	County		
TN	Hamblen		
State Route	Total Project Cost		
	\$0		

Project Name

Central Church Rd improvements

Termini

Central Church Road, From SR-34(US-11, West Andrew Johnson Highway) to Connie Street

Project Description

Widen from 2 to 3 lanes (2 thru lanes with center turn lane), ADA compliant sidewalks with ped-head signalization, traffic signal improvements, curb and gutter, storm water improvements, traffic radar and/ or loop detection, striping, and/ signage

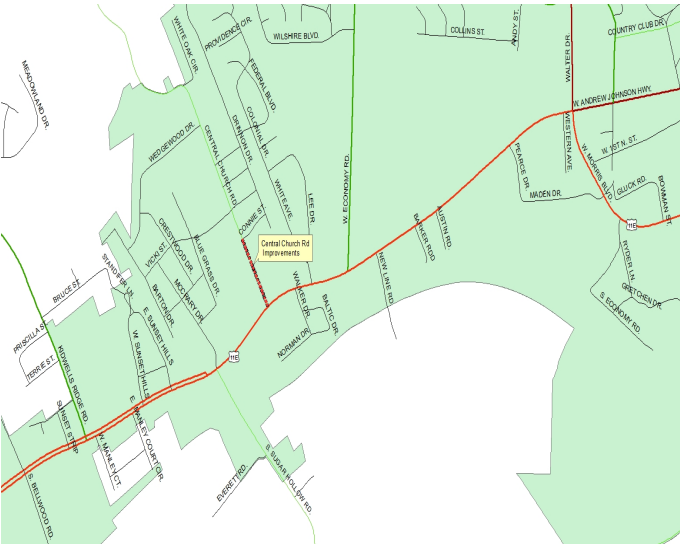
Long Range Plan #

MAP ID#7 - Page A-5

Conformity Status

Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-D	STBG-L	\$102,850	\$82,280	\$0	\$20,570
2026	ROW	STBG-L	\$272,187	\$217,750	\$0	\$54,437
2026	PE-N/PE-D/ROW/CONST	CRP	\$218,799	\$175,039	\$0	\$43,760
2026	Const	STBG-L	\$1,000,000	\$800,000	\$0	\$200,000
Total			\$1,593,836	\$1,275,069	\$0	\$318,767



TIP Project Report
9/18/2025

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 1100	133677.00	3.75	TDOT
State	County		
TN	Hamblen		
State Route	Total Project Cost		
SR-343	\$21,790,202		

Project Name

SR343 Complete Streets and ITS Traffic Signal Coordination

Termini

Complete Streets from US 11E/E-W Morris Boulevard to SR-160 and ITS Traffic Signal Coordination from N. Liberty Hill Road to Lincoln Avenue/Algonquin Avenue

Project Description

Component 1: Complete Streets-reducing the existing subject portion of SR 343 from a 4/5-lane highway to a 3-lane roadway. The complete street segment will also include a 10' shared use path on the western side of the roadway, a 6' sidewalk on the eastern side of the roadway and buffers to allow separation from the travel lane. Component 2: ITS-various traffic signal improvements at 13 locations along the SR 343 corridor from the North Liberty Hill intersection (to the north) to the Lincoln Avenue intersection (to the south). Project also includes ADA compliance, crosswalks, pedestrian signals, installation of mast arms, improved signal timing and adjusted clearance times.

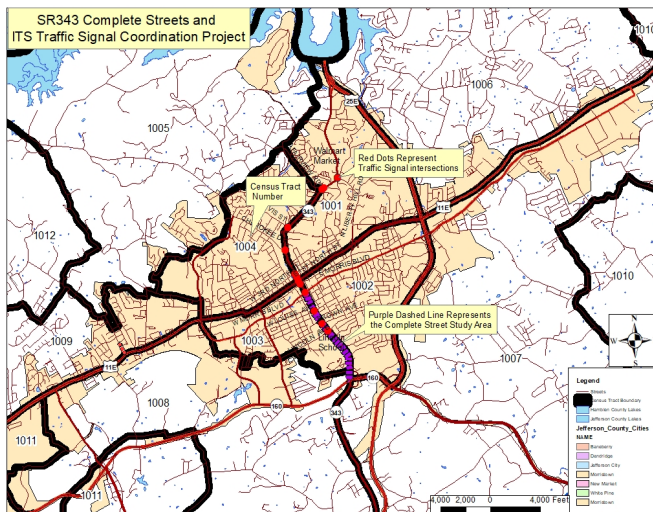
Long Range Plan

MAP ID# 32 - Page A-5

Conformity Status

Exempt

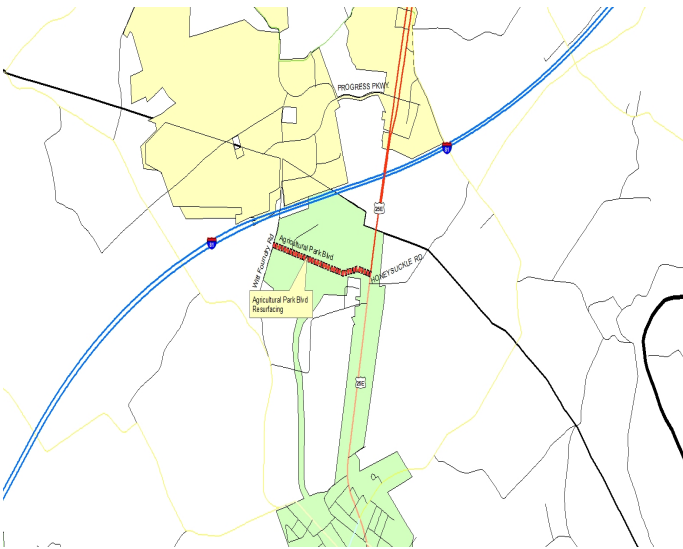
FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-D	RAISE	\$702,910	\$0	\$702,910	\$0
2026	ROW	RAISE	\$3,063,964	\$3,063,964	\$0	\$0
2026	CONST	RAISE	\$18,023,328	\$18,023,328	\$0	\$0
Total			\$21,790,202	\$21,087,292	\$702,910	\$0



