



Federal Fiscal Years (FFY) 2023-2026 (October 1, 2022 to September 30, 2026) 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.

LAMTPO Executive Board

approved on November 9, 2022

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, sex, or national origin.

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).



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LIST OF ABBREVIATIONS

Abbreviation	Full Name Description
3-C	Continuing, Cooperative, and Comprehensive planning process
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADHS	Appalachian Development Highway System
AQ	Air Quality
BIL	Bipartisan Infrastructure Law
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)
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
CTPP	Census Transportation Planning Products
DBE	Disadvantaged Business Enterprise
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
IJA	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
L RTP	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
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
ROW	Right-of-way
RPO	Rural Transportation Planning Organization (North and South)

Abbreviation	Full Name Description
SAFETEA-LU	Safe, Accountable, Flexible and Efficient Transportation: A Legacy for Users
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
USDOT	United States Department of Transportation
UZA	Urbanized Area

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

RESOLUTION 2022-_____

A RESOLUTION BY THE LAKEWAY AREA METROPOLITAN TRANSPORTATION ORGANIZATION (LAMTPO) ADOPTING THE FEDERAL FISCAL YEAR (FFY) 2023-2026 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 2045 Metropolitan Transportation Plan; and

WHEREAS, the Federal Fiscal Year (FFY) 2023-2026 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 FFY2023-2026 Transportation Improvement Program (TIP).

Chair, LAMTPO Executive Board

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. 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: _____ Date: _____

Print Name: Mark Potts

Title: Jefferson County Mayor
LAMTPO Executive Board Chair

_____ Date: _____

Ronnie Porter
Director, TDOT Program Development & Administration Division

SECTION 1. INTRODUCTION

What is a Transportation Improvement Program (TIP)?

Transportation Improvement Program (TIP) is a four-year work program that lists all regionally significant and federally funded transportation projects and services in a metropolitan planning organization's (MPO) planning area. This includes highway and street projects, public transportation projects, as well as bicycle and pedestrian projects that are implemented by the Tennessee Department of Transportation (TDOT), local governments, or transit agencies. All projects within the TIP must be consistent and within the most current Long Range Transportation Plan (LRTP). All projects included in the TIP must be fiscally constrained by federal appropriations or estimated revenues. The TIP can be amended or adjusted as a result of changes in funding or need. Administrative modifications (minor changes) to the TIP do not require a specific public outreach plan. The current TIP is available for viewing online (www.lamtpo.com, under the TIP tab), as well as at the LAMTPO staff office. *Please check the FFY2023-2026 TIP Chapter 4, page 4-5 for TIP amendment process.*

The TIP is updated every four years, and must be approved by the MPO's Executive Board and the Governor of Tennessee (or designee). The FFY2026-2029 TIP will be developed in the Spring of FFY2025.

Additional information concerning the TIP can be found at:

<https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/transportation-improvement-program-tip>.

TIP Horizon Timelines (Past Present, Future)

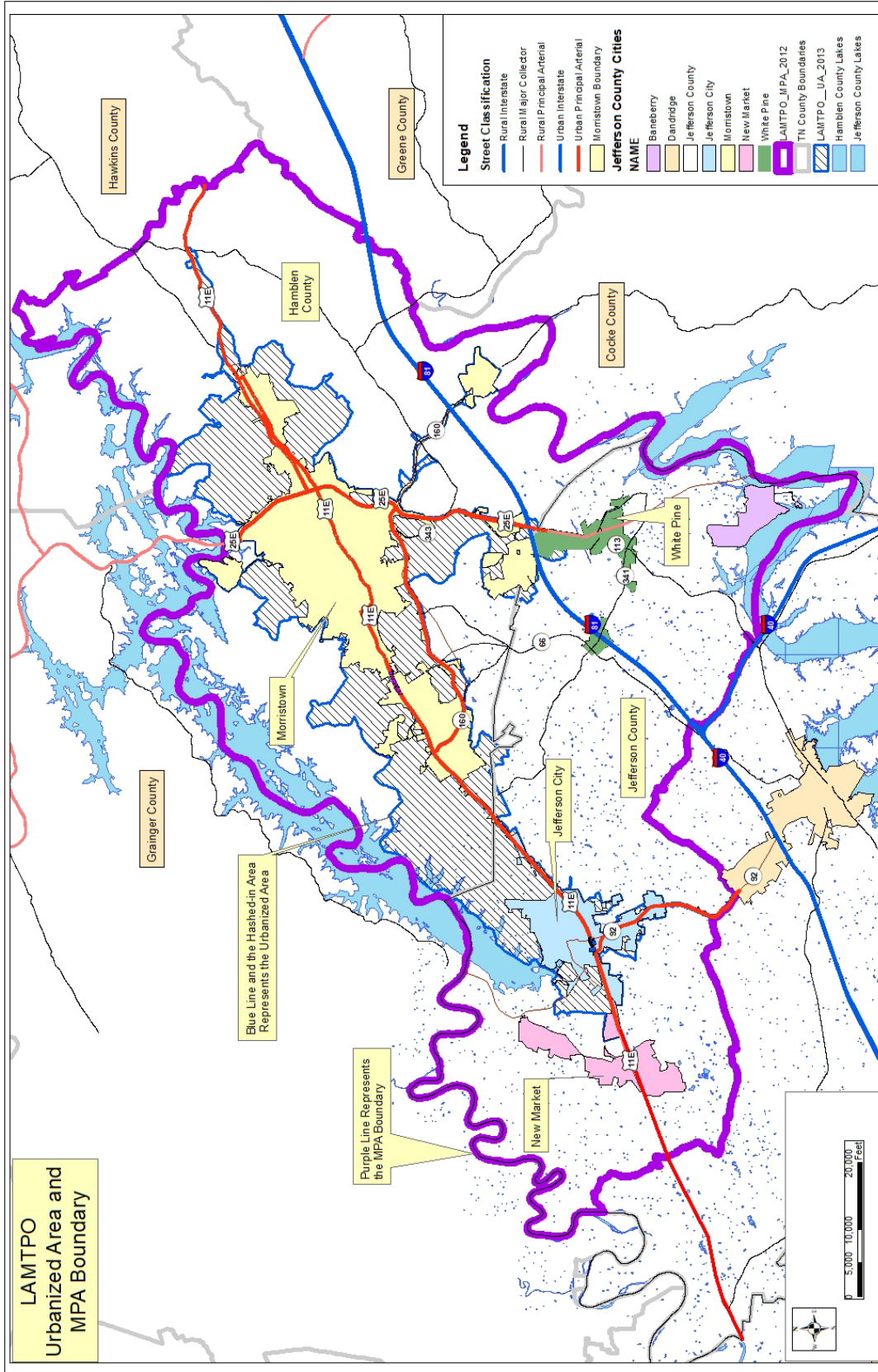
Past: FFY2020-2023 TIP timeline is October 1, 2019 to September 30, 2022.
 Present: FFFY2023-2026 TIP is from October 1, 2022 to September 30, 2025.
 Future: FFY2026-2029 TIP will be from October 1, 2025 to September 30, 2028.

Who is responsible for the TIP?

Each MPO is required, under 49 U.S.C. 5303(j), to develop a Transportation Improvement Program (TIP). This TIP for Federal Fiscal Years (FFY) 2023-2026 was developed by the Lakeway Area Metropolitan Transportation Planning Organization's (LAMTPO) staff, in cooperation with the East Tennessee Human Resource Agency (ETHRA) and the Tennessee Department of Transportation (TDOT).

The study area for the TIP is based on the LAMTPO Metropolitan Planning Area (MPA), which consists of the U.S. Census 2010 urbanized area delineation and the surrounding area projected to be urbanized during a 20-year forecast period. The current MPA includes The Tennessee cities of Morristown, White Pine, and Jefferson City, and portions of Hamblen and Jefferson counties.

The map on the next page illustrates the LAMTPO urbanized area (UZA) as well as the metropolitan planning area (MPA).



The projects included in this plan are within the LAMTPO metropolitan planning area, as approved by the LAMTPO Executive Board. All of the projects in this TIP come from the 2045 Metropolitan Transportation Plan (MTP).

The Tennessee Department of Transportation (TDOT), in consultation with LAMTPO, have cooperative responsibility to select all projects for programming in the TIP, regardless of funding source of roadway ownership. LAMTPO, in coordination with TDOT, has the authority to choose projects for inclusion into this plan using a determined amount of Surface Transportation Block Grant (STBG) funds. Some of the various funding sources within the TIP include the National Highway Performance Program (NHPP), Rebuilding American Infrastructure with Sustainability and Equity (RAISE), as well as federal transit funds such as FTA Section 5307 and FTA Section 5310 funds.

In addition, Congestion Mitigation and Air Quality (CMAQ) funds may be available for use within ozone non-attainment areas. A portion of Jefferson County was designated as a non-attainment area for the 8-hour standard for ground level ozone by the Environmental Protection Agency (EPA) in April 2004. *However, in 2008, the EPA strengthened ozone standards to ensure that air quality standards are set at an appropriate level to protect the environment and human health. A formal designation of non-attainment areas for the "2008 8-hour Ozone Standard" became effective on July 20, 2012 and included the counties of Blount and Knox, plus a small portion of Anderson County surrounding the Tennessee Valley Authority (TVA) Bull Run Fossil Plant in the Knoxville Region. Attainment with this standard is required to be demonstrated by December 31, 2015. Jefferson County, which was a part of the Knoxville ozone nonattainment area under the old 1997 standard, is currently a maintenance area. Since the "limited revocation" of the 1997 ozone NAAQS applies to transportation conformity but did not address the nonattainment or maintenance designation of an area for other purposes, the 1997 ozone area will still be listed as a maintenance area until EPA finalizes the "complete" revocation of the 1997 ozone NAAQS. However, due to the maintenance status, Jefferson County is still eligible to receive Congestion Mitigation Air Quality (CMAQ) funds.*

The TIP includes a budget and timeframe for public transportation services within the LAMTPO metropolitan planning area (MPA), which was done in consultation with the East Tennessee Human Resource Agency (ETHRA).

SECTION 2. REGULATIONS

Infrastructure Investment and Jobs Act (IIJA) or Bipartisan Infrastructure Law (BIL)

The IIJA was signed into law by President Joe Biden on November 15, 2021. The IIJA includes funding for broadband access, clean water, electric grid renewal in addition to the transportation and road proposals of the original House bill. This included approximately \$1.2 trillion in spending, with \$550 billion being newly authorized spending on top of what Congress was planning to authorize regularly. Funding from the IIJA is expansive in its reach, addressing energy and power infrastructure, access to broadband internet, water infrastructure, and more. Some of the new programs funded by the bill could provide the resources needed to address a variety of infrastructure needs at the local level.

- \$7.3B Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation Program (PROTECT)
- \$5B National Infrastructure Project Assistance grant program
- \$1.3B State and Local Cybersecurity Grant Program
- \$12.5B Bridge Investment Program

Additional information can be found at 23 USC Section 134, 23 CFR Part 450, 49 U.S.C. Section 5303, and 49 CFR Part 613 for metropolitan TIPs; or at [BUILDING-A-BETTER-AMERICA_FINAL.pdf \(whitehouse.gov\)](#).

FAST (Fixing America's Surface Transportation) Act

The FAST Act was adopted on December 4, 2015. FAST Act replaces the previous MAP-21 legislation as the current federal legislation for transportation planning. It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term. The Transportation Improvement Program (TIP) is a requirement under the FAST Act. Additional Fast Act information can be found at: <https://www.transportation.gov/fastact/>.

MAP-21 and Performance Management

The Moving Ahead for Progress in the 21st Century Act (MAP-21) had represented the Federal legislation funding surface transportation programs. MAP-21 was built on and refined many of the highway, transit, bike, and pedestrian programs and policies defined by previous legislation; however, MAP-21 had transformed the Federal-aid highway program by refocusing project decision making on performance-based planning and programming.

Title VI (Civil Rights Act of 1964, 42 USC 2000(d)-2000(d) (1))

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 use of the word “*person*” is important as the protections afforded under Title VI apply to anyone, regardless of whether the individual is lawfully present in the United States or a citizen of a State within the United States. In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex), Age Discrimination Act of 1975 (age), and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act of 1990 (disability). Taken together, these requirements define an overarching Title VI/Nondiscrimination Program. It is important to also understand that Title VI and the additional Nondiscrimination requirements are applicable to Federal programs in addition to programs receiving federal financial assistance due to the Civil Rights Restoration Act of 1987.

There are two Presidential Executive Orders that place further emphasis upon the Title VI protections of race and national origin. These are Executive Order #12898 (“*Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*”) and Executive Order #13166 (“*Improving Access To Services For Persons With Limited English Proficiency*”). Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. Executive Order # 13166 (Limited-English-Proficiency) directs federal agencies to evaluate services provided and implement a system that ensures that Limited English Proficiency persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency. Additionally, each federal agency shall ensure that recipients of federal financial assistance provide meaningful access to their Limited-English-Proficiency applicants and beneficiaries. While an Executive Order has the force of law, a lawsuit may not be brought under an Executive Order.

By providing the opportunity for everyone to participate in the transportation planning process, we are ensuring that the needs of all people can be met and that their desires for how the whole community should function and develop will be considered. To accomplish this, LAMTPO staff will use Census data to determine where concentrations of the underserved or underrepresented reside. Using this data, staff will:

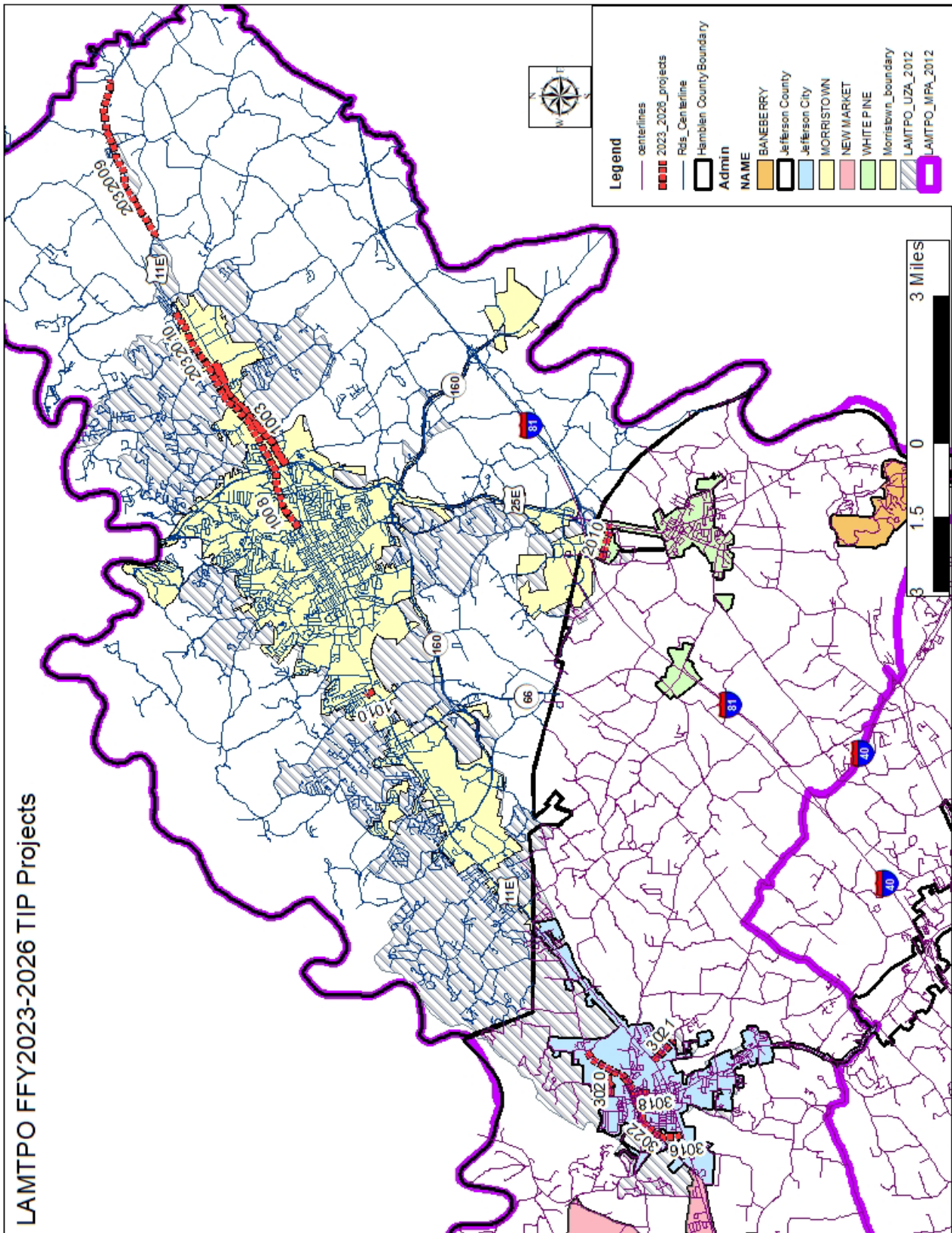
1. Hold public meetings that are convenient to these geographic concentrations in terms of walk-ability and available transit options, which tend to be used more by low-income individuals than other forms of transportation.
2. Make all draft documents available for public review at local libraries.
3. Residents or organizations that express an interest by attending public meetings or notifying us by other means will be included in the direct mailing list to receive information about future events and plan development

4. Continue to research creative methods of reaching these populations with information, documents, and invitations other than the techniques listed within this document;
5. Seek out community leaders or representatives of these groups to participate in our planning processes as appropriate; and
6. Meet and make presentations to organizations that represent these segments of the population as requested.

It is anticipated that the projects listed in the table on the next page will not have an adverse impact on people in the Environmental Justice (EJ) areas (traditionally underserved or minority and/or low-income populations). Most projects are within existing right-of-ways (ROW).

Table 2-1. Projects in the LAMTPO Region that fall within Title VI Areas.

TIP ID	Project	Low to Moderate Income Populations Affected	High Minority Populations Affected	LEP Areas Affected	65 years old or older Populations Affected	High Hispanic Populations Affected
1003	E Morris Blvd resurfacing	Yes	Yes	No	Yes	No
1008	E Andrew Johnson Hwy resurfacing	Yes	Yes	Yes	Yes	Yes
1010	Central Church Rd Improvements	Yes	Yes	Yes	Yes	Yes
2010	Agricultural Park Blvd resurfacing	Yes	No	No	Yes	Yes
3016	Old AJ Hwy realignment/ Overlook Rd extension	Yes	Yes	No	Yes	Yes
3018	Branner Av resurfacing	Yes	Yes	No	Yes	Yes
3020	Municipal Dr resurfacing	Yes	Yes	No	Yes	Yes
3021	Fate Rankin Rd resurfacing	No	Yes	No	Yes	Yes
3022	Old AJ Hwy resurfacing from SR92N to city limits	Yes	Yes	No	Yes	Yes
TDOT 2032009 2032010	US Hwy 11E Expansion	Yes	Yes	No	Yes	Yes



LAMTPO FFY2023-2026 TIP Projects

As part of the transportation planning process, LAMTPO must address Title VI and Environmental Justice to minimize disproportionately adverse effects on minority populations and low-income groups in the development and implementation of transportation projects. LAMTPO and local transit agencies annually submit certifications and assurances for compliance with civil rights requirements. The FFY2023-2026 TIP incorporates planning activities to provide Title VI assessment of transportation and transit projects as part of the Title VI reporting requirements. The Title VI assessment is a tool to evaluate outreach efforts to traditionally underserved populations to ensure those individuals receive equitable to transportation services.

General

This title declares it to be the policy of the United States that discrimination on the grounds of race, color, or national origin shall not occur in connection with programs and activities receiving Federal financial assistance and authorizes and directs the appropriate Federal departments and agencies to take action to carry out this policy. This title is not intended to apply to foreign assistance programs.

Section 601 -- This section states the general principle that no person in the United States shall be excluded from participation in or otherwise discriminated against on the grounds of race, color, or national origin under any program or activity receiving Federal financial assistance.

Section 602 -- Directs each Federal agency administering a program of Federal financial assistance by way of grant, contract, or loan to take action pursuant to rule, regulation, or order of general applicability to effectuate the principle of section 601 in a manner consistent with the achievement of the objectives of the statute authorizing the assistance. In seeking to effect compliance with its requirements imposed under this section, an agency is authorized to terminate or to refuse to grant or to continue assistance under a program to any recipient as to whom there has been an express finding pursuant to a hearing of a failure to comply with the requirements under that program, and it may also employ any other means authorized by law. However, each agency is directed first to seek compliance with its requirements by voluntary means.

Section 603 -- Provides that any agency action taken pursuant to section 602 shall be subject to such judicial review as would be available for similar actions by that agency on other grounds. Where the agency action consists of terminating or refusing to grant or to continue financial assistance because of a finding of a failure of the recipient to comply with the agency's requirements imposed under section 602, and the agency action would not otherwise be subject to judicial review under existing law, judicial review shall nevertheless be available to any person aggrieved as provided in section 10 of the Administrative Procedure Act (5 USC 1009). The section also states explicitly that in the latter situation such agency action shall not be deemed committed to un-reviewable agency discretion within the meaning of section 10. The purpose of this provision is to obviate the possible argument that although section 603 provides for review in

accordance with section 10, section 10 in itself has an exception for action "committed to agency discretion," which might otherwise be carried over into section 603. It is not the purpose of this provision of section 603, however, otherwise to alter the scope of judicial review as presently provided in section 10(e) of the Administrative Procedure Act.

LAMPTO submits a Title VI annual report to TDOT to demonstrate compliance, and LAMPTO is committed to compliance with EO 13166 which requires "improved access to services for persons with Limited English Proficiency (LEP)."

Americans with Disabilities Act (ADA)

Title II of the Americans with Disabilities Act (ADA) requires State and local governments to make their programs and services accessible to persons with disabilities. This requirement extends not only to physical access at government facilities, programs, and events -- but also to policy changes that governmental entities must make to ensure that all people with disabilities can take part in, and benefit from, the programs and services of State and local governments. In addition, governmental entities must ensure effective communication -- including the provision of necessary auxiliary aids and services -- so that individuals with disabilities can participate in civic life. The five local agencies of LAMTPO currently have an ADA Transition Plan in place. Each ADA Transition plan includes an ADA Coordinator, a grievance policy, contact information, as well as a self—evaluation assessment worksheet to establish what is not ADA compliant and a process to bring items into ADA compliance.

Disadvantaged Business Enterprise (DBE)

The USDOT defines a DBE as a for-profit small business concerns where socially and economically disadvantaged individuals own at least a 51% interest and also control management and daily business operations. African-Americans, Hispanics, Native Americans, Asian-Pacific and Subcontinent Asian Americans, and women are presumed to be socially and economically disadvantaged. Other individuals can also qualify as socially and economically disadvantaged on a case-by-case basis.

USDOT DBE regulations require state and local transportation agencies that receive DOT financial assistance, to establish goals for the participation of DBEs. Each DOT-assisted State and local transportation agency is required to establish annual DBE goals, and review the scopes of anticipated large prime contracts throughout the year and establish contract-specific DBE subcontracting goals.

In addition to establishing goals, state and local recipients also certify the eligibility of DBE firms to participate in DOT-assisted projects. Some groups are presumed to be socially and economically disadvantaged for the purposes of participation in this program. In 1987 Congress added women to the groups presumed to be disadvantaged. The main objectives of the DBE Program are:

- a. To ensure that small disadvantaged business enterprises (DBE) can compete fairly for federally funded transportation-related projects.
- b. To ensure that only eligible firms participate as DBEs.

- c. To assist DBE firms in competing outside the DBE Program.

To participate in the DBE program, a small business owned and controlled by socially and economically disadvantaged individuals must receive DBE certification from the relevant state—generally through the state Uniform Certification Program (UCP).

Roles and Responsibilities of State and Local Transportation Agencies

As recipients of DOT financial assistance, state and local transportation agencies are required:

- a. To certify the eligibility of DBE firms to participate in their DOT-assisted contracts;
- b. To establish narrowly-tailored goals for the participation of disadvantaged entrepreneurs; and
- c. To evaluate their DOT-assisted contracts throughout the year and establish contract-specific DBE subcontracting goals as necessary to achieve the overall goal of the agency.

The level of DBE subcontracting goals may vary; however, by the end of the year, the amount of contract/subcontract awards to DBEs must be consistent with the overall goal.

Additional information concerning DBE within Tennessee can be found at:

<https://www.tn.gov/tdot/civil-rights/small-business-development-program.html>

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 2-10 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. The Knoxville Region (including the Jefferson County portion of the LAMTPO Planning Area) was designated as a "maintenance area" at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the South Coast II decision, a conformity determination must be made for the 1997 ozone NAAQS on the applicable TIP and STIP updates covering fiscal years 2020 through 2023.

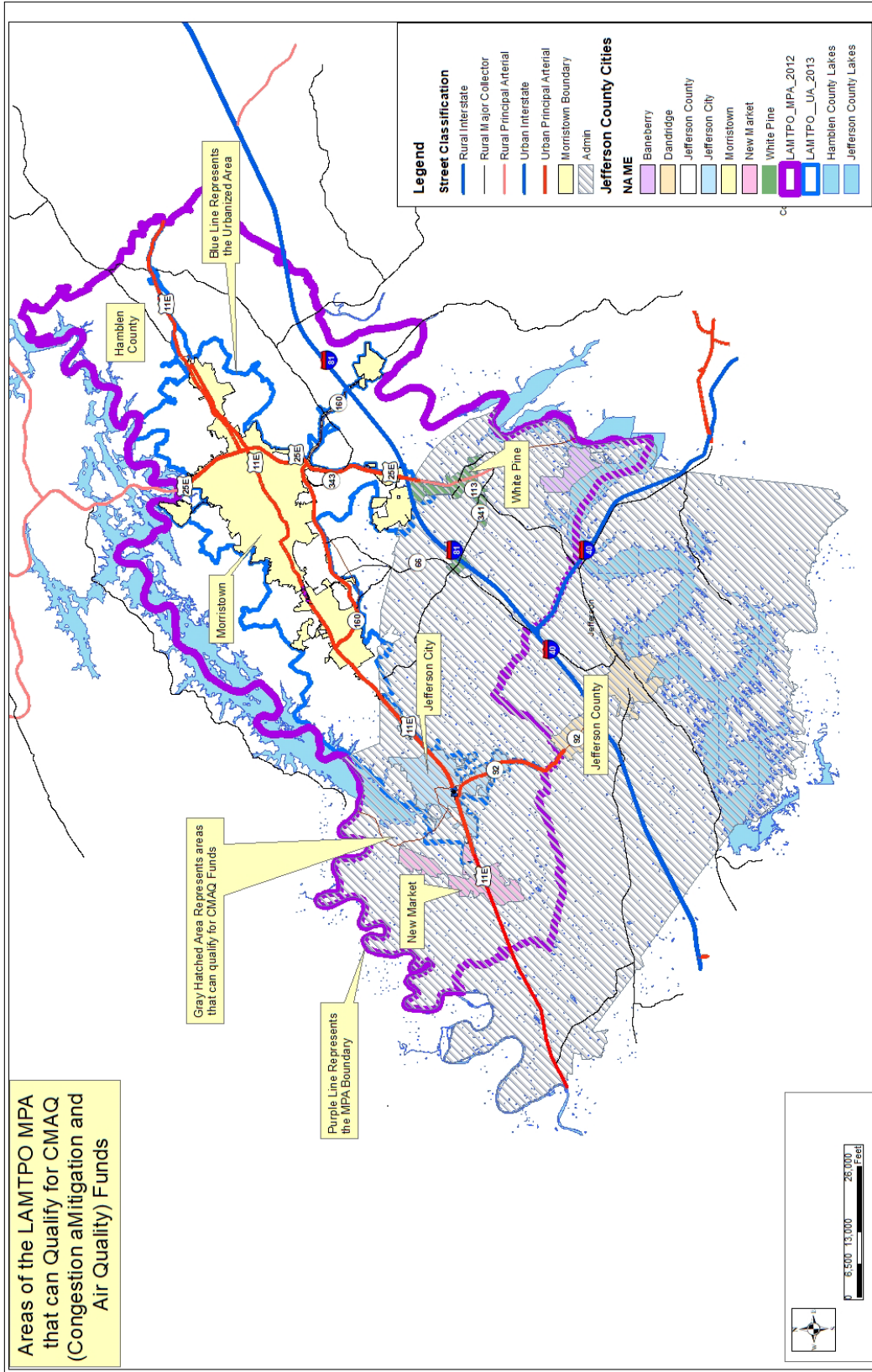
On November 29, 2018, EPA issued Transportation Conformity Guidance for the South Coast II Court Decision (EPA-420-B-18-050, November 2018) that addresses how transportation

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 previous 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 2023-2026 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 adhered 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. The conformity determination report was made available for public review and comment between September 24, 2019 and October 25, 2019 and a public hearing were held on October 28, 2019 in the LAMTPO Planning Area.



Transportation Performance Management (TPM)

Performance Measures

Under MAP-21, LAMTPO will need to institute a series of performance measures to analyze how well the region's transportation system performs over time. These will serve as a means to evaluate the effectiveness of this plan. LAMTPO will follow the guidelines set forth by the FTA/FHWA and TDOT on how performance measures will be developed and used.

MAP-21 establishes national performance goals in seven areas: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays. As a result of MAP-21, LAMTPO will be required to establish performance targets in coordination with TDOT and ETHRA (local transit operator). Performance measures and targets must be incorporated into long range planning and short-term programming processes. LAMTPO will follow the guidelines of TDOT, FHWA, and FTA on how to implement and execute various performance measures. Appendix F has the LAMTPO adopted performance measure targets.

The Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach that uses system information and policy decisions to achieve national performance goals. Currently, there are the performance measures for:

1. Safety (PM1)
2. Pavement and Bridges (PM2)
3. Systems Performance (PM3)
4. Transit Asset Management (TAM)

The PM1 (Safety PM Final Rule) (established March 15, 2016) establishes five performance measures as the five-year rolling averages to include:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets. LAMTPO has chosen to adopt the Tennessee Department of Transportation (TDOT) safety performance measure targets instead of creating their own PM1 targets. It is also anticipated that LAMTPO will adopt future TDOT performance measure targets as well.

Additional information concerning State's Safety Performance Targets can be found at the following web link: https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/.

FHWA's final rule on establishing DOTs to use in managing pavement and bridge performance on the National Highway System (NHS). This became effective on May 20, 2017. The performance measures are based on 2-year and 4-year targets, and are measured by:

- A. For Pavements:
 1. Percentage (%) of Interstate Pavements in Good Condition (suggests no major investment is needed)
 2. Percentage (%) of Interstate Pavements in Poor Condition (suggests major reconstruction investment is needed)
 3. Percentage (%) of Non-interstate Pavements in Good Condition (suggests no major investment is needed)
 4. Percentage (%) of Non-interstate Pavements in Poor Condition (suggests major reconstruction investment is needed)

- B. For Bridges (*States are required to establish minimum standards for the percentage of Bridges in Poor Condition and Good Condition on the total National Highway System (NHS), in which the percentage of bridges in Poor Condition shall not exceed 10.0%*):
 1. Percentage (%) of Bridge Deck Area in Good Condition
 2. Percentage (%) of Bridges Deck Area in Poor Condition

LAMTPO has chosen to adopt the Tennessee Department of Transportation (TDOT) Pavement and Bridge (PM2) performance measure targets instead of creating their own PM2 targets. It is also anticipated that LAMTPO will adopt future TDOT performance measure targets as well.

