



FEDERAL FISCAL YEARS (FFY) 2022-2023
(October 1, 2021 to September 30, 2023)

UNIFIED PLANNING WORK PROGRAM (UPWP)

Adoption Date:

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
BUILD	Better Utilizing Investments to Leverage Development
CAA	Clean Air Act
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CPG	Consolidated Planning Grant
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

Abbreviation	Full Name Description
GPS	Geographical Positioning System
HPP	High Priority Project
HSIP	Highway Safety Improvement Program
HSTCP	Human Services Transportation Coordination Plan
HUD	Housing and Urban Development
IAC	Inter-Agency Consultation
IM	Interstate Maintenance
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems
LAMTPO	Lakeway Area Metropolitan Transportation Planning Organization
LED	Light Emitting Diode
LEP	Limited English Proficiency
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MOBILE 6.2	Mobile Source Emission Factor Model
MOVES	Motor Vehicle Emission Simulator
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
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
PL 112	FHWA Section 112 Planning Funds
PM	Performance Measures
POP	Program of Projects
PPP	Public Participation Plan
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RPO	Rural Transportation Planning Organization (North and South)
SAFETEA-LU	Safe, Accountable, Flexible and Efficient Transportation: A Legacy for Users
SHSP	Strategic Highway Safety Plan
SIP	State Implementation Plan

Abbreviation	Full Name Description
SPR	State Planning and Research Funds
SR	State Route
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
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 Number: 2021- 012

Resolution Adopting the

Federal Fiscal Years (FFY) 2022-2023 Unified Planning Work Program

WHEREAS, a comprehensive, cooperative, and continuing transportation planning process is to be carried out in the Morristown, TN Urbanized Area; and

WHEREAS, the Unified Planning Work Program (UPWP) describes all transportation planning activities to be undertaken by local, regional, or state agencies pertinent to the Morristown Urbanized Area during Federal Fiscal Years (FFY) 2022-2023; and

WHEREAS, the various State, local and regional agencies involved with transportation planning activities for the Morristown, TN Urbanized Area, including public transportation operators, have cooperatively developed a Unified Planning Work Program (UPWP) for Federal Fiscal Years (FFY) 2022-2023; and

WHEREAS, it is the function of the Lakeway Area Metropolitan Transportation Planning Organization to approve and adopt an annual transportation planning work program for the Morristown, TN Urbanized Area.

NOW, THEREFORE, BE IT RESOLVED that the Lakeway Area Metropolitan Transportation Planning Organization does hereby approve and adopt the Unified Planning Work Program as the annual transportation planning work program for the Morristown, TN Urbanized Area for Federal Fiscal Years (FFY) 2022-2023.



Mark Potts, Jefferson County Mayor
Executive Board Chairman

August 18, 2021

Date

x

Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO)

Morristown, TN – Jefferson City, TN – White Pine, TN – Hamblen County, TN – Jefferson County, TN

Resolution Number: 2021-012

Resolution Adopting the

Federal Fiscal Years (FFY) 2022-2023 Unified Planning Work Program

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Mark Potts, Jefferson County Mayor
Executive Board Chairman

August 18 , 2021

Date

SECTION 1. INTRODUCTION

What is a Unified Planning Work Program (UPWP)?

A Unified Planning Work Program (UPWP) is either an annual or biennial statement of work identifying the planning priorities and activities to be carried out within a transportation metropolitan planning area (MPA). At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. Additional information on UPWPs can be found at the following website: <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/unified-planning-work-program-upwp>.