TIP Project Report
9/23/2025

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 2010		0.75	White Pine
State	County		
TN	Jefferson		
State Route	Total Project Cost		
	\$261,600		
Project Name			
Agricultural Park Blvd Resurfacing			
Termini			
Witt Boundary Rd to US Hwy 25E			
Project Description			
Resurfacing			
Long Range Plan #		Conformity Status	
MAP ID # 109 Page A-7		Exempt	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-N	STBG-L	\$50,000	\$40,000	\$0	\$10,000
2027	PE-D	STBG-L	\$50,000	\$40,000	\$0	\$10,000
2028	CONST	STBG-L	\$161,600	\$129,280	\$0	\$32,320
Total			\$261,600	\$209,280	\$0	\$52,320



TIP Project Report
9/23/2025

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 3018		0.33	Jefferson City
State	County		
TN	Jefferson		
State Route	Total Project Cost		
	\$218,545		
Project Name			
Branner Ave Resurfacing			
Termini			
Ken Sparks Way to Old AJ Hwy			
Project Description			
Resurface Branner Avenue			
Long Range Plan #		Conformity Status	
MAP ID # 108 Page A-6		Exempt	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-N/PE-D/ROW/CONST	STBG-L	\$218,545	\$174,836	\$0	\$43,709
Total			\$218,545	\$174,836	\$0	\$43,709



TIP Project Report
9/23/2025

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 3020		0.59	Jefferson City
State	County		
TN	Jefferson		
State Route	Total Project Cost		
	\$240,400		

Project Name

Municipal Drive Resurfacing

Termini

Old Andrew Johnson Hwy to Black Oak Rd

Project Description

Resurface Municipal Drive including milling, grading, repaving, sidewalk ADA compliant if needed, striping, signage, stormwater drainage repair (if needed). It may include ITS traffic signal improvements (if needed) (such as tied into fiber-wire system, new cabinets and/or controllers, radar, video and/or loop detection, new signal heads and/or pedestrian signals)

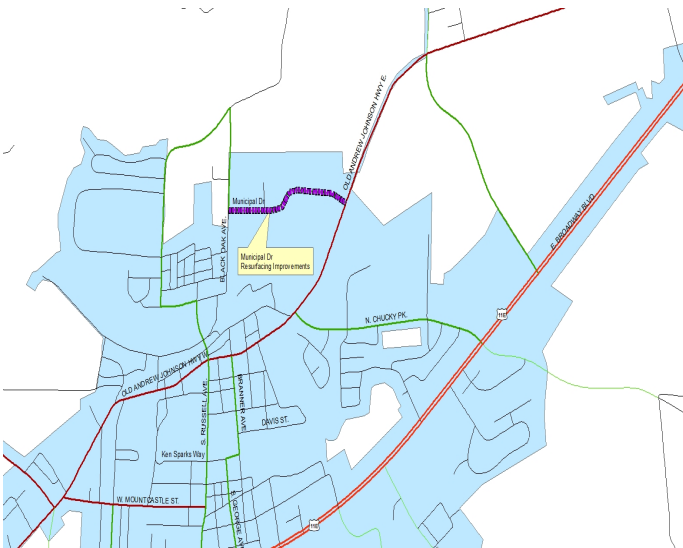
Long Range Plan #

MAP ID # 103 Page A-6

Conformity Status

Exempt

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-N/PE-D/ROW/CONST	STBG-L	\$240,400	\$192,320	\$0	\$48,080
Total			\$240,400	\$192,320	\$0	\$48,080



TIP Project Report
9/23/2025

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 3021		0.57	Jefferson City
State	County		
TN	Jefferson		
State Route	Total Project Cost		
	\$218,545		

Project Name

Fate Rankin Rd Resurfacing

Termini

From US Hwy 11E towards Night St (city's corporation boundary) for a distance of 3,000 feet

Project Description

Resurface Fate Rankin Rd including milling, grading, repaving, sidewalk ADA compliant if needed, striping, signage, stormwater drainage repair (if needed), It may include ITS traffic signal improvements (if needed) (such as tied into fiber-wire system, new cabinets and/or controllers, radar, video or loop detection, new signal heads and/or pedestrian signals) (if needed)

Long Range Plan #

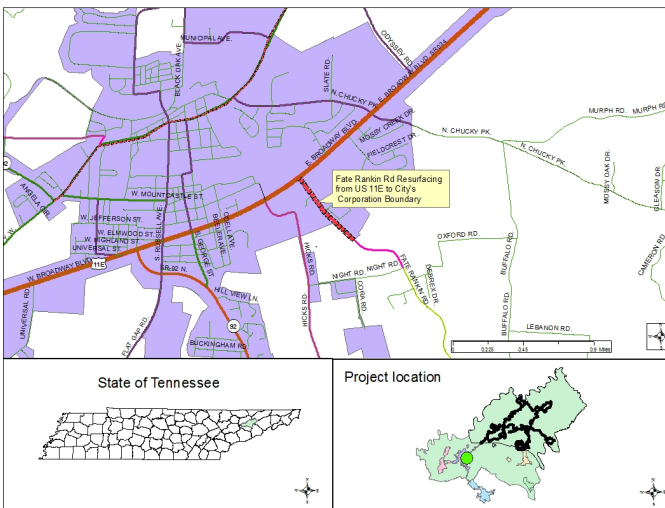
MAP ID # 102 Page A-6

Conformity Status

Exempt

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-N/PE-D/ROW/CONST	STBG-L	\$218,545	\$174,836	\$0	\$43,709
Total			\$218,545	\$174,836	\$0	\$43,709