The System Performance Measure (PM3) encompasses the interstate and non-interstate NHS travel time reliability as well as greenhouse gas (GHG) emissions measurability. Like the Pavement and Bridges Performance measures, the PM3 has 2-year and 4-year performance measure targets. The various measures under PM3 are:

1. Interstate reliability
2. Non-interstate NHS reliability
3. Freight reliability
4. Peak Hour Excessive Delay (PHED)
5. Percentage of non-single occupancy vehicle (% Non-SOV)
6. On-road Mobile Source Emissions

LAMTPO has chosen to adopt the Tennessee Department of Transportation (TDOT) systems performance measure (PM3) targets instead of creating their own PM3 targets. It is also anticipated that LAMTPO will adopt future TDOT performance measure targets as well.

The Transit Asset Management (TAM) is designed for transit agencies to establish targets, develop transit asset management and safety plans, and report on their progress toward achieving targets. Transit agencies must report facility and infrastructure asset condition and performance data to the National Transit Database (NTD). Capital assets are to be based on State of Good Repair (SGR), where they can operate at a full level of performance and does not pose

unacceptable safety risks for users. Assets, such as vehicles, are measured against Useful Life Benchmarks (ULB), which is the expected life cycle of a particular asset.

LAMTPO, in conjunction with ETHRA, has chosen to adopt the Tennessee Department of Transportation (TDOT) TAM targets instead of creating their own targets. It is also anticipated that LAMTPO, in conjunction with ETHRA, will adopt future TDOT TAM targets as well.

ETHRA has purchased or will be purchasing new cutaway buses (12 seats + 2 handicap spaces per vehicle) to keep the existing demand-response system fleet up to date, as well as new vehicles for Lakeway Transit fixed route system.

Table 2-2. LAMTPO FFY2023-2026 TIP Projects and its relationship on the Performance Measures.

TIP ID	Project	PM1	PM2	PM3
1003	E Morris Blvd resurfacing	x	x	x
1008	E Andrew Johnson Hwy resurfacing	x	x	x
1010	Central Church Rd Improvements	x	x	x
2010	Agricultural Park Blvd resurfacing	x	x	x
3016	Old AJ Hwy realignment/ Overlook Rd extension	x	x	x
3018	Branner Av resurfacing	x	x	x
3020	Municipal Dr resurfacing	x	x	x
3021	Fate Rankin Rd resurfacing	x	x	x
3022	Old AJ Hwy resurfacing from SR92N to city limits	x	x	x
2032009	SR34/ US Hwy 11E/ E Andrew Johnson Hwy	x	x	x
2032010	SR34/ US Hwy 11E/ E Andrew Johnson Hwy	x	x	x
2032060	NHPP Grouping	x	x	x
2032065	STBG-State Grouping (maintenance/ construction)	x	x	x
2032095	HSIP Grouping (Safety (Highway Hazard Elimination))	x	x	x

9 local projects total, 8 of which are resurfacing projects of existing streets. Each of these resurfacing projects will improve the pavement conditions, making the roadways safer by eliminating potholes, cracks, and other deficiencies, as well as making the streets more reliable by improving the traffic flow movement. The project id 3016 is a proposed new roadway, which would connect SR92 north to US Hwy 11E. This proposed roadway would improve traffic flow

from the northern portion of Jefferson County to the commercial areas of Jefferson City, as well as making it safer for the Jefferson County Elementary/ Middle Schools by reducing the existing traffic flow near the schools. The three (3) TDOT projects are grouping projects that the funding will be used to maintain the existing road network and to reduce or eliminate hazardous roadway conditions. It should be noted that all of these projects are within the current 2045 Metropolitan Transportation Plan (MTP), and that they meet several goals and/or objectives as outlined in the MTP, such as:

1. Provide for an efficient transportation system by preserving, maintaining, and/or enhancing the existing transportation infrastructure
2. Improve the safety of the transportation system by preserving, maintaining and/or enhancing the existing transportation infrastructure
3. Improve the mobility of freight and people by preserving, maintaining and/or enhancing the existing transportation infrastructure
4. To manage financial resources effectively by using the existing transportation right-of-ways to provide improved level of service at minimal capital cost
5. To reduce project delivery delays by preserving, maintaining and/or enhancing the existing transportation infrastructure
6. To support environmental sustainability by preserving, maintaining and/or enhancing the existing transportation infrastructure
7. To promote system reliability by preserving, maintaining and/or enhancing the existing transportation infrastructure
8. By reducing congestion by using the existing transportation right-of-ways and facilities to provide improved level of service at minimal capital cost
9. Maintain infrastructure conditions by preserving, maintaining and/or enhancing the existing transportation infrastructure

Federal Planning Factors

Through implementation of the work program, LAMTPO will meet federal transportation planning mandates and address local transportation challenges. FAST Act identified ten major planning factors that shall be considered when developing transportation plans and programs.

1. **Support the economic vitality of the metropolitan area; especially by enabling global competitiveness, productivity, and efficiency**
 - a. Coordinate land use and transportation activities to ensure their compatible relationship.
 - b. Preserve and maintain the existing transportation infrastructure.
 - c. Work with the local agencies, chambers of commerce, industrial committees, etc. to inform them of projects and upcoming grants that will promote economic growth and sustainability to the region.

2. **Increase the safety of the transportation system for motorized and non-motorized users**

- a. As part of the long range transportation plan (LRTP), LAMTPO supports the various governing entities to apply for transportation alternatives grants, and other grants that will improve the safety of all motorized and non-motorized transportation users.
- b. Mapped out/ inventoried the existing sidewalk and/or greenway infrastructure throughout the LAMTPO Area. From this we can determine which sidewalks need repair, and what areas are in need of sidewalks.
- c. Have safety studies done on major corridors, if needed.
- d. Promote technologies, such as ITS, proper street lighting, street signage and/or striping that can increase safety.
- e. LAMTPO, in conjunction with TDOT, had completed an Intelligent Transportation Systems (ITS) Architecture Plan in January 2009. The latest ITS Architecture Plan was updated in May 2017. This is the first step in trying to get safe “smart roadways” within the LAMTPO area, which will help improve traffic flow within the metropolitan planning area.
- f. Identify the most effective strategies for reducing crashes.
- g. Improve the relationship between motorized and non-motorized users by further developing the transportation network for bicycle and pedestrian uses.
- h. Support traffic safety education and traffic enforcement efforts.
- i. Continue working with TDOT staff to address safety issues within the LAMTPO region.

3. **Increase the security of the transportation system for motorized and non-motorized users**

- a. 911, police, and fire departments are utilizing computer/ mapping systems in their vehicles, along with global positioning system (GPS) systems, in order to have quicker response times for accidents, emergency responses, etc.
- b. Updated geographic information systems (GIS) street centerline files, as well as point address files for better emergency services.

- c. Provide adequate demand response-services within the LAMTPO metropolitan planning area.
- d. Identify critical facilities within the transportation system.
- e. Promote technologies, such as ITS, proper street lighting, or surveillance initiatives that increase security.
- f. Promote using security cameras on all ETHRA vehicles within the LAMTPO region.

4. Increase the accessibility and mobility of people and for freight

- a. LAMTPO is working closely with ETHRA to continue the existing Public Transit services in the LAMTPO metropolitan planning area.
- b. LAMTPO will continue studies and/or surveys to determine the possibility of LAMTPO running their own transit service.
- c. Continue reviewing census, Census Transportation Planning Products (CTPP) data, TDOT data and travel demand modeling concerning freight movement.
- d. Provide a multimodal transportation system that supports safe, efficient and convenient travel options for the movement of people and goods.
- e. Work with TDOT, Knoxville TPO, and other MPOs and interested parties in developing a regional and/or state freight study.
- f. LAMTPO participates in the statewide Freight Advisory Committee, in identifying freight corridors and updating the freight plan.
- g. Reduce congestion and improve access to jobs, markets, and services.
- h. Increase the multimodal traffic flow by separating the rail network from the roadway, bicycle, and pedestrian transportation network.

5. Protect and enhance the environment, promote energy conservation, and improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

- a. As part of the LRTP, LAMTPO supports the various governing entities to apply for transportation alternative grants, and other grants that will improve the safety of all motorized and non-motorized transportation users.

- b. As per LRTP, sidewalks, greenways, and bike trails are being built in order to promote other modes of transportation within the LAMTPO urbanized area. LAMTPO will continue to maintain the Bicycle/ Pedestrian Plan.
 - c. LAMTPO promotes energy conservation by having a Public Transit Service contract with ETHRA, thus reducing the number of vehicles on the transportation system.
 - d. Implement transportation policies and programs that reduce vehicle emissions and the demand for energy.
 - e. Increase Public Transit ridership, by developing and promoting a new fixed route system in Morristown.
 - f. Coordinate land use and transportation activities to ensure their compatible relationship.
 - g. Preserve and maintain the existing transportation infrastructure.
 - h. LAMTPO staff will study FHWA's voluntary self-assessment tool, INVEST, to assess how to integrate sustainability into the MTPo's programs and projects.
6. **Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight**
- a. The development and maintenance of the LRTP and TIP will help determine the inter-modal and multi-modal transportation connectivity within the LAMTPO metropolitan planning area.
 - b. LAMTPO is working closely with ETHRA to continue the existing Public Transit services in the LAMTPO metropolitan planning area.
 - c. LAMTPO will continue studies and/or surveys to determine the possibility running their own transit service, and the possibility of constructing a Public Transit facility.
 - d. Work with TDOT, Knoxville TPO, and other MPOs and interested parties in developing a freight study.
 - e. Reduce congestion and improve access to jobs, markets, and services.
 - f. Increase the multimodal traffic flow by separating the rail network from the roadway, bicycle, and pedestrian transportation network.
 - g. Utilize existing transportation facilities and rights-of-way efficiently to provide improved levels of service at minimal capital cost.

7. **Promote efficient system management and operation**

- a. Various ITS projects such as detection systems, variable message signs, service patrols, and other technological advances that will improve communication throughout the region.
- b. LAMTPO anticipates doing additional corridor studies in order to promote better access management to lessen congestion on the major thoroughfares, and improve safety conditions.

8. **Emphasize the preservation of the existing transportation system**

- a. The implementation of and ITS system will improve signal coordination and better efficiency of our streets and roadways, thus lessen the need for additional streets and rights-of-ways
- b. LAMTPO anticipates doing additional corridor studies in order to promote better access management to lessen congestion on the major thoroughfares, and improve safety conditions.
- c. Evaluating the resurfacing/ operations/ maintenance of the transportation system in the Long Range Transportation Plan.
- d. Coordinate land use and transportation activities to ensure their compatible relationship.
- e. Preserve and maintain the existing transportation infrastructure.
- f. Consider cost (capital, operating and maintenance) constraints in selecting the highest priority short and long-range improvements and programs.
- g. Utilize existing transportation facilities and rights-of-way efficiently to provide improved levels of service at minimal capital cost.

9. **Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater (urban street flooding).**

- a. LAMTPO anticipates doing additional corridor studies in order to promote better access management to lessen congestion on the major thoroughfares, and improve safety conditions.

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

10. Enhanced Travel and Tourism

- a. Preserve and maintain the existing transportation infrastructure.
- b. LAMTPO anticipates doing additional corridor studies in order to promote better access management to lessen congestion on the major thoroughfares, and improve safety conditions.
- c. LAMTPO is working closely with ETHRA to continue the existing Public Transit services in the LAMTPO metropolitan planning area.

In addition to the ten planning factors, the IJJA also continues the focus on seven “National Goal” areas and development of performance measures to track progress in meeting such. The seven national goals are as follows:

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. Reduced project delivery delays -To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Table 2-3 shown on the next page illustrates how the Planning Tasks relate to the ten (10) Planning Factors. This is used to see how the various TIP projects, overall, are meeting the planning tasks and/or factors within the LAMTPO region.

Table 2-3. Planning Tasks and Ten Planning Factors.

Planning Factors	Planning Tasks	I. Administration	II. Transportation Data System Surveillance	III. Development of Transportation Plans	IV. Project Development and Programming	V. Public Transit Planning
1	Economic Vitality	x		x	x	x
2	Safety	x	x	x	x	x
3	Mobility Options	x		x	x	x
4	Conserve Environment and Energy	x		x	x	x
5	Multi-modal Integration	x	x	x	x	x
6	Management and Operations	x	x	x	x	x
7	Preserve Existing System	x		x	x	x
8	Security	x	x	x	x	x
9	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater (urban street flooding)	x	x	x	x	x
10	Enhanced Travel and Tourism	x	x	x	x	x

Project Monitoring

To support regional cooperation, the timely delivery of projects and obligation of federal funds, LAMTPO works closely with TDOT in preparing quarterly excel spreadsheet reports. LAMTPO staff contacts the local agencies to get project status updates, compiles all of the information, and forwards it to TDOT. This regular project review continues to be well received as a strategy to address the national goal of reduced project delivery delays.

Connections to Other Planning Activities, Documents, and Programs

The 2045 Metropolitan Transportation Plan (MTP) (sometimes referred to as a Long Range Transportation Plan (LRTP)), charts the region's vision for the movement of people and good over the next two decades. To realize its goals, the 2045 MTP calls for a greater connection between regional transportation investments and community development and land use, and an emphasis on a broader regional participation in consideration of the connected nature of Air Quality Planning, Travel Demand Forecasting and Tourism.

The FY 2023-2026 TIP serves to implement 2045 MTP goals by programming projects prioritized for inclusion with the same selection criteria established for the MTP (see Appendix E). This directs TIP investment toward achieving the plan's goals and objectives. Other LAMTPO regional and local plans and studies, including the ITS Architecture Report and the Deployment Plan, the Bicycle Pedestrian Plan, the Human Services Transportation Coordination Plan, regional greenway and transit plans inform the TIP, with points awarded to projects that reflect the goals, priorities, policies and strategies represented in the plans.

The Unified Planning Work Program (UPWP) for FY 2022-2023 documents the development of the FY 2023-2026 TIP as a transportation programming task

SECTION 3. GOALS AND OBJECTIVES

The **goals and objectives** of the TIP and MTP were developed early in the planning process. They were built with the ten planning factors in mind to promote the “3-C” approach to transportation planning throughout the LAMTPO region. The 3-C approach is a federal requirement to provide a “continuing, comprehensive, and cooperative (3C) planning process in all urban areas of more than 50,000 population.

As the first step in the transportation planning process, the goals and objectives outline the desired outcome of the LRTP and TIP, and should reflect the community values of the LAMTPO region, in addition to meeting the ten planning factors. The following six goals and objectives have been adopted by the LAMTPO Executive Board and provide the foundation for which this document is developed. Projects in the TIP can either be found in the project listing of the 2045 Metropolitan Transportation Plan, or serve to implement the goals, objectives, and programs of the MTP, thereby making the TIP consistent with the MTP.

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 the Quality of the Natural Environment

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

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

These goals and objectives address important transportation issues, such as:

- To provide an efficient transportation system, safety, and security for all users
- To enhance the relationship between transportation and the natural environment
- To increase mobility for all users
- To create a transportation plan that is financially feasible to implement.

They act as guiding principles for the LRTP and TIP reflect community values. The goals and objectives facilitate a proactive approach to address future transportation issues by outlining LAMTPO's aspirations for the future.

A good plan will allow the realization of these goals and objectives – hopefully improving the quality of life and standard of living for all, as well as improving accessibility and mobility for all citizens that use the region's transportation facilities.

SECTION 4. DEVELOPMENT OF THE TIP

TIP Process

At the LAMTPO annual meetings for the Technical Advisory Committee (TAC) and the Executive Board in October 2020 and in October 2021, staff requested for any projects to be submitted for the FFY2023-2026 TIP, as well as projects for the Metropolitan Transportation Plan (MTP) and the Unified Planning Work Program (UPWP). The request for projects was also posted on the www.lamtpo.com website, as well as advertised in local newspapers.

Projects were submitted by the five (5) governing entities of LAMTPO (Morristown, Jefferson City, White Pine, Hamblen and Jefferson Counties). It should be noted that the general public did not submit and proposed transportation projects, or give any feedback on the projects submitted by the local agencies. LAMTPO staff worked with the East Tennessee Human Resource Agency (ETHRA) in developing public transportation projects for the FFY2023-2026 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, and are consistent with ADA transition plans. 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.

From the approved project listing, staff developed the FFY2023-2026 TIP. It should be noted that all projects submitted will be financially constrained, using surface transportation block grant (STBG)-local funds. If the proposed expenditures for the projects did not meet the financial constraints, then the TAC and Executive Board would rank the projects using the scoresheets as shown in Appendix E.

In addition to the local governing agencies project submittals, TDOT submitted a list of projects separately to LAMTPO that will be funded by the various federal and state sources. The projects from this list were ranked by the LAMTPO TAC and the Executive Board, to be included in this TIP. These projects are consistent with the 2044 MTP, and the State Implementation Plan (SIP), as well as other state and federal requirements.

Staff informed the TAC subcommittee which projects would qualify for CMAQ (Congestion Mitigation and Air Quality) funding, or some other type of funding besides local and surface transportation block grant (STBG) funds. It shall be noted that the CMAQ funding is controlled

by TDOT. The Knoxville TPO (Transportation Planning Organization) will do the air quality conformity analysis and ranking (for counties in the East Tennessee Development District (ETDD)) to determine if a project qualifies for CMAQ funding. The Knoxville TPO and LAMTPO have a Memorandum of Agreement (MOA) to work closely together to improve the air quality in East Tennessee. It should be noted that after July 20, 2013, Jefferson County, and the cities within Jefferson County, **were not** listed as a non-attainment county by the EPA under the 2008 and 2015 ozone standards. They are still maintenance areas and will be eligible to apply for CMAQ funding.

The main goals for LAMTPO are to increase safety and improve traffic flow within the LAMTPO metropolitan planning area. Safety will be enhanced for motorists, as well as pedestrian traffic, by installing LED (light emitting diode) traffic signals which are brighter and more visible, as well as improving high traffic volume intersections by adding turn lanes, signalization, pedestrian crossings, etc. Repaving/ road rehabilitation of urban collector or higher functional classification of streets will improve traffic flow and safety within the LAMTPO region.

LAMTPO staff consulted with the local agencies planning staff and by using countywide GIS shapefiles to determine existing land use and projected land use. By mapping out the locations of the proposed projects with respect to existing and future land uses, staff can:

1. Provide maps for the LAMTPO TAC and Executive Board, as well as general public, for better visualization of where the federal and/or state funds are being spent;
2. Predict with more accuracy the transportation demand modeling (TDM) for the LAMTPO MPA, thus seeing where congestion may or may not occur within the LAMTPO region, and
3. Notify local agencies if any environmental mitigation may need to take place.

Once a draft has been completed, it is reviewed by TDOT for 30 business days, and then reviewed by FHWA/FTA for 20 business days. After comments have been addressed and the draft has been finalized, it is advertised for public comment review. The TIP development process and procedures for public participation are outlined in tables 4.1 and 4.2, respectively. This information is taken from the LAMTPO Public Participation Plan, adopted in September 2018.

Table 4.1. TIP Development Process.

Development of the TIP	Process
Advertisement	Advertise for the TAC and Executive Board meetings (in English and Spanish)
Start-up process	Staff will inform to the TAC and Executive Board, at their respective meetings, when staff will start the development of the TIP (usually at the annual meeting(s)). Staff will request for any projects to be included in the TIP (<i>proposed projects must be within the current 2045 MTP</i>).

	<p>LAMTPO staff will contact each local agency separately for their proposed project lists. TDOT will be contacted as well for their proposed projects within the LAMTPO region to be included in the TIP.</p> <p>Any individual or interested party can request for a project to be included in the TIP, however that information will be forwarded to the local agency for their decision if the proposed request is a top priority for them. The request must be submitted to:</p> <p style="padding-left: 40px;">MTPO Coordinator 100 W 1st N St Morristown, TN 37814 richd@mymorristown.com 423-581-6277</p> <p>Staff requests project submittals to be within 30 days.</p>
Completion of Project Listing	<p>Once staff has compiled the proposed projects (with cost estimates) from each of the entities, staff will determine if all projects are able to be in the TIP due to financial constraint. If a project or projects need to be taken out, then staff will inform the TAC and Executive Board that the projects will need to be ranked and voted on to determine the final project listing.</p> <p>If an individual or interested party had requested a project to be included in the TIP, they will be informed whether or not if the proposed request is within the draft TIP.</p>
Travel Demand Modeling and Air Quality	Once the project list is completed, it is forwarded to the Knoxville TPO and TDOT for Travel Demand Modeling (TDM) and Air Quality modeling (if needed)
1st Draft of TIP	Once the 1 st draft is completed, it is sent to the local agencies for their review, as well as sent to TDOT for their initial review and comments
2nd Draft of TIP	LAMTPO will analyze and revise TIP document based on comments received from local agencies and TDOT, if any, and will be sent back for TDOT's concurrence. If approved, TDOT will request a clean draft to send to FHWA and FTA for their review process.
3rd Draft of TIP	Staff will analyze and revise TIP document based on comments received from FHWA and FTA; and will send it back to TDOT for concurrence. If approved by TDOT, it is forwarded back to FHWA and FTA for their concurrence of approval.
Final Draft of TIP	Once approval and concurrence from TDOT, FHWA and FTA, the TIP is now available for the public comment/ public hearing/ approval process.

Once a draft document has been given approval and concurrence from TDOT, FHWA, and FTA, then it can go through the public comment period for final approval. The table below outlines the TIP Public Comment Guideline (from the LAMTPO Public Participation Plan).

Table 4.2. TIP Public Comment Guideline

Activity	Technique(s)
Draft Document for Public Comment	Available online at www.lamtpo.com , and at the LAMTPO staff office (100 W 1st N St, Morristown TN 37816-1499)
Comment Opportunities	Public Participation can occur by: <ol style="list-style-type: none"> 1. Public meetings 2. Phone (423-581-6277) 3. Fax (423-585-4679) 4. Email (richd@mymorristown.com) 5. In person 6. By mail to the LAMTPO staff office 7. During regular scheduled meetings of the TAC or Executive Board 8. During public meetings held specifically for the TIP(if any)
Public Comment Period	Minimum of 14 days , prior to adoption for updates and amendments. The public comment period begins with public notice. <i>If there are significant changes to the final draft LRTP (MTP) or TIP from the one made available for public comment, an additional opportunity will be provided for public comment on the revised changes. LAMTPO staff shall check with TDOT, FHWA, and/or FTA to determine if changes are significant and warrant additional opportunity for public comments.</i>
Public Meeting(s) Specifically for the TIP	Public meeting(s) to be held during the public comment period. At least one meeting will be held in each county (Hamblen and Jefferson).
Public Notice for the Executive Board's Adoption of the TIP	Published a minimum of ten (10) calendar days prior to the public meeting/hearing. This will be done by advertisements, emails, mailings, and posted on the www.lamtpo.com website.
Amendment Notice	Amendments to the TIP will follow the same public review process and procedures as that of TIP adoption.
Summary of Comments Received	A public comment summary will be made available to members of the Executive Board prior to the meeting for the TIP adoption/ amendment. Written and verbal comments are summarized and incorporated into the final document. If significant changes are made after addressing the comments, an additional opportunity for public comment will be provided.
Final Adopted Document	The final, adopted TIP document will be available on the www.lamtpo.com website and at the LAMTPO staff office.

TIP amendment/ modification process

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 450.216 and 450.326 regarding public review and comment, re-demonstration of fiscal constraint, and transportation conformity. An amendment is required when changes to the STIP/TIP include:

- A major change in the total project cost (see Table 4-3 on page 4-6); or
- Adding a new project or deleting a project from the TIP; or
- 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; or
- Any change requiring a new regional air quality conformity finding, where applicable (including a grouping).

Amendment Documentation and Authorization

The TIP may be amended at any time, but amendments require federal approval and redetermination of TIP fiscal constraint and air quality conformity, where applicable. TDOT will review each amendment and submit the amendment to the appropriate Federal Agency. 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 modifications** 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. TIP administrative modifications are defined as follows:

- A minor change in the total project cost (see Table 4-3 on page 4-6)
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or
- A minor change in project description/termini that is for clarification and does not change the project scope; or
- Shifting funds between projects within a TIP (i.e., funding sources and projects already identified in the TIP) if the change does not result in a cost increase greater than the amendment threshold (see Table 4-3 on page 4-6) for the total project cost of all phases shown within the approved TIP; or
- Adding an amount of funds already identified in the STIP/TIP for the current or previous year(s) if:
 - The funds are currently identified in the STIP/TIP either in an existing project or as available funds and

- The change does not result in a cost increase greater than the amendment threshold (see Table 4-3 on page 4-6) for the total project cost of all phases shown within the approved TIP; or
- Moving projects from year to year within an approved TIP, except those that cross air quality horizon years; or
- Adding a prior phase, such as environmental or location study, preliminary engineering or right-of-way, to a project in the TIP so long as such a change does not result in a cost increase greater than the amendment threshold (see Table 4-3 on page 4-6) for the total project cost of all phases shown within the approved TIP; or
- Changes required to follow FHWA or FTA instructions as to the withdrawal of funds or reestablishment of funds withdrawn at the request of FHWA or FTA; or
- Moving funds between similarly labeled groupings, regardless of percent of change; or
- Adjustments in revenue to match actual revenue receipts.

Administrative Modification Documentation and Authorization Procedures:

Administrative modifications do not require federal approval. Modifications made to TDOT-sponsored projects in the TIP will be made by TDOT with notification to the MPO upon submission of the modification to FHWA/FTA. The MPO will make the changes to funding tables, and project sheets as needed without the need for distribution.

Documentation:

TDOT will send the following documentation to the MPO:

- a. Electronic correspondence describing the action taken and
- b. A copy of the original and adjusted STIP pages.

Project Cost Change Thresholds:

For changes to the cost of projects (excluding groupings), a sliding scale is outlined to determine which category of revision is required. All measurements for these cost changes will be made from the last approved TIP or TIP amendment/administrative modifications to account for incremental changes.

Table 4-3. Project Cost Change Thresholds for TIP Amendments or Administrative Modifications

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%

Once staff receives a request for a TIP amendment/ modification either from a local jurisdiction or through TDOT, LAMTPO staff determines if the change is an amendment or modification. If an official amendment is warranted, LAMTPO will advertise the TIP change on its website and in the local newspapers for public comment at the TAC and Executive Board meetings. If the amendment is approved, staff will then forward the TIP to TDOT to have it included into the STIP. If there is an objection, either by the general public, or by the TAC or Executive Board, LAMTPO staff will respond to the objections in writing regarding the comments and send to the TAC, Executive Board, and/or to the person that made the objection before the amendment or modification is presented for approval. If the change is a modification, LAMTPO will provide TDOT with the appropriate documentation to make the modification and TDOT will forward it onto FHWA/FTA.

Requests concerning these changes must come from the Tennessee Department of Transportation (TDOT) in writing. The implementing jurisdiction or agency and the staff of the MTPO must concur in the need for the change and in its likely beneficial effect on the implementation of the project. The LAMTPO Executive Board at its February 15, 2019 meeting had approved a Memorandum of Agreement (MOA) with TDOT that included the TIP amendment/ modification process.

Project Groupings:

The use of project groupings is permitted under 23 CFR 450.324 (f) for projects in an MPO's TIP. 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 40 CFR part 93. Project groupings may only include projects that meet the following conditions: non-regionally significant, environmentally neutral, and exempt from air quality conformity.

The TIP will include a description of all grouping categories, eligible activities, and sufficient financial information to demonstrate the projects that are to be implemented using current and/or reasonably available revenues. All projects located within an MPO area must be included in the MPO TIP, including those projects that are eligible for grouping. Therefore, projects eligible for groupings that are located within the MPO planning area may be grouped within the MPO TIP or listed individually in the MPO TIP. Individual projects or project groupings that are outside of the MPO planning area will be listed in the Tennessee Rural Planning Organization (RPO) STIP (state transportation improvement program). There are 3 east Tennessee RPOs, which are the First Tennessee RPO, the East Tennessee RPO-North, and the East Tennessee RPO-South. All projects whether included in a grouping or not that cross the MPO boundary and include an area outside of the MPO boundary will be listed in the TIP only.

Cost Overruns

The LAMTPO TAC and Executive Board unanimously approved that if a transportation project shall have any cost over-runs, then that project's sponsoring governing entity shall be responsible for any cost over-runs.

Consultation with Interested Parties

LAMTPO will provide notice of upcoming public review meetings or review periods being held on the draft and final documents of the UPWP, the MTP, and the TIP. Notice will be provided to known interested parties:

1. Public transportation employees
2. Local transit representatives
3. Freight shippers
4. Providers of freight transportation services
5. Private providers of transportation
6. Users of public transportation
7. Users of pedestrian walkways and bicycle facilities
8. Disabled
9. Elderly
10. Low-income
11. Limited English-speaking populations
12. Minorities or traditionally underserved communities
13. Providers of non-emergency transportation services receiving financial assistance from a source other than title 49, U.S.C., Chapter 53.

MTP and/or TIP Project Amendments that are:

- (1) regionally significant, and/or
- (2) an air quality non-exempt projects (within Jefferson County) will require consultation with interested parties and other appropriate public review activities. If a project within Jefferson County requires a LRTP and/or TIP amendment, then an air quality conformity determination analysis may be required as well, as determined by the interagency consultation process.

Consultation with Federal, State and Local Agencies

In developing the MTP and TIP, the LAMTPO staff shall consult, as appropriate, with local and regional agencies and officials responsible for other planning activities within the LAMTPO metropolitan planning area. This consultation shall include, as appropriate, contacts with regional, local and private agencies responsible for planned growth, economic development, environmental protection, airport operations, freight movements, land use management, natural resources, conservation and historic preservation.

An increased emphasis is placed on consultation with resource agencies responsible for natural resource management and historic preservation. The Tennessee Department of Transportation (TDOT) took the lead in establishing consultation procedures, and the LAMTPO staff will

contact federal and state agencies using the agreed upon process. Formal coordination with these agencies will help to identify effective mitigation strategies for potential impacts of projects included in the LAMTPO's Long Range Transportation Plan (LRTP).

TDOT's Consultation Procedure

Each state and federal agency on the attached list (*Appendix D*) was sent a letter asking them to supply TDOT with all available conservation plans, maps, and inventories of natural and historic resources, as well as a list of potential areas in which to carry out environmental mitigation activities, if available and appropriate. Appropriate mitigation strategies for these areas were also requested. Additionally, each agency was also asked to provide TDOT copies of any ongoing updates and additions to those materials.

The Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and the Long Range Transportation Plan (LRTP) and shall be developed with due consideration of other related planning activities within the LAMTPO metropolitan planning area, including the design and delivery of transportation services within the area that are provided by:

- Recipients of assistance under title 49, U.S.C., Chapter 53;
- Governmental agencies and nonprofit organizations (including representatives of the agencies and organizations) that receive federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation service; and
- Recipients of assistance under 23 U.S.C. 204.

Interagency agreements and/or coordination will be maintained between LAMTPO and other local and regional agencies such as the Knoxville TPO, East Tennessee North Rural Planning Organization (RPO), East Tennessee South RPO, First Tennessee RPO, and the East Tennessee Development District (ETDD). The agreements will describe LAMTPO's role and responsibility in relation to the other agencies' work.

The LAMTPO Public Participation Plan (PPP) was first developed by LAMTPO staff and the governing agencies of LAMTPO. It was then sent to the various agencies (*Appendix D*), via mail and/or email to review and make any suggestions, or comments. The various agencies have two weeks to send in any comments or suggestions for the PPP. The comments shall be taken into consideration to be included in the PPP. Once this process was done, and LAMTPO staff had responded back to the agencies comments and/or suggestions, then the PPP will have a 45-day public review period before it is actually adopted by the LAMTPO Executive Board.

Please note that the most current PPP was adopted by the LAMTPO Executive Board on September 26, 2018.