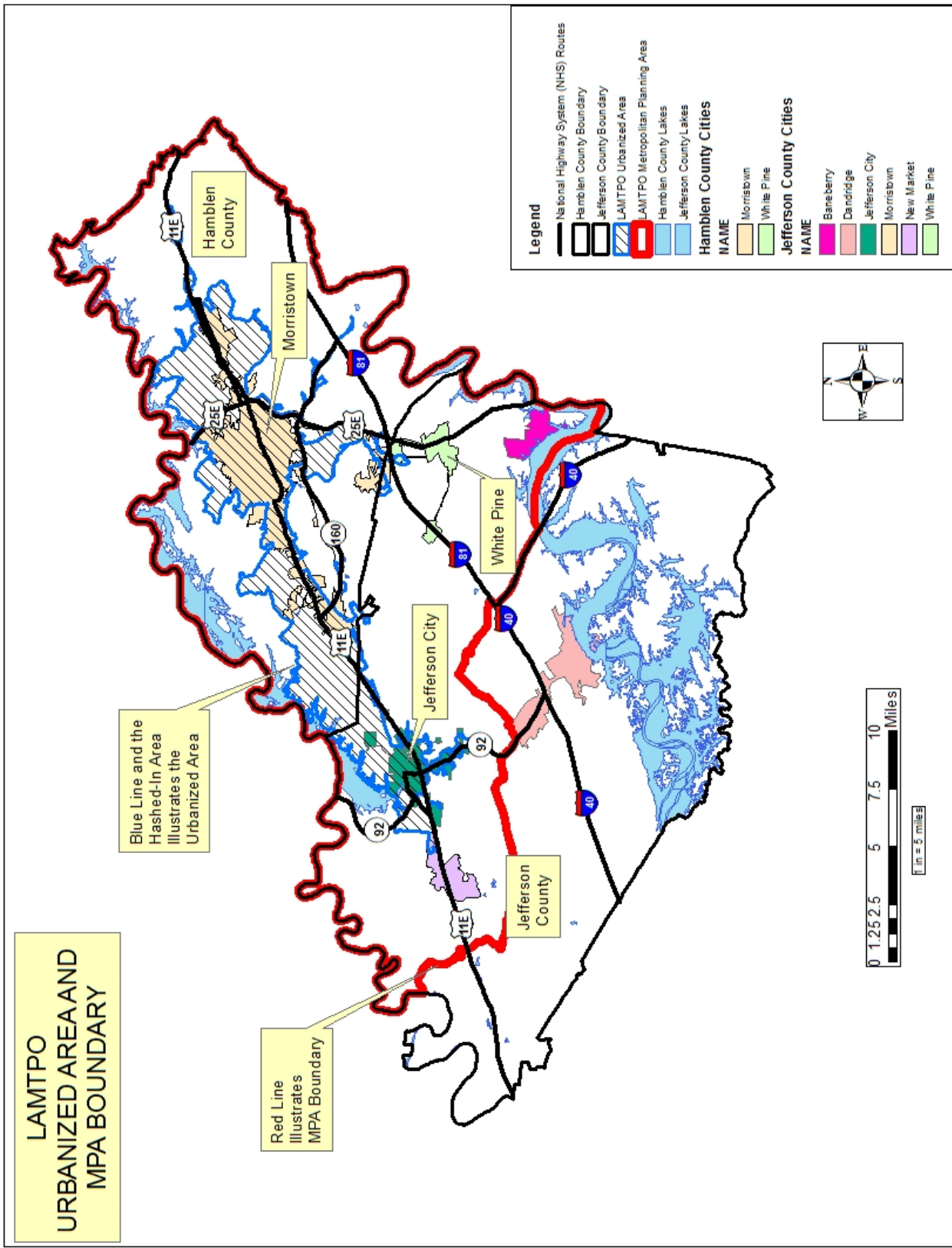
Who is responsible for a UPWP?

Metropolitan Planning Organizations (MPOs) are required to develop Unified Planning Work Programs (UPWPs) to govern work programs for the expenditure of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) planning funds [23 CFR 450.308(b)]. The UPWP for Federal Fiscal Years (FFY) 2022-2023 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).

This FFY2022-2023 Unified Planning Work Program (UPWP) identifies and describes all transportation planning activities that will be carried out by the Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) and its member governmental agencies from October 1, 2021 through September 30, 2023.

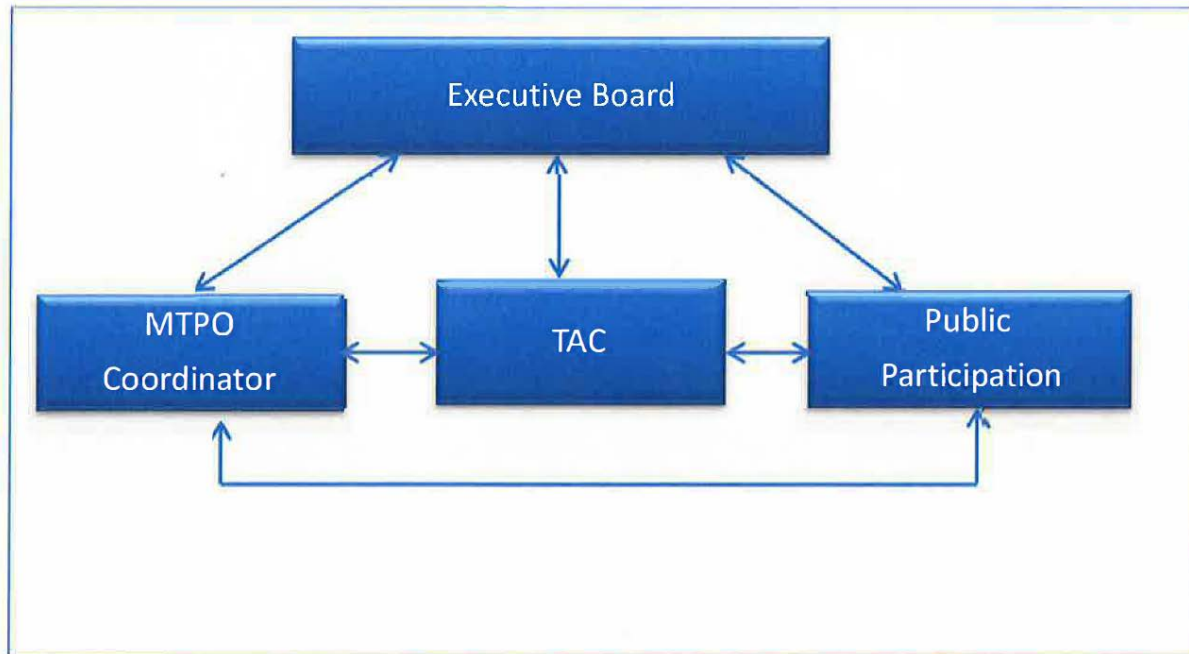
The study area for the Unified Planning Work Program is based on the Metropolitan Planning Area (MPA), which consists of the Census 2010 urbanized area delineation and the surrounding area projected to be urbanized during a 20-year forecast period. The current MPA includes The Tennessee cities of Morristown, 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).