Fate Rankin Rd Resurfacing Jefferson CityTN



TIP Project Report
9/23/2025

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 3022		2.43	Jefferson City
State	County		
TN	Jefferson		
State Route	Total Project Cost		
	\$1,425,312		

Project Name

Old Andrew Johnson Hwy Resurfacing

Termini

Old Andrew Johnson Hwy from SR92 to Odyssey Rd. (corporation boundary)

Project Description

Resurface Old Andrew Johnson Hwy including milling, grading, repaving, sidewalk ADA compliant if needed, striping, signage, stormwater drainage repair (if needed). It may include ITS traffic signal improvements (if needed) (such as tied into fiber-wire system, new cabinets and/or controllers, radar, video, and/or loop detection, new signal heads and/or pedestrian signals) (if needed)

Long Range Plan #

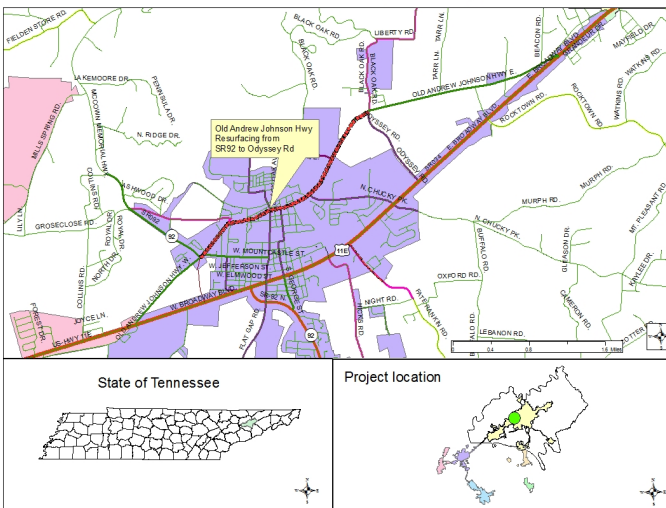
MAP ID #101 Page A-6

Conformity Status

Exempt

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	PE-N/PE-D/ROW/CONST	CRP	\$303,812	\$243,050	\$0	\$60,762
Total			\$303,812	\$243,050	\$0	\$60,762

Old Andrew Johnson Hwy Resurfacing Jefferson City TN



TIP Project Report
9/30/2025

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 6000			ETHRA/ Lakeway Transit
State	County		
TN	Region 1		
State Route	Total Project Cost		
	\$10,404,410		

Project Name

Public Transportation Operations FTA Section 5307 funding

Termini

Within the LAMTPO Region; Hamblen and Jefferson Counties

Project Description

Public Transportation Operations. Operations includes, but not limited to, operating, preventative maintenance, Jobs Access Reverse Commute (JARC), and safety and security purposes.

Long Range Plan #

MTP 2050

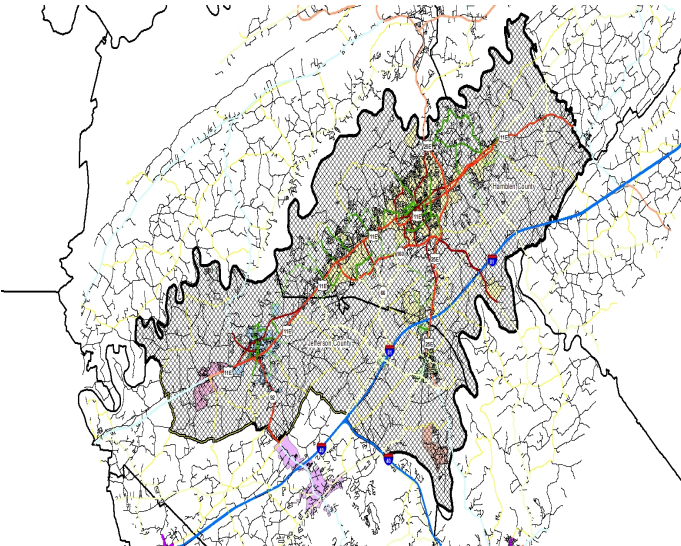
Conformity Status

Exempt

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	OPERATIONS	5307	\$2,482,488	\$1,241,244	\$0	\$1,241,244
2027	OPERATIONS	5307	\$2,559,940	\$1,279,970	\$0	\$1,279,970
2028	OPERATIONS	5307	\$2,639,810	\$1,319,905	\$0	\$1,319,905
2029	OPERATIONS	5307	\$2,722,172	\$1,361,086	\$0	\$1,361,086
Total			\$10,404,410	\$5,202,205	\$0	\$5,202,205

Comments:

- FY2026 - FFY2016, FFY2020, and FFY2021 5307 Apportionments FY2027 - FFY2022, FFY2023, FFY2024, and FFY2025 5307 Apportionments FY2028 - FFY2026 and FFY2027 5307 Apportionments FY2029 - FFY2028 and FFY2029 5307 Apportionments