SECTION 5. FINANCIAL ANALYSIS

Operations and Maintenance

One of the responsibilities of local jurisdictions is to ensure the existing transportation infrastructure is maintained and operated in a safe and efficient manner. Often the media and general public focus on expenditures for "new" projects. However maintenance of the transportation infrastructure is as critical to a safe and efficient transportation system as "building" the system. Operations and Maintenance projects focus on keeping the existing transportation network functioning. Some prime examples of this type of work are as follows:

1. Resurfacing/ roadway maintenance
 2. Sign replacement
 3. Traffic signal repair
 4. Guardrail repair
 5. Street lighting
 6. Sidewalk repair
 7. Traffic Signal Control operational issues such as signal timing
 8. Sinkhole repair
 9. Mass Transit operations
- Other repairs adversely affect the transportation network.

In addition to unexpected repairs, some local jurisdictions have established a routine maintenance program for their jurisdictions, such as an annual resurfacing program for the local road network.

Information from the 2045 Metropolitan Transportation Plan (MTP), it was estimated the total maintenance cost within the LAMTPO MPA to be \$14,799,567.00. The table below shows a breakdown for each year (2023 through 2026).

Table 5.1 Projected Maintenance Costs in LAMTPO MPA, FFY2023-2026.

	2023	2024	2025	2026	Total
Maintenance Costs - Federal	\$1,204,406.00	\$1,247,765.00	\$1,292,684.54	\$1,339,221.18	\$5,084,076.72
Maintenance Costs - Non-Federal	\$301,098.00	\$311,938.00	\$323,167.77	\$334,801.81	\$1,271,005.58
Maintenance Costs (TDOT)	\$2,000,000.00	\$2,072,000.00	\$2,146,592.00	\$2,223,869.31	\$8,442,461.31
Total Maintenance	\$3,507,527.00	\$3,631,703.00	\$3,762,444.31	\$3,897,892.30	\$14,799,566.61

Summary of Program Revenues

Staff reviewed the budgets of the various entities of LAMTPO from the past five years. The budgeted amount for the operation/ maintenance/ and new projects varies from year to year, as it does for each entity. The city of Morristown has the largest budget for maintenance and operation within the LAMTPO metropolitan planning area. However, approximately \$2,000,000

LAMTPO FFY2023-2026 TIP

is budgeted for transportation projects from the 5 governing entities of LAMTPO. This funding comes from their own general fund, which comes primarily from property and sales tax, for operation/ maintenance/ and new project expenses. Please note that an annual 3% inflation rate increase was used for both revenue and expenditures for the STBG-Local projects, FTA Section 5307 funds, FTA Section 5310 funds. The funding for NHPP, STBG-State, HSIP, HSIP-R, PHSIP is from TDOT and their anticipated expenditures within the LAMTPO region. The FTA Section 5339 and the State UROP and/or CRIT funding is based on the last 3 years of revenues within the LAMTPO MPA. The annual 3% inflation rate is based on past expenditure history, and based from conversations with TDOT Local Programs office. It should also be noted that the project cost is based on Year of Expenditure (YOE).

In the paragraphs that follow there will be a description of the various funding sources that will be used in the LAMTPO region. Each will describe the project funding, and will list what project(s) will be using that type of funding.

In the preparation of the TIP, LAMTPO facilitates collaboration between various agencies involved in regional transportation planning in order to foster consensus on the projects selected for implementation. Consensus is important because the federal and state governments require assurances that all parties involved have jointly and cooperatively developed the region's priorities before committing funds to a project.

Projects selected for the TIP are reflective of the region's priorities in all areas of transportation, including transit, freight, roadway and highways, bicycle and pedestrian, infrastructure maintenance and rehabilitation, congestion mitigation and air quality, and transportation operations. The TIP is developed in compliance with the clean air quality regulations for the LAMTPO MPA and has clearly identified funding sources. All transportation projects, programs, and operations receiving federal funds in the LAMTPO planning area must be authorized through the LAMTPO TIP process. There are various funding sources that are available to various types of transportation projects. Below is a breakdown of transportation funding programs available. It should be noted that the funding share can change by the type of projects – certain projects types may be eligible for 100% federal funding. Additional information can be found at <https://www.fhwa.dot.gov/fastact/factsheets/federalsharefs.cfm>.

Table 5-2. Various Federal Funding Types.

Funding Program	Abbreviations	Source	Available To	Funding Share
Congestion Mitigation and Air Quality Improvement Program	CMAQ	FHWA	Current and former TN air quality nonattainment and maintenance areas	80% federal, 20% local match Some projects such as ITS Traffic signal coordination, may qualify for 100% federal funding.

Funding Program	Abbreviations	Source	Available To	Funding Share
Coronavirus Response and Relief Supplemental Appropriation Act	CRRSAA	FHWA	All TN Jurisdictions, TDOT	100% federal
Emergency Relief Emergency Relief for Federally Owned Roads	ER / ERFO	FHWA	TDOT	ER is 80/20 match ERFO is 100% federal
FASTLANE	FASTLANE	FHWA	All TN Jurisdictions, TDOT	60% federal, 40% local match (a project may qualify for up to 80% federal match)
Federal Lands and Tribal Transportation Programs	FH/PI or PLHD	FHWA	Federal properties, Indian reservations	80% federal, 20% local match Some project may qualify for 100% federal funding
Ferry Boats and Ferry Terminals Discretionary	FBD	FHWA	All TN Jurisdictions	80% federal, 20% local match
FTA Section 5307 Urbanized Area Formula (operations)	5307	FTA	ETHRA/ LAMTPO	50% federal, 25% state-aid, 25% local match
FTA Section 5307 Urbanized Area Formula (capital)	5307	FTA	ETHRA/ LAMTPO	80% federal, 10% state, 10% local match
FTA Section 5309 Capital investments	5309	FTA	All TN Jurisdictions	Up to 80% federal share
FTA Section 5310 Enhanced Mobility & Individuals with Disabilities	5310	FTA	All TN Jurisdictions	80% federal, 20% local match
FTA Section 5311 Rural Transportation	5311	FTA	Rural jurisdictions in TN	80% federal, 20% local match
FTA Section 5312 Public Transportation Innovation (Discretionary)	5312	FTA	TDOT, public transportation entities	
FTA Section 5324 Emergency relief	5324	FTA	All TN Jurisdictions, TDOT	
FTA Section 5337 State of Good Repair	5337	FTA	ETHRA/ LAMTPO	80% federal, 20% local match

Funding Program	Abbreviations	Source	Available To	Funding Share
FTA Section 5339 Bus and Bus Facilities	5339	FTA	ETHRA/ LAMTPO	80% federal, 20% local match
High Priority Project (earmark)	HPP	FHWA	All TN Jurisdictions, TDOT	80% federal, 20% match
Interstate Maintenance (Discretionary)	IM/ IMD	FHWA	TDOT	90% Federal, 10% State match
Multimodal Project Discretionary Grant	MPDG	FHWA	All TN Jurisdictions, TDOT	80% Federal, 20% local match
National Highway Freight Program	NHFP	FHWA	TDOT	80% Federal, 20% state match (a project may qualify for up to 90% federal match)
National Highway Performance Program	NHPP	FHWA	TDOT	80% Federal, 20% state match (a project may qualify for up to 90% federal match)
National Highway System	NHS	FHWA	TDOT	80% federal, 20% match
Highway Safety Improvement Program	HSIP	FHWA	TDOT	90% Federal 10% state match
Railway-Highway Crossings	R-HC	FHWA	TDOT	90% Federal 10% state match
Rebuilding American Infrastructure with Sustainability and Equity	RAISE	FHWA	All TN Jurisdictions	80% Federal, 20% local match, Funding can be 100% if certain criteria is met.
Recreational Trails Program	RTP	FHWA	TDOT	80% Federal, 20% state match
Safe Routes to School	SRTS	FHWA	All TN Jurisdictions	80% federal, 20% match (a project may qualify for up to 100% federal match)
Surface Transportation Program Block Grant (STBG) Local	STBG-Local	FHWA	All TN Jurisdictions	80% federal, 20% local match

Funding Program	Abbreviations	Source	Available To	Funding Share
Transportation Alternatives Program	TAP	FHWA	All TN Jurisdictions	80% federal, 20% local match
Transportation Infrastructure Finance and Innovation Act (Loan program)	TIFIA	FHWA	TDOT	Up to 80% federal match
Transportation Invest Generating Economic Recovery Program	TIGER	FHWA, FTA	TDOT	

Note: Funding Share can change by the type of projects – certain projects types may be eligible for 100% federal funding

Congestion Mitigation Air Quality (CMAQ) Program

The Congestion Mitigation and Air Quality (CMAQ) program was implemented to support surface transportation projects and other related efforts that contribute to air quality improvements and provide congestion relief. CMAQ funds can be used within Jefferson County, as Jefferson County was designated a non-attainment area for ozone (1997 standard) by the EPA. Currently, there are no projects within the LAMTPO MPA that uses CMAQ funding. It should be noted that to obtain CMAQ funds, a local agency must go through the TDOT competitive funding grant application process. Additional information can be found at [Congestion Mitigation and Air Quality \(CMAQ\) Improvement Program \(tn.gov\)](#).

High Priority Program (HPP)

The **High Priority Program (HPP)** provided designated funding for specific projects identified in the transportation legislation. Currently there are no projects within the LAMTPO region that is classified as a HPP project.

Highway Safety Improvement Program

The **Highway Safety Improvement Program (HSIP)** was developed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The **Tennessee Strategic Highway Safety Plan (SHSP)** is used in the Highway Safety Improvement Program (HSIP) to identify and analyze highway safety problems and opportunities, including projects or strategies to address them, and evaluate the accuracy of data and the priority of proposed improvements. Section 154 is the [Penalty Highway Safety Improvement Program \(PHSIP\)](#) [relates to the Open Container Law](#) that regulates or prohibits the existence of **open containers** of alcohol in certain areas, as well as the active consumption of alcohol in those areas.

National Highway Performance Program (NHPP)

NHPP provides support for 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. Additional information can be found at [National Highway Performance Program \(NHPP\) - NHPP - Federal-aid Programs - Federal-aid Programs and Special Funding - Federal Highway Administration \(dot.gov\)](#).

Railway-Highway Crossings (Section 130) Program

The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at railway-highway crossings. The Section 130 program funds are eligible for projects at all public crossings including roadways, bike trails and pedestrian paths. Additional information can be found at <https://safety.fhwa.dot.gov/hsip/xings/>.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

The RAISE program to help urban and rural communities move forward on projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation and make our transportation systems safer, more accessible, more affordable, and more sustainable. Morristown was awarded the 2022 RAISE Grant for the SR343 Complete Streets and ITS Traffic Signalization Coordination project.

Surface Transportation Block Grant (STBG) Program

STBG stands for Surface Transportation Block Grant Program. There is a 20% local match for this funding. LAMTPO staff used the annual allocation of \$720,000.00 STBG-Local funds that was used in FFY 2023 and carried that same amount for each year of 2024, 2025, and 2026 for this TIP. The tables shown on the next two (2) pages summarize the local STBG projects to be done in the LAMTPO area. The project costs are in year of expenditure. It should be noted that FFY2023 has funds that had carried-over from FFY2020-2022 as well.

Table 5-3. STBG-Local Projects for FFY2023 and FFY2024.

STBG-Local Projects 2023-2026		FFFY2023			FFY2024		
		federal	local	total	federal	local	total
	carryover from previous year	\$4,437,272.00	\$1,109,318.00	\$5,546,590.00	\$2,374,880.00	\$593,720.00	\$2,968,600.00
	project/ starting funds	\$0.00	\$0.00	\$0.00	\$720,000.00	\$180,000.00	\$900,000.00
TIP ID	TOTAL REVENUES	\$4,437,272.00	\$1,109,318.00	\$5,546,590.00	\$3,094,880.00	\$773,720.00	\$3,868,600.00
1003	E Morris Blvd resurfacing	\$320,000.00	\$80,000.00	\$400,000.00	\$1,440,000.00	\$360,000.00	\$1,800,000.00
1008	E Andrew Johnson Hwy resurfacing	\$80,000.00	\$20,000.00	\$100,000.00	\$80,000.00	\$20,000.00	\$100,000.00
1010	Central Church Rd Improvements	\$160,000.00	\$40,000.00	\$200,000.00	\$400,000.00	\$100,000.00	\$500,000.00
2010	Agricultural Park Blvd resurfacing	\$80,000.00	\$20,000.00	\$100,000.00	\$129,280.00	\$32,320.00	\$161,600.00
3016	Old AJ Hwy realignment/ Overlook Rd extension	\$80,000.00	\$20,000.00	\$100,000.00	\$160,000.00	\$40,000.00	\$200,000.00
3018	Branner Av resurfacing	\$174,836.00	\$43,709.00	\$218,545.00	\$0.00	\$0.00	\$0.00
3020	Municipal Dr resurfacing	\$192,320.00	\$48,080.00	\$240,400.00	\$0.00	\$0.00	\$0.00
3021	Fate Rankin Rd resurfacing	\$174,836.00	\$43,709.00	\$218,545.00	\$0.00	\$0.00	\$0.00
3022	Old AJ hwy resurfacing from SR92N to city limits	\$800,400.00	\$200,100.00	\$1,000,500.00	\$0.00	\$0.00	\$0.00

Table 5-4. STBG-Local Projects for FFY2025 and FFY2026.

STBG-Local Projects 2023-2026		FFY2025			FFY2026		
		federal	local	total	federal	local	total
	carryover from previous year	\$885,600.00	\$221,400.00	\$1,107,000.00	\$200,000.00	\$50,000.00	\$250,000.00
	project/ starting funds	\$720,000.00	\$180,000.00	\$900,000.00	\$720,000.00	\$180,000.00	\$900,000.00
TIP ID	TOTAL REVENUES	\$1,605,600.00	\$401,400.00	\$2,007,000.00	\$920,000.00	\$230,000.00	\$1,150,000.00
1003	E Morris Blvd resurfacing	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
1008	E Andrew Johnson Hwy resurfacing	\$285,600.00	\$71,400.00	\$357,000.00	\$440,000.00	\$110,000.00	\$550,000.00
1010	Central Church Rd Improvements	\$800,000.00	\$200,000.00	\$1,000,000.00	\$0.00	\$0.00	\$0.00
2010	Agricultural Park Blvd resurfacing	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3016	Old AJ Hwy realignment/ Overlook Rd extension	\$320,000.00	\$80,000.00	\$400,000.00	\$480,000.00	\$120,000.00	\$600,000.00
3018	Branner Av resurfacing	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3020	Municipal Dr resurfacing	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3021	Fate Rankin Rd resurfacing	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3022	Old AJ hwy resurfacing from SR92N to city limits	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Transportation Alternatives Program (TAP)

TAP was authorized under Section 1122 of the Moving Ahead for Progress in the 21st Century Act (MAP-21). However, under the FAST Act, TAP is a subset of the STBG program. TAP

LAMTPO FFY2023-2026 TIP

provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. In Tennessee, TAP funds can only be used for construction, which 80% will be paid with TAP funds, and the remaining 20% to be paid by local matching funds. It should be noted that the local agency receiving the TAP funded grant will need to pay for 100% of the planning, engineering, design, and right-of-way acquisition phases of the proposed project.

Currently, there are no TAP funded projects in the LAMTPO region, but it is anticipated that some of the local jurisdiction will apply for future TAP grants. To obtain TAP funds, a local agency must go through the TDOT competitive TAP grant funding application process. Additional information can be found at: <https://www.tn.gov/tdot/program-development-and-administration-home/local-programs/tap.html>.

Public Transportation

A variety of factors – improvements in health care, more community services, the diffusion of jobs away from the central city, and 24-hr. businesses – are generating new travel needs for people who rely on transit for their basic mobility. Within the LAMTPO region, the number of elderly, disabled, and individuals and families without a vehicle or only one vehicle is increasing. LAMTPO will evaluate alternative programs to address the needs of the transit dependent, and will work with local transportation providers towards implementing those programs that are feasible and appropriate.

LAMTPO contracts with the East Tennessee Human Resource Agency (ETHRA) to carry out the public transportation services within the LAMTPO metropolitan planning area (MPA). ETHRA is the only federally funded public transportation service provider within the LAMTPO MPA. There are several smaller private transportation services within the region, such as taxi-cab services and Greyhound bus services. Some church groups may provide services for their church members.

Currently, ETHRA Public Transit provides demand-response services, which is door-to-door, non-emergency transportation service including accessibility to persons with disabilities. Anyone can ride with ETHRA, however children need adult supervision in order to ride on the ETHRA vehicles. Anyone can ride using ETHRA transportation services, however, potential riders need to call at least 24-hours in advance to schedule a ride. The call-in number is **1-800-232-1565**. It should be noted that all of the vehicles used in the LAMTPO region are Americans with Disabilities Act (ADA) compliant. Additional information concerning ETHRA Public Transit services can be found at [East Tennessee Human Resource Agency \(ethrapublictransit.org\)](https://www.ethrapublictransit.org).

Lakeway Transit, which is operated by ETHRA, is a fixed route service in Morristown that started on February 16, 2021. This public transportation service is based on the fixed route study

completed by AECOM Associates in September 2018. It was recommended that three (3) routes be used for a fixed route system. One route is along a commercial corridor (US Hwy11E) with stops at downtown and at shopping centers. The other two routes serve residential areas within the central core of Morristown. Additional information concerning Lakeway Transit can be found at [Main Menu | Lakeway Transit Morristown](#).

LAMTPO, Tennessee Department of Transportation (TDOT), Federal Transit Administration (FTA), and the East Tennessee Human Resource Agency (ETHRA) had worked together in developing the FFY 2023-2026 TIP, especially the section concerning public transportation.

The financial information concerning public transportation are based on the previous revenue contracts and expenditures using FTA Sections 5307, 5310, and 5339 funding. A 3% inflation factor has been included for FTA Sections 5307 and 5310 funds, for each year (FFY2024, FFY2025, and FFY2026). Projected cost estimates include, but not limited to, personnel, maintenance, vehicles, operations, and office space rental. The project costs are in year of expenditure. LAMTPO receives over \$300,000.00 of TDOT Critical Trips (CRIT) Program funds annually. CRIT funds provide operating assistance to support demand response service in urban areas. This funding can be used to match FTA Sections 5307, 5311, or FTA Section 5310 for designated recipients of large urbanized areas. It is anticipated that ETHRA/ Lakeway Transit will receive Urban Operating Assistance Program (UROP). This funding provides for operating and capital assistance to support public transportation services.

In the Summer 2022, ETHRA/ Lakeway Transit is anticipated to purchase two replacement buses (cutaways) for the Lakeway Transit Fixed Route service within Morristown. They are also to replace some existing ETHRA paratransit vehicles as well. It is anticipated that at least one new vehicle will be purchased each year in FFY2023 through FY2026 using local, state, and federal capital funds. By purchasing new vehicles between 2023 through 2026, the rolling stock of public transportation vehicles will meet (or be better than) the TDOT set performance measure target for cutaway bus and/or minivan useful life benchmark.

FTA Section 5307

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning in urbanized areas. Funding is made available to designated recipients, which must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials and publicly owned operators of transit services are required to designate a recipient to apply for, receive, and dispense funds for urbanized areas pursuant to 49 U.S.C. 5307(a)(2). The Governor or Governor's designee is the designated recipient for urbanized areas between 50,000 and 200,000.

The Federal share is not to exceed 80 percent of the net project cost. The Federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act. The Federal share may also be 90

percent for projects or portions of projects related to bicycles. The Federal share may not exceed 50 percent of the net project cost of operating assistance.

Additional information can be found at: <https://www.transit.dot.gov/funding/grants/urbanized-area-formula-program-fact-sheet-section-5307>.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

This program (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. LAMTPO, in conjunction with ETHRA, will have to go through a competitive grant application process that is submitted to TDOT to receive these funds. It should be noted that FTA Section 5310 funds may be matched by not more than 10% of state-aid funds. The amount of funding is based on previous year's allocation, and added a 3% inflation factor for each year in the FFY2023-2026 TIP.

The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. The federal share of eligible capital costs may not exceed 80 percent, and 50 percent for operating assistance. The 10 percent that is eligible to fund program administrative costs including administration, planning, and technical assistance may be funded at 100 percent federal share. Additional information can be found at <https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>. Previously cutaway buses were purchased using the FTA Section 5310 funds within the LAMTPO MPA.

FTA Section 5339

Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program. TDOT's Multimodal Division distributes an allocation of FTA Section 5339 funds to the MPOs within Tennessee. ETHRA has used these funds in the past to purchase newer vehicles to be used within the LAMTPO MPA. It should be noted that FTA Section 5339 funds may be matched by not more than 10% of state-aid funds. The amount of funding is based on previous year's original allocation, and carried that into each year in the FFY2023-2026 TIP.

Additional information can be found at <https://www.transit.dot.gov/funding/grants/busprogram>.



eSTIP Fiscal Constraints Report for STIP Period 2023
LAMTPO MPO

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
5307	2023	\$1,789,090	\$1,789,090	\$939,545	\$339,000	\$510,545	\$0	\$0
5307	2024	\$1,842,763	\$1,842,763	\$967,732	\$381,547	\$493,484	\$0	\$0
5307	2025	\$1,898,047	\$1,898,046	\$996,764	\$392,994	\$508,289	\$0	\$1
5307	2026	\$1,954,987	\$1,954,987	\$1,026,666	\$404,784	\$523,537	\$0	\$0
5310(U)	2023	\$232,898	\$232,898	\$186,318	\$0	\$46,580	\$0	\$0
5310(U)	2024	\$239,885	\$239,885	\$191,908	\$0	\$47,977	\$0	\$0
5310(U)	2025	\$247,081	\$247,081	\$197,665	\$0	\$49,416	\$0	\$0
5310(U)	2026	\$254,494	\$254,494	\$203,595	\$0	\$50,899	\$0	\$0
5339	2023	\$345,100	\$345,100	\$239,315	\$0	\$105,785	\$0	\$0
5339	2024	\$100,000	\$100,000	\$80,000	\$0	\$20,000	\$0	\$0
5339	2025	\$100,000	\$100,000	\$80,000	\$0	\$20,000	\$0	\$0
5339	2026	\$100,000	\$100,000	\$80,000	\$0	\$20,000	\$0	\$0
ACRAISE	2023	\$2,343,033	\$2,343,033	\$0	\$2,343,033	\$0	\$0	\$0
CRP	2023	\$408,316	\$408,316	\$326,653	\$0	\$81,663	\$0	\$0
CRP	2024	\$210,303	\$210,303	\$168,242	\$0	\$42,061	\$0	\$0
CRP	2025	\$214,509	\$214,509	\$171,607	\$0	\$42,902	\$0	\$0
CRP	2026	\$218,799	\$218,799	\$175,039	\$0	\$43,760	\$0	\$0
CRRSAA	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	2023	\$160,000	\$160,000	\$144,000	\$16,000	\$0	\$0	\$0
HSIP	2024	\$20,000	\$20,000	\$18,000	\$2,000	\$0	\$0	\$0
HSIP	2025	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
HSIP	2026	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
HSIP-R	2023	\$35,000	\$35,000	\$31,500	\$3,500	\$0	\$0	\$0
HSIP-R	2024	\$35,000	\$35,000	\$31,500	\$3,500	\$0	\$0	\$0
HSIP-R	2025	\$20,000	\$20,000	\$18,000	\$2,000	\$0	\$0	\$0
HSIP-R	2026	\$10,000	\$10,000	\$9,000	\$1,000	\$0	\$0	\$0
NHPP	2023	\$10,793,600	\$10,793,600	\$8,634,880	\$2,158,720	\$0	\$0	\$0
NHPP	2024	\$52,043,600	\$52,043,600	\$41,634,880	\$10,408,720	\$0	\$0	\$0
NHPP	2025	\$4,803,000	\$4,803,000	\$3,842,400	\$960,600	\$0	\$0	\$0
NHPP	2026	\$3,712,400	\$3,712,400	\$2,969,920	\$742,480	\$0	\$0	\$0
RAISE	2023	\$21,087,292	\$21,087,292	\$21,087,292	\$0	\$0	\$0	\$0
STBG-L	2023	\$5,546,590	\$2,577,990	\$4,437,272	\$0	\$1,109,318	\$0	\$2,968,600
STBG-L	2024	\$6,243,480	\$2,761,600	\$5,469,760	\$0	\$773,720	\$2,374,880	\$3,481,880
STBG-L	2025	\$5,267,480	\$1,757,000	\$4,866,080	\$0	\$401,400	\$3,260,480	\$3,510,480
STBG-L	2026	\$4,610,480	\$1,150,000	\$4,380,480	\$0	\$230,000	\$3,460,480	\$3,460,480
STBG-S	2023	\$1,680,560	\$1,680,560	\$1,344,448	\$336,112	\$0	\$0	\$0
STBG-S	2024	\$1,470,490	\$1,470,490	\$1,176,392	\$294,098	\$0	\$0	\$0
STBG-S	2025	\$840,280	\$840,280	\$672,224	\$168,056	\$0	\$0	\$0
STBG-S	2026	\$210,070	\$210,070	\$168,056	\$42,014	\$0	\$0	\$0
UROP	2023	\$339,000	\$0	\$0	\$339,000	\$0	\$0	\$339,000
UROP	2024	\$381,547	\$0	\$0	\$381,547	\$0	\$0	\$381,547
UROP	2025	\$392,994	\$0	\$0	\$392,994	\$0	\$0	\$392,994
UROP	2026	\$404,784	\$0	\$0	\$404,784	\$0	\$0	\$404,784

SECTION 6. FFY2020-2023 TIP PROJECT STATUS

Eight (8) projects within the FFY2020-2023 TIP are carried over into the FFY 2023-2026 TIP. Three (3) projects were completed. The table below is a status summary of the projects that were in the 2020-2023 TIP.

Table 6-1. Status of projects from the FFY2020-2023 TIP.

TIP ID	City/ County	Project Name	Status
1002	Morristown	W Andrew Johnson Hwy resurfacing	Completed
1003	Morristown	E Morris Blvd resurfacing	Carryover from 2020-2023 TIP into FFY2023-2026 TIP
1008	Morristown	E Andrew Johnson Hwy resurfacing	Carryover from 2020-2023 TIP into FFY2023-2026 TIP
1010	Morristown	Central Church Rd improvements	Carryover from 2020-2023 TIP into FFY2023-2026 TIP
2010	White Pine	Agricultural Park Blvd resurfacing	Carryover from 2020-2023 TIP into FFY2023-2026 TIP
3016	Jefferson City	Old AJ Hwy realignment/ Overlook Rd extension	Carryover from 2020-2023 TIP into FFY2023-2026 TIP
3017	Jefferson City	Russell Ave resurfacing	Completed (used local funds)
3020	Jefferson City	Municipal Dr resurfacing	Carryover from 2020-2023 TIP into FFY2023-2026 TIP
3021	Jefferson City	Fate Rankin Rd resurfacing	Carryover from 2020-2023 TIP into FFY2023-2026 TIP
3022	Jefferson City	Old AJ Hwy resurfacing	Carryover from 2020-2023 TIP into FFY2023-2026 TIP
45416	Hamblen/ Jefferson	School Safety projects	Completed
2032009	Hamblen	US Hwy 11E/SR34	Carryover from 2020-2023 TIP
2032010	Hamblen	US Hwy 11E/ SR34	Carryover from 2020-2023 TIP

SECTION 7. FFY2023-2026 PROJECT LISTINGS

FFY 2023-2026 TIP

PROJECT LISTINGS

The order of the project sheets, beginning on page 59, is broken down by entity.

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 2045 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 FFY2023-2026 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.

Table 7-1. Description of Abbreviations Used for Projects in the FFY 2023-2026 TIP.

Abbreviation	Description
5307	FTA Section 5307 funding
5310	FTA Section 5310 funding
5339	FTA Section 5339 funding
BRIDGE	Bridge repair and replacement
CAP	Capital Acquisition
CMAQ	Congestion Mitigation and Air Quality
CONST	Construction
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
ENG	Engineering/ Design
HIP	Highway Infrastructure Program
HPP	Highway Priority Project
HSIP	Highway Safety Improvement Program (HSIP)
IM	Interstate Maintenance
ITS	Intelligent Transportation System
LOCAL	Locally funded project
MAINT	Maintenance
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
OP	Operating or Operations
P/A	Purchase/ Acquire
PE-D	Preliminary Engineering Design
PE-N	Preliminary Engineering NEPA
ROW	Right-of-way
SAFETY	State aid safety funds
SIA	State Industrial Access Grant
SRTS	Safe Routes To School
State	Tennessee Department of Transportation matching funds
State-Aid	State Aid Bridge Repair/ Replacement program
STBG-EN	Surface Transportation Block Grant Enhancement
STBG-Local	Surface Transportation Block Grant-Local
STBG-State	Surface Transportation Block Grant State
TAP	Transportation Alternatives Program

Highway Funding Project Phases in the STIP

The following project phases have been identified and are provided with funding allocations for the aforementioned highway funding programs.

CONST (Construction) - Work by the agency or contractor(s) to construct the project, possibly including utility relocation.

ITS (Intelligent Transportation Systems) - Procuring, developing, or integrating technology to manage transportation facilities, improve safety, or mobility.

OPERATIONS or 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.

P/A Purchasing/ Acquisition

PE-N (Preliminary Engineering – NEPA) - Includes activities from the inception of the project, fulfilling the requirements of the National Environmental Policy Act of 1969 and all applicable legislation, regulations, executive orders, and directives, up to the approval of the environmental document.

PE-D (Preliminary Engineering – Design) - Preliminary engineering design work, according to accepted engineering practices, after approval of the environmental document.

P/A (PURCHASE/ACQUIRE) - Procuring equipment, software, or vehicles.

ROW (Right-of-Way) - Work from the distribution of ROW plans up to advertising for bids or commencement of work by, the Agency, dealing with real property acquisition, temporary and permanent easements, and utility relocation.

TRAINING – Training activities.