LAMTPO Organization Structure

The LAMTPO transportation planning process will function under a committee structure, as outlined below:



Executive Board

The Executive Board is the decision-making body of the LAMTPO, which is comprised of:

- Mayor of Morristown
- Mayor of Jefferson City
- Mayor of White Pine
- County Mayor of Jefferson County
- County Mayor of Hamblen County
- Governor of Tennessee (or his representative).
- Public Transit Representative
- Railroad Representative (Norfolk-Southern)
- ETDD-RPO Director (or representative)

Final responsibility for transportation planning and programming is vested with the Executive Board, which may act without recommendation of the Transportation Technical Advisory Committee, provided a reasonable time has been afforded to the Transportation Technical Advisory Committee for a recommendation.

The Executive Board shall adopt By-Laws and Rules governing meeting processes and procedures for itself and any committees of the MTPO

Transportation Technical Advisory Committee (TAC)

The Transportation Technical Advisory Committee (TAC) consists of administrative and technical leadership. Along with the MTPO Coordinator, it shall give recommendations to the Executive Board. The TAC is comprised of:

1. City Administrator of Morristown (or designee)
2. City Manager of Jefferson City (or designee)
3. Public Works Director of White Pine (or designee)
4. Jefferson County Highway Superintendent (or designee)
5. Hamblen County Highway Superintendent (or designee)
6. ETHRA Director (or designee)
7. Railroad Administrator (or designee)
8. ETDD-RPO Executive Director (or designee)
9. Morristown Area Chamber of Commerce Transportation Chair (or designee)
10. TDOT Chief Engineer (or designee)
11. TDOT Multi-modal Director (or designee)
12. FHWA: Division Administrator (or designee)
13. FTA: Regional Administrator (or designee)

The TAC shall elect on a Committee Chair, and Vice-Chair. The MTPO Coordinator shall serve as the Secretary in a non-voting role. Such election shall be by a majority of that membership. The Chair of the TAC shall be jointly responsible for insuring the coordination, direction, and supervision of the transportation process. The Chair, or in his/ her absence the Vice-Chair, shall preside at all meetings of the TAC. In the event neither is present, the Secretary shall preside. For a meeting to occur, a minimum of five (5) TAC members (or designees) must be present. The TAC shall conduct business as prescribed in the latest edition of Robert's Rules of Order.

The TAC shall take their direction from and be accountable to, the Executive Board and effectuate this direction through the MTPO staff, local planning staff(s), or study committees as applicable.

The TAC, with policies and procedures as directed from the Executive Board, is responsible for daily implementation of all transportation planning activities. The members of this committee, by virtue of their position, disseminate transportation planning policy procedures and schedules to respective agency professionals for application. This committee shall receive plans, programs, and transportation documents for prior review and shall make recommendations to the Executive Board for action. It may appoint ad-hoc subcommittees as needed to organize, coordinate, evaluate and document transportation planning, programming, and reporting requirements necessary for orderly program implementation and certification.

MTPO Coordinator

The Coordinator conducts studies, develops plans and programs, and chairs all MTPO subcommittees. The MTPO Coordinator is the liaison between the MTPO and the FHWA, FTA, TDOT, local governments, and other groups or individuals interested in transportation issues. The MTPO Coordinator shall be responsible for preparing the meeting agendas, posting public notice of the meetings as required, calling the roll of the meetings, and the votes necessary, keeping minutes of the meetings and other duties as required in the function of transportation planning within the MTPO study area.

The MTPO Coordinator, or other planning staff, shall serve as the Secretary for the Executive Board and the TAC, in a non-voting role.

Currently, there is one advisory board within the LAMTPO MPA, and that is the State Route (SR) 66 Corridor Management Agreement (CMA) Subcommittee. This subcommittee is made up of the TAC members from Morristown, Hamblen County, Jefferson County, White Pine, ETHRA, and TDOT personnel.

LAMTPO staff does participate in the Knoxville TPO's Technical Advisory Committee, as well as the North and South East Tennessee Regional Planning Organizations (RPOs).

SECTION 2. REGULATIONS

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 Unified Planning Work Program (UPWP) is a requirement under the FAST Act. It should be noted that the FAST Act had expired on September 30, 2020, but Congress extended the regulation to September 30, 2021. 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))

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 UPWP 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 equal access 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 the 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.

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.

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 to:

- a. Certify the eligibility of DBE firms to participate in their DOT-assisted contracts;
- b. Establish narrowly-tailored goals for the participation of disadvantaged entrepreneurs; and
- c. 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.