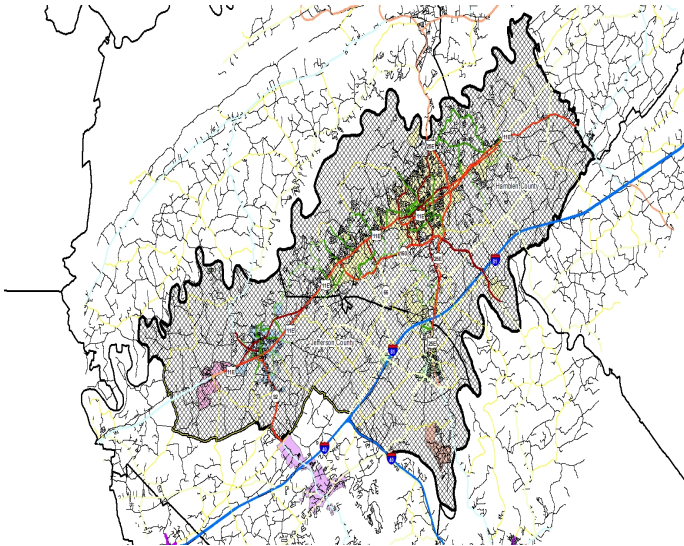
TIP Project Report
9/30/2025

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 6001			ETHRA, Lakeway Transit
State	County		
TN	Region 1		
State Route	Total Project Cost		
	\$1,106,734		
Project Name			
Public Transportation Capital purchases FTA Section 5307 funding			
Termini			
within the LAMTPO MPA			
Project Description			
Purchase ADA compliant vehicles, replacement parts for vehicles; new equipment (computers, GPS, radios, lifts, etc)			
Long Range Plan #		Conformity Status	
MTP 2050		Exempt	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	CAPITAL	5307	\$272,092	\$217,674	\$27,209	\$27,209
2027	CAPITAL	5307	\$417,321	\$333,857	\$41,732	\$41,732
2028	CAPITAL	5307	\$278,213	\$222,571	\$27,821	\$27,821
2029	CAPITAL	5307	\$139,108	\$111,286	\$13,911	\$13,911
Total			\$1,106,734	\$885,388	\$110,673	\$110,673

Comments:

- FY2026 - FFY2024 and FFY2025 5307 Apportionments FY2027 - FFY2026 and FFY2027 5307 Apportionments FY2028 - FFY2028 5307 Apportionments FY2029 - FFY2029 5307 Apportionments



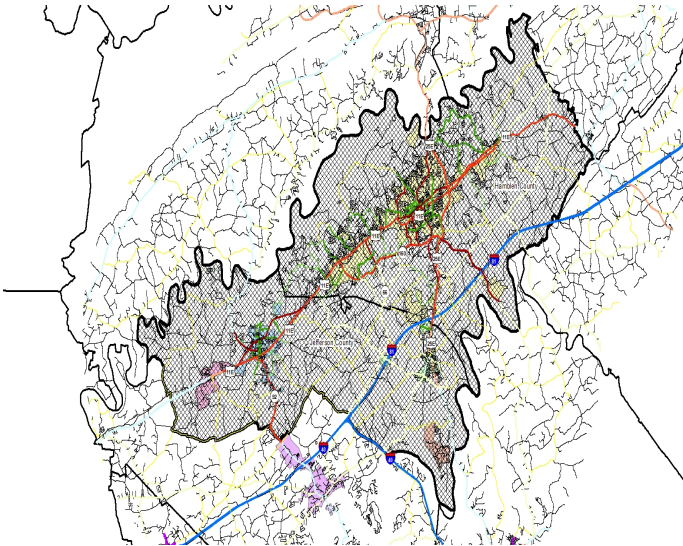
TIP Project Report
9/30/2025

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 6002			ETHRA, Lakeway Transit
State	County		
TN	Region 1		
State Route	Total Project Cost		
	\$1,080,580		
Project Name			
FTA Section 5310 purchase of equipment/ vehicles/ transit facility			
Termini			
LAMTPO MPA			
Project Description			
Purchase ADA compliant vehicles, replacement parts for vehicles; new equipment (computers, GPS, radios, lifts, etc)			
Long Range Plan #	Conformity Status		
MTP 2050	Exempt		

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	CAPITAL	5310(U)	\$254,494	\$203,595	\$0	\$50,899
2027	CAPITAL	5310(U)	\$265,946	\$212,757	\$0	\$53,189
2028	CAPITAL	5310(U)	\$275,253	\$220,203	\$0	\$55,050
2029	CAPITAL	5310(U)	\$284,887	\$227,910	\$0	\$56,977
Total			\$1,080,580	\$864,465	\$0	\$216,115

Comments:

- FY2026 - FFY2022 and FFY2026 5310 Apportionments FY2027 - FFY2027 5310 Apportionments FY2028 - FFY2028 5310 Apportionments FY2029 - FFY2029 5310 Apportionments