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
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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 projected 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

8/2/2023

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 1003	127267.00	2.6	Morristown
State	County		
TN	Hamblen		
State Route	Total Project Cost		
	\$2,844,066		

Project Name

E Morris Blvd

Termini

US 25E Davy Crockett Pkwy to 450 feet east of Jones Franklin Rd

Project Description

resurfacing, milling, grading, repaving, sidewalk ADA compliant if needed, stormwater drainage repair, ROW (if needed), signage, striping, traffic signal (if needed), ITS traffic signal improvements (tied into fibernet system, new cabinets and controllers, mast arms, radar detection, new signal heads(if needed), and pedestrian signals (if needed)

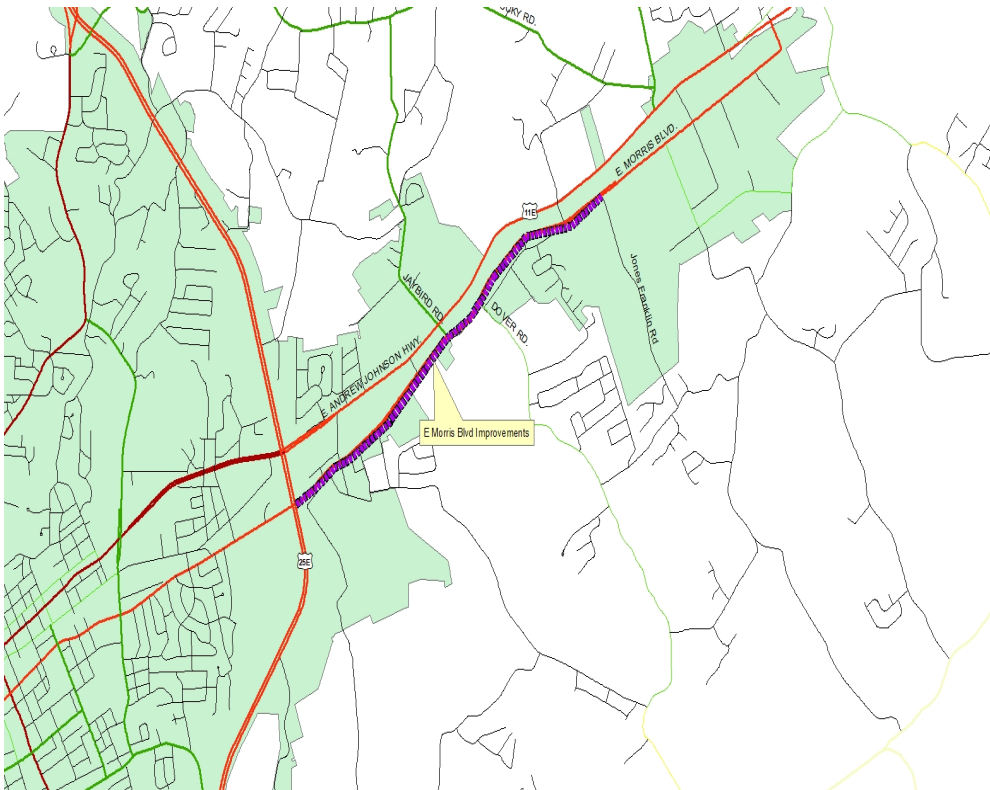
Long Range Plan #

Plan pages 11-13, 80-83

Conformity Status

Not Applicable

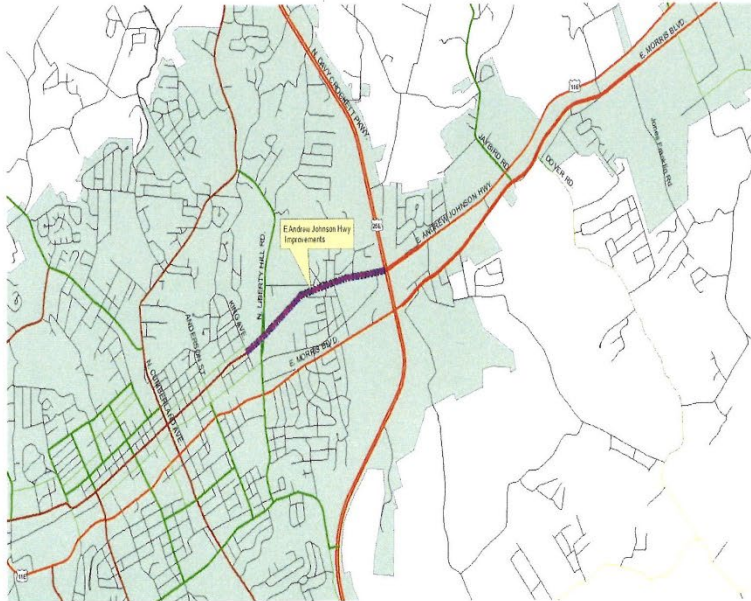
FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-D	STBG-L	\$400,000	\$320,000	\$0	\$80,000
2023	PE-D/ROW/CONST	CRRSAA	\$0	\$0	\$0	\$0
2023	PE-N/PE-D/ROW/CONST	CRP	\$408,316	\$326,653	\$0	\$81,663
2024	CONST	STBG-L	\$1,800,000	\$1,440,000	\$0	\$360,000
Total			\$2,608,316	\$2,086,653	\$0	\$521,663



TIP Project Report
10/6/2022

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 1008		1.3	Morristown
State	County		
TN	Hamblen		
State Route	Total Project Cost		
	\$1,107,000		
Project Name			
E Andrew Johnson Hwy			
Termini			
King Ave to 25E (Davy Crockett Pkwy)			
Project Description			
resurfacing, milling, grading, repaving, sidewalk Ada compliant (if needed), stormwater drainage repair, ROW (if needed), signage, striping, ITS traffic signal improvements (tied into fibernet system, new cabinets and controllers, mast arms, radar detection, new signal heads (if needed), and pedestrian signals (if needed)			
Long Range Plan #	Conformity Status		
Plan pages 11-13, 80-83	Not Applicable		

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-N/PE-D	STBG-L	\$100,000	\$80,000	\$0	\$20,000
2024	PE-D	STBG-L	\$100,000	\$80,000	\$0	\$20,000
2025	CONST	STBG-L	\$357,000	\$285,600	\$0	\$71,400
2026	CONST	STBG-L	\$550,000	\$440,000	\$0	\$110,000
Total			\$1,107,000	\$885,600	\$0	\$221,400



TIP Project Report

8/2/2023

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 1010	127680.00	0.2	Morristown
State	County		
TN	Hamblen		
State Route	Total Project Cost		
	\$1,934,000		

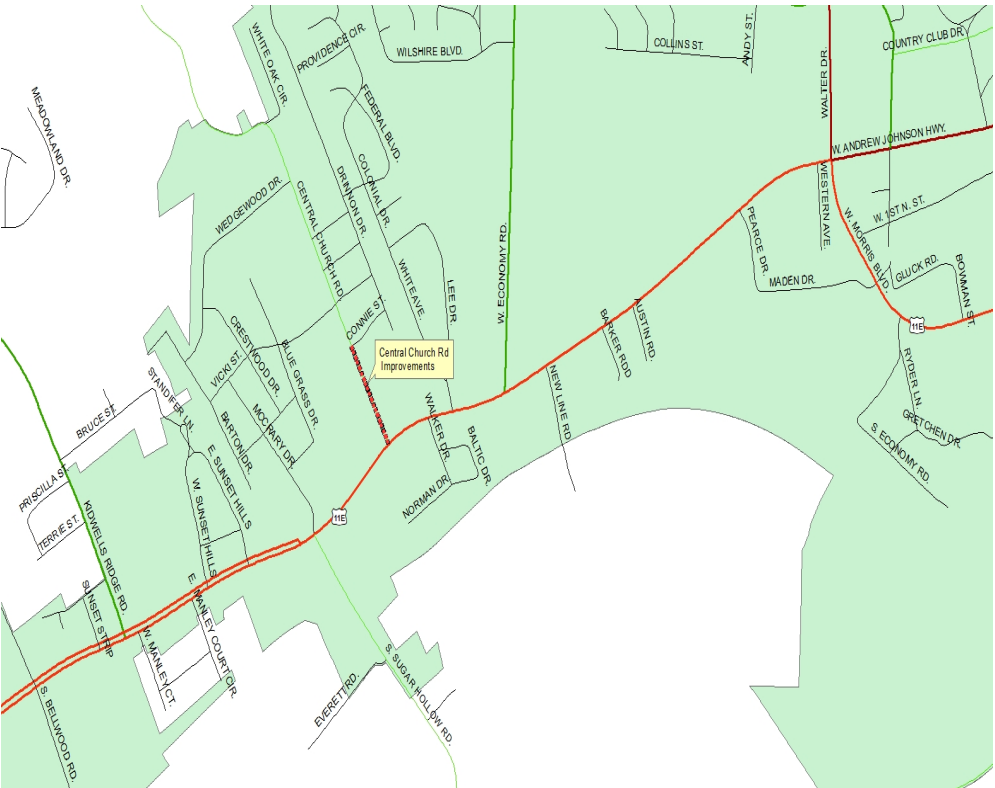
Project Name
 Central Church Rd improvements

Termini
 US Hwy 11E to Connie St

Project Description
 Widen from 2 to 3 lanes (2 thru lanes with center turn lane) curb and gutter, stormwater drainage improvements, ADA compliant sidewalks (if needed), signage, striping, ROW (if needed), ITS traffic signal improvements (tied into fibernet system, new cabinets and/or controllers, mast arms, radar detection, new signal heads(if needed) and pedestrian signals (if needed)

Long Range Plan #	Conformity Status
2055	Not Applicable

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-D	STBG-L	\$200,000	\$160,000	\$0	\$40,000
2024	ROW	STBG-L	\$500,000	\$400,000	\$0	\$100,000
2025	CONST	STBG-L	\$1,000,000	\$800,000	\$0	\$200,000
2026	PE-N/PE-D/ROW/CONST	CRP	\$218,799	\$175,039	\$0	\$43,760
Total			\$1,918,799	\$1,535,039	\$0	\$383,760



TIP Project Report 8/2/2023

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 1100	133677.00	3.7	TDOT

State	County
TN	Hamblen

State Route	Total Project Cost
SR-343	\$23,430,325

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

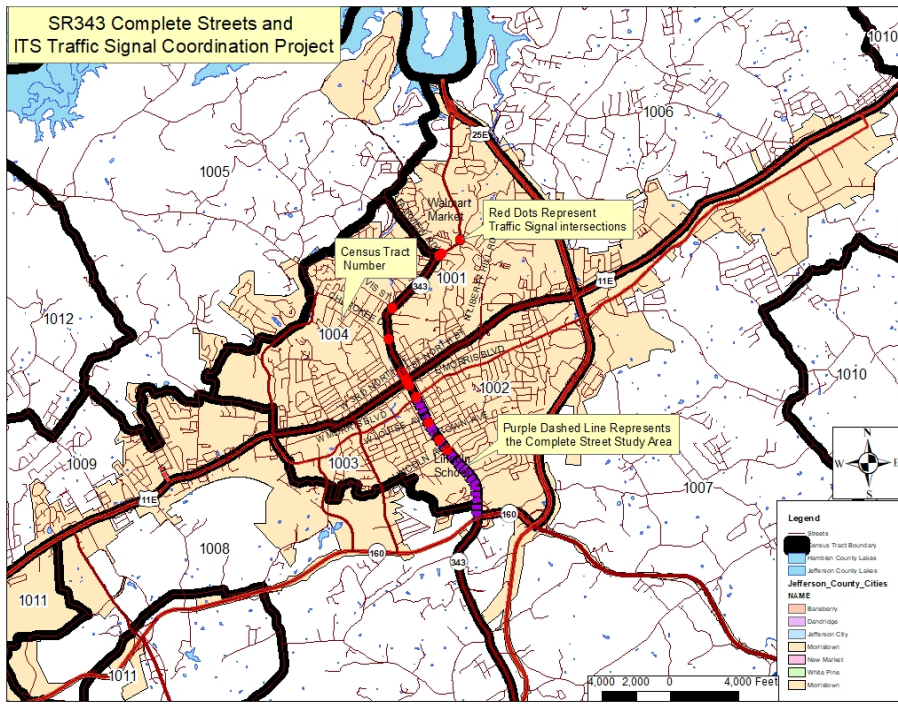
Project Description
Component 1: Complete Streets-reducing the existing subject portion of SR 343 from a 4/5-lane highway to a 3-lane roadway. The complete street segment will also include a 10' shared use path on the western side of the roadway, a 6' sidewalk on the eastern side of the roadway and buffers 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 #	Conformity Status
2065	Exempt

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-N	ACRAISE	\$1,640,123	\$0	\$1,640,123	\$0
2023	PE-D	ACRAISE	\$702,910	\$0	\$702,910	\$0
2023	ROW	RAISE	\$3,063,964	\$3,063,964	\$0	\$0
2023	CONST	RAISE	\$18,023,328	\$18,023,328	\$0	\$0
Total			\$23,430,325	\$21,087,292	\$2,343,033	\$0

Comments:

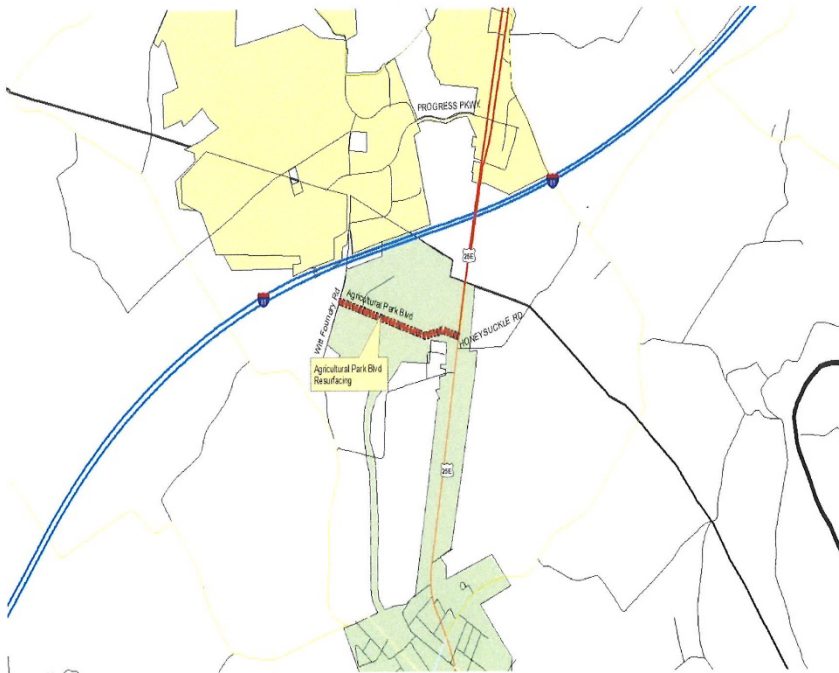
- Update: Modification 31 - Funds changed from RAISE to ACRAISE of \$2,343,033. RAISE grant of \$21,087,292. Also, this modification adds a separate line for all phases. PE-N and PE-D funds changed from RAISE to ACRAISE of \$2,343,033. The ROW and Const phase are funded with the RAISE grant of \$21,087,292.



TIP Project Report
10/6/2022

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, milling, grading, repaving, sidewalk ADA compliant (if needed) signage, striping			
Long Range Plan #		Conformity Status	
Plan pages 11-13, 80-83		Exempt	

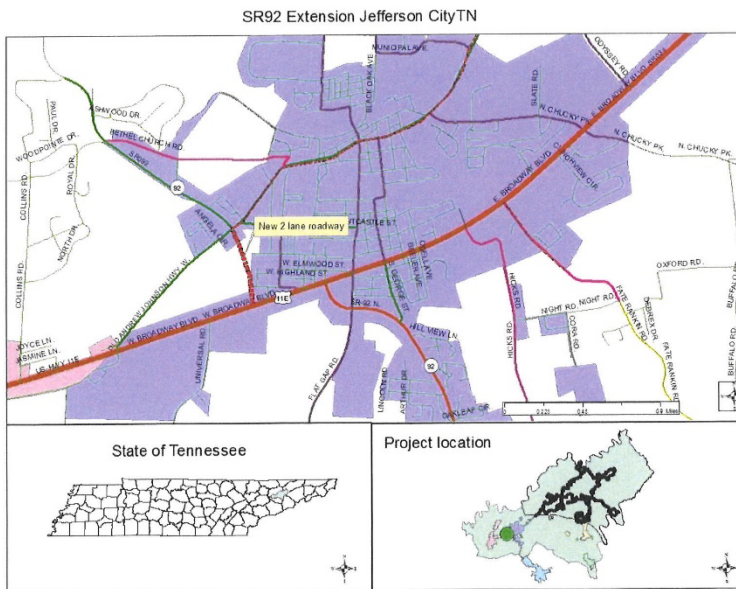
FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-N	STBG-L	\$50,000	\$40,000	\$0	\$10,000
2023	PE-D	STBG-L	\$50,000	\$40,000	\$0	\$10,000
2024	CONST	STBG-L	\$161,600	\$129,280	\$0	\$32,320
Total			\$261,600	\$209,280	\$0	\$52,320



TIP Project Report
10/6/2022

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 3016		0.46	Jefferson City
State	County		
TN	Jefferson		
State Route	Total Project Cost		
	\$1,300,000		
Project Name			
Old AJ Hwy SR92 realignment/ Overlook Rd extension			
Termini			
SR92 at Old AJ Hwy to US Hwy 11E			
Project Description			
Construct new 2 lane road with curb and gutter, ADA compliant sidewalks, signs, striping, ROW (if needed), ITS traffic signal improvements (tied into fiber-wired system, with cabinets and/or controllers, mast arms, radar, video and/or loop detection, new signal heads (if needed) and pedestrian signals (if needed)			
Long Range Plan #	Conformity Status		
17	Exempt		

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-N	STBG-L	\$50,000	\$40,000	\$0	\$10,000
2023	PE-D	STBG-L	\$50,000	\$40,000	\$0	\$10,000
2024	ROW	STBG-L	\$200,000	\$160,000	\$0	\$40,000
2025	CONST	STBG-L	\$400,000	\$320,000	\$0	\$80,000
2026	CONST	STBG-L	\$600,000	\$480,000	\$0	\$120,000
Total			\$1,300,000	\$1,040,000	\$0	\$260,000



TIP Project Report
10/6/2022

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 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 #
Plan pages 11-13, 80-83

Conformity Status
Exempt

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	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
10/6/2022

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		

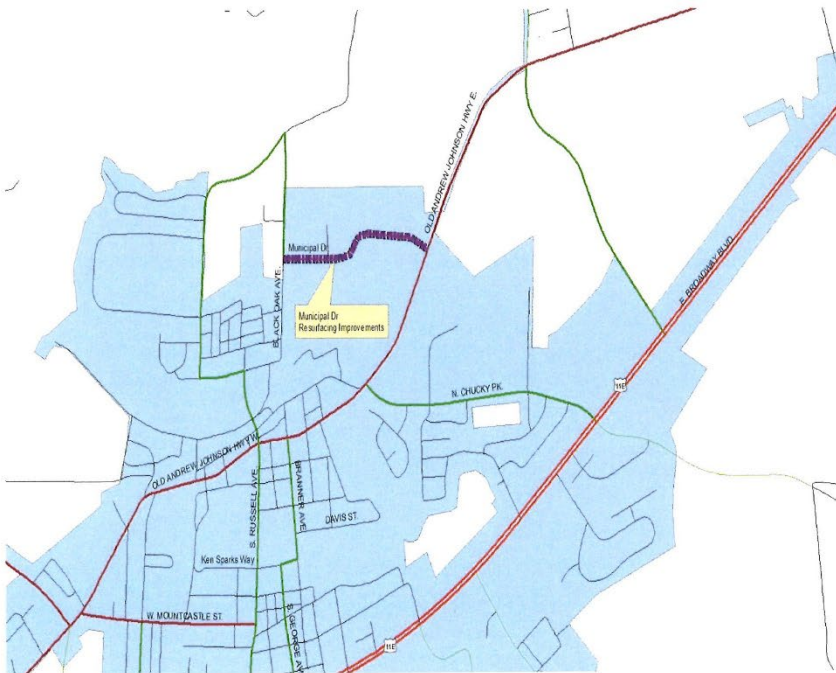
Project Name
Municipal Drive Resurfacing

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 #	Conformity Status
Plan pages 11-13, 80-83	Exempt

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	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
10/6/2022

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

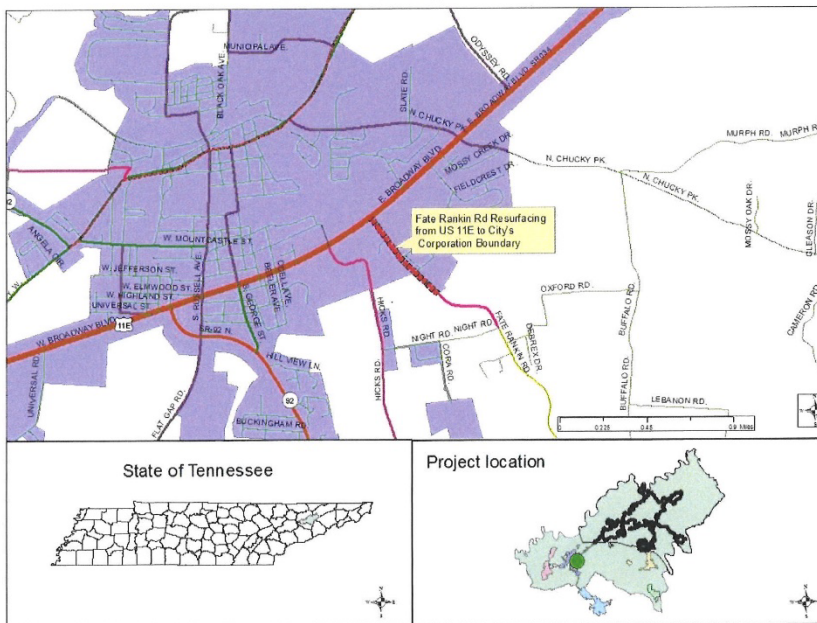
Project Description
Resurface Fate Rankin Rd including milling, grading, repaving, sidewalk ADA compliant if needed, striping, signage, stormwater drainage repair (if needed), It may include ITS traffic signal improvements (if needed) (such as tied into fiber-wire system, new cabinets and/or controllers,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

Long Range Plan #
Plan pages 11-13, 80-83

Conformity Status
Exempt

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	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

8/2/2023

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 3022		2.43	Jefferson City

State	County
TN	Jefferson

State Route	Total Project Cost
	\$1,100,500

Project Name
 Old Andrew Johnson Hwy Resurfacing

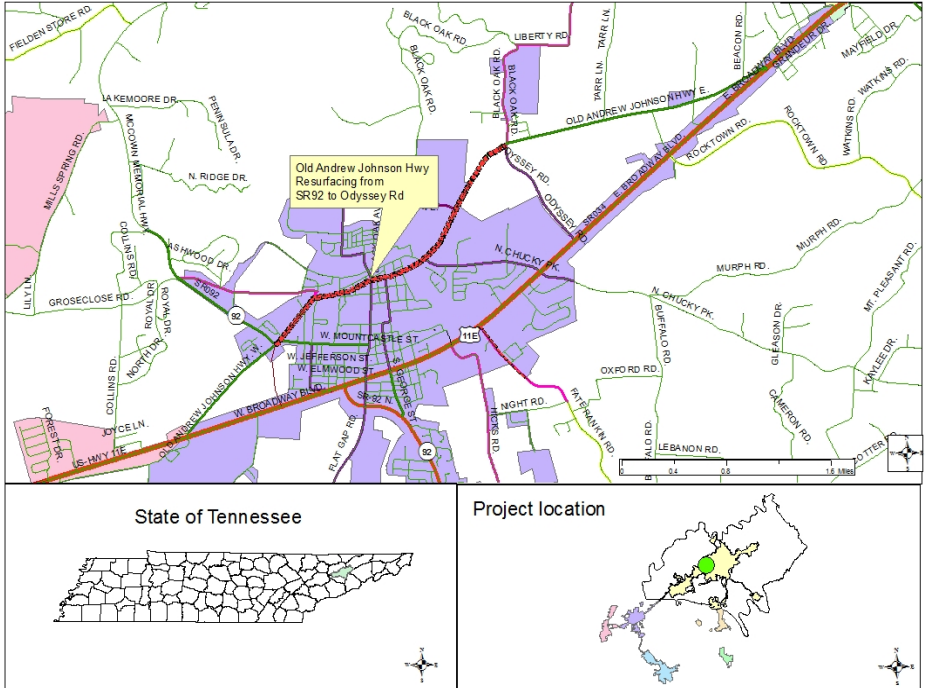
Termini
 SR92(northbound) TO ODYSSEY RD/ CITY CORPORATION BOUNDARY

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 #	Conformity Status
Plan pages 11-13, 80-83	Exempt

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-N/PE-D/ROW/CONST	CRRSAA		\$0	\$0	\$0
2023	PE-N/PE-D/ROW/CONST	STBG-L	\$1,000,500	\$800,400	\$0	\$200,100
2024	PE-N/PE-D/ROW/CONST	CRP	\$210,303	\$168,242	\$0	\$42,061
2025	PE-N/PE-D/ROW/CONST	CRP	\$214,509	\$171,607	\$0	\$42,902
Total			\$1,425,312	\$1,140,249	\$0	\$285,063

Old Andrew Johnson Hwy Resurfacing Jefferson City TN



TIP Project Report
10/6/2022

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 6000			ETHRA/ Lakeway Transit
State	County		
TN	Region 1		
State Route	Total Project Cost		
	\$6,857,343		

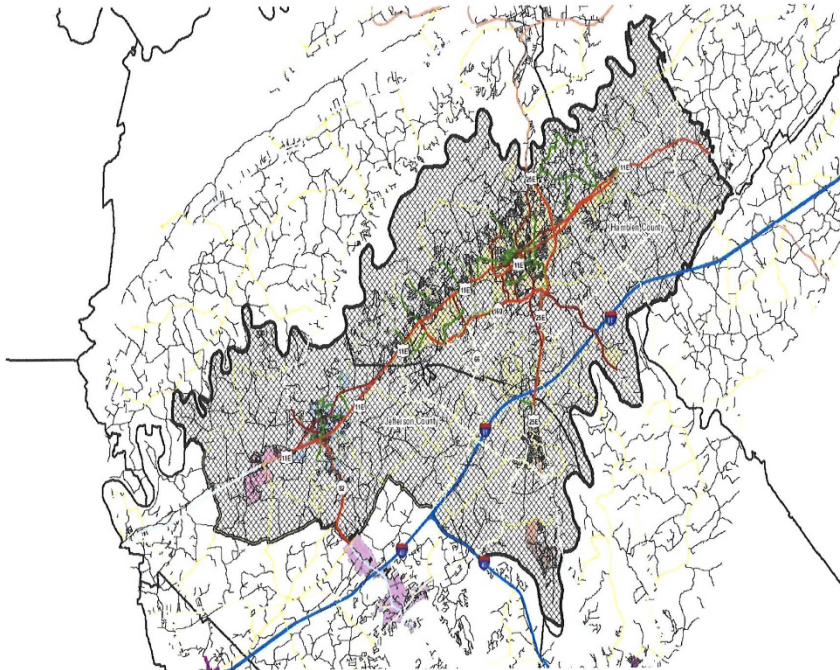
Project Name
Public Transportation Operations FTA Section 5307 funding

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 #	Conformity Status
PL pp 11-13,80-83,91-92	Exempt

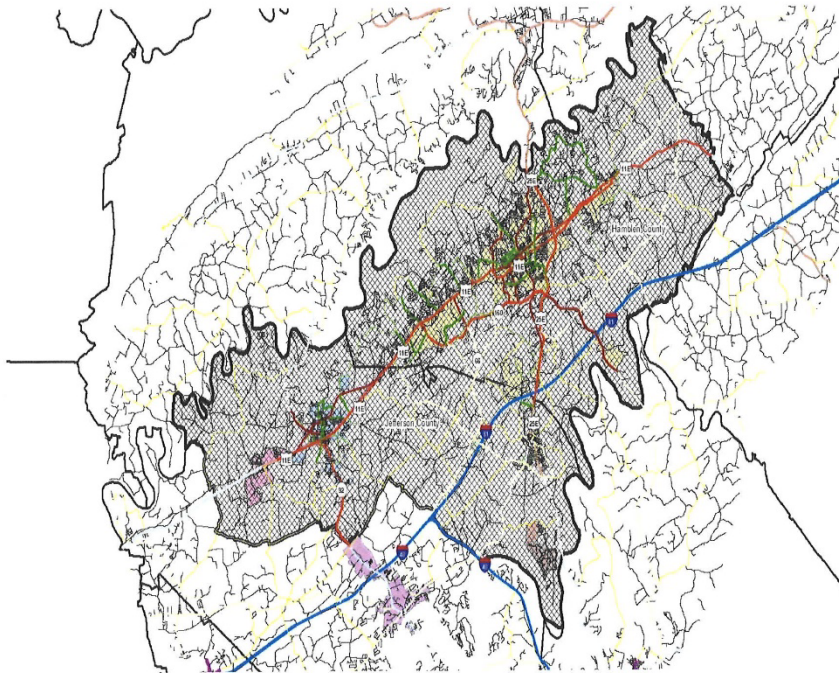
FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	OPERATIONS	5307	\$1,639,090	\$819,545	\$339,000	\$480,545
2024	OPERATIONS	5307	\$1,688,263	\$844,132	\$381,547	\$462,584
2025	OPERATIONS	5307	\$1,738,911	\$869,456	\$392,994	\$476,461
2026	OPERATIONS	5307	\$1,791,078	\$895,539	\$404,784	\$490,755
Total			\$6,857,342	\$3,428,672	\$1,518,325	\$1,910,345



TIP Project Report
10/6/2022

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 6001			ETHRA, Lakeway Transit
State	County		
TN	Region 1		
State Route	Total Project Cost		
	\$628,000		
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	
PL pp 11-13,80-83,91-92		Exempt	

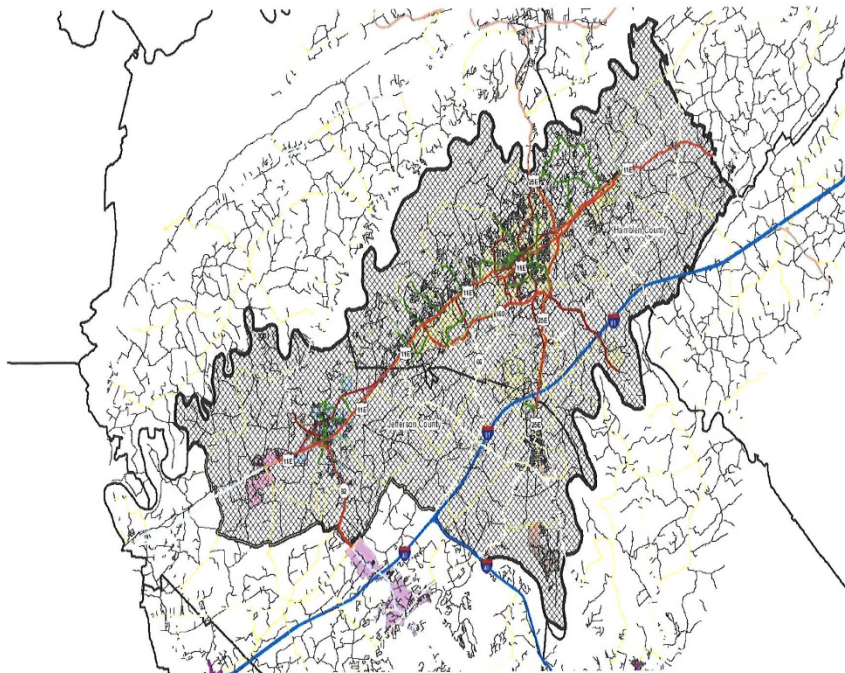
FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	CAPITAL	5307	\$150,000	\$120,000	\$0	\$30,000
2024	CAPITAL	5307	\$154,500	\$123,600	\$0	\$30,900
2025	CAPITAL	5307	\$159,135	\$127,308	\$0	\$31,827
2026	CAPITAL	5307	\$163,909	\$131,127	\$0	\$32,782
Total			\$627,544	\$502,035	\$0	\$125,509



TIP Project Report
10/6/2022

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 6002			ETHRA, Lakeway Transit
State	County		
TN	Region 1		
State Route	Total Project Cost		
	\$974,358		
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	
Pl pp 11-13, 80-83, 91-92		Exempt	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	CAPITAL	5310(U)	\$232,898	\$186,318	\$0	\$46,580
2024	CAPITAL	5310(U)	\$239,885	\$191,908	\$0	\$47,977
2025	CAPITAL	5310(U)	\$247,081	\$197,665	\$0	\$49,416
2026	CAPITAL	5310(U)	\$254,494	\$203,595	\$0	\$50,899
Total			\$974,358	\$779,486	\$0	\$194,872



TIP Project Report
10/6/2022

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 6003			ETHRA, Lakeway Transit
State	County		
TN	Region 1		
State Route	Total Project Cost		
	\$720,400		