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 2-7 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.

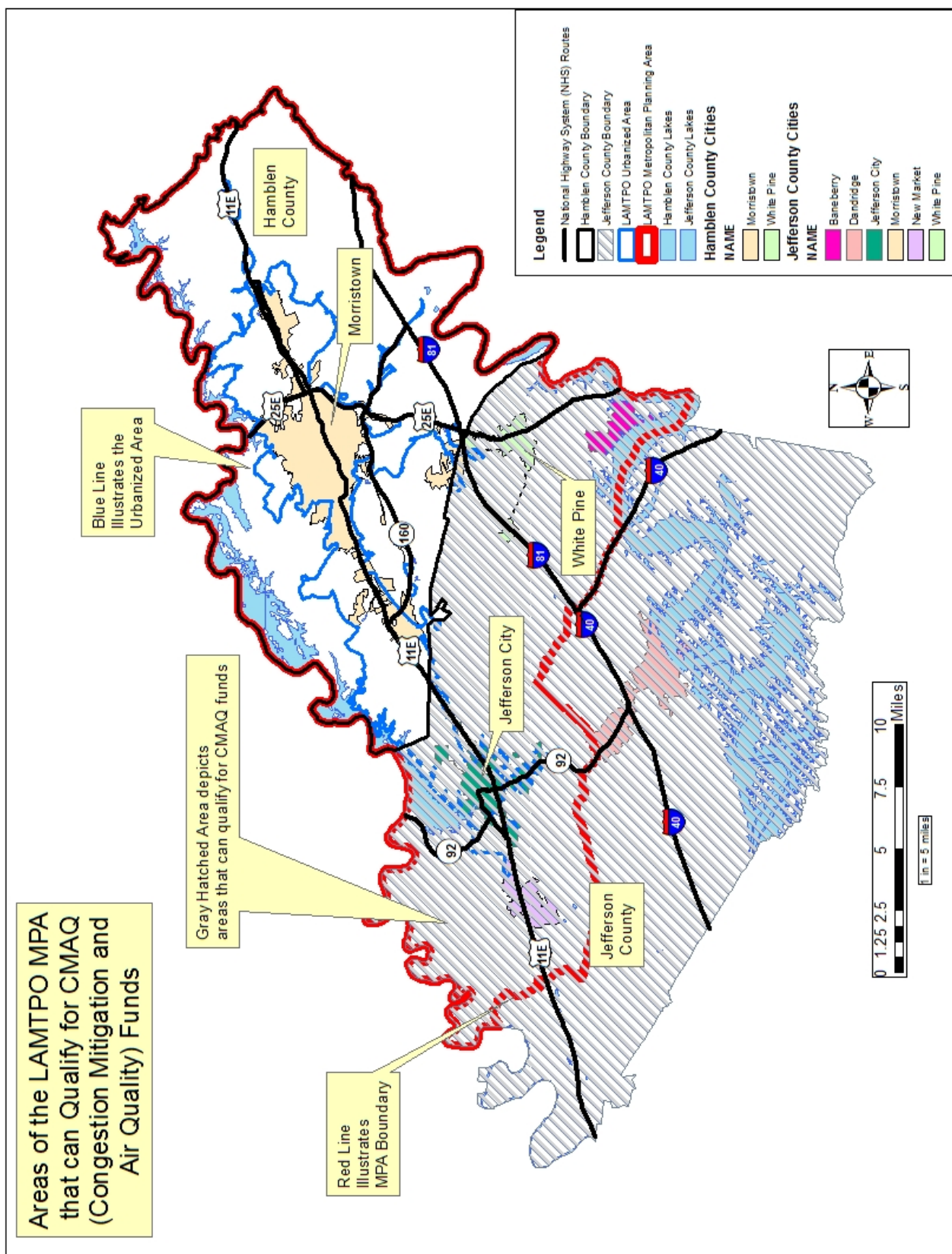
On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“South Coast II,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for 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 2020-2023 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.



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.
- d. Support the Tennessee alternative fuels and project delivery planning priorities.

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 April 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/ Lakeway Transit to continue the existing Public Transit services in the LAMTPO metropolitan planning area.
- b. Lakeway Transit (a fixed route public transportation system with complimentary paratransit service) began operations on February 16, 2021. LAMTPO will continue studies and/or surveys to determine if additional routes are needed.
- 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. LAMTPO participates in the statewide Freight Advisory Committee, in identifying freight corridors and updating the freight plan, attend freight advisory committee meetings, webinars, and other workshops and training seminars as recommended.
- f. Reduce congestion and improve access to jobs, markets, and services.
- g. 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. LAMTPO will work closely with ETHRA to promote and enhance Public Transportation to increase ridership.
 - 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. The INVEST tool had not been used previously, but staff will study/ review to see if it is feasible to use this tool to determine certain projects are a priority within the LAMTPO MPA.
 - i. Support the Tennessee planning priority of the alternative fuels program.
 - j. Review the US Census 2020 data and how it might impact the LAMTPO MPA.
- 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. Lakeway Transit (a fixed route public transportation system with complimentary paratransit service) began operations on February 16, 2021. LAMTPO will continue studies and/or surveys to determine if additional routes are needed.
 - d. LAMTPO participates in the statewide Freight Advisory Committee, in identifying freight corridors and updating the freight plan, attend freight advisory committee meetings, webinars, and other workshops and training seminars as recommended
 - e. LAMTPO will work closely with the local agencies and TDOT to help reduce congestion and improve access to jobs, markets, and services.
 - f. LAMTPO will work with the local agencies, TDOT, and Norfolk-Southern Railroad to help 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.
- c. Continue having virtual public meetings/ online surveys to help determine how to improve the transportation network in the region.