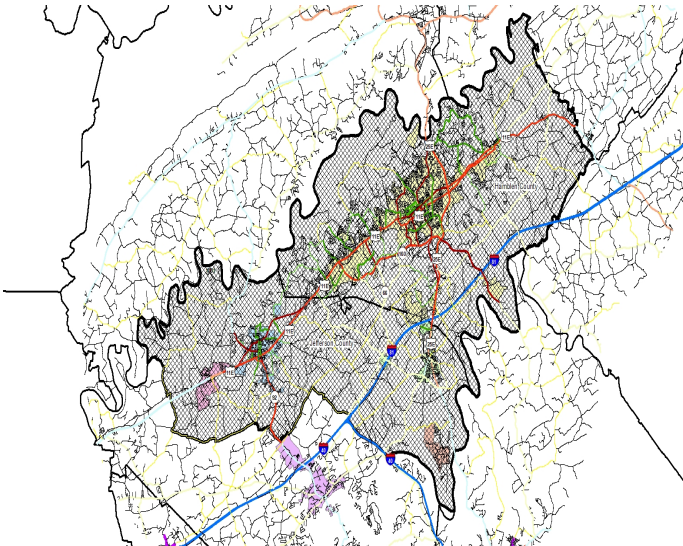
TIP Project Report
9/30/2025

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 6003			ETHRA, Lakeway Transit
State	County		
TN	Region 1		
State Route	Total Project Cost		
	\$400,000		
Project Name			
FTA section 5339 capital expenses purchase of equipment/ vehicles/ transit facility			
Termini			
LAMTPO MPA			
Project Description			
Purchase ADA compliant vehicles, replacement parts for vehicles; new equipment (computers, GPS, radios, lifts, etc), new transit facility			
Long Range Plan #		Conformity Status	
MTP 2050		Exempt	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	CAPITAL	5339	\$100,000	\$80,000	\$0	\$20,000
2027	CAPITAL	5339	\$100,000	\$80,000	\$0	\$20,000
2028	CAPITAL	5339	\$100,000	\$80,000	\$0	\$20,000
2029	CAPITAL	5339	\$100,000	\$80,000	\$0	\$20,000
Total			\$400,000	\$320,000	\$0	\$80,000

Comments:

- FY2026 - FFY2014, FFY2016, and FFY2021 5339 Apportionments FY2027 - FFY2024, FFY2025, and FFY2026 5339 Apportionments FY2028 - FFY2027 and FFY2028 5339 Apportionments FY2029 - FFY2029 5339 Apportionments



TIP Project Report
9/18/2025

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 2032060	126762.00		TDOT
State	County		
TN	Hamblen, Jefferson		
State Route	Total Project Cost		
	\$7,875,000		

Project Name

National Highway Performance Program (NHPP) Grouping

Termini

LAKEWAY MPO - GROUPING

Project Description

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

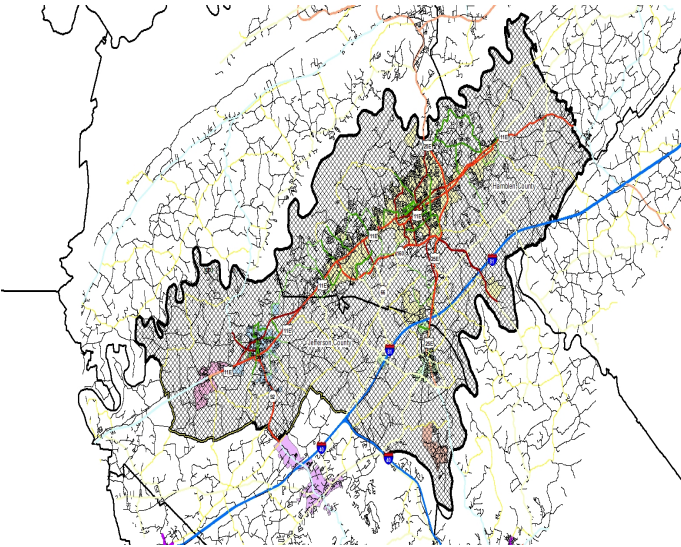
Long Range Plan #

Plan pages 11-13, 80-83

Conformity Status

Exempt

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	Const PE, ROW, & CONST	NHPP	\$574,800	\$459,840	\$114,960	\$0
2026	Const Construction	NHPP	\$3,712,400	\$2,969,920	\$742,480	\$0
2027	Const PE, ROW, & CONST	NHPP	\$6,107,943	\$4,886,354	\$1,221,589	\$0
2028	Const PE, ROW, & CONST	NHPP	\$6,994,886	\$5,595,909	\$1,398,977	\$0
2029	Const PE, ROW, & CONST	NHPP	\$383,200	\$306,560	\$76,640	\$0
Total			\$17,773,229	\$14,218,583	\$3,554,646	\$0



TIP Project Report
9/18/2025

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 2032065	126763.00		TDOT
State	County		
TN	Hamblen, Jefferson		
State Route	Total Project Cost		
	\$1,907,500		

Project Name

MAINTENANCE/ CONSTRUCTION (STBG-STATE)

Termini

LAKEWAY MPO - GROUPING

Project Description

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

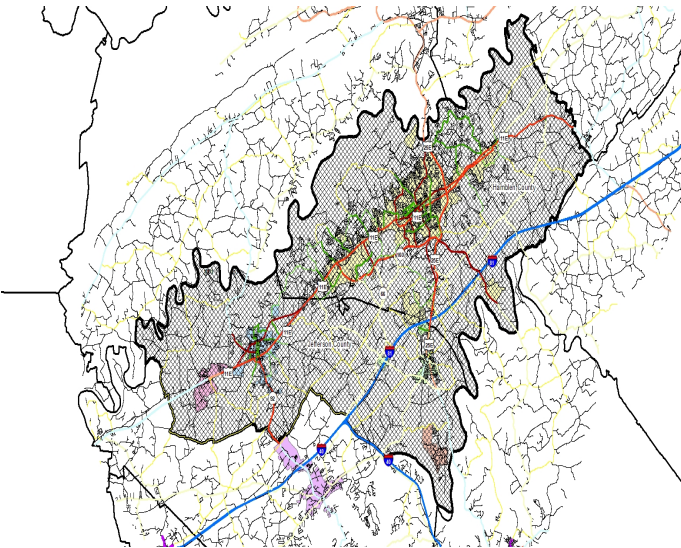
Long Range Plan #

Plan pages 11-13, 80-83

Conformity Status

Exempt

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	Const	STBG	\$3,244,110	\$2,595,296	\$648,814	\$0
2027	Const PE, ROW, & CONST	STBG	\$2,654,750	\$2,123,800	\$530,950	\$0
2028	Const PE, ROW, & CONST	STBG	\$1,517,000	\$1,213,600	\$303,400	\$0
2029	Const PE, ROW, & CONST	STBG	\$379,250	\$303,400	\$75,850	\$0
Total			\$7,795,110	\$6,236,096	\$1,559,014	\$0