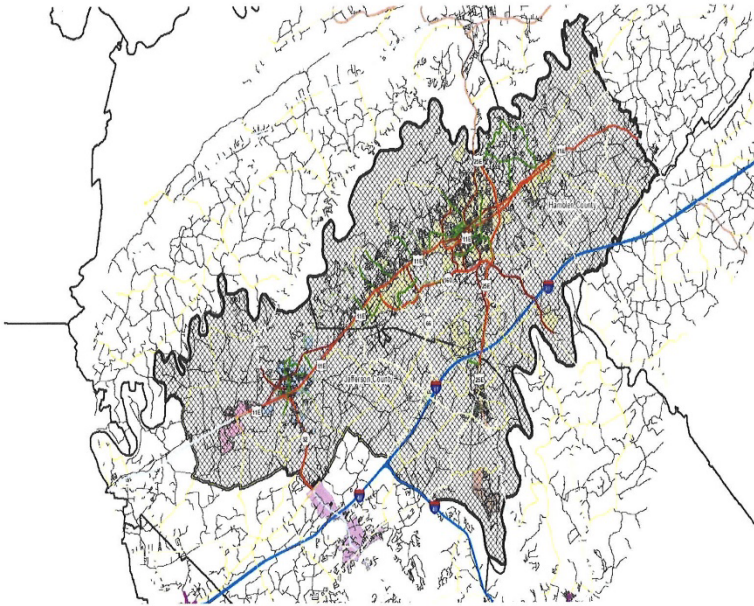
Project Name
FTA section 5339 capital expenses purchase of equipment/ vehicles/ transit facility

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
PL pp 11-13,80-83,91-92	Exempt

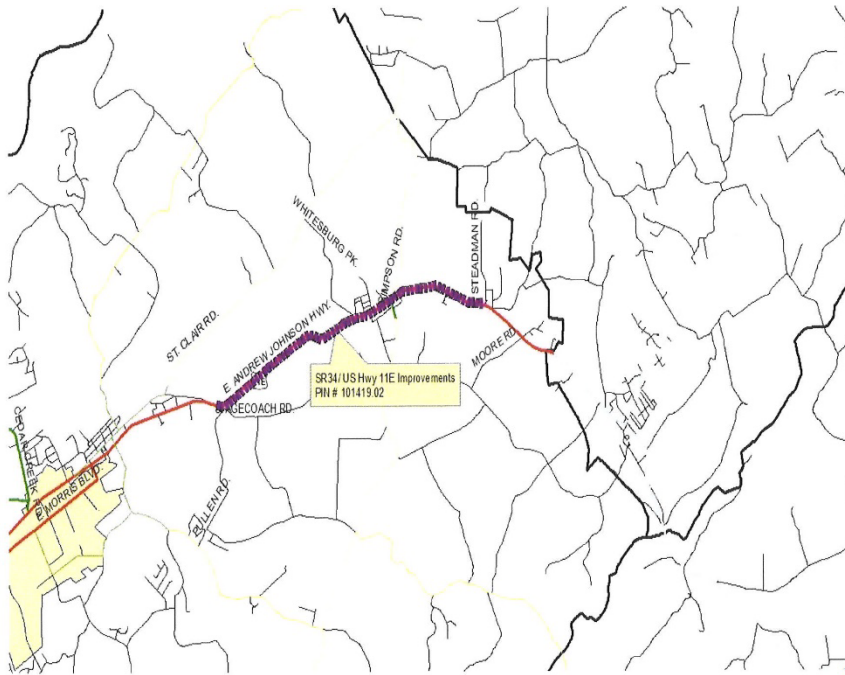
FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	CAPITAL	5339	\$100,000	\$80,000	\$0	\$20,000
2023	CAPITAL	5339	\$245,100	\$159,315	\$0	\$85,785
2024	CAPITAL	5339	\$100,000	\$80,000	\$0	\$20,000
2025	CAPITAL	5339	\$100,000	\$80,000	\$0	\$20,000
2026	CAPITAL	5339	\$100,000	\$80,000	\$0	\$20,000
Total			\$645,100	\$479,315	\$0	\$165,785



TIP Project Report
10/6/2022

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 2032009	101419.02	3.7	TDOT
State	County		
TN	Hamblen		
State Route	Total Project Cost		
SR-34	\$19,825,000		
Project Name			
SR34 US 11E			
Termini			
WEST OF OLD STAGECOACH RD IN RUSSELLVILLE TO STEADMAN RD (EPD) (IA)			
Project Description			
Construct 5 lane roadway in a 5 lane ROW on new alignment			
Long Range Plan #		Conformity Status	
8000		Not Applicable	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	ROW	NHPP	\$3,600,000	\$2,880,000	\$720,000	\$0
Total			\$3,600,000	\$2,880,000	\$720,000	\$0

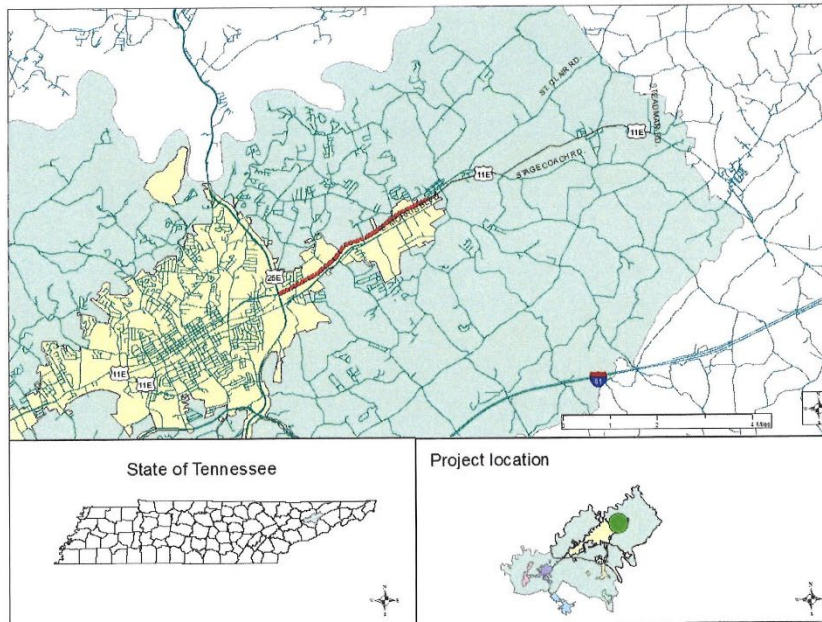


TIP Project Report
10/6/2022

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 2032010	101419.03	3.8	TDOT
State	County		
TN	Hamblen		
State Route	Total Project Cost		
SR-34	\$68,500,000		
Project Name			
E Andrew Johnson Hwy from Near US 25E (SR32) in Morristown to Near E Morris Blvd (IA)			
Termini			
From SR-32 in Morristown to Near East Morris Boulevard (IA)			
Project Description			
Widen from 2-lanes to 5-lanes			
Long Range Plan #		Conformity Status	
8000-01		Not Applicable	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2024	CONST	NHPP	\$45,500,000	\$36,400,000	\$9,100,000	\$0
Total			\$45,500,000	\$36,400,000	\$9,100,000	\$0

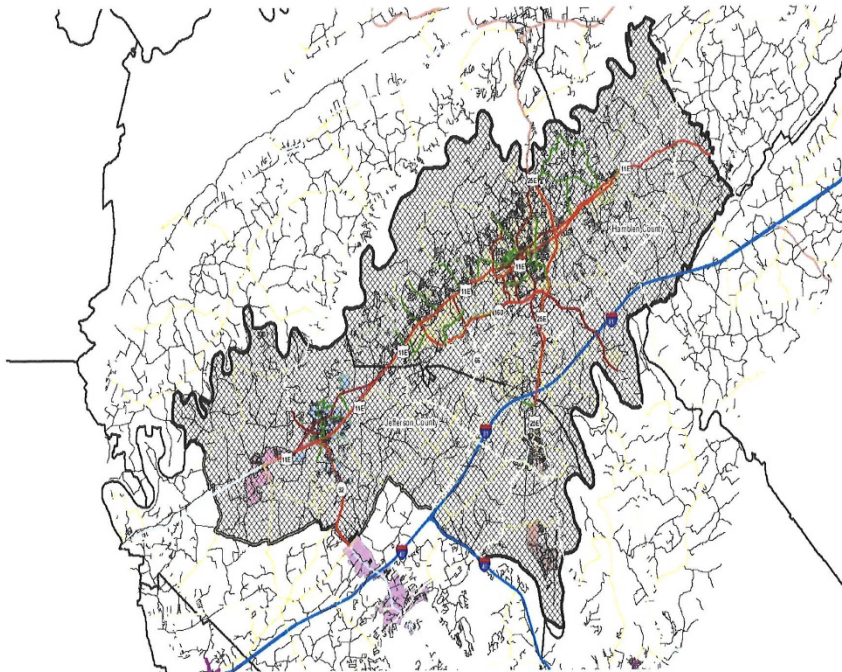
SR34 Project



TIP Project Report
10/6/2022

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 2032060	126762.00		TDOT
State	County		
TN	Hamblen, Jefferson		
State Route	Total Project Cost		
	\$22,252,600		
Project Name			
National Highway Performance Program (NHPP) Grouping			
Termini			
LAMTPO MPA			
Project Description			
Long Range Plan #		Conformity Status	
Plan pages 11-13, 80-83		Exempt	

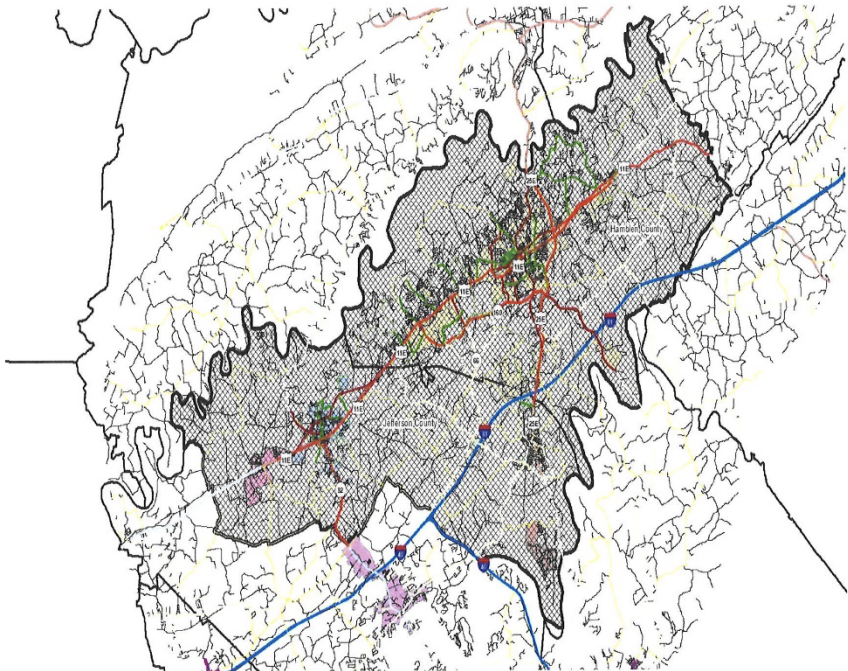
FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-N/PE-D/ROW/CONST	NHPP	\$7,193,600	\$5,754,880	\$1,438,720	\$0
2024	PE-N/PE-D/ROW/CONST	NHPP	\$6,543,600	\$5,234,880	\$1,308,720	\$0
2025	PE-N/PE-D/ROW/CONST	NHPP	\$4,803,000	\$3,842,400	\$960,600	\$0
2026	PE-N/PE-D/ROW/CONST	NHPP	\$3,712,400	\$2,969,920	\$742,480	\$0
Total			\$22,252,600	\$17,802,080	\$4,450,520	\$0



TIP Project Report
10/6/2022

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 2032065	126763.00		TDOT
State	County		
TN	Hamblen, Jefferson		
State Route	Total Project Cost		
	\$4,201,400		
Project Name			
MAINTENANCE/ CONSTRUCTION (STBG-STATE)			
Termini			
LAMTPO MPA			
Project Description			
Long Range Plan #		Conformity Status	
Plan pages 11-13, 80-83		Exempt	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-N/PE-D/ROW/CONST	STBG-S	\$1,680,560	\$1,344,448	\$336,112	\$0
2024	PE-N/PE-D/ROW/CONST	STBG-S	\$1,470,490	\$1,176,392	\$294,098	\$0
2025	PE-N/PE-D/ROW/CONST	STBG-S	\$840,280	\$672,224	\$168,056	\$0
2026	PE-N/PE-D/ROW/CONST	STBG-S	\$210,070	\$168,056	\$42,014	\$0
Total			\$4,201,400	\$3,361,120	\$840,280	\$0



TIP Project Report
10/6/2022

TIP ID	PIN #	Length in Miles	Lead Agency
LAM 2032095	126764.00		TDOT
State	County		
TN	Hamblen, Jefferson		
State Route	Total Project Cost		
	\$300,000		

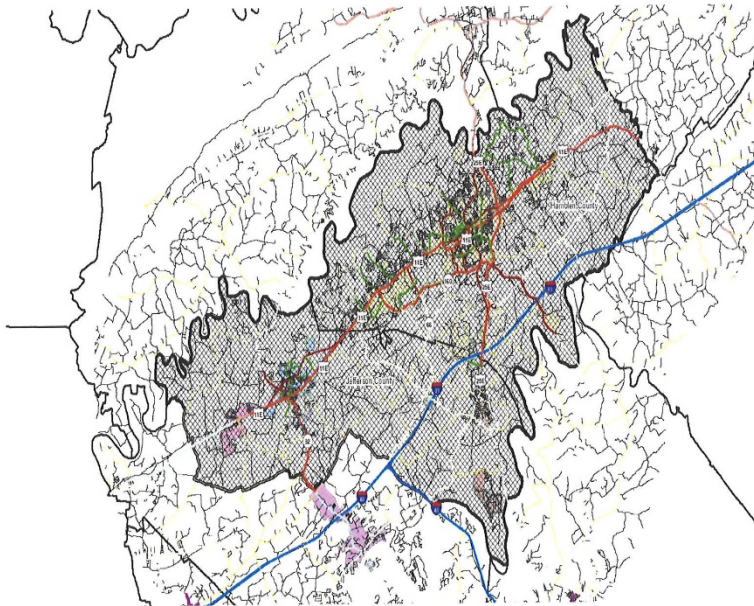
Project Name
SAFETY (HIGHWAY HAZARD ELIMINATION)

Termini
LAMTPO MPA

Project Description

Long Range Plan #	Conformity Status
Plan pages 11-13, 80-83	Exempt

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-N/PE-D/ROW/CONST	HSIP	\$160,000	\$144,000	\$16,000	\$0
2023	PE-N/PE-D/ROW/CONST	HSIP-R	\$35,000	\$31,500	\$3,500	\$0
2024	PE-N/PE-D/ROW/CONST	HSIP	\$20,000	\$18,000	\$2,000	\$0
2024	PE-N/PE-D/ROW/CONST	HSIP-R	\$35,000	\$31,500	\$3,500	\$0
2025	PE-N/PE-D/ROW/CONST	HSIP-R	\$20,000	\$18,000	\$2,000	\$0
2025	PE-N/PE-D/ROW/CONST	HSIP	\$10,000	\$9,000	\$1,000	\$0
2026	PE-N/PE-D/ROW/CONST	HSIP	\$10,000	\$9,000	\$1,000	\$0
2026	PE-N/PE-D/ROW/CONST	HSIP-R	\$10,000	\$9,000	\$1,000	\$0
Total			\$300,000	\$270,000	\$30,000	\$0



APPENDIX A

TDOT's Statewide Grouping Descriptions

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

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

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

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	<p>Eligibility of specific projects, strategies, and activities is generally based on:</p> <ul style="list-style-type: none"> 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 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. 	<ol style="list-style-type: none"> 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 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

<p>Safety Grouping</p>		<ol style="list-style-type: none"> 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,
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Safety Grouping		<p>including medians and pedestrian crossing islands.</p> <p>28. Other physical infrastructure projects not specifically enumerated in the list of eligible projects.</p> <p>29. Workforce development, training, and education activities</p>
Grouping Category	Function of Grouping Activities	Allowable Work Types
Safety Grouping (Section 130)	Activities included as part of the Highway Railroad Grade Crossing program	<ol style="list-style-type: none"> 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	<p>Projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS), including</p> <ol style="list-style-type: none"> a. Rehabilitation, resurfacing, restoration, preservation, and operational improvements, b. Traffic operations, c. Bridge and tunnel improvements, d. Safety improvements, e. Bicycle and pedestrian improvements, and f. Environmental mitigation. 	<ol style="list-style-type: none"> 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.

<p>National Highway System Infrastructure Grouping</p>		<ol style="list-style-type: none"> 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,
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National Highway System Infrastructure Grouping		<ul style="list-style-type: none"> 20. Wetland and/or stream mitigation 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	<p>Projects and programs for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads, including:</p> <ul style="list-style-type: none"> 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, i. Infrastructure projects for improving non-driver access 	<p>Activities previously authorized under the Surface Transportation Program</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> a. Infrastructure-based intelligent transportation systems (ITS) capital improvements.

<p>Surface Transportation Program Grouping</p>	<p>to public transportation and enhanced mobility,</p> <p>j. Community improvement activities</p>	<ul style="list-style-type: none"> b. Traffic Management Center (TMC) operations and utilities. c. Freeway service patrols, d. Traveler information <ol style="list-style-type: none"> 5. 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 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 <ul style="list-style-type: none"> 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
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<p>Surface Transportation Program Grouping</p>	<p>m. Safe Routes To School (SRTS) projects</p> <p>n. Transportation Alternatives (TA) projects</p> <p>o. On- and off-road pedestrian and bicycle facilities</p> <p>p. Transportation Alternatives projects</p>	<p>Non-infrastructure related activities:</p> <ol style="list-style-type: none"> 1. Public awareness campaigns and outreach to press and community leaders. 2. Traffic education and enforcement in the vicinity of schools <ol style="list-style-type: none"> a. Student sessions on bicycle and pedestrian safety, health, and environment b. Funding for training, volunteers, and managers of safe routes to school program. <p>Activities previously authorized under the Transportation Alternatives Program (TAP)</p> <ol style="list-style-type: none"> 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. 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 <ol style="list-style-type: none"> 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
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Surface Transportation Program Grouping	t. Recreational Trail Program projects	<p>Recreational Trails Program activities under 23 USC 206.</p> <ol style="list-style-type: none"> 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
Grouping Category	Function of Grouping Activities	Allowable Work Types
Workforce Development, training, and Education Grouping	Surface transportation workforce development, training, and education activities	<p>Direct educational expenses (not including salaries) in connection with the education and training of transportation employees</p> <ol style="list-style-type: none"> 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: <ul style="list-style-type: none"> • 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); • Transit operating costs for local public agencies. 	<ul style="list-style-type: none"> • 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 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);

		<ul style="list-style-type: none">• 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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APPENDIX B

Descriptions of Federal Programs

The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), was signed into law by President Biden on November 15, 2021. The law authorizes \$1.2 trillion for transportation and infrastructure spending with \$550 billion of that figure going toward “new” investments and programs. Funding from the IIJA is expansive in its reach, addressing energy and power infrastructure, access to broadband internet, water infrastructure, and more. Additional information on the BIL or IIJA can be found [Infrastructure Investment and Jobs Act \(IIJA\) Implementation Resources \(gfoa.org\)](https://www.gfoa.org/infrastructure-investment-and-jobs-act-iija-implementation-resources).

A. FEDERAL HIGHWAY FUNDING PROGRAMS

Advanced Transportation Technologies and Innovative Mobility Development IIJA provides \$900 million in competitive grants, cooperative agreements, and other contracts to state or local governments, transit agencies, metropolitan planning organizations or a multi-jurisdictional group or academic institutions.

- This program will make funds available to deploy, install, and operate advanced transportation technologies.
- Eligible uses are for projects that improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. Additional information will be coming at a later date.

Airport Terminal Program IIJA provides \$5 billion (\$1 billion for FY 2022) for this program through competitive grants. Eligible if the airport is operated within the National Air Transportation System. It provides grants for passenger terminal buildings, traffic control towers, and on-airport rail access projects. [Bipartisan Infrastructure Law - Airport Terminals Program | Federal Aviation Administration \(faa.gov\)](https://www.faa.gov/bipartisan-infrastructure-law-airport-terminals-program).

All Stations Accessibility Program IIJA provides \$1.75 billion in grants to state and local government authorities.

This program provides capital funding to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities, including those who use wheelchairs. [Fact Sheet: All Stations Accessibility Program | FTA \(dot.gov\)](https://www.fta.dot.gov/fact-sheet-all-stations-accessibility-program).

Appalachian Development Highway System Grants IIJA provides \$1.25 billion in formula grants to states in the Appalachian region.

- \$250 million will be set aside for FY2022 for the construction of the Appalachian Development Highway System
- This program will provide funds for the construction of the Appalachian Development Highway System. Additional information can be found at [FHWA Notice N 4510.862 - Apportionment Of Fiscal Year \(FY\) 2022 Highway Infrastructure Program Funds for the Appalachian Development Highway System Pursuant to the Infrastructure Investment and Jobs Act | Federal Highway Administration \(dot.gov\)](#).

Appalachian Development Public Transportation Assistance Program IIJA provides approximately \$137.4 million in formula grants to states, counties, cities, townships, special districts, tribal governments and other nonprofit organizations.

- Approximately \$26.3 million is given out for FY 2022.

This program provides funding for states in the Appalachian region to support the provision of public transit services in rural areas.

Bridge Formula Program IIJA provides approximately \$26.68 billion in formula grants to states, the District of Columbia, and Puerto Rico.

- \$5.5 billion will be set aside for the program for FY2022.
- This program provides funding for bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads.
- This program includes three set-asides: 15 percent will be set-aside for use on off-system bridges, 3 percent will be set-aside for use on Tribal Transportation Facility bridges, and 0.5 percent will be set-aside for administrative expenses of the Federal Highway Administration. Additional information can be found at [Bipartisan Infrastructure Law - Bridge Formula Program \(BFP\) Fact Sheet | Federal Highway Administration \(dot.gov\)](#).

Bridge Investment Program IIJA provides \$12.2 billion in competitive grants to states, metropolitan planning organizations with more than 20,000 members, local governments, special purpose districts, and tribal governments. The program will support projects to improve bridge and culvert condition, safety, efficiency, and reliability. Eligible uses include:

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

Large Bridge Projects that receive a BIP award of not less than \$100 million are eligible for multi-year grants, in which DOT can award available funds to a project over the course of several years in accordance with an agreement and in alignment with its schedule. In selecting Bridge Projects and Large Bridge Projects, FHWA will consider the extent to which BIP funds

leverage non-Federal contributions from sponsors and stakeholders involved in the planning, design, and construction of eligible projects. Additional information can be found at [DOT Announces Historic Bridge Investment Under Bipartisan Infrastructure Law | US Department of Transportation](#).

Broadband Equity, Access, and Deployment (BEAD) Program IIJA Appropriates \$42.45 billion for states, territories, the District of Columbia, and Puerto Rico to utilize for broadband deployment, mapping, and adoption projects.

- This is a program to get all Americans online by funding partnerships between states or territories, communities, and stakeholders, to build infrastructure where we need it to and increase adoption of high-speed internet.
- While funding goes directly to states, it is intended to support planning efforts including building capacity in state broadband offices and outreach and coordination with local communities.
- Each state, the District of Columbia, and Puerto Rico will receive an allocation of at least \$100 million and the United States Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands will each receive \$25 million.

Example eligible uses of funds include:

Planning for deployment of internet

Deploying or upgrading internet

Installing internet in multi-tenant buildings

Implementing adoption and digital equity problems, and workforce and job training

Building Resilient Infrastructure and Communities IIJA provides \$1 billion in grants to states, local governments, tribes, and territories. The Building Resilient Infrastructure and Communities program makes federal funds available for hazard mitigation activities. Federal Emergency Management Agency will provide financial assistance to eligible Building Resilient Infrastructure and Communities applicants for the following:

- Capability and Capacity-Building
- Mitigation Projects
- Management Costs

Additional information can be found at [Building Resilient Infrastructure and Communities \(BRIC\) | US EPA](#).

Bus Grant- Low or No Emission - IIJA provides approximately \$5.62 billion of competitive grants. \$1.1 billion is available for FY of 2022. Funding is available for states, counties, cities/townships to help transit agencies purchase or lease low or no-emission buses. Additional information can be found at [Low or No Emission Vehicle Program - 5339\(c\) | FTA \(dot.gov\)](#).

Bus and Bus Facilities Competitive Grants IIJA provides approximately \$1.97 billion of competitive grants for bus and bus facilities. \$372 million is available for FY of 2022. Funding is available for states, counties, and cities/townships to replace, rehabilitate, purchase, or lease

buses, bus-related equipment, and bus-related facilities. [Grants for Buses and Bus Facilities Program | FTA \(dot.gov\)](#)

Bus and Bus Facilities Formula Grants IIJA provides approximately \$1.97 billion of competitive grants for bus and bus facilities. \$372 million is available for FY of 2022. Funding is available for states, counties, and cities/townships to replace, rehabilitate, purchase, or lease buses, bus-related equipment, and bus-related facilities. [Grants for Buses and Bus Facilities Program | FTA \(dot.gov\)](#)

Capital Investment Grants (CIG) Program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking Capital Investment Grants funding to complete a series of steps over several years. The law also requires projects to be rated by Federal Transit Administration at various points in the process according to statutory criteria evaluating project justification and local financial commitment. Additional information can be found at [Fact Sheet: Capital Investment Grants Program | FTA \(dot.gov\)](#).

IIJA guarantees \$8 billion, and authorizes \$15 billion more in future appropriations.

- This grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.
- Federal transit law requires transit agencies seeking Capital Investment Grants funding to complete a series of steps over several years.

The law also requires projects to be rated by Federal Transit Administration at various points in the process according to statutory criteria evaluating project justification and local financial commitment

Carbon Reduction Program IIJA provides approximately \$6.42 billion in formula grants to states and the District of Columbia.

- This program will provide grants to reduce transportation emissions or the development of carbon reduction strategies. Additional information can be found at [President Biden, USDOT Announce New Guidance and \\$6.4 Billion to Help States Reduce Carbon Emissions Under the Bipartisan Infrastructure Law | FHWA](#)
- Eligible projects include the construction, planning, and design of trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation; public transportation projects; and congestion management technologies.

Charging and Fueling Infrastructure Grants IIJA provides \$2.5 billion in competitive grants to states, political subdivision of states, metropolitan planning organizations, local governments, special purpose districts, public authorities with a transportation function, tribes, or territories.

- Program funds will be made available each fiscal year for Community Grants, to install electric vehicle charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities.
- It also uses funds to deploy electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities.
- These grants will be prioritized for rural areas, low-and moderate-income neighborhoods, and communities with low ratios of private parking, or high ratios of multi-unit dwellings.

Eligible uses of funds include the acquisition and installation of publicly accessible electric vehicle charging or alternative fueling infrastructure, operating assistance (for the first 5 years after installation), acquisition and installation of traffic control devices.

Clean School Bus Program IIJA provides \$5 billion in grants and rebates to state or local governments, eligible contractors, and nonprofit school transportation associations.

- Fifty percent of the funds are authorized for zero-emission school buses and fifty percent of the funds are authorized for alternative fuels and zero-emission school buses.
- Funds may be prioritized for rural or low-income communities and entities that have matching funds available.

The Environmental Protection Agency Administrator is authorized to provide funds to cover up to 100 percent of the costs for the replacement of the bus.

Commercial Driver's License Implementation Program IIJA provides \$297.5 million in grant and cooperative agreements to state agencies, local governments, and any person.

The discretionary grant seeks to improve highway safety by supporting Commercial Driver's License Programs on a State and National level.

The funding assists grant partners in achieving compliance with the commercial driver's license regulations in 49 CFR Parts 383 and 384 by providing funding directly to states and other entities capable of executing national projects to aid states in their compliance efforts.

Congestion Mitigation and Air Quality Improvement Program (CMAQ): The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Generally the funding is 80 federal, 20% local match, however, some projects can be funded at 100% federal funds. In Tennessee, in order to obtain CMAQ funds, a local government agency must go through a competitive grant application process that is administered by TDOT. IIJA provides approximately \$13.2 billion in formula grants to states and the District of Columbia.

- The Federal Highway Administration has requested \$2.5 billion in funds for FY2022.
- The program provides flexible funding to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.
- It also provides funding to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality for ozone, carbon monoxide, or particulate matter.
- Eligible uses include transportation projects that reduce congestion and reduce the mobile source emissions for which an area has been designated non-attainment or maintenance for ozone, carbon monoxide, and particulate matter by the Environmental Protection Agency.

Additional information can be found at [FHWA Notice N 4510.858 - Apportionment of Federal-Aid Highway Program Funds For Fiscal Year \(FY\) 2022 | Federal Highway Administration \(dot.gov\)](https://www.fhwa.dot.gov/financeadmin/notice-to-apply/n4510.858.htm)

Congestion Relief Program IIJA provides \$250 million in competitive grants to states, metropolitan planning organizations, cities, or municipalities. This program will advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of 1 million+. Eligible uses include:

- Deployment and operation of integrated congestion management systems, systems that implement or enforce high occupancy vehicle toll lanes or pricing strategies, or mobility services
- Incentive programs that encourage carpooling, non-highway travel during peak periods, or travel during non-peak periods.

Subject to certain requirements and approval by the Secretary, provides for tolling on the Interstate System as part of a project carried out with a grant under the program.

Consolidated Rail Infrastructure and Safety Improvement Grants IIJA provides \$5 billion (\$1 billion annually) in competitive grants to fund projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.

- An additional \$5 billion may be appropriated (\$1 billion annually).

Potential recipients include:

- States, including the District of Columbia.
- A group of States.
- An Interstate Compact.
- A public agency or publicly chartered authority established by 1 or more States.
- A political subdivision of a State.
- Amtrak and other rail carriers providing intercity rail passenger transportation.

- Class II/III Railroads and associations that represent Class II/III Railroads.
- Rail carriers & equipment manufacturers, in partnership with at least 1 of the first 5 entities above.
- Federally recognized Indian Tribes.
- Transportation Research Board.
- University Transportation Centers engaged in rail-related research.
- Non-profit labor organizations representing rail employees.

Eligible projects include a wide range of freight and passenger rail capital, safety technology deployment, planning, environmental analyses, research, workforce development, and training projects.

Construction of Ferry Boats and Ferry Terminal Facilities IJA provides \$912 million in formula grants to states and eligible ferry operations.

- The Federal Highway Administration requests \$80 million for FY2022.

This program provides funding for ferry services that are important links in the network of Federal-aid highways, and in many cases, are the only reasonable form of transportation.

Crash Data Program IJA provides \$750 million in competitive grants and contracts to states, territories, and the Secretary of Interior (for Indian tribes).

Funding will be used to improve crash data collection and analysis:

- To revise non-motorist data collection to distinguish individual personal conveyances like electric scooters and bicycles
- Update the Model Minimum Uniform Crash Criteria
- Collect additional data elements related to vulnerable road users
- Coordinate with Centers for Disease Control and Prevention on national database of ped injuries & fatalities
- Increase participation in Electronic Data Transfer protocol via new State grant program and internal investment

Expand the Crash Investigation Sampling System by adding sites, broadening scope, and adopting on-scene investigation protocol.

Digital Equity Act Programs There are three programs that provide funding to promote digital inclusion and advance equity for all.

- They aim to ensure that all communities can access and use affordable, reliable, high-speed internet to meet their needs and improve their lives.
- State Digital Equity Planning Grant Program: \$60 million formula grant program for states and territories to develop digital equity plans.