8. Emphasize the preservation of the existing transportation system

- a. The implementation of an 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.

- 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.
- d. LAMTPO is working closely with the local governing agencies to see if additional wayfinding signs are needed to promote tourism within the region.

SECTION 3. UPWP DEVELOPMENT AND ACCOMPLISHMENTS

Cooperative UPWP Development

The purpose of LAMTPO is to develop and carry out a continuing, comprehensive, and cooperative (3C) transportation planning process and to ensure that programs, improvements, and expenditures are consistent with regional goals, policies, and plans. It is the responsibility of LAMTPO to obtain public participation for specific transportation planning needs and to take all public comments into account in the development and adoption of plans and programs.

The development of the FFY2022-2023 UPWP actually started with the development of the FFY2020-2021 as a work task to be completed in FFY2021. At the LAMTPO annual meetings for the TAC and the Executive Board in October 2020, staff requested for any projects to be submitted for the UPWP, as well as projects for the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). LAMTPO staff worked with the East Tennessee Human Resource Agency (ETHRA) in developing public transportation project tasks for the FFY2022-2023 UPWP.

Policies and procedures for public participation for the development of the UPWP are shown in Table 3-1, taken from the LAMTPO Public Participation Plan (September 2018).

LAMTPO's planning priorities are first and foremost to improve transportation safety within the region. This is based off the 2040 LRTP's goals and objectives. Some of the major planning projects to occur (*if funding is available*) are:

1. FFY2023-2026 Transportation Improvement Program (TIP). The 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.
2. SR343/ S Cumberland Street Complete Street Corridor Study. This study will be from US Hwy 11E/ W Morris Blvd to SR160. The distance is approximately 1.60 miles in length with 17 intersections (4 of which are signalized). A previous corridor study was done in 2008, thus needs to be updated. The rationale for this study are:
 - a. Improve the safety for all transportation modes;
 - b. Make it more pedestrian and/or bicycle friendly;
 - c. SR343 is a gateway into downtown Morristown, thus to enhance the aesthetics of the streetscape;
 - d. Improvement to intersections, if needed
3. SR160 Corridor Study. This would begin from the intersection of US Hwy 11E/ SR34/ W Andrew Johnson Highway to the intersection of SR343/ S Cumberland St in Morristown. This is predominantly a 4-lane divided highway that serves as a southern by-pass for Morristown. The length for this study is approximately 7.30 miles, with 15 intersections. The rationale for this study are:

- a. Congestion and safety issues at the intersections of M L King Jr Pkwy, Old Hwy 11E, Commerce Blvd, S. Sugar Hollow Rd, and Sulphur Springs Rd.
 - b. Excess school traffic is a concern at the intersections of Old Hwy 11E, S. Sugar Hollow Rd, and Sulphur Springs Rd.
 - c. TDOT has design plans for “J-turns” at the Commerce Blvd intersection, and is studying additional “J-turns” for ML King Jr Pkwy.
 - d. Morristown Traffic Team had also requested TDOT to study the intersections of Sulphur Springs Rd and S Sugar Hollow Rd as well due to increase traffic congestion.
 - e. Need to coordinate with various divisions of TDOT for multimodal use. SR160 is listed as part of the Statewide Bicycle Route. However sections of SR160 is controlled access, thus making it difficult to add bicycle lanes in the area.
4. US Hwy 11E/ Broadway Blvd Corridor Study within Jefferson City, starting from the W Old Andrew Johnson Hwy and traversing eastward to approximately the Hamblen County line. This is approximately 6 miles in length. This is predominantly a 4-lane divided highway that serves as a commercial corridor for Jefferson City. The rationale for this study are:
- a. Congestion and safety issues at several intersections, including but not limited to: W Old AJ Hwy, SR92, N Chucky Pike, and E Old AJ (near Dollar General store).
 - b. Excess college/ school traffic is a concern at the intersections of .George Ave and Russell Ave.
 - c. New developments occurring along the corridor, including a new medical office complex, and a strip plaza.
 - d. Issues with flooding on the northeastern part of the corridor, near Tri-County Power Equipment, Inc.
 - e. Need to coordinate with various divisions of TDOT for multimodal use. Existing sidewalks need to be repaired/ brought up to ADA standards. Jefferson City had previously applied for various grants for a multimodal path connecting SR92 (by Weigels) to the Tennova Hospital, with connections to the Jefferson County Elementary and Middle Schools).
5. US Hwy 25E Corridor Study (from Cherokee Lake to SR341 in White Pine) (the current one is over 15 years old, needs to be updated, especially with the development around I-81 Exit 8). This is approximately 13 miles in length. Coordination with TDOT is needed to determine if sidewalks and/or bike lanes can be added along this segment of US Hwy 25E.
6. Update several documents, such as Title VI, Prospectus and By-Laws, etc., based on the US 2020 Census (once data becomes available).
7. Development of the FFY2024-2025 UPWP.