TIP Project Report
9/18/2025

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 2032095	126764.00		TDOT
State	County		
TN	Hamblen, Jefferson		
State Route	Total Project Cost		
	\$16,079,126		

Project Name

SAFETY (HIGHWAY HAZARD ELIMINATION)

Termini

LAKEWAY TPO - GROUPING

Project Description

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

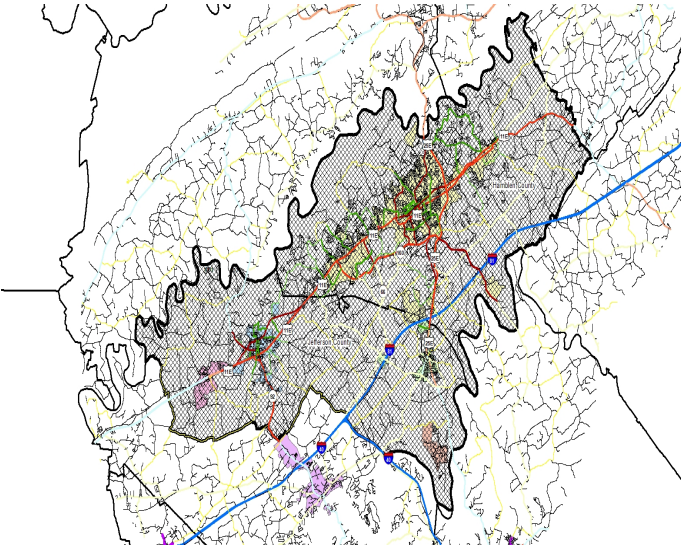
Long Range Plan #

Plan pages 11-13, 80-83

Conformity Status

Exempt

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2026	Const	HSIP	\$77,600	\$69,840	\$7,760	\$0
2026	Const	HSIP-R	\$19,556	\$17,600	\$1,956	\$0
2027	Const PE / ROW / CONST (FC1)	HSIP	\$57,200	\$51,480	\$5,720	\$0
2027	Const PE / ROW / CONST (FC2)	HSIP-R	\$8,086	\$7,277	\$809	\$0
2028	Const PE / ROW / CONST (FC1)	HSIP	\$41,600	\$37,440	\$4,160	\$0
2028	Const PE / ROW / CONST (FC2)	HSIP-R	\$5,880	\$5,292	\$588	\$0
2029	Const PE / ROW / CONST (FC1)	HSIP	\$41,600	\$37,440	\$4,160	\$0
2029	Const PE / ROW / CONST (FC2)	HSIP-R	\$5,880	\$5,292	\$588	\$0
Total			\$257,402	\$231,661	\$25,741	\$0





**eSTIP Fiscal Constraints Report for STIP Period 2026
LAMTPO MPO**

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
5307	2026	\$2,754,580	\$2,754,580	\$1,458,918	\$27,209	\$1,268,453	\$0	\$0
5307	2027	\$2,977,261	\$2,977,261	\$1,613,827	\$41,732	\$1,321,702	\$0	\$0
5307	2028	\$2,918,023	\$2,918,023	\$1,542,476	\$27,821	\$1,347,726	\$0	\$0
5307	2029	\$2,861,280	\$2,861,280	\$1,472,372	\$13,911	\$1,374,997	\$0	\$0
5310(U)	2026	\$254,494	\$254,494	\$203,595	\$0	\$50,899	\$0	\$0
5310(U)	2027	\$265,946	\$265,946	\$212,757	\$0	\$53,189	\$0	\$0
5310(U)	2028	\$275,253	\$275,253	\$220,203	\$0	\$55,050	\$0	\$0
5310(U)	2029	\$284,887	\$284,887	\$227,910	\$0	\$56,977	\$0	\$0
5339	2026	\$100,000	\$100,000	\$80,000	\$0	\$20,000	\$0	\$0
5339	2027	\$100,000	\$100,000	\$80,000	\$0	\$20,000	\$0	\$0
5339	2028	\$100,000	\$100,000	\$80,000	\$0	\$20,000	\$0	\$0
5339	2029	\$100,000	\$100,000	\$80,000	\$0	\$20,000	\$0	\$0
CRP	2026	\$930,927	\$930,927	\$744,742	\$0	\$186,185	\$0	\$0
HSIP	2026	\$77,600	\$77,600	\$69,840	\$7,760	\$0	\$0	\$0
HSIP	2027	\$57,200	\$57,200	\$51,480	\$5,720	\$0	\$0	\$0
HSIP	2028	\$41,600	\$41,600	\$37,440	\$4,160	\$0	\$0	\$0
HSIP	2029	\$41,600	\$41,600	\$37,440	\$4,160	\$0	\$0	\$0
HSIP-R	2026	\$19,556	\$19,556	\$17,600	\$1,956	\$0	\$0	\$0
HSIP-R	2027	\$8,086	\$8,086	\$7,277	\$809	\$0	\$0	\$0
HSIP-R	2028	\$5,880	\$5,880	\$5,292	\$588	\$0	\$0	\$0
HSIP-R	2029	\$5,880	\$5,880	\$5,292	\$588	\$0	\$0	\$0
LOCAL	2026	\$132,783	\$132,783	\$0	\$0	\$132,783	\$0	\$0
NHPP	2026	\$4,287,200	\$4,287,200	\$3,429,760	\$857,440	\$0	\$0	\$0
NHPP	2027	\$6,107,943	\$6,107,943	\$4,886,354	\$1,221,589	\$0	\$0	\$0
NHPP	2028	\$6,994,886	\$6,994,886	\$5,595,909	\$1,398,977	\$0	\$0	\$0
NHPP	2029	\$383,200	\$383,200	\$306,560	\$76,640	\$0	\$0	\$0
RAISE	2026	\$21,790,202	\$21,790,202	\$21,087,292	\$702,910	\$0	\$0	\$0
STBG	2026	\$3,244,110	\$3,244,110	\$2,595,296	\$648,814	\$0	\$0	\$0
STBG	2027	\$2,654,750	\$2,654,750	\$2,123,800	\$530,950	\$0	\$0	\$0
STBG	2028	\$1,517,000	\$1,517,000	\$1,213,600	\$303,400	\$0	\$0	\$0
STBG	2029	\$379,250	\$379,250	\$303,400	\$75,850	\$0	\$0	\$0
STBG-L	2026	\$6,973,527	\$6,973,527	\$5,578,822	\$0	\$1,394,705	\$0	\$0
STBG-L	2027	\$50,000	\$50,000	\$40,000	\$0	\$10,000	\$0	\$0
STBG-L	2028	\$161,600	\$161,600	\$129,280	\$0	\$32,320	\$0	\$0