- State Digital Equity Capacity Grant Program: \$1.44 billion formula grant program for states and territories distributed via annual grant programs over 5 years to implement digital equity projects and support the implementation of digital equity plans.
- Digital Equity Competitive Grant Program: \$1.25 billion discretionary grant program distributed via annual grant programs over 5 years to implement digital equity projects. Eligible applicants include (among others) specific types of political subdivision, agency, or instrumentality of a state.

Example eligible uses of funds include:

- o Developing digital equity plans; states must develop a plan to be eligible for state capacity grants
- o Making awards to other entities to help make digital equity plans
- o Improving accessibility and inclusivity of public resources
- o Implementing digital equity plans and related activities
- o Providing digital literacy and digital skills education
- o Facilitating the adoption of high-speed internet

Disadvantaged Business Enterprises IJA provides \$50 million of competitive grants, contracts, and allocations to states.

- The Federal Highway Administration requests \$10 million for FY2022.
- This program will provide funds to assist small and disadvantaged firms with building capacity and improving their ability to compete for Federal-aid highway contracts. Additional information can be found at [Disadvantaged Business Enterprise \(DBE\) Program | US Department of Transportation](#).

Distance Learning, Telemedicine, and Broadband Program: Reconnect Program IJA will provide \$1.93 billion in grants, direct loans, or a combination of the two to states, local governments, or any other related organization for the Reconnect Program.

- The program receives funds to build infrastructure and install equipment that provides modern, reliable high-speed Internet service in rural America.
- The program can be used to fund the costs of construction, improvement, or acquisition of facilities and equipment needed to provide broadband service capable of delivering 100 Mbps symmetrical service and the acquisition of an existing system not currently providing sufficient access to broadband service, under certain circumstances, and with restrictions. Up to five percent of the award may be used for preapplication expenses.

Electric or Low Emitting Ferry Program IJA provides \$250 million in competitive grants to a variety of recipients.

- \$49 million is made available for FY2022.

- An additional \$250 million is subject to appropriation and can be made available in Division C of the IIJA for a total of \$500 million over 5 years.

This program establishes an electric or low-emitting ferry pilot program that makes federal funding available to support the transition of passenger ferries to low or zero emission technologies. [Fact Sheet: Electric or Low Emitting Ferry Pilot Program | FTA \(dot.gov\)](#).

Emergency Relief (ER or ERFO) provides funds for emergency repairs and permanent repairs on Federal-aid highways and roads, tribal transportation facilities, and roads on Federal lands that the Secretary finds have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause.

Federal Share:

Emergency repair work: 100% Federal share for emergency repair work—work to restore essential travel, minimize the extent of damage, or protect the remaining facilities—that is accomplished in the first 180 days after the disaster occurs. FHWA may extend this time period based on delay in the ability to access damaged areas.

Permanent repairs: Up to 90% Federal share for eligible permanent repairs to restore damaged facilities if the total eligible expense that a State incurs due to natural disasters or catastrophic failures in a Federal fiscal year exceeds the State's apportionments under 23 U.S.C. 104 for the fiscal year in which the event occurred. Additional information can be found at <http://www.fhwa.dot.gov/fastact/factsheets/emergencyrelieffs.cfm>.

Enabling Middle Mile Broadband Infrastructure Program Establishes and funds a \$1 billion program for the construction, improvement or acquisition of middle mile infrastructure.

- Eligible applicants include (among others) States, political subdivisions, public utility districts, and regional planning councils.
- The purpose of the program is to expand and extend middle mile infrastructure to reduce the cost of connecting unserved and underserved areas to the internet backbone.
- Middle mile infrastructure refers to the mid-section of Internet infrastructure that carries large amounts of data at high speeds over long distances and connects the “backbone” of internet infrastructure to the “last mile”, which connects to end users.
- Example uses of funds include: Construction, improvement, or acquisition of facilities and equipment
 - o Engineering design, permitting, and work related projects
 - o Personnel costs, including salaries and benefits
 - o Other costs necessary to program’s activities

Enhanced Mobility of Seniors and Individuals with Disabilities IJA provides approximately \$2.2 billion in formula grants to states, counties, cities/townships, special districts, tribes and nonprofits.

- Approximately \$49 million is given out in FY 2022.

These grants will provide financial assistance in meeting the transportation needs of seniors and individuals with disabilities where public transportation services are unavailable, insufficient, or inappropriate. [Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310 | FTA \(dot.gov\)](#)

Federal Lands Access Program: The Federal Lands Access Program (Access Program) provides funds for projects for transportation facilities that are located on or adjacent to, or that provide access to Federal lands. Federal share: 90% for Interstate System projects (including projects to add high occupancy vehicle lanes or auxiliary lanes but excluding projects to add other lanes) and 80% for all other projects or activities. Additional info can be found at <http://www.fhwa.dot.gov/fastact/factsheets/fedlandsaccessfs.cfm>.

Federal Lands Transportation Program (FLTP): The FLTP funds projects that improve access within the Federal estate (national forests, national parks, national wildlife refuges, national recreation areas, and other Federal public lands) on transportation facilities in the national Federal Lands transportation inventory and owned and maintained by the Federal government. Federal share: 100%. Additional info can be found at <http://www.fhwa.dot.gov/fastact/factsheets/fedlandstransfs.cfm>.

Federal-State Partnership for Intercity Passenger Rail Grants IJA provides \$36 billion in competitive grants (\$7.2 billion annually) to fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service if an eligible applicant is involved.

- An additional \$7.5 billion may be appropriated (\$1.5 billion annually).

Potential recipients include:

- States, including the District of Columbia.
- A group of States.
- An Interstate Compact.
- A public agency or publicly chartered authority established by 1 or more States.
- A political subdivision of a State.
- Amtrak, acting on its own behalf or under a cooperative agreement with 1 or more States.
- Federally recognized Indian Tribe.
- Any combination of the entities above.

Ferry Service for Rural Communities Program IJA provides \$2 billion in grants to states.

- The Ferry Service for Rural Communities Program makes federal resources available to states to ensure basic essential ferry service is provided to rural areas.

These funds are limited to ferry services that operated a regular service at any time during the five-year period ending Marching 1, 2020 and that served no less than two rural areas located more than 50 nautical miles apart. [Fact Sheet: Ferry Service For Rural Communities | FTA \(dot.gov\)](#).

Formula Grants for Rural Communities IJA provides approximately \$4.1 billion in formula grants to states, counties, cities, townships, special districts, tribal governments, and other organizations.

- Approximately \$893.7 million is given out for FY 2022.
- Approximately \$586 million of the total available funding will be provided from the Growing States formula factors.

This program will provide funds to improve, initiate, or continue public transportation service in non-urbanized areas (rural areas and small cities under 50,000 in population) and to provide technical assistance for rural transportation providers. [Formula Grants for Rural Areas - 5311 | FTA \(dot.gov\)](#).

Flood and Inundation Mapping and Forecasting, Water Modeling, and Precipitation Studies IJA provides \$492 million through various funding mechanisms to states, counties, cities, townships, special districts, tribes, educational institutions, and nonprofits.

- This program will allow the National Oceanic and Atmospheric Administration (NOAA) to transform water prediction by delivering operational, continental-scale coastal and inland flood models and mapping capabilities.
- Mapping capabilities include flood forecasts and projections that will provide actionable decision support services equitably delivered to communities across the nation.

Eligible uses include coastal, inland flood, and inundation mapping and forecasting and next-generation water modeling activities - including modernized precipitation frequency and probable maximum studies.

Flood Mitigation Assistance Grants IJA provides \$3.5 billion in grants to states, local governments, tribes, territories, and local communities.

The Flood Mitigation Assistance program makes federal funds available to reduce or eliminate the risk of repetitive flood damage to buildings and structures.

Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) Grants to provide financial assistance—competitive grants, known as FASTLANE grants, or credit assistance—to nationally and regionally significant freight and highway projects that align with the program goals to—

- improve the safety, efficiency, and reliability of the movement of freight and people;
- generate national or regional economic benefits and an increase in global economic competitiveness of the U.S;
- reduce highway congestion and bottlenecks;
- improve connectivity between modes of freight transportation;
- enhance the resiliency of critical highway infrastructure and help protect the environment;
- improve roadways vital to national energy security; and
- address the impact of population growth on the movement of people and freight.

Federal Share: A FASTLANE grant may not exceed 60% of the total eligible project costs. An additional 20% of project costs may be funded with other Federal assistance, bringing total Federal participation in the project to a maximum of 80%. There is an exception for projects carried out by Federal land management agencies, which can use Federal funds other than those made available by titles 23 and 49, United States Code to pay the non-Federal share of the project cost, bringing the total Federal participation up to 100%. [23 U.S.C. 117(j)]. Additional information can be found at <http://www.fhwa.dot.gov/fastact/factsheets/fastlanegrantsfs.cfm>

High Priorities Activities Program IIJA provides \$432.5 million in grants and cooperative agreements to states, local governments, tribes, any other political jurisdictions as necessary, and any person.

The High Priority Activities grant program is a discretionary (competitive) grant program designed to provide Federal financial assistance to enhance states' commercial vehicle safety plan activities, including commercial vehicle inspections, traffic enforcement, and outreach while supporting innovative technology development and/or new project(s) not included in the commercial vehicle safety plan that will have a positive impact on commercial vehicle safety.

Highway Safety Improvement Program (HSIP): FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The Federal share: Except as provided in 23 U.S.C. 120(c) and 130, the Federal share is 90%.

Eligible activities: A highway safety improvement project is any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety

problem. MAP-21 provides an example list of eligible activities, but HSIP projects are not limited to those on the list. Workforce development, training, and education activities are also an eligible use of HSIP funds. Additional information can be found at <http://www.fhwa.dot.gov/fastact/factsheets/hsipfs.cfm>. IJA provides approximately \$15.6 billion in formula grants to states and the District of Columbia.

- The Federal Highway Administration has requested \$2.7 billion for FY2022.
- The program provides states with critical safety funding that is used to save lives and prevent serious injuries on all public roads.
- It is also based on a performance-driven process that identifies and analyzes highway safety programs and advances highway safety improvement projects that have the greatest potential to reduce fatalities and serious injuries. [FHWA Notice N 4510.858 - Apportionment of Federal-Aid Highway Program Funds For Fiscal Year \(FY\) 2022 | Federal Highway Administration \(dot.gov\)](#).

Highway Safety Research & Development IJA provides \$970 million in grants, cooperative agreements, and contracts to states, counties, cities, townships, special districts, tribes, educational institutions, nonprofits, businesses, and/or individuals.

This program funds research and development activities for:

- highway and traffic safety systems
- human behavioral factors and their effect on highway and traffic safety
- evaluation of the effectiveness of countermeasures to increase highway and traffic safety
- development of technologies to detect drug impaired drivers
- driver education programs and other research and development programs

Highway Use Tax Evasion Projects IJA provides \$20 million in competitive grants and allocations to states and the IRS.

- The Federal Highway Administration requests \$4 million for FY 2022.
- This program provides funding to states and the IRS to carry out intergovernmental enforcement efforts, along with training and research, to reduce evasion of payment of motor fuel and other highway use taxes, which are the principal sources for Federal and State highway funding.

Infrastructure for Rebuilding America (INFRA) Grant Program IJA provides **\$10.9 billion** over 5 years for competitive grants including highway or bridge projects to add capacity or improve mobility, intermodal or freight projects, and rail-highway grade crossing separation.

- Approximately \$1.55 billion will be given out for FY 2022. Maximum of 85% of the funding will go towards projects larger than \$100 million and a minimum of 15% of the

funding will go towards projects smaller than \$100 million (12 states have a different, lower threshold for large vs. small between \$56 million and \$95 million instead of the \$100 million threshold for the other states).

- Eligible Applicants:
 - o A state, or group of states
 - o A metropolitan planning organization that serves more than 200,000 individuals (as stated by the Bureau of the Census)
 - o A unit of local government or a group of local governments
 - o A political subdivision of a state or local government
 - o A special purpose district or port authority with a transportation function, including a port authority.
 - o A Federal land management agency that applies jointly with a state or group of states.
 - o A tribal government or a group of tribal governments.
 - o A multistate corridor organization.
 - o A multistate or multijurisdictional group of entities described above. Additional information can be found at [The INFRA Grants Program | US Department of Transportation](#)

Interstate Rail Compacts Grant Program IIJA provides \$15 million (\$3 million annually) in competitive grants for interstate rail compacts' administrative costs and to conduct railroad systems planning, promotion of intercity passenger rail operations, and the preparation of grant applications.

- An additional \$15 million may be appropriated (\$3 million annually).
- Recipients include entities implementing interstate rail compacts.

Lead Service Line Replacement (through Drinking Water State Revolving Funds) \$15 billion (49 percent of funds will be provided to communities as grants or principal forgiveness loans; 51 percent of funds will be available to communities for low-interest loans).

Metropolitan Planning Program IIJA provides \$2.28 billion in formula grants to metropolitan planning organizations.

- The Federal Highway Administration has requested \$357.9 million in funds for FY2022.
- The IIJA continues this program, which provides funds for a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas.

Metropolitan planning activities include the collection and analysis of data on demographics, trends, and system performance; travel demand and system performance forecasting; identification and prioritization of transportation system improvement needs; and coordination of the planning process and decision-making with the public, elected officials, and stakeholder

groups. Additional information can be found at [FHWA Notice N 4510.858 - Apportionment of Federal-Aid Highway Program Funds For Fiscal Year \(FY\) 2022 | Federal Highway Administration \(dot.gov\)](#).

Metropolitan Transportation Planning Program IIJA provides approximately \$799.4 million in formula grants to states and metropolitan planning organizations.

- Approximately \$152.2 million is given out for the FY 2022.

This program will provide funding for work elements that result in a balance and comprehensive intermodal transportation planning for the movement of people and goods in the metropolitan area

National Culvert Removal, Replacement, & Removal Grant IIJA provides \$1 billion in competitive grants to states, units of local governments, or tribes.

- The program provides supplemental funding for projects that replace, remove, and/or repair culverts or weirs.
- Eligible projects include projects that would meaningfully improve or restore fish passage for anadromous fish, improve or restore infrastructure to facilitate fish passage around or over the weir, and weir improvements.

National Electric Vehicle Infrastructure (NEVI) is part of the \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA) signed into law by President Biden in November 2021. IIJA commits significant federal funding to clean transportation and energy programs throughout the U.S. to reduce climate changing greenhouse gas emissions. The U.S. Department of Transportation's (DOT) Federal Highway Administration (FHWA) NEVI Formula Program will provide funding to states to strategically deploy electric vehicle (EV) charging stations and to establish an interconnected network to facilitate data collection, access, and reliability. Funding is available for up to 80% of eligible project costs, including:

- The acquisition, installation, and network connection of EV charging stations to facilitate data collection, access, and reliability;
- Proper operation and maintenance of EV charging stations; and,
- Long-term EV charging station data sharing.

Additional information can be found at [Alternative Fuels Data Center: National Electric Vehicle Infrastructure \(NEVI\) Formula Program \(energy.gov\)](#)

National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including—

- a. Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- b. Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- c. Improving the state of good repair of the NHFN;
- d. Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- e. Improving the efficiency and productivity of the NHFN;
- f. Improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- g. Reducing the environmental impacts of freight movement on the NHFN

Eligible activities: Generally, NHFP funds must contribute to the efficient movement of freight on the National Highway Freight Network (NHFN) and be identified in a freight investment plan included in the State's freight plan (required in FY 2018 and beyond). [23 U.S.C. 167 (i)(5)(A)] In addition, a State may use not more than 10% of its total NHFP apportionment each year. Additional information concerning the National Highway Freight Program and the National Highway Freight Network can be found at <http://www.fhwa.dot.gov/fastact/factsheets/nhfpfs.cfm>. IIJA provides \$7.15 billion in formula grants for states and the District of Columbia.

- The Federal Highway Administration has requested \$1.5 billion in funds for FY2022.
- The program provides funds to improve the efficient movement of freight on the National Highway Freight Network.
- Projects that contribute to the efficient movement of freight on the National Highway Freight Network and are identified in a freight investment plan included in the State's freight plan are eligible for funding.
- A State may not use more than 30 percent of its total National Highway Freight Program funds each year for freight intermodal or freight rail projects, subject to certain restrictions. Additional information can be found at [FHWA Notice N 4510.858 - Apportionment of Federal-Aid Highway Program Funds For Fiscal Year \(FY\) 2022 | Federal Highway Administration \(dot.gov\)](#)

National Highway Performance Program (NHPP): The NHPP provides support for 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. The Federal share is 90% for Interstate System projects (including projects to add high occupancy vehicle lanes or auxiliary lanes but excluding projects to add other lanes) and 80% for all other projects or activities. IIJA provides \$148 billion in formula grants to states and the District of Columbia.

- The Federal Highway Administration has requested \$24.2 billion in funds for FY2022.
- \$639 million is exempt from obligation limitations.

- The program provides support for conditions and performance on highways and constructs new facilities.
- It also provides support for activities to increase the resiliency of the National Highway System to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters.

Lastly, the program will also 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 National Highway System.

National Infrastructure Project Assistance (MEGA): IJA provides \$5 billion in competitive grants for states, local governments, tribes, a unit of local government, a political subdivision of a state, a special purpose district, and other related organizations. \$1 billion will be given out for FY2022. 50% of the funding will be awarded to projects greater than \$500 million and 50% will be awarded to projects between \$100 million and \$500 million. This programs provides funding for megaprojects that will likely generate national, regional, economic, mobility, or safety benefits. Eligible projects include a highway or bridge project, a freight intermodal or freight project that provides a public benefit, a railway-highway grade separation or elimination project, or an intercity passenger rail project. Additional information can be found at [National Infrastructure Project Assistance: Publication of project evaluation and selection criteria | US Department of Transportation](#).

Nationally Significant Federal Lands and Tribal Projects IJA provides \$275 million in competitive grants to any entity eligible to receive funding under the Tribal Transportation Program, Federal Lands Transportation Program, or Federal Lands Access Program. In addition, a state, county, or local government may apply if sponsored by an eligible Federal land management agency or Indian tribe.

- The program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant of Federal lands transportation projects and Tribal transportation projects.
- Eligible projects are projects that are on a Federal lands transportation facility, a Federal lands access facility, or a Tribal transportation facility.

On-the-Job Training Supportive Services Program IJA provides \$50 million of competitive grants and allocation to states.

- The Federal Highway Administration requests \$10 million for FY2022.
- This program will help develop the capacity of the Nation's current and future highway construction industry workforce by providing the development and diversity of skilled

labor to move minorities, women, and disadvantaged individuals into journey-level positions. Additional information can be found at [On-the-Job Training \(OJT\) and On-the-Job Training and Supportive Services Programs \(OJT/SS\) - Civil Rights | Federal Highway Administration \(dot.gov\)](#).

Passenger Ferry Grant Program IJA provides \$150 million in competitive grants to states, counties, cities, townships, special districts and tribal governments.

- \$36.5 million is given out in FY 2022.

This program will provide funds for projects that support passenger ferry systems in urbanized areas. Additional information can be found at [Passenger Ferry Grant Program - Section 5307 | FTA \(dot.gov\)](#).

Pilot Program for Transit Oriented Development IJA provides approximately \$68.9 million in competitive grants to state or local government authorities that are Federal Transit Administration grant recipients.

- Approximately \$13.2 million was given out in FY 2022.

This program will help support the FTA's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. Grants may be used for site specific and comprehensive planning funded through the program. But, it must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

Pollution Prevention Grant IJA provides \$100 million in grants to states, state-sponsored institutions, tribes, and tribal institutions. This program will guarantee the delivery of technical assistance to businesses - including those communities with environmental justice concerns - to identify and adopt source reduction practices and technologies that benefit businesses, communities, and local economies.

Port Infrastructure Development Program Grants IJA provides \$2.25 billion for this program through competitive grants. \$450 million is available for the FY of 2022. It provides grants for addressing sea-level rise, flooding, extreme weather events, earthquakes, and tsunami inundation. It also funds projects that reduce or eliminate pollutants and greenhouse gases in ports. [Port Infrastructure Development Program Grant Information | MARAD \(dot.gov\)](#).

Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) Grants IJA provides **\$1.4 billion** in competitive grants to states (or a political subdivision of a state), metropolitan organizations, local governments, special purpose districts, tribes, and federal land management agency

(applying jointly with states). PROTECT Grants will support planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. States may use PROTECT Formula Program funds to conduct resilience planning, strengthen and protect evacuation routes, and increase the resilience of surface transportation infrastructure from the impacts of sea level rise. Highway, transit, and certain port projects are eligible. Additional information will be coming at a later date.

Railroad Crossing Elimination Grant Program IIJA provides \$3 billion (\$600 million annually) in competitive grants for the mitigation or elimination of hazards at railway-highway crossings. An additional \$2.5 billion may be appropriated (\$500 million annually). Recipients: States, including the District of Columbia, Puerto Rico, and other United States; territories and possessions; A political subdivision of a State; Federally recognized Indian Tribes; A unit of local government or a group of local governments; A public port authority; A metropolitan planning organization; A group of the entities described above. Additional information can be found at [Bipartisan Infrastructure Law Information from FRA | FRA \(dot.gov\)](#).

Rail Vehicle Replacement Grants IIJA provides \$1.5 billion in competitive grants to state and local government authorities. \$300 million will be provided for FY2022.

This program provides funding for capital projects for the replacement of rail rolling stock. Not more than three new competitive awards to eligible projects may be announced each fiscal year. FTA may select projects for multi-year awards.

Railway-Highway Crossing Program IIJA provides approximately \$1.23 billion in formula grants to states and the District of Columbia.

- The program supports projects with the goal of reducing the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program IIJA increases funding for the program by **\$15 billion** with half of that in guaranteed appropriations. Recipients include states, the District of Columbia, any territories or possession of the United States, a unit of local government, public agencies, special purpose districts, or other related organizations It is a competitive grant program which provides funding for road, rail, transit, and other surface transportation of local and/or regional significance. Selection criteria includes safety, sustainability, equity, economic competitiveness, mobility, and community connectivity. Additional information can be found at [RAISE Discretionary Grants | US Department of Transportation](#).

Reconnecting Communities Pilot Program IIJA provides **\$500 million** over 5 years for:

- Planning grants to carry out feasibility studies on the impact of removing or mitigating physical infrastructure barriers, including within communities, to improve accessibility and facilitate economic development at an 80 percent federal share (\$150 million); and
- Capital construction grants to owners of eligible facilities including at-grade crossings, limited access highways, and other principal arterial facilities acting as a barrier. Facility owners may partner with a local government to carry out eligible projects.
- Grants greater than or equal to \$5 million are for capital construction projects, including the removal and replacement of eligible facilities. Planning grants will be given out at less than or equal to \$2 million. Additional information can be found at [Reconnecting Communities Pilot Program – Planning Grants and Capital Construction Grants | US Department of Transportation](#)

Reduction of Truck Emissions at Port Facilities IIJA provides \$400 million in competitive grants.

This program will study and award competitive grants to reduce truck idling and emissions at ports, including through the advancement of port electrification.

Competitive grants are intended to test, evaluate, and deploy projects that reduce port-related emissions.

Research, Development, Demonstration, and Deployment Project IIJA provides approximately \$132.2 million in competitive grants, cooperative agreements, and contracts to states, cities, townships, special districts, tribes, and other institutions. This program provides funding to assist innovative projects and activities that advance and sustain, safe, efficient, equitable, climate-friendly public transportation.

- Eligible research and demonstration under this program explore novel approaches to improve public transportation service - especially for transit-dependent individuals; advance vehicle and system technologies for safety, energy efficiency, and operational performance; use data for enhanced insights; and undertake other activities that help transit agencies meet equity, safety, climate change and transformation goals for a safer, environmentally cleaner, socially just and connected public transportation system.

This program provides funding to assist innovative projects and activities that advance

Restoration & Enhancement Grant Program IIJA provides \$250 million in competitive grants (\$50 million annually from Amtrak National Network Fund) to provide operating assistance to initiate, restore, or enhance intercity passenger rail service.

- An additional \$250 million may be appropriated (\$50 million annually).

Potential recipients include:

- States, including the District of Columbia.
- An entity implementing an interstate compact. A public agency/publicly chartered authority established by 1 or more States.
- A political subdivision of a State.
- Federally recognized Indian Tribes.
- Amtrak & Other Intercity Passenger Rail Carriers.
- Rail Carriers in partnership with at least 1 of the entities described above.

Eligible uses include:

- (1) establishing new services;
- (2) additional frequencies;
- (3) service extensions;
- (4) offering new on-board services

Rural Surface Transportation Grant Program (RURAL) IIJA provides \$1 billion in competitive grants to states, local governments, tribes, and regional transportation planning organizations. The program will provide funds to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. \$300 million will be given out in FY 2022. A minimum of 90% of all projects have a minimum \$25 million rural grant award. There is no award minimum for the other 10%.

Rural Transportation Assistance Program IIJA provides approximately \$91.6 million in formula grants to states.

- Approximately \$17.6 million is given out for FY 2022.

This program provides funding to states for transportation research, technical assistance, training, and related support services in rural areas. [Rural Transportation Assistance Program - 5311\(b\)\(3\) | FTA \(dot.gov\)](#).

Safe Streets and Roads for All (SS4A) Grant Program \$5 billion in competitive grants to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives.

- An eligible project for funding from this program includes projects to develop a comprehensive safety action plan; to conduct planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan; or to carry out projects and strategies identified in a comprehensive safety action plan.

- Eligible recipients include metropolitan planning organizations, political subdivisions of a state, federally recognized tribal governments, or a multijurisdictional group of entities described here.

There are two types of grants:

- An Action Plan Grant is given to recipients who have yet to create and develop an action plan for preventing death and serious injuries on roads.
- An Implementation Grant is given to recipients who have already developed an action plan and are ready to implement their action plan.

Applications are due at 11:59 PM EST on September 15, 2022. Additional information can be found at [Safe-Streets-and-Roads-for-All-Fact-Sheet_March-2022.pdf \(transportation.gov\)](#).

State and Local Cybersecurity Grant Program IIJA provides \$1 billion administered through the Department of Homeland Security's [Cybersecurity and Infrastructure Security Agency \(CISA\)](#) for state and local governments to address cybersecurity risks and cybersecurity threats to information systems that they own or operate.

State of Good Repair Grants IIJA provides approximately \$21.6 billion in formula grants to states, counties, cities, townships, special districts, and tribal governments. Approximately \$4.1 billion is given out for FY2022.

- This program provides funding to assist in capital projects for existing fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and high intensity motorbus systems (buses operating in high-occupancy vehicle lanes) to maintain public transportation systems in a state of good repair and to ensure public transportation operate safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that helps to improve mobility, reduce congestion, and encourage economic development. [State of Good Repair Grants - 5337 | FTA \(dot.gov\)](#).

Statewide Transportation Planning Program IIJA provides approximately \$167 million in formula grants to states and metropolitan planning organizations.

- Approximately \$32 million was given out in FY 2022.

The funding for this program can be used for comprehensive planning, engineering, design, and evaluation of public transportation projects and studies involving modes other than transit when performed as part of the metropolitan transportation planning process.

Strengthening Mobility and Revolutionizing Transportation (SMART) Grants IIJA provides \$500 million in competitive grants to states, political subdivisions of a state, tribal governments, public transit agencies or authorities, public toll authorities, metropolitan planning organizations, or a group of 2 or more eligible entities described before.

The program provides supplemental funding grants to rural, mid-sized, and large communities to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation safety and efficiency.

In general, a Strengthening Mobility and Revolutionizing Transportation grant may be used to carry out a project that demonstrates at least one of the following:

- (i) Coordinate Automation
- (ii) Connected Vehicles
- (iii) Intelligent, sensor-based infrastructure
- (iv) Systems integration
- (v) Commerce delivery and logistics
- (vi) Leveraging use of innovative aviation technology
- (vii) Smart grid
- (viii) Smart technology traffic signals

Surface Transportation Block Grant Program (STBG): The Surface Transportation Block Grant Program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. It should be noted that the Transportation Alternatives Program (TAP) and the Safe Routes to School Program have been placed under the STBG program. In general, STBG projects may not be on local or rural minor collectors; however, there are a number of exceptions to this requirement. It can be used on federal-aid highways, bridges for public roads, and transit capital projects.

The Federal share is 90% for Interstate System projects (including projects to add high occupancy vehicle lanes or auxiliary lanes but excluding projects to add other lanes) and 80% for all other projects or activities. IIJA provides \$72 billion in formula grants to states and the District of Columbia.

- The Federal Highway Administration has requested \$12.1 billion in funds for FY2022.
- The program promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs.

Transportation Alternatives Program (TAP): The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source. TAP is now a subset of the STBG program. Two common types of projects that use TAP funds

are greenway trails and sidewalks. The Federal share is 90% for Interstate System projects (including projects to add high occupancy vehicle lanes or auxiliary lanes but excluding projects to add other lanes) and 80% for all other projects or activities. Additional information can be found at <http://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Program, which provides Federal credit assistance to eligible surface transportation projects, including highway, transit, intercity passenger rail, some types of freight rail, intermodal freight transfer facilities, and some modifications inside a port terminal.

Types of financial assistance: The FAST Act continues the authority of the TIFIA program to provide to States (including D.C. and Puerto Rico), localities, or other public authorities, as well as private entities undertaking projects sponsored by public authorities, three distinct types of financial assistance:

- a. *Secured loans* are direct Federal loans to project sponsors offering flexible repayment terms and providing combined construction and permanent financing of capital costs.
- b. *Loan guarantees* provide full-faith-and-credit guarantees by the Federal Government to institutional investors, such as pension funds, that make loans for projects.
- c. *Lines of credit* are contingent sources of funding in the form of Federal loans that may be drawn upon to supplement project revenues, if needed, during the first 10 years of project operations. [23 U.S.C. 603 and 604].

Additional information can be found at <http://www.fhwa.dot.gov/fastact/factsheets/tifiafs.cfm>.

Tribal Transportation Program (TTP): The purpose of the TTP is to provide access to basic community services to enhance the quality of life in Indian country.

The Federal share is 100%. Eligible activities: TTP funds may be used by the Secretary and the Secretary of Interior to pay the costs of transportation planning, research, maintenance, engineering, rehabilitation, restoration, construction, and reconstruction of tribal transportation facilities. Additional information of the Tribal Transportation Program can be found at <http://www.fhwa.dot.gov/fastact/factsheets/tribaltransportationfs.cfm>.

Urbanized Area Formula Grants IIJA provides approximately \$33.4 billion in formula grants to states, counties, cities/townships, special districts, and tribes.

- Approximately \$3.3 billion will also be provided from the Growing States and High-Density states formula factors. (total funding).
- Approximately \$6.9 billion was made available for FY 2022.

This program makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. Additional information can be found at [Urbanized Area Formula Grants - 5307 | FTA \(dot.gov\)](https://www.fhwa.dot.gov/urbanizedareaformula/grants/)

Vehicle Safety and Behavioral Research IIJA provides \$548.5 million in grants, cooperative agreements, or contracts to states, counties, cities, townships, special districts, tribal governments, educational institutions, nonprofits, businesses, and/or individuals.

This program provides supplemental funding to accelerate vehicle and behavioral safety research.

Water and Groundwater Storage, and Conveyance Program IIJA provides \$1.15 billion to states and local governments. Water storage, groundwater storage, and conveyance projects with existing feasibility study or construction authorization are eligible for funding. The project must be found feasible and with benefits proportionate to federal investment. Funding will be provided through a combination of internal formulation and competitive grant processes.

Water Infrastructure Improvements for the Nation Small and Underserved Communities Emerging Contaminants Grant Program IIJA provides \$5 billion in grants for this program.