Another proposed planning activity within the FFY2022-2023 UPWP is freight planning. Since it is more feasible and viable for a freight plan to cover a larger land area than the LAMTPO region, LAMTPO staff will work closely with TDOT in their freight planning efforts. LAMTPO staff will also work closely with the Knoxville TPO or the 3 MPOs in upper East Tennessee (Bristol, Johnson City, Kingsport) if they are pursuing some type of freight planning activity.

Another federal requirement are performance measures goals and targets. It is anticipated that LAMTPO will follow all of the performance measures and targets as established by TDOT. Safety is the Performance Measure 1 (PM1). This will be due by February 27, 2022.

The PM2 (Bridge and Pavement) and the PM3 (systems performance) targets mid-performance report was approved in January 2021, and final report is due October 1, 2022.

LAMTPO will work closely with ETHRA for the development of the Transit Asset Management (TAM) report.

Additional information concerning the performance measures can be found in Appendix C.

Table 3-1. Development of the UPWP.

Development of the UPWP	Process
Advertisement	Advertise for the TAC and Executive Board meetings
Start-up process	<p>Staff will inform to the TAC and Executive Board, at their respective meetings, when staff will start the development of the UPWP. Staff will state the tasks that will be accomplished in the UPWP and will request for any additional items and/or projects (such as surveys, corridor studies, etc.) to be included as well.</p> <p>Staff will use the current UPWP CPG funding levels (for each year) to start the process in developing the new UPWP. Staff will adjust the funding levels as determined by TDOT.</p> <p>Any individual or interested party can request for a certain item (such as corridor study) or project to be included in the UPWP, 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 will request the information to be submitted within 30 days.</p>
1st Draft of UPWP	<p>After the 30 days, LAMTPO Staff starts to develop the UPWP. If an individual or interested party had requested an item or project to be included in the UPWP, they will be informed whether or not if the proposed request is within the draft UPWP.</p> <p>Once the 1st 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.</p>
2nd Draft of UPWP	Staff will analyze and revise UPWP document based on comments received from local agencies and TDOT, if any, and send 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 UPWP	Staff will analyze and revise UPWP document based on comments received from FHWA and FTA, and send 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 UPWP	Once approval and concurrence from TDOT, FHWA and FTA, the UPWP 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 UPWP Public Comment Guideline (from the LAMTPO Public Participation Plan).

Table 3-2. UPWP 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: 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 UPWP
Public Comment Period	Public Comment Period is not required; it is posted to the website a minimum of seven (7) calendar days prior to the Executive Board meeting to adopt the UPWP.
Public Meeting(s) Specifically for the UPWP	Public meeting(s) are not required; UPWP is discussed and adopted at for the UPWP the Executive Board meeting that is open to the public.
Public Notice for the Executive Board's Adoption of the UPWP	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 UPWP will follow the same public review process and procedures as that of UPWP 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 UPWP 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 UPWP document will be available on the www.lamtpo.com website and at the LAMTPO staff office.

LAMTPO staff did not receive any comments or information or items to be considered for the FFY2022-2023 UPWP. The work to be done is based on federal requirements, such as the Long Range Transportation plan (LRTP). However, some work tasks, such as corridor studies, is based

on information from local agency meetings that LAMTPO staff had attended, as well as information received from TDOT.

UPWP Amendment and Modification Process

Amendment

An **amendment** is a major change to the Federally-approved UPWP and is needed when one of the following actions takes place:

- Addition of funding to the UPWP;
- Modifying the scope of the UPWP and/or UPWP work task;
- Change in the lead agency (e.g. MPO, State, public transportation operator, local government, or consultant/partner) that will perform work in the UPWP;
- Inclusion of costs that require prior written approval, in accordance with 2 CFR 200; and
- Change in the approved matching rate and source.
- **All other changes may be performed by administrative modification.**

- A. Copies of the Unified Planning Work Program (UPWP) shall be made available for public review/ comment. These copies shall be on file at the following locations:
 - i. Morristown City Center
 - ii. White Pine Town Hall
 - iii. Jefferson City Municipal Building
 - iv. Hamblen County Courthouse
 - v. Jefferson County Courthouse
 - vi. Morristown Library
 - vii. Jefferson City Library
 - viii. White Pine Library
 - ix. www.lamtpo.com website
- B. In addition, for Public Transportation planning/ purposes (i.e. sections 5303, 5307, 5309, 5310, 5339), copies of the UPWP shall be distributed to the agencies listed in the **Appendix B** for review and/or comment.
- C. Public notices and/or advertisements will be placed in regional general circulation newspapers (and/or websites) deemed appropriate for the project. Public notices are also placed on the www.lamtpo.com website.
- D. Public notices are also sent by an email distribution list to all LAMTPO members and other interested individuals.
- E. There shall be a minimum of thirty (30) days for public review before being adopted by the LAMTPO Executive Board.