APPENDIX A

Public Participation Listing

Agency	Name	Address_1	Address_2	City_St_Zip
Carson Newman University	President	1646 S. Russell Ave		Jefferson City, TN 37760
Walters State Community College	President	500 S. Davy Crockett Pkwy		Morristown, TN 37813
Hamblen Co. Dept. of Education	Director	210 E. Morris Blvd		Morristown, TN 37813
Jefferson County Schools	Director	114 Gay St	PO Box 190	Dandridge, TN 37725
Social Security	Director	3112 Millers Point Dr		Morristown, TN 37813
Central Services	Director	2450 Old Hwy 25E		Morristown, TN 37813
Morristown-Hamblen Healthcare System	Director	908 W. 4th North St		Morristown, TN 37814
Jefferson County Chamber of Commerce	Director	532 Patriot Dr		Jefferson City, TN 37760
Jefferson County Chamber of Commerce	Director	PO Box 890		Dandridge, TN 37725
Morristown Area Chamber of Commerce	Director	825 W. 1st North St		Morristown, Tn 37814
Jefferson City Library	Director	108 City Center DR		Jefferson City, TN 37760
Morristown-Hamblen Library	Director	417 W. Main St		Morristown, TN 37814
White Pine Library	Director	1708 Main St		White Pine, TN 37890
MATS	Director	733 W Main St		Morristown, TN 37814
Healthstar Physicians	Director	420 W. Morris Blvd		Morristown, TN 37813
Hamblen County EMS	Director	511 W. 2nd North St		Morristown, TN 37814
Hamblen County Health Dept.	Director	331 W. Main St.		Morristown, TN 37814

Agency	Name	Address_1	Address_2	City_St_Zip
Veterans Service Center	Director	511 W. 2nd North St		Morristown, TN 37814
Hamblen County Human Services	Director	2416 W. Andrew Johnson Hwy		Morristown, TN 37814
TN Senior Benefits	Director	2351 E. Morris Blvd		Morristown, TN 37813
Childrens Services	Director	1077 E Morris Blvd		Morristown, TN 37813
Tennessee Technology Center	Director	821 W. Louise Ave		Morristown, TN 37813
Tennessee Community Assistance Corporation	Director	740 E. Main St		Morristown, Tn 37814
Jefferson County EMS	Director	581 W Old AJ Hwy		New Market, TN 37820
Jefferson County Health Dept.	Director	931 Industrial Park Rd		Dandridge, TN 37725
Jefferson City Senior Citizens Center	Director	807 W. Jefferson St		Jefferson City, TN 37760
Jefferson City Community Center	Director	1247 N Hwy 92		Jefferson City, TN 37760
Jefferson County Family Resource Center	Director	341 W. Broadway		Jefferson City, TN 37760
TENNOVA/ St. Mary's Hospital	Director	110 Hospital Dr		Jefferson City, TN 37760
Jefferson City Housing Authority	Director	942 E. Ellis St		Jefferson City, Tn 37760
Morristown Housing Authority	Director	600 Sulphur Springs Rd		Morristown, TN 37813
Morristown Senior Citizens Center	Director	841 Lincoln Ave		Morristown, TN 37813
Douglas Cherokee Economic Authority	Director	534 E. 1st North St		Morristown, Tn 37814

Agency	Name	Address_1	Address_2	City_St_Zip
ETHRA	Mike Patterson	9111 Cross Park Dr, Suite D-100		Knoxville, TN 37923
RPO N and S East Tennessee District	Don Brown		P. O. Box 249	Alcoa, TN 37701
ETDD	Director		P. O. Box 249	Alcoa, TN 37701
Darby House	Director	249 E. Broadway		Jefferson City, TN 37760
Regency Retirement Village	Director	739 E. 2nd North St		Morristown, TN 37814
TDOT - Title VI Program Regions I and II	Pamela Sharp	James K Polk Bldg, 18th Floor	505 Deaderick St,	Nashville, TN 37243
TDOT Civil Rights Division	Vince Malone, Director	James K Polk Bldg, 18th Floor	505 Deaderick St,	Nashville, TN 37243
TDOT Civil Rights Division	Cynthia Howard, Title VI Program Director	James K Polk Bldg, 18th Floor	505 Deaderick St,	Nashville, TN 37243
TDOT Civil Rights Division	David Neese, Small Business Development Director	James K Polk Bldg, 18th Floor	505 Deaderick St,	Nashville, TN 37243
TDOT	Troy Ebbert	Region I	7345 Region Lane	Knoxville, TN 37914
TDOT	Mathew Cushing	James K Polk Bldg- Suite 1800	505 Deaderick St,	Nashville, TN 37243
TDOT, OCT	Michelle Christian	Region I	7345 Region Lane	Knoxville, TN 37914
City of Morristown	Tony Cox	100 W. 1st North St		Morristown, TN 37814
City of Jefferson City	John Johnson	P.O. Box 530		Jefferson City, TN 37760-0530
Town of White Pine	Bob Hardy	1548 Main St,	PO Box 66	White Pine, TN 37890-0066
Knoxville TPO	Mike Conger	400 Main St, Suite 403		Knoxville, TN 37902
Knoxville TPO	Jeff Welch	400 Main St, Suite 403		Knoxville, TN 37902
Corps of Engineers, Memphis District	Commander	167 North Main Street		Memphis, TN 38002