- States initially receive funding, then provide funds through grants to water utilities and other eligible entities in small and/or underserved/disadvantaged communities. Tribes and territories are also eligible to receive funds under this program.
- This grant program provides grants to public water systems in small and underserved/disadvantaged communities that are unable to finance activities needed to comply with drinking water regulations.

Bipartisan Infrastructure Law prioritizes the funding to focus on small and disadvantaged communities in addressing emerging contaminants, including PFAS.

Watershed and Flood Prevention Operations IIJA provides \$500 million in technical and financial assistance to local sponsors or legal subdivisions of state or tribal governments.

- Eligible sponsors: cities, counties, towns, conservation districts, and/or tribes.
- This program provides planning, design, and construction of measures that address resource concerns in a watershed.
- Eligible uses include flood prevention, watershed protection, public recreation, public fish and wildlife, agriculture water management, municipal and industrial water supply, or water quality management. Additional information can be found at [Watershed and Flood Prevention Operations \(WFPO\) Program | NRCS \(usda.gov\)](#).

Watershed Rehabilitation Program IJA provides \$118 million in technical and financial assistance to local sponsors or legal subdivisions of state or tribal governments.

- Eligible Sponsors: cities, counties, towns, conservation districts, or tribes.
- This program provides planning, design, and construction for Department of Agriculture assisted dams to extend their service life and meet current safety requirements.

It also rehabilitates high hazard watershed dams previously installed under the four following authorities: PL 83-566, PL 78-534, RC&D, and Pilot Program.

Wildlife Crossings Pilot Program IJA provides \$350 million in grants (over five years) to state highway agencies, metropolitan planning organizations, local governments, regional transportation authority, special purpose districts or public authorities with a transportation function, tribes, and Federal land management agencies.

The Wildlife Crossings Pilot Program will support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity. [Wildlife+Crossings+Pilot+Program+Summary_November+2021.pdf \(squarespace.com\)](#).

B. FEDERAL TRANSIT ADMINISTRATION FUNDING PROGRAMS

Urbanized Area Formula Grants (Section 5307): This program provides grants to Urbanized Areas (an area with a population of 50,000 or more, defined and designated) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. Federal Share: 50% for operating assistance; 80% for planning and capital assistance; 90% for ADA related equipment and facilities, 90% for bicycle facilities.

Eligible Activities:

- Capital projects;
- Planning;
- Job access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers;
- Operating costs in areas with fewer than 200,000 in population;
- Operating costs, up to certain limits, for grantees in areas with populations greater than 200,000, and which operate a maximum of 100 buses in fixed-route service during peak hours.

Capital Investments Grants (CIG) (Section 5309) for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. There are four categories of eligible projects under the CIG program: New Starts, Small Starts, Core Capacity, and Programs of Interrelated Projects.

New Starts projects are new fixed guideway projects or extensions to existing fixed guideway systems with a total estimated capital cost of \$300 million or more, **or** that are seeking \$100 million or more in Section 5309 CIG program funds. Maximum amount of federal CIG share is 60%. The maximum amount from all federal sources for a New Starts project is 80%.

Small Starts projects are new fixed guideway projects, extensions to existing fixed guideway systems, or corridor-based bus rapid transit projects with a total estimated capital cost of less than \$300 million **and** that are seeking less than \$100 million in Section 5309 CIG program funds. Maximum amount of federal funds is 80%.

Core Capacity projects are substantial corridor-based capital investments in existing fixed guideway systems that increase capacity by not less than 10 percent in corridors that are at capacity today or will be in five years. Core capacity projects may not include elements designed to maintain a state of good repair. Maximum amount of federal funds is 80%.

Programs of Interrelated Projects are comprised of any combination of two or more New Starts, Small Starts, or Core Capacity projects. The projects in the program must have logical connectivity to one another and all must begin construction within a reasonable timeframe. Maximum amount of federal funds is 80%.

Mobility of Seniors and Individuals with Disabilities (Section 5310):

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. This program replaces the funding from pre-MAP-21 programs include the New Freedom Program and Elderly and Disabled Program. Federal Share: 50% for operating assistance; 80% for capital assistance.

Eligible Activities:

- At least 55% of program funds must be used on capital projects that are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for:
 - o Public transportation projects that exceed the requirements of the ADA.
 - o Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
 - o Alternatives to public transportation that assist seniors and individuals with disabilities.

Rural Area Formula Grants (Section 5311): Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.

From the Section 5311 apportionment, the following sums are to be set aside:

Tribal Programs

- \$5 million discretionary tribal program.
- \$25 million tribal formula program for tribes providing public transportation.

Appalachian Development Public Transportation Assistance Formula Program

- \$20 million formula program for states in the Appalachian Region.

Federal Share: 50% for operating assistance; 80% for capital assistance.

Eligible Activities: Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

Public Transportation Innovation (Section 5312) Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.

Eligible Recipients: Eligible recipients are determined for each competition, and may include: universities, public transportation systems, state DOTs, non-profit and for-profit entities, amongst others.

Funding Opportunities: Funds may be allocated on a discretionary basis. Grant opportunities are posted on <http://www.grants.gov/> under the CFDA Number 20.514. Interested parties may subscribe on that website to receive notification of all FTA research opportunities by entering 20.514 where it requests the CFDA Number.

Eligible Activities: Research, development, demonstration and deployment projects, and evaluation of technology of national significance to public transportation.

Emergency Relief (ER) Program (Section 5324) enables FTA to provide assistance to public transit operators in the aftermath of an emergency or major disaster. On October 5, 2015, FTA published its final [Emergency Relief Manual: A Reference Manual for States & Transit Agencies on Response and Recovery from Declared Disasters and FTA's Emergency Relief Program \(49 U.S.C. 5324\) \(PDF\)](#). Visit the Federal Register Notice: [Emergency Relief Program: Proposed Guidance](#).

This manual provides guidance on FTA's Emergency Relief (ER) Program and is intended for states and transit agencies that may be affected by a declared emergency or disaster and may seek funding under FTA's ER Program. In addition to guidance on the ER Program, this document provides information on other disaster relief resources available through FTA and from the Federal Emergency Management Agency (FEMA). The manual also contains a discussion of recommended practices for disaster preparation and frequently asked questions relating to disaster recovery.

State of Good Repair (SGR) (Section 5337) Provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.

Eligible Recipients: State and local government authorities in urbanized areas with rail fixed guideway and high intensity motorbus systems that have been in operation for at least 7 years.

Eligible Activities: Projects that maintain, rehabilitate, and replace capital assets, as well as projects that implement transit asset management plans.

Federal Share: 80%

Bus and Bus Facilities Program (Section 5339): Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.
Federal share: 80%

Eligible Activities: Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.

APPENDIX C

Annual Listing(s) of Obligated Projects

As revised by the SAFETEA-LU, 23 U.S.C. 134(j)(7)(B), 23 U.S.C. 135(g)(4)(B), 49 U.S.C. 5303(j)(7)(B), and 49 U.S.C. 5304(g)(4)(B) require "...an Annual Listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program (TIP)."

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.

LAMTPO staff receives a new obligated project listing every year from TDOT, which usually comes out in November of any given year.

Once LAMTPO staff received the listing of obligated projects, LAMTPO staff advertises in 4 local newspapers, including 1 Hispanic newspaper, as well as posting the annual listing of obligated projects on the www.lamtpo.com website before it is brought before the TAC and Executive Board for informational purposes.

APPENDIX D
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

Agency	Name	Address_1	Address_2	City_St_Zip
Hamblen County EMS	Director	511 W. 2nd North St		Morristown, TN 37814
Hamblen County Health Dept.	Director	331 W. Main St.		Morristown, TN 37814
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

Agency	Name	Address_1	Address_2	City_St_Zip
Morristown Senior Citizens Center	Director	841 Lincoln Ave		Morristown, TN 37813
Douglas Cherokee Economic Authority	Director	534 E. 1st North St		Morristown, Tn 37814
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

Agency	Name	Address_1	Address_2	City_St_Zip
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
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

Agency	Name	Address_1	Address_2	City_St_Zip
US Coast Guard	Rear Admiral	Hale Boggs Federal Building	500 Poydras Street	New Orleans, LA 70130
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

Agency	Name	Address_1	Address_2	City_St_Zip
TDEC Air Resources	Senior Director	711 RS Gass Blvd		Nashville, TN 37243
TDEC Land Resources	Senior Director	711 RS Gass Blvd		Nashville, TN 37243
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

APPENDIX E

LAMTPO Scoresheets for TIP Projects

SCORER'S/ ENTITY'S NAME:								
Project Request By								
Project Description								
					SCORING			
					0 =	1 =	2 =	3 =
					No	Minor	Moderate	Major
					Effect	Effect	Effect	Effect
Category								
1. Economic Vitality								
A	Promotes general economic development							
B	Specifically improves or enhances tourism							
C	Specifically improves or enhances the movement of freight and services							
D	Improves or enhances the movement of workers							
E	Provides new access to jobs and opportunities							
F	Improves the value of residential or nonresidential properties							
G	Enhances welfare to work trips							
H	Improves access to terminal (sea, air, multimodal)							
I	Enhances the ability of the freight system to support product export/ imports							
2. Safety and Security								
A	Reduces vehicular accidents							
B	Denies unauthorized access to the system							
C	Assists the monitoring or patrolling of the system							
D	Increases access to accident incidences and/or disabled motorists							
E	Enhances or adds to the system of bike lanes and sidewalks							
F	Enhances the public safety of pedestrians							
G	Contributes to a reduction in traffic volume							
H	Improves the handling of hazardous materials movement							
I	Separates vehicular or non-vehicular modes of travel							

3. Accessibility and Mobility					
A	Provides enhanced or new capacity or mobility to the transportation system to move people				
B	Provides enhanced or new accessibility to the transportation system to move people				
C	Provides enhanced or new capacity or mobility to the transportation system to move freight.				
D	Provides enhanced or new accessibility to the transportation system to move freight				
E	Enhances the range of freight service options available to local businesses				
F	The size and weight restrictions are lessened for freight vehicles				
4. Environment/ Energy/ Quality of Life					
A	Reduces vehicle emissions				
B	Reduces vehicle noise				
C	Decreases fuel consumption				
D	Adds to the convenience or efficiency of the system				
E	Specifically protects wetlands or other natural habitats				
F	Decreases air or water pollution				
G	Promotes non-motorized travel				
H	Promotes traffic calming				
I	Supports cultural and/or historic property retention or development				
J	Supports community cohesion and design				
K	Protects various environmental aspects (physical, cultural, historical, wildlife)				
L	Enhances development of brownfields				

5. Integration and Connectivity					
A	Improves intermodal connectivity for non-freight vehicular traffic				
B	Improves the integration/connectivity for non-freight vehicular traffic				
C	Improves intermodal connectivity for the freight transportation system				
D	Improves the integration/connectivity within a freight serving mode				
E	Enhances the information/telecommunications networks that integrate freight modes.				
6. Efficient System Management					
A	Uses ITS technology				
B	Offers Access Management/ Access Control				
C	Offers Incident Management (incident detection) incident management, emergency vehicle preemption				
D	Contributes to better vehicle tracking				
E	Enhances administrative productivity/efficiency				
F	Enhances electronic processing of vehicle information				
7. System Preservation					
A	Contributes to better system maintenance				
B	Emphasizes system rehabilitation rather than expansion				
C	Incorporates new technologies				
D	Maximizes existing capacity				
E	Provides technologies to alert freight providers to road conditions/ alternate routing.				
F	Optimizes use of existing infrastructure to enhance freight service.				
8. Local/ Regional Factors					
A	Conformance with regional or state plan				
B	Project ready for implementation				
C	Provides benefit for multiple jurisdictions				
D	Advances smart growth objectives (Tennessee Code Annotated (TCA) Public Chapter (PC) 1101 urban growth areas, corridor studies, etc.) (conformity to P.C.1101, corridor studies, other plans)				

APPENDIX F

PERFORMANCE MEASURES

TIP Addendum Purpose

The Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) is required to develop and regularly update the Transportation Improvement Program (TIP) for the LAMTPO metropolitan planning area (MPA) in cooperation with the Tennessee Department of Transportation (TDOT) and any affected public transportation operators. The TIP serves as a four-year implementation plan of federally funded and regionally significant projects derived from the longer-term Long Range Transportation Plan (LRTP) for the region. The primary requirements of the TIP are:

1. It shall cover a period of no less than four years, updated at least every four years, and approved by the LAMTPO Executive Board, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Governor.
2. It shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP through formal public meeting and public review via electronic accessible formats such as the World Wide Web.
3. It shall include capital and non-capital surface transportation projects for funding that are consistent with the adopted LRTP.
4. It shall include a financial plan demonstrating how the projects in the plan can be fiscally implemented.
5. It shall include all regionally significant projects.

The current TIP, covering the federal fiscal years 2017-2020, was initially adopted by the LAMTPO Executive Board on October 12, 2016. This addendum serves to supplement the existing document with regard to Performance Measures regulations and guidance that have been finalized since the time of approval.

Performance and outcome-based planning was first emphasized in the 2012 transportation funding authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), and is continued through the current Fixing America's Surface Transportation Act (FAST Act). The bills direct the use of a performance-based planning and programming (PBPP) process to inform 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.

Congress established seven "National Goals" to guide the planning process and federal investments toward the following areas:

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 (NHS);
4. System reliability: To improve the efficiency of the surface transportation system;
5. Freight movement and economic vitality: To improve the national 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; and,
7. Reduced project delivery delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

To monitor the performance of the transportation system, and the effectiveness of programs and projects as they relate to the National Goals, a series of performance measures were established in the areas of safety (PM1), infrastructure condition (PM2), and system performance (PM3). These measures are outlined in 49 USC 625 and 23 CFR 490.

Table 1: Federal Highway Performance Measures: See 23 CFR 490

Performance Measure	National Goal	Performance Area	Performance Measures
PM1	Safety	Injuries and Fatalities	<ol style="list-style-type: none"> 1. Number of Fatalities 2. Fatality Rate (per 100 million vehicle-miles traveled) 3. Number of Serious Injuries 4. Serious Injury Rate (per 100 million vehicle-miles traveled) 5. Number of non-motorized fatalities and non-motorized serious injuries
PM2	Infrastructure Condition	Pavement Condition	<ol style="list-style-type: none"> 1. Percentage of Pavements on the Interstate System in Good Condition 2. Percentage of Pavements on the Interstate System in Poor Condition 3. Percentage of Pavements on the non-interstate National Highway System (NHS) in Good Condition 4. Percentage of Pavements on the non-interstate NHS in Poor Condition
		Bridge Condition	<ol style="list-style-type: none"> 1. Percentage of NHS Bridges classified as in Good Condition 2. Percentage of NHS Bridges classified as in Poor Condition
PM3	System Reliability	System Performance: Performance of the NHS	<ol style="list-style-type: none"> 1. Percentage of person-miles traveled on the Interstate System that are reliable 2. Percent of person-miles traveled on the non-interstate NHS that are reliable
	Freight Movement and Economic Vitality	System Performance: Freight Movement of the Interstate System	Truck Travel Time Reliability index
	Congestion Reduction	System Performance: Traffic Congestion	<ol style="list-style-type: none"> 1. Annual hours of peak hour excessive delay per capita 2. Percent of non-single-occupant vehicle travel
	Environmental Sustainability	System Performance: Congestion Mitigation and Air Quality Program	Total Emissions Reductions

Recipients of public transit funds are required to establish performance targets, develop transit asset management and safety plans, and report on their progress toward achieving

targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated.

Table 2. Federal Transit Performance Measures: See 49 USC 625

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.

Responsibilities

For each roadway performance measure, LAMTPO is required to establish a Regional performance target or adopt TDOT's target and therefore agree to plan and program projects that contribute toward meeting the targets. PM1 targets are updated annually. PM2 and PM3 are based on a 4-year "Performance Period", the first of which is from 2018 to 2021. Separate 2-year and 4-year targets are established for various particular measures under PM2 and PM3, as applicable under 23 CFR part 490.

Transit performance measures require MPOs to establish performance targets not less than 180 days from the establishment of the transit provider TAM targets or standards established under 23 CFR part 490, and 49 U.S.C. 5326(c). MPOs will have one year from the establishment of the transit agency safety targets to establish performance targets that address the performance measures or standards established under 23 CFR part 490, and 49 U.S.C. 5329(d).

LAMTPO reporting responsibilities must be integrated into the LRTP and TIP. The LRTP must describe the performance measures and targets used to assess system performance, evaluate the performance of the transportation system with respect to the performance targets, and report on progress made. The TIP must link investment priorities to the targets in the Mobility Plan and describe, to the maximum extent practicable, the anticipated effect of the program toward achieving established targets.

This addendum serves to address these requirements for the established safety performance measure (PM1) targets, while also creating a format upon which forthcoming infrastructure condition (PM2), system performance (PM3), and transit targets will be integrated.

Safety Performance Measures (PM1)

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. The Tennessee Department of Transportation (TDOT) established statewide safety performance targets and LAMTPO adopted those targets at the November 8, 2017 Executive Board meeting.

Table 3. TDOT and LAMTPO Safety Targets

Performance Measure	5-Year Rolling Averages	
	Baseline	Target
	2012-2016	2014-2018
Number of Fatalities	994.4	1021.4
Fatality Rate	1.352	1.337
Number of Serious Injuries	7,324.4	7,630.8
Serious Injury Rate	9.951	9.982
Number of Non-Motorized Fatalities and Serious Injuries	432.6	493.2

LAMTPO Performance Based Planning

LAMTPO's 2040 LRTP and FFY 2017-2020 TIP project selection criteria prioritize projects that promote safety and security. The selection criteria are presented in Table 4-1 on page 4-1 in the TIP.

Safety for all users should be a top priority in transportation planning. Communication and collaboration among many agencies and the public is a vital part of safety planning. LAMTPO uses best available data to make funding decisions. Specifically, LAMTPO uses TDOT provided crash data for motor vehicles.

In the FFY 2017-2020 TIP \$1,370,224.00 of Highway Safety Improvement Program (HSIP) funds were programmed to projects that promote safety. In addition to the HSIP program, the broader program of projects is encouraged to incorporate safety elements that benefit all modes. For example, intersection projects may address geometric or sight distance concerns, while road widening/reconstruction projects can benefit active transportation by typically including bike facilities and sidewalks

Future Performance Measures Implementation Update

LAMTPO is actively participating with regional, state, and federal partners to develop targets for the remaining performance measures. The current status of these efforts, and upcoming target setting deadlines are as follows:

Pavement and Bridge Infrastructure Condition Performance Measures (PM2)

TDOT Deadline to Establish Target: May 20, 2018

LAMTPO Deadline to Establish Target: November 16, 2018

Table 4: TDOT Pavement and Bridge Condition (PM2) Targets

Performance Measures		Baseline	2-Year Draft Target	4-Year Draft Target
Pavement	Percentage of pavements on the Interstate System in good condition	75.6%	N/A	60.0%
	Percentage of pavements on the Interstate System in poor condition	0.14%	N/A	1.0%
	Percentage of pavements on the non-Interstate NHS in good condition	44.8%	42.0%	40.0%
	Percentage of pavements on the non-Interstate NHS in poor condition	3.24%	4.0%	4.0%
Bridges	Percentage of NHS bridges classified as in good condition	39.5%	36.0%	36.0%
	Percentage of NHS bridges classified as in poor condition	4.9%	6.0%	6.0%

System Performance Measures (PM3)

TDOT Deadline to Establish Target: May 20, 2018

LAMTPO Deadline to Establish Target: November 16, 2018

Table 5: TDOT System Performance (PM3) Targets

Performance Measures	Baseline	2-Year Draft Target	4-Year Draft Target
Percentage of person-miles traveled on the Interstate System that are reliable	87.7%	85.3%	83.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	89.7%	N/A	87.5%
Truck Travel Time Reliability Index	1.35	1.35	1.33
Total Emissions Reductions	VOC = 230.025 CO = 30.282 NOx = 363.399 PM2.5 = 2.897	VOC = 30.698 CO = 75.000 NOx = 62.840 PM2.5 = 0.120	VOC = 61.396 CO = 150.000 NOx = 125.680 PM2.5 = 0.240

Transit Asset Management (TAM) and Transit Safety

The Federal Transit Administration (FTA) requires recipients of FTA funds to maintain and document minimum Transit Asset Management (TAM) standards. The purpose of these standards is to create a strategic and systematic practice of procuring, operating, inspecting, maintaining, and replacing transit capital assets and to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost effective, and reliable public transportation. The State of Good Repair (SGR) is defined as the condition at which the capital asset is able to operate at a full level of performance and does not pose unacceptable safety risks for users. FTA requires SGR performance measures be set for the urban area. Performance Measures required are set by asset category, which includes Rolling Stock, Equipment (both maintenance equipment or non-revenue vehicles), and Facilities. Assets are measured against Useful Life Benchmarks

(ULB), which are the expected life cycle (period of time) of the asset for a particular operating environment. East Tennessee Human Resource Agency (ETHRA) is the direct recipient and public transportation provider in the LAMTPO MPA.

Transit Agency Deadline to establish TAM targets: January 1, 2017

LAMTPO Deadline to establish Performance targets: Transit Agency targets + 180 days

The National Goals pertaining to the Performance Measures is described in the table on the next page; and

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.

The TDOT Transit Asset management/ State of Good Repair Performance Targets Created on December 22, 2017, with an Effective Date of January 1, 2018 is as follows:

Rolling Stock:

Rolling Stock performance measure targets are targets for revenue vehicles

Vehicle Type	FTA Default Useful life Benchmark(ULB) (in years)	TDOT Set Performance Measure Target
Automobile	8	Less than 25% of automobiles will exceed the 8-year ULB
Cutaway Bus	10	Less than 25% of the cutaway buses will exceed to 10-year ULB
Minivan	8	Less than 25% of minivans will exceed the 8-year ULB
Other Rubber Tire Vehicles	14	Less than 25% of other rubber tire vehicles will exceed the 14-year ULB
Sport Utility Vehicles	8	Less than 25% of sport utility vehicles will exceed the 8-year ULB
Van	8	Less than 25% of vans will exceed the 8-year ULB
Bus	14	Less than 25% of buses will exceed the 14-year ULB

Equipment: Equipment performance measure targets are targets for service vehicles.

Vehicle Type	FTA Default Useful life Benchmark(ULB) (in years)	TDOT Set Performance Measure Target
Automobile	8	Less than 25% of automobiles will exceed the 8-year ULB
Minivan	8	Less than 25% of minivans will exceed the 8-year ULB
Other Rubber Tire Vehicles	14	Less than 25% of other rubber tire vehicles will exceed the 14-year ULB
Sport Utility Vehicles	8	Less than 25% of sport utility vehicles will exceed the 8-year ULB

The ETHRA 2018/2019 vehicles and facilities within the LAMTPO region are shown in table below:

Asset Class/ Definition	Agency	Total Assets	2018 # Assets in Good Repair	2018 # Assets in SGR Backlog	2018 % Assets in SGR Backlog	2019 % Assets in SGR Backlog
Rolling Stock - All Revenue Vehicles % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)						
Cutaway -5 years (and 150,000 miles)	ETHRA	14	14	0	0	0%
Lowered Floor Minivan	ETHRA	1	1	0	0	0%
Equipment - Non-Revenue Vehicles % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)						
Support Vehicle 8 years	ETHRA	0	0	0	0%	0%
Equipment – Over \$50,000/Owned % of equipment with a condition rating below 3.0 on FTA’s Transit Economic Requirements Model (TERM) Scale						
Equipment	ETHRA	0	0	0	0%	0%
Facilities - All Buildings or Structures % of facilities with a condition rating below 3.0 on FTA’s Transit Economic Requirements Model (TERM) Scale						
Facilities (1 leased) (part of shopping complex)	ETHRA	1	1	0	0.00%	0.00%

Transit Agency Deadline for TAM Plans: October 1, 2018

Public Transit Agency Safety Plan Final Rule is effective July 19, 2019.

MPO Deadline to establish Transit Safety Performance targets: July 20, 2020.

Progress, Monitoring, and Next Steps

The establishment of LAMTPO and TDOT targets for the PM2 and PM3 measures noted above will result in updates to this addendum. A broader discussion of TIP impacts on established targets will be included in the FY 2020-2023 TIP, due in 2019, as comparisons to the baseline data can be made. This comparative data will serve to inform future LRTP System Performance reporting, as required by 23 CFR 450.324 (f)(4). The next LAMTPO LRTP is due in 2021.

APPENDIX G

**MEMORANDUM OF AGREEMENT BETWEEN
THE TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT)
AND
THE LAKEWAY AREA METROPOLITAN TRANSPORTATION PLANNING
ORGANIZATION (LAMTPO)
REGARDING THE DEFINITION AND NEED FOR AMENDMENTS /
ADMINISTRATIVE MODIFICATIONS TO THE STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM / TRANSPORTATION IMPROVEMENT PROGRAMS IN
THE STATE OF TENNESSEE**

**MEMORANDUM OF AGREEMENT BETWEEN
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**REGARDING THE DEFINITION AND NEED FOR AMENDMENTS /
ADMINISTRATIVE MODIFICATIONS TO THE STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM / TRANSPORTATION IMPROVEMENT PROGRAMS IN
THE STATE OF TENNESSEE**

INTRODUCTION:

The purpose of this Memorandum of Agreement is to establish two categories of actions to meet Federal requirements and streamline the maintenance of the Statewide Transportation Improvement Program/Transportation Improvement Program (STIP/TIP). One category of action is a "STIP/TIP Amendment" and the other is a "STIP/TIP Administrative Modification."

DEFINING THE STIP/TIP:

As detailed in Title 23 Code of Federal Regulations (CFR) Part 450, the STIP is defined in Federal regulations as "a statewide prioritized listing/program of transportation projects covering a period of 4 years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53." All projects and groupings in the STIP and TIPs must list the eligible funding source(s) (e.g., FTA Section program, Surface Transportation Block Grant, etc.). Approval authority over the STIP and all STIP amendments lies with FHWA and FTA.

Per 23 CFR 450.218, the State of Tennessee STIP shall include each metropolitan TIP for each MPO in Tennessee, as approved by the associated MPO and TDOT (as delegated authority from the Governor of the State of Tennessee). Per Federal regulations, TDOT can elect to include the metropolitan TIPs in the STIP directly or by reference, with specific expectations for each option:

- Direct inclusion of the metropolitan TIP – in this situation, TDOT's STIP, as published and approved by FHWA and FTA, will include all projects listed in the approved metropolitan TIP, regardless of project sponsor or funding source. Accordingly, FHWA and FTA will match authorization requests for all projects across the State of Tennessee to the latest approved/amended STIP.
- Inclusion of the metropolitan TIP by reference – in this situation, TDOT's STIP, as published and approved by FHWA and FTA, will make narrative reference to the metropolitan TIPs, as approved by the MPO and TDOT. Accordingly, FHWA and FTA will match all authorization requests for projects in metropolitan areas to the latest approved/amended metropolitan TIP, and all authorization requests for projects in non-metropolitan areas will be matched to the latest approved/amended STIP.

More information on the amendment/administrative modification processes and authorization requests is available below.

STIP/TIP AMENDMENT:

An amendment is a revision to the STIP/TIP that involves major changes to a project or the overall program and must meet the requirements of 23 CFR §450.216 and §450.326 regarding public review and comment, re-demonstration of fiscal constraint, and transportation conformity. An amendment is required when changes to the STIP/TIP include:

- A major change in the total project cost (excluding groupings) (see discussion on project cost change thresholds with Table A); or
- Adding a new project or deleting a project from the STIP/TIP; or
- A major change of project scope; examples include, but are not limited to, changing the number of through-lanes, adding/deleting non-motorized facilities (i.e. greenways, sidewalks, bike lanes, transfer stations, etc.), changing mode (e.g., rolling stock or facility type for transit, such as light rail cars instead of trolleys, vans instead of buses, etc.), changing capital category (i.e., transit funding added to a CMAQ funded project or CMAQ funding substituted for transit funding), or changing termini; or
- Any change requiring a new regional air quality conformity finding (including a grouping); or
- Moving funds between a Metropolitan Planning Organization (MPO) TIP and STIP unless a written agreement exists between the MPO and the Tennessee Department of Transportation (TDOT) that such an action may be processed as an administrative modification; or
- Moving funds between an MPO's TIP and another MPO's TIP unless a written agreement exists between each MPO and TDOT that such an action may be processed as an administrative modification.

AMENDMENT DOCUMENT AND APPROVAL PROCEDURES:

The STIP/TIP may be amended at any time, but amendments require Federal approval and redetermination of STIP/TIP fiscal constraint and air quality conformity, where applicable. TDOT will review each TIP amendment, approve its inclusion in the STIP, and submit the amendment to the appropriate Federal Agency. The Federal Agencies will independently review and respond to a formal written request for amendment approval from TDOT within 10 business days of receipt.

Documentation:

The MPO will send the following documentation to TDOT:

- Electronic correspondence describing the action taken and requesting review and approval of the proposed amendment;
- A copy of the original and amended TIP pages;
- Documentation supporting:
 - Fiscal constraint,
 - Interested parties' participation (i.e., public involvement, stakeholder involvement, and consultation),
 - Air quality conformity (in non-attainment and/or maintenance areas only), and
 - Required MPO certifications, including the MPO Self-Certification with a current date; and
 - The resolution adopting the amendment.

For financial transactions, the MPO must identify in the documentation the origin and destination of the funds being moved.

Regardless of whether the metropolitan TIP is included directly or by reference into the STIP, both the MPO and TDOT (through authority delegated by the Governor of Tennessee) must approve any TIP amendment including State managed projects before transmittal to FHWA/FTA for inclusion in the STIP. FHWA and FTA still retain authority over the inclusion of any amendments into the STIP, whether the TIP is included directly or by reference. In both cases, TDOT shall send the above-described documentation to FHWA/FTA for review and approval of the TIP amendment, along with a current Self-Certification for the STIP.

When FHWA or FTA approves an amendment, the appropriate approving agency will send to TDOT and the MPO:

- The original amendment review request,
- The original supporting amendment documentation, and
- Letter documenting FHWA's or FTA's approval.
- For transit projects, the Multimodal office should work with the Program Development and Scheduling office to ensure that any amendments are included in the updated STIP.

Amendment documentation will conform to the correspondence standards outlined in Appendix A.

STIP/TIP ADMINISTRATIVE MODIFICATIONS:

A STIP/TIP administrative modification is a minor change from the approved STIP/TIP. Administrative modifications must be consistent with 23 CFR Part 450, but they do not require

public review and comment, or a conformity determination in non-attainment or maintenance areas. STIP/TIP administrative modifications are defined as follows:

- A minor change in the total project cost (see Table A)
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or
- A minor change in project description/termini that is for clarification and does not change the project scope such as a length change for reasonable transition purposes or to correct minor clerical errors or discrepancies; or
- Shifting funds between projects or groupings within the STIP/TIP (i.e., funding sources and projects already identified in the STIP/TIP) if the change does not result in a cost increase greater than the amendment threshold (see Table A) for the total project cost of all phases shown within the approved STIP/TIP; or
- Adding an amount of funds already identified in the STIP/TIP for the current or previous year(s) if:
 - The funds are currently identified in the STIP/TIP either in an existing project or as available funds and
 - The change does not result in a cost increase greater than the amendment threshold (project cost change thresholds listed in Table A) for the total project cost of all phases shown within the approved STIP/TIP; or
- Moving project phases or funding from year to year within an approved STIP/TIP, except those that cross air quality horizon years of the project; or
- Adding any phase (if total project cost includes all phases), such as environmental or location study, preliminary engineering, right-of-way, or construction to a project in the STIP/TIP so long as such a change does not result in a cost increase greater than the amendment threshold (see Table A) for the total project cost of all phases shown within the approved/amended STIP/TIP; or
- Changes required to follow FHWA or FTA instructions as to the withdrawal of funds or re-establishment of funds withdrawn at the request of FHWA or FTA; or
- Moving funds between similarly labeled groupings, regardless of percent of change, or adding or removing a project(s) to or from an already established grouping; or
- Adjustments in revenue to match actual revenue receipts; or
- Adding a project with 100% state or non-federal funding for all phases that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or
- Adding or changing a funding source, as long as the change does not result in a cost increase greater than the amendment threshold (see Table A);

ADMINISTRATIVE MODIFICATION DOCUMENT PROCEDURES:

Administrative modifications do not require Federal approval. Accordingly, no interested parties' participation or air quality conformity is required. TDOT and the MPOs will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative action that is not consistent with Federal regulations or with this MOA. Administrative modifications made to TDOT-sponsored projects in the TIP will be requested by TDOT through notification to the MPO upon submission of the administrative modification to FHWA/FTA. The MPO will make the changes to funding tables, and project sheets as needed without the need for distribution.