- F. If comments are received from the public and evaluated, the Executive Board may defer the adoption of the UPWP if there are unresolved comments. Should the comments be significant, as determined by the Executive Board, at least an additional 10-day review period shall be afforded to the public. The MTPO staff will prepare a written response to the comments to be incorporated into the document, or suggest amendments to the draft document before final approval.

Modification

A **modification** to the UPWP may be completed when one of the following actions takes place:

- A minor revision or clarification to an existing activity, program or project such that there is not significant change in the scope of the activity or program
- The movement of up to 20% of funds allocated in a single work task between programs, projects or activities

Modification Process:

FHWA/ FTA approval of modifications is not necessary, however, notification to the TDOT is required prior to implementation.

Accomplishments from the FFY2020-2021 UPWP

Outside of the require meetings and training sessions that LAMTPO staff goes through, the major accomplishments that occurred in FFY2020-2021 are as follows:

1. Development/ creation of the FFY2022-2023 UPWP
2. Help established the Lakeway Transit Fixed Route System
3. Opening of SR66 highway
4. SR34/ US Hwy 11E/ W Andrew Johnson Hwy Corridor Study
5. Updated Title VI Document
6. Updated DBE documents (FHWA and FTA)
7. Worked with the Knoxville TPO in the development of an updated Air Quality Conformity Determination Report
8. Collected information and created a local agency project listing for the 2045 Metropolitan Transportation Plan (MTP) document
9. Completed several FFY2020-2023 TIP adjustments and amendments
10. Updated Performance Measures information.
11. Updated the www.lamtpo.com website.

Statewide Planning Priorities

The following are the State of Tennessee's planning priorities.

1. Virtual Public Involvement (VPI) is a Federal and State planning priority for fiscal years 2022 and 2023. FHWA has promoted VPI through the Every Day Counts (EDC) program, and TDOT has selected to emphasize VPI as a Statewide Planning Emphasis Area.
2. Alternative fuels are a State planning priority for the fiscal years 2022 and 2023. FHWA has promoted alternative fuels through the Alternative Fuels Corridor Program and TDOT demonstrates support of alternative fuels as a Statewide Planning Emphasis Area through current Interstate 40 Deployment Planning Efforts and through a commitment to contribute \$7 million in Highway Infrastructure Program (HIP) funds as part of a statewide partnership with TDEC and TVA.
3. Project Delivery is a statewide planning priority for the fiscal years 2022 and 2023. TDOT identifies project delivery as an important part of the MPO planning activity in an effort to increase obligation and expenditure of Federal and State funds programmed in MPO TIPs throughout the state of Tennessee.

LAMTPO Planning Priorities

1. LAMTPO shall continue to use virtual public involvement (VPI). This may be done by having virtual meetings, such as Zoom, Microsoft Teams, Webex, etc. Continue using

online surveys for transportation related topics such as public transportation, bicycle/ pedestrian uses, etc.

2. LAMTPO shall support the State of Tennessee in their alternative fuels program.
3. LAMTPO shall work with TDOT in project delivery, in order to expedite projects and the obligations/ expenditures of transportation funding.
4. Updating US Census data (Housing, Population, and Economics) and how it will impact LAMTPO. This includes the Urbanized Area (UA), Metropolitan Planning Area (MPA), Functional Street Classification, Title VI, Limited English Proficiency (LEP) and Disadvantage Business Enterprises (DBE).
5. Promote Safety within the region, by having corridor studies done.
6. Promote more multimodal transportation uses within the region, and helping local agencies with grant applications.
7. Continue working with ETHRA/ Lakeway Transit in promoting public transportation in the region.

Table 3.3. Status of Core Documents and Next Approval Dates for Core Documents

Core Documents	Current Document Covered Years	Status	Approval Date	Next Approval Date
Unified Planning Work Program (UPWP)	FFY2021-2022	Current- up to date	Monday, August 26, 2019	
	FFY2022-2023	Draft	August 1, 2021	
	FFY2024-2025		August 1, 2023	Summer 2023
Long Range Transportation Plan (LRTP) (or Metropolitan Transportation Plan (MTP))	2040 LRTP	Current- up to date	May 25, 2017	
	2045 MTP	Current- up to date	April 28, 2021	
	2050 LRTP			Spring 2025
Transportation Improvement Program (TIP)	FFY2020-2023	Current- up to date	October 28, 2019	
	FFY2023-2026	Draft		Fall 2022
Air Quality Conformity Determination Report (in conjunction with the Knoxville TPO)	2021 to present		April 28, 2021	Fall 2022