Agency	Name	Address_1	Address_2	City_St_Zip
US Fish and Wildlife Service	Field Supervisor	446 Neal Street		Cookeville, TN 38501
US EPA, Region 4	Regional Administrator		61 Forsyths Street	Atlanta, Georgia 30303
US EPA, Region 4	EPA Director		61 Forsyths Street	Atlanta, Georgia 30303
Regional NEPA Coordinator	NEPA Coordinator	Sam Nunn Atlanta Federal Center	61 Forsyth Street, SW	Atlanta, GA 30303-8960
Tennessee Valley Authority	Director	400 West Summit Hill Drive		Knoxville, TN 37902-1499
National Park Service	Ms. Pat Hooks, Regional Director	100 Alabama Street SW	1924 Building	Atlanta, GA 30303
National Park Service	Philip Campbell, Unit Manager	PO Box 429	208 N. Maiden Street	Wartburg, TN 37887
National Park Service	Superintendent	Big South Fork National Recreation Area	4564 Leatherwood Road	Oneida TN 37841
National Park Service	Superintendent	Stones River National Battlefield	3501 Old Nashville Hwy	Murfreesboro, TN 37129
National Park Service	Asst. Superintendent	Great Smoky Mountains National Park	107 Park Headquarters Road	Gatlinburg, TN 37738
National Park Service	Asst. Superintendent	Natchez Trace Parkway	2680 Natchez Trace Parkway	Tupelo, MS 38804
USDA Forest Service	Regional Forester	Region 8 (Southern Region	1720 Peachtree Road NW	Atlanta, GA 30309
USDA Forest Service	Director	Cherokee National Forest	2800 N. Ocoee St	Cleveland, TN 37312
USDA Forest Service	Director	100 Van Morgan Drive		Golden Pond, KY 42211
US Coast Guard	Rear Admiral	Hale Boggs Federal Building	500 Poydras Street	New Orleans, LA 70130

Agency	Name	Address_1	Address_2	City_St_Zip
US Coast Guard	Bridge Administrator	1222 Spruce Street		St. Louis, MO 63103-2398
Tennessee Department of Environment and Conservation	Manager	711 RS Gass Blvd		Nashville, TN 37243
Tennessee Department of Environment and Conservation	Deputy Commissioner	711 RS Gass Blvd		Nashville, TN 37243
USDA	Director	367 Dr MLK Jr Pkwy		Morristown, TN 37813
FHWA	Director/ Planner	404 BNA Dr, Bldg 200, Suite 508		Nashville, TN 37217
FTA	Andres Ramiirez	230 Peachtree Street NW Suite 800		Atlanta, GA 30303
FTA, Civil Rights	Carlos Gonzales/ Dee Foster	230 Peachtree Street NW Suite 800		Atlanta, GA 30303
Norfolk-Southern Railroad	Susan Terpay	Three Commercial Place		Norfolk, VA 23510-9217
Norfolk-Southern Railroad	Director	249 E Manley Court Circle		Morristown, TN 37814
TDEC Environmental Field Offices	Senior Director	3711 Middlebrook Pike		Knoxville, TN 37921
TDEC Parks and Conservation Operations	Assistant Commissioner	711 RS Gass Blvd		Nashville, TN 37243
Tennessee Wildlife Resources Agency	Executive Director	5107 Edmondson Pike		Nashville, TN 37211
Tennessee Wildlife Resources Agency	Director	3030 Wildlife Way		Morristown, TN 37814
Tennessee State Historic Preservation Office	Executive Director	Clover Bottom Mansion	2941 Lebanon Road	Nashville, TN 37243-0442
TDEC Air Resources	Senior Director	711 RS Gass Blvd		Nashville, TN 37243
TDEC Land Resources	Senior Director	711 RS Gass Blvd		Nashville, TN 37243

Agency	Name	Address_1	Address_2	City_St_Zip
TDEC Water Resources	Senior Director	711 RS Gass Blvd		Nashville, TN 37243
TN NAACP	President	PO Box 14096		Knoxville, TN 37914
TN NAACP	President	PO Box 1878		Johnson City, TN 37601
FHWA DBE	Joi HamiltonJones	404 BNA Dr, Bldg 200, Suite 508		Nashville, TN 37217
Hamblen County Democratic Party	Director	910 W Main St		Morristown, TN 37814
Hamblen County Republican Party	Director	4327 W Andrew Johnson Hwy Suite 5		Morristown TN 37814
Panther Creek SP	Director	2010 Panther Creek Rd		Morristown TN 37814
Hola Lakeway	Director	2450 S Cumberland St		Morristown TN 37813
Hispanic Chamber of Commerce of East TN	Director	PO Box 31552		Knoxville TN 37930