Documentation:

The MPO will send the following documentation to TDOT for locally-sponsored projects:

- Electronic correspondence describing the action taken;
- A copy of the original and modified TIP pages.

For financial transactions, the MPO must identify in the documentation the origin and destination of the funds being moved. Administrative modification documentation will conform to the correspondence standards outlined in Appendix A.

AUTHORIZATION:

FHWA and FTA match project authorization requests to the STIP/TIP prior to approving a request for project authorization. Therefore, all administrative modifications and amendments must be processed to completion prior to TDOT requesting federal authorization approvals. For projects in MPO areas TDOT must ensure FHWA and FTA receipt of documented notification that the respective MPO has accounted for the administrative modification unless TDOT has a formal agreement with the respective MPO stating otherwise.

In the FMIS authorization request, TDOT shall provide the most recent amendment and administrative modification numbers affecting the project in the "STIP Reference" field or in the "State Remarks" if additional space is required.

PROJECT COST CHANGE THRESHOLDS:

For changes to the cost of projects (excluding groupings and reductions of any amount provided project length, termini, and description remain the same), a sliding scale (see Table A) is outlined to determine which category of revision is required. All measurements for these cost changes will be made from the last approved STIP or STIP amendment/administrative modification to account for incremental changes.

TABLE A

Total programmed funding within the approved STIP/TIP	Amendment	Administrative Modification
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%

PROJECT PHASE OVERRUNS AND UNDERRUNS:

Project overruns and underruns for previously authorized phases of projects in a previous TIP will not be programmed in the current TIP. If the phase of the project is in the current TIP then the rules of this document will apply; however, if the phase of the project was authorized in a previous TIP no action will be necessary within the current TIP. If a project programmed in a grouping incurs an overrun or underrun from a previously authorized phase, no TIP action will be needed. Any request for authorization of a new phase will need to follow the rules within this document.

- If a project is being closed out but incurs an overrun, it will not require an amendment or administrative modification.

PROJECT GROUPINGS:

The use of project groupings is permitted under 23 CFR §450.218(j) for projects located in the non-metropolitan portion of the STIP and 23 CFR §450.326(h) for projects in an MPO's TIP. 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 40 CFR part 93. Project groupings may only include projects that meet the following conditions: non-regionally significant, environmentally neutral, and exempt from air quality conformity. As appropriate, in instances where it is uncertain if specific project(s) meet those conditions in air quality nonattainment or maintenance areas, the sponsoring agency, in coordination with the MPO, must consult with the appropriate Interagency Consultation group (IAC) to determine whether the specific project(s) proposed to be included with the grouping are subject to the requirements of 40 CFR 93.

The STIP/TIP will include a description of all grouping categories, eligible activities, and sufficient financial information to demonstrate the projects that are to be implemented using current and/or reasonably available revenues. The MPO will develop the grouping categories and eligible activities included within the STIP/TIP in consultation with TDOT. All TDOT-sponsored

projects located within an MPO area must be included in the MPO's TIP, including those projects that are eligible for grouping. Therefore, projects eligible for groupings that are located within the MPO planning area may be grouped within the MPO's TIP or listed individually in the MPO's TIP, but may not be included in the STIP.

PROJECTS IN RURAL/URBAN AREAS AND PROJECTS IN TWO (2) OR MORE MPOs

All projects that cross the MPO boundary and include an area outside of the MPO boundary will be programmed in the TIP only.

In instances where a project is in two (2) or more MPO planning areas, the affected MPOs will consult and coordinate as to which MPO is most impacted by the project, taking into consideration project limits, air quality conformity requirements, regional significance, etc. The MPO most impacted will program the project in its TIP and include it in the demonstration of fiscal constraint. The other MPO(s) will reference the project in its TIP for informational purposes. In instances where the MPOs are unable to reach an agreement, TDOT will facilitate a consultation process with the affected MPOs, TDOT, and FHWA/FTA.

CONSULTATION PROCESS:

The MPO will consult with TDOT and the appropriate approving agency (i.e., FTA for transit projects and FHWA for highway projects) on the suitable category of action when the proposed change to the STIP/TIP does not clearly fall into the category of a "STIP/TIP Amendment" or a "STIP/TIP Administrative Modification" or the proposed change involves extenuating circumstances. Consultations will suspend the formal 10 business day review period for "STIP/TIP Amendments" until a resolution is established. The MPO also will consult with the appropriate approving agency prior to adding new non-formula or specialized federal funds (such as BUILD program funds) to a project to determine if the addition of the funds would warrant an amendment.

PROCESS REVIEW:

The MPO and TDOT will review this agreement in conjunction with each Statewide Planning Finding or when STIP/TIP management procedures are substantively changed (e.g., implementation of an electronic STIP/TIP). The focus of the review is to verify the appropriate use of the agreed-to amendment and administrative modification processes and consistency with Federal regulations.

We, the undersigned, approve this Memorandum of Agreement. This Agreement will become effective upon approval of signature by all parties, and will remain in effect as long as each agency agrees to and abides by the conditions set forth in this document. This Agreement may be amended at any time, but revisions will require signature by all parties. Any signatory to this Agreement may propose amendment to the agreement at any time.

All prior agreements and correspondence related to the definition and need for amendments or administrative modifications to STIP/TIPs are voided with the execution of this agreement.

SIGNATURES:

Chairperson
LAMTPO Executive Board

Date

Commissioner
Tennessee Department of Transportation

Date

APPENDIX A: CORRESPONDENCE STANDARDS

All amendment and administrative modification correspondence will be submitted to TDOT's Program Development and Scheduling Office. The MPO will submit the correspondence and documentation to STIP.Requests@tn.gov and the Program Monitor in the Program Development and Scheduling Office responsible for the TDOT Region in which the MPO is located.

Amendment Documentation:

Amendment documentation will be grouped in a single electronic document with the naming convention, "Amendment [X] ([Project#])", where [X] identifies the amendment's sequential identifier and [Project #] represents the unique project number(s) of the program element(s) being amended.

Email correspondence will use the naming convention, "Amendment [X], [Organization]" in the subject line where [X] identifies the amendment's sequential identifier and [Organization] represents name of the organization (MPO) submitting the amendment. The body of the email or cover letter/project description within the packet will include all applicable information as needed such as: amendment number, PIN, STIP/TIP ID, project sponsor, location of project, route, termini, project description, funding type (e.g., STBG, 5310), length, and description of amendment, **financial tables, and air quality conformity documentation**. Correspondence will include ccs to the appropriate representatives within TDOT's Long Range Planning Division and/or Multimodal Resources Division.

Modification Documentation:

Modification documentation will be grouped in a single electronic file and use the naming convention, "Modification [X] ([Project#])", where [X] identifies the administrative modification's sequential identifier and [Project #] represents the unique project number(s) of the program element(s) being modified.

Email correspondence will use the naming convention, "Modification [X], [Organization]" in the subject line where [X] identifies the administrative modification's sequential identifier and [Organization] represents name of the organization (MPO) submitting the administrative modification. The body of the email or cover letter/project description within the packet will include all applicable information as needed such as: modification number, PIN, STIP/TIP ID, project sponsor, location of project, route, termini, project description, funding type (e.g., STBG, 5310), length, **financial tables**, and description of amendment. Correspondence will include ccs to the appropriate representatives within TDOT's Long Range Planning Division and/or Multimodal Resources Division.

APPENDIX H

Air Quality Conformity Determination as prepared by the Knoxville TPO

MEMORANDUM OF AGREEMENT

Between the Tennessee Department of Transportation (TDOT), the Knoxville Regional Transportation Planning Organization (KRTPO) and the Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) for the development of Transportation Conformity Determination(s) under the 8-Hour Ozone and Particulate Matter 2.5 Standards

Current Version Adopted by KRTPO Executive Board on 7/27/2022 (Projected)
Original MOA Adopted 10/27/2004
Updated MOA Adopted 8/22/2007

I. PURPOSE

This Memorandum of Agreement (MOA) is for the purpose of conducting cooperative planning and analysis of, and determining transportation conformity for, all transportation projects outside the KRTPO metropolitan planning area, but within the portions of the Knoxville Region that are subject to transportation conformity as either a nonattainment or maintenance area, hereinafter also referred to as the “affected area”.

II. BACKGROUND

- A. The U.S. Environmental Protection Agency (EPA) regulates air quality under the Clean Air Act (CAA) by establishing National Ambient Air Quality Standards (NAAQS) for air pollutants, known as “criteria pollutants” that have been deemed especially harmful to human health and the environment. EPA designates regions as attainment or nonattainment based on monitoring data and whether it meets the current NAAQS for a particular pollutant. A nonattainment area that regains compliance with the NAAQS typically transitions to “maintenance area” status for up to twenty (20) years.
- B. Transportation Conformity is one of the major consequences/actions required of nonattainment and maintenance areas and its purpose is to ensure that federal funding is not used on transportation plans, programs or projects that cause or contribute to any new violation of any standard or delay timely attainment of any standard. Transportation Conformity is federally regulated under 40 CFR Part 93, Subpart A, which sets forth policy, criteria and procedures for demonstrating and assuring conformity of such activities to an applicable implementation plan developed pursuant to section 110 and Part D of the CAA.
- C. The Knoxville Region is currently subject to transportation conformity based on the designations under three separate NAAQS in the following specific geographic locations as described below and depicted in the attached map:
 1. The EPA designated the Knoxville Nonattainment Area for the **1997 8-hour Ozone Standard** as being the counties of Anderson, Blount, Jefferson, Loudon, Knox, Sevier and a portion of Cocke County. This

ozone nonattainment became effective on June 15, 2004. The Region was first designated to attainment with a maintenance plan and subsequently this standard was revoked, but a modified transportation conformity process is still required as an anti-backsliding measure. Refer to Section IV.ED. for details regarding the modified process.

2. The EPA designated the Knoxville Nonattainment Area for the **2006 Daily Particulate Matter less than 2.5 microns in diameter (PM 2.5) Standard** as being the counties of Anderson, Blount, Knox, Loudon and a portion of Roane County. This PM 2.5 nonattainment became effective on December 14, 2009 and the area was redesignated to attainment with a maintenance plan effective on August 28, 2017.
 3. The EPA designated the Knoxville Nonattainment Area for the **2008 8-hour Ozone Standard** as being the counties of Blount, Knox and a portion of Anderson County. This ozone nonattainment became effective on July 20, 2012 and the area was redesignated to attainment with a maintenance plan effective on August 12, 2015.
- D. The above designated maintenance areas include, and are larger than, the KRTPO Planning Area. In addition, a portion of the former 1997 Ozone Maintenance Area in Jefferson County lies within the jurisdiction of the LAMTPO Planning Area. The areas outside of an established metropolitan planning area boundary, but inside the boundary of a nonattainment or maintenance area are specifically referred to as a “Donut” area in EPA guidance.
- E. 23 CFR 450.314(c) states that if the metropolitan planning area does not include the entire nonattainment or maintenance area, there shall be an agreement among the state department of transportation, state air quality agency, affected local agencies and the metropolitan planning organizations describing the process for cooperative planning and analysis of all projects outside the metropolitan planning area but within the nonattainment or maintenance area. The agreement also must indicate how the total transportation-related emissions for the nonattainment or maintenance area, including areas both within and outside the metropolitan planning area, will be treated for the purposes of determining conformity in accordance with the US Environmental Protection Agency (EPA) conformity regulation. The agreement shall address policy mechanisms for resolving conflicts concerning transportation-related emissions that may arise between the metropolitan planning area and the portion of the nonattainment or maintenance area outside the metropolitan planning area.
- F. Tennessee has a State Transportation Conformity Rule (1200-3-34-.01), which applies to designated nonattainment and maintenance areas and implements the requirements of the federal transportation conformity rule (40 CFR Part 93, Subpart A) concerning several of the requirements in part E above. This MOA is intended to only address the assumption of the responsibility by the TPO for

completing conformity analyses/determinations for the entire affected area of the Knoxville Region subject to transportation conformity.

- G. The KRTPO and LAMTPO are required to update and maintain both a Long-Range Transportation Plan (LRTP) covering a minimum 20-year period and a shorter-range Transportation Improvement Program (TIP) that covers 4-years. TDOT is required to update and maintain a Statewide Transportation Improvement Program (STIP) that coincides with the KRTPO and LAMTPO TIP periods. Transportation conformity determinations are required with each major update of those Plans, with the LRTP updated at least every four (4) years and the TIP/STIP updated every three (3) years. Transportation conformity must also be demonstrated for any project amendments made to those Plans in between major updates.
- H. The KRTPO, TDOT and LAMTPO as the three agencies responsible for carrying out transportation planning/programming and demonstrating transportation conformity in the Knoxville region, have come to an agreement that the KRTPO will assume primary responsibility for facilitating the transportation conformity determination process for the entire affected area. This decision is based primarily on the factors that the KRTPO has previous experience with preparing conformity determination reports and maintains a travel demand forecasting model necessary for performing the technical analysis required to demonstrate transportation conformity. Thus, the KRTPO is in the best position to develop projections of future traffic demand and air quality impacts of proposed transportation projects in a holistic manner thereby ensuring that the entire Region is in compliance with all requirements and federal transportation funding is not jeopardized.

III. RESPONSIBILITIES

A. KRTPO:

1. The KRTPO, in coordination with TDOT and other affected agencies will prepare the transportation conformity analysis for the entire affected area which will comply with the applicable requirements of 40 CFR Part 93. If analysis requirements for the non-TPO area are not specific, clear or well defined, the interagency consultation process will be used to determine appropriate analysis procedures.
2. The KRTPO will facilitate meetings of the Interagency Consultation Group as necessary in order to define the specific processes and adhere to schedules required to complete the conformity determination within the appropriate timelines to ensure that the area does not enter a conformity lapse.
3. The KRTPO will be responsible for the development of a comprehensive and multimodal LRTP and TIP that includes a fiscally constrained

transportation project listing for the TPO planning area, which is comprised of urbanized portions of Knox, Blount, Loudon and Sevier counties.

4. The KRTPO will be responsible for development of a single “Regional” transportation conformity determination report (CDR) coinciding with each major update of the LRTPO and TIP that identifies a listing of transportation projects for the entire affected area (for both PM2.5 and ozone). The Regional CDR will include input from TDOT on projects in the areas outside of the KRTPO and LAMTPO planning area boundaries.
5. The KRTPO will provide for public input opportunities on the Regional CDR.

B. TDOT:

1. TDOT, in coordination with local affected agencies, is responsible for the development of a transportation project listing on the state and federal-funded roadway system for the non-urbanized portions of the affected area at appropriate horizon years to be compatible with the conformity analysis.
2. TDOT will provide for public involvement opportunities within the non-urbanized portions of the affected area.

C. LAMTPO:

1. LAMTPO will provide to the KRTPO a list of fiscally constrained transportation projects that result from a LRTP and/or TIP prepared for the Lakeway Area planning boundary that are within Jefferson County with projects listed in the appropriate horizon years to be compatible with the conformity analysis.
2. LAMTPO will provide for public input opportunities on the Regional CDR within its planning area.

IV. PROCEDURAL CONSIDERATIONS

A. Data Sources:

1. Travel Demand Model – The KRTPO will maintain a validated travel demand forecasting model in order to project future vehicle miles of travel within the affected area for purposes of determining conformity of the transportation projects that are proposed. Furthermore, the KRTPO will be responsible for maintaining a travel demand forecasting model that includes the entire LAMTPO Metropolitan Planning Area. If, through the interagency consultation process, a project is determined to be regionally

significant but not included in the model then appropriate off model data forecasting methodologies will be pursued.

2. Off Model Projections – Highway Performance Monitoring System (HPMS) and traffic count data will be used to develop future projections of travel along with other assumptions agreed upon through the interagency consultation process in order to determine conformity of projects in geographic areas unrepresented in the regional travel demand forecasting model such as the portion of Cocke County.

B. Major Plan Update Conformity Submittal Protocol:

1. The KRTPO will develop a single conformity determination for the entire affected area to support major updates to both the Knoxville Regional TPO and the LAMTPO Long Range Transportation Plans and Transportation Improvement Programs as well as TDOT's Statewide Transportation Improvement Program (STIP).
2. The Executive Boards of both the KRTPO and LAMTPO will each formally adopt the regional conformity determination as part of the full Plan/TIP adoption.
3. The TPO will submit the conformity determination to the Federal Highway Administration and the Federal Transit Administration for their review and approval concurrent with EPA.
4. The LAMTPO will include the ozone conformity determination documentation within their transportation plans as an appendix.

C. TIP/STIP Amendment Conformity Process and Submittal Protocol:

1. This MOA primarily addresses the situation of a major Plan update and coordination of a conformity determination for the entire affected Region, but conformity must also be demonstrated for any project amendments made to the current LRTP and/or STIP/TIP, which are individual actions that may be taken by either KRTPO, LAMTPO or TDOT.
2. Any project amendment proposed by KRTPO, LAMTPO or TDOT will be provided to KRTPO staff for review of conformity implications and to determine the level of conformity analysis depending on the project's conformity exempt/non-exempt status.
3. The KRTPO staff will perform the necessary action to demonstrate conformity based on the following exempt status categories:
 - a. Exempt Project – Provide IAC 14-day review period to confirm Exempt status.
 - b. Non-Exempt Project previously accounted for in a regional emissions analysis – prepare a "Short Conformity Report" (SCR).
 - c. Non-Exempt Project previously unaccounted for, i.e. new projects or significant change in scope or timeframe of existing projects – prepare updated regional emissions analysis.

- d. Non-Exempt Project within the 1997 8-Hour Ozone “Orphan” Area – prepare conformity report as per EPA guidance described in Section D below.
4. Only the specific Executive Board of the MPO making the Plan amendment will adopt the associated conformity determination as necessary.

C.D. 1997 8-Hour Orphan Area Conformity Process:

1. As referenced earlier in this MOA, the 1997 8-Hour Ozone Standard was previously revoked since it was deemed less stringent than the later 2008 8-Hour Ozone Standard. The revocation was challenged in litigation known as South Coast vs. EPA II and a 2018 court decision was made that certain requirements including transportation conformity shall not be revoked as anti-backsliding measures.
2. The EPA released official guidance for how to address conformity for 1997 8-Hour Ozone areas, and specifically for geographies that were designated attainment for the 2008 8-Hour Ozone Standard, which the court decision referred to as “orphan areas”. A “normal” transportation conformity process applies for the areas in the Knoxville Region that were designated nonattainment/maintenance for the 2008 Ozone Standard and were previously designated for the 1997 Ozone Standard (shown in blue on the attached map) while the remaining counties (balance of Anderson outside of the partial 2008 area, Jefferson, Loudon and Sevier) are subject to the new conformity guidance (shown in green on the attached map).
3. Since a large part of this affected area is outside of the KRTPO Planning Area (known as a “donut” area) and portions lie within the LAMTPO Planning Area coordination is required to ensure that project amendments to the STIP and/or the LAMTPO TIP are adequately addressed from a transportation conformity perspective since the KRTPO staff may not otherwise be typically notified of these.
4. The KRTPO shall be notified by TDOT and/or LAMTPO of any project amendments within the ~~so-called donut~~ orphan area for development of an appropriate conformity determination, i.e. either a full conformity report or consultation to affirm a project’s exempt status with the full Knoxville-area IAC group.
5. In the situation of a full conformity report being required, the KRTPO staff shall compile the report and advertise it for public comment in the appropriate newspapers and subject to the required length of time as per the TN Conformity SIP or controlling Public Involvement Plan of the jurisdiction that the project lies, whichever is longer.

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}
V. AGREEMENT TERMS

- A. This MOA shall remain in effect as long as each of the parties is in agreement with its terms. The interagency consultation process shall be used for revision of the MOA as necessary.

VI. SIGNATORIES

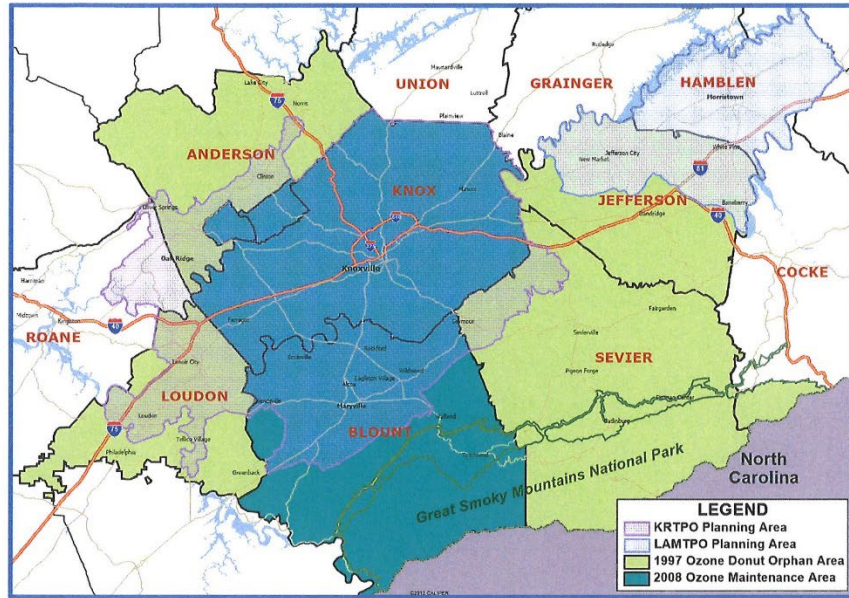
The following signatory parties do hereby agree to comply with the provisions and terms of this MOA.

Terry Frank, TPO Executive Board Chair

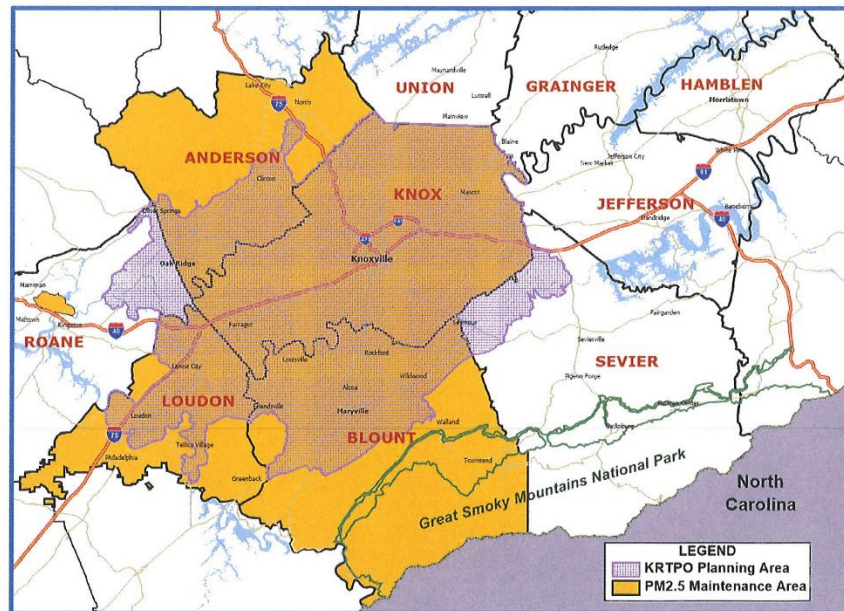
Mark Potts LAMTPO Executive Board Chair

Joe Galbato?, TDOT Commissioner

Knoxville Region Ozone Maintenance Areas (1997 and 2008 NAAQS)



Knoxville Region PM2.5 Maintenance Area (2006 NAAQS)



APPENDIX I

Public Comments

Public Comment Meetings were held on:

1. August 18, 2022
2. September 29, 2022
3. October 27, 2022

No Comments Received.

Copy of advertisements shown on following pages.

The Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) will hold public comment meetings on the FFY2023-2026 Transportation Improvement Program (TIP). Public engagement activities and the time set for public review and commentary on the TIP will satisfy the Project Program requirement for the Federal Transit Administration's (FTA) urbanized area formula program. TIP FFY2023-2026 information can be obtained from Rich DesGroseilliers at 423-581-6277, or can be viewed on the www.lamtpo.com website. The dates of the meetings are as follows:

The dates of the meetings are as follows:

1. Thursday , August 18 , 2022 from 9am to 10am at White Pine Legion Park, Park St., White Pine.
2. Thursday , August 18 , 2022 from 10:30 am to 11:30 am at the Jefferson City Municipal Building, 112 City Center Dr, Jefferson City.
3. Thursday, August 18, 2022 from 1 p.m. to 2 p.m. in the planning conference room, 100 W. 1st. North St., Morristown.

All interested parties are invited to attend the meeting. It is LAMTPO's policy not to discriminate on the basis of race, color, national origin, age, sex, or disability in the operation of its programs, services, and activities.

La Organización de Planificación de Transporte Metropolitano del Área de Lakeway (LAMTPO) llevará a cabo reuniones de comentarios públicos sobre el Programa de Mejora del Transporte FFY2023-2026 (TIP). Las actividades de participación pública y el tiempo establecido para la revisión pública y los comentarios sobre el TIP satisfarán el requisito del Programa de Proyecto para el programa de fórmula de área urbanizada de la Administración Federal de Tránsito (FTA). La información de TIP FFY2023-2026 se puede obtener de Rich DesGroseilliers al 423-581-6277, o se puede ver en el sitio web de www.lamtpo.com. Las fechas de las reuniones son las siguientes:

Las fechas de las reuniones son las siguientes:

1. Jueves , 18 de agosto de 2022 de 9am a 10am en White Pine Legion Park, Park St., White Pine.
2. Jueves , 18 de agosto de 2022 de 10:30 am a 11:30 am en el Edificio Municipal de Jefferson City, 112 City Center Dr, Jefferson City.
3. Jueves 18 de agosto de 2022 de 1 p.m. a 2 p.m. en la sala de conferencias de planificación, 100 W. 1st. North St., Morristown.

Todas las partes interesadas están invitadas a asistir a la reunión. Es política de LAMTPO no discriminar por motivos de raza, color, origen nacional, edad, sexo o discapacidad en la operación de sus programas, servicios y actividades.

The Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) will hold public comment meetings on the FFY2023-2026 Transportation Improvement Program (TIP), and the Air Quality Conformity Determination Report. Public engagement activities and the time set for public review and commentary on the TIP will satisfy the Project Program requirement for the Federal Transit Administration's (FTA) urbanized area formula program. The FFY2023-2026 TIP and Air Quality Conformity Determination report information can be obtained from Rich DesGroseilliers at 423-581-6277, or can be viewed on the www.lamtpo.com website. The dates of the meetings are as follows:

The dates of the meetings are as follows:

4. Thursday, September 29, 2022 from 10am to 11am at White Pine Legion Park, Park St., White Pine.
5. Thursday, September 29, 2022 from 11:30 am to 12:30 am Roy Harmon Park, Jefferson City.
6. Thursday, September 29, 2022 from 1:30 p.m. to 2:30 p.m. at Fred Miller Park, Morristown.

All interested parties are invited to attend the meeting. It is LAMTPO's policy not to discriminate on the basis of race, color, national origin, age, sex, or disability in the operation of its programs, services, and activities.

La Organización de Planificación de Transporte Metropolitano del Área de Lakeway (LAMTPO) llevará a cabo reuniones de comentarios públicos sobre el Programa de Mejora del Transporte FFY2023-2026 (TIP) y el Informe de Determinación de la Conformidad de la Calidad del Aire. Las actividades de participación pública y el tiempo establecido para la revisión pública y los comentarios sobre el TIP satisfarán el requisito del Programa de Proyecto para el programa de fórmula de área urbanizada de la Administración Federal de Tránsito (FTA). La información del informe FFY2023-2026 TIP y Determinación de la conformidad de la calidad del aire se puede obtener de Rich DesGroseilliers al 423-581-6277, o se puede ver en el sitio web de www.lamtpo.com. Las fechas de las reuniones son las siguientes:

Las fechas de las reuniones son las siguientes:

1. Jueves 29 de septiembre de 2022 de 10am a 11am en White Pine Legion Park, Park St., White Pine.
2. Jueves 29 de septiembre de 2022 de 11:30 am a 12:30 am Roy Harmon Park, Jefferson City.
3. Jueves 29 de septiembre de 2022 de 1:30 p.m. a 2:30 p.m. en Fred Miller Park, Morristown.

Todas las partes interesadas están invitadas a asistir a la reunión. Es política de LAMTPO no discriminar por motivos de raza, color, origen nacional, edad, sexo o discapacidad en la operación de sus programas, servicios y actividades.

The Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) will hold public comment meetings on the FFY2023-2026 Transportation Improvement Program (TIP), and the Air Quality Conformity Determination Report. Public engagement activities and the time set for public review and commentary on the TIP will satisfy the Project Program requirement for the Federal Transit Administration's (FTA) urbanized area formula program. The FFY2023-2026 TIP and Air Quality Conformity Determination report information can be obtained from Rich DesGroseilliers at 423-581-6277, or can be viewed on the www.lamtpo.com website. The dates of the meetings are as follows:

The dates of the meetings are as follows:

7. Thursday, October 27, 2022 from 10am to 11am at White Pine Legion Park, Park St., White Pine.
8. Thursday, October 27, 2022 from 11:30 am to 12:30 am Roy Harmon Park, Jefferson City.
9. Thursday, October 27, 2022 from 1:30 p.m. to 2:30 p.m. at Fred Miller Park, Morristown.

All interested parties are invited to attend the meeting. It is LAMTPO's policy not to discriminate on the basis of race, color, national origin, age, sex, or disability in the operation of its programs, services, and activities.

La Organización de Planificación de Transporte Metropolitano del Área de Lakeway (LAMTPO) llevará a cabo reuniones de comentarios públicos sobre el Programa de Mejora del Transporte FFY2023-2026 (TIP) y el Informe de Determinación de la Conformidad de la Calidad del Aire. Las actividades de participación pública y el tiempo establecido para la revisión pública y los comentarios sobre el TIP satisfarán el requisito del Programa de Proyecto para el programa de fórmula de área urbanizada de la Administración Federal de Tránsito (FTA). La información del informe FFY2023-2026 TIP y Determinación de la conformidad de la calidad del aire se puede obtener de Rich DesGroseilliers al 423-581-6277, o se puede ver en el sitio web de www.lamtpo.com. Las fechas de las reuniones son las siguientes:

Las fechas de las reuniones son las siguientes:

1. Jueves, 27 de octubre de 2022 de 10am a 11am en White Pine Legion Park, Park St., White Pine.
2. Jueves 27 de octubre de 2022 de 1:30 am a 12:30 am Roy Harmon Park, Jefferson City.
3. Jueves 27 de octubre de 2022 de 13:30 a 14:30 horas. en Fred Miller Park, Morristown.

Todas las partes interesadas están invitadas a asistir a la reunión. Es política de LAMTPO no discriminar por motivos de raza, color, origen nacional, edad, sexo o discapacidad en la operación de sus programas, servicios y actividades.