Core Documents	Current Document Covered Years	Status	Approval Date	Next Approval Date
Public Participation Plan (PPP)	2018 to present	Current- up to date	September 26, 2018	Fall 2022
Human Services Transportation Coordination Plan (HSTCP)	2015 to present	Current- up to date	March 11 2015	Fall 2022
Title VI (Federal)	FFY2020-2023	Current- up to date		Spring 2022
Title VI (TDOT)	FFY2020-2023	Current- up to date	July 10 2019	Spring 2022
DBE	FFY2020-2023	Current- up to date	July 10 2019	Spring 2022
Functional Street Classification	2012 to present	Current- up to date	Summer 2012	Fall 2022
MPO Urbanized Area (UA)	2012 to present	Current- up to date	Summer 2012	Fall 2022
MPO Metropolitan Planning Area (MPA)	2012 to present	Current- up to date	Summer 2012	Fall 2022
Prospectus and ByLaws	2012 to present	Current- up to date	July 10, 2019	Fall 2022
PM1 (Safety)	present	Current- up to date	December 9, 2020	Winter 2020
PM2	present	Current- up to date	January 13, 2021	Fall 2025
PM3	present	Current- up to date	January 13, 2021	Fall 2025
Transportation Asset Management (TAM)	present	Current- up to date	June 9, 2021	Summer 2024
Transit Safety Performance Measure Targets	present	Current – up to date	June 2020	Agency Safety Plan (ASP) to be reviewed annually

SECTION 4. UPWP WORK TASKS

Task 1. Program Administration

Responsible Agencies: LAMTPO, Tennessee Department of Transportation, Long Range Planning Division and Multi-modal Transportation Resources.

Purpose: To administer a continuous, cooperative, and comprehensive (3-C) metropolitan transportation planning program that is consistent with the goals and objectives in the region, while meeting and maintaining all federal and state regulations and requirements in order to use federal and/or state funds to improve area roadways and public transit systems.

Recent Accomplishments:

1. Developed the FFY2020-2021 UPWP.
2. Attended the TDOT/ FHWA/ FTA MPO Conferences (includes video-conference meetings).
3. Attended TNMUG quarterly meetings
4. Developed the FFY2020-2023 Title VI document
5. Developed the FFY2020-2023 DBE (FTA and FHWA) documents.
6. Updated Performance Measure information.
7. Updated the www.lamtpo.com website.
8. Held SR66 Corridor Management Agreement (CMA) Subcommittee meetings.

Planning Factors Addressed:

1. Support the economic vitality of the metropolitan area.
2. Increase the safety of the transportation system.
3. Increase the security of the transportation system.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment.
6. Enhance the integration and connectivity of the transportation system.
7. Promote efficient system management and operation.
8. Preservation of the existing transportation system.

Work Schedule: This is a continuing task. The administrative activities will occur throughout FFY2022 and FFY2023 from October 1, 2021 through September 30, 2023. Scheduled meetings for the TAC and Executive Board are on a monthly basis. Progress Reports to be done on a quarterly basis. It is anticipated that the FFY2024-2025 UPWP to be completed in Summer 2023.

Table 4-1-1. Program Administration Activities for FFY2022-2023.

SubTask	Work Involved	Primary Agency Involved	Start Date FFY2022	Completion Date FFY2022	Start Date FFY2023	Completion Date FFY2023	Outcome/Product
Public Involvement/ Committees	Public Involvement/ LAMTPO TAC/ Executive Board/ subcommittee meetings throughout the year	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/ maintenance/ meeting agendas and minutes
	SR66 CMA meetings, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/ maintenance/ meeting agendas and minutes
	Attend Knoxville TPO meetings and East TN RPO (north and south) technical meetings throughout the year	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications
Supplies/ Equipment	Supplies/ Equipment/ Computer equipment purchases, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Purchase office supplies as needed
Software Renewals	TransCad renewal (Summers)	LAMTPO	7/1/2022	9/30/2022	7/1/2023	9/30/2023	TransCad license renewed annually, usually in Summer

SubTask	Work Involved	Primary Agency Involved	Start Date FFY2022	Completion Date FFY2022	Start Date FFY2023	Completion Date FFY2023	Outcome/Product
Capital Purchases	Maintenance of LAMTPO website throughout the year	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/ maintenance
Training/ Workshop Attendance	Training/ Workshops/ conference/ seminars, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/ maintenance of virtual platforms
Education and Awareness	Attend and/or promote education and awareness opportunities throughout the year	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications
Study Administration	Study Administration throughout the year, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications
ADA	ADA studies/ help local agencies in maintenance of Transition Plans throughout the year	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/ maintenance-help support for the ADA Transition Plans
Civil Rights/ Title VI	Maintain/ update of Title VI document (including LEP), if needed	LAMTPO	10/1/2021	6/30/2022	10/1/2022	9/30/2023	Updated document Summer 2022
Annual Title VI compliance	Annual Title VI compliance (Summers)	LAMTPO	10/1/2021	5/30/2022	10/1/2022	5/30/2023	Updated document Summer 2022

SubTask	Work Involved	Primary Agency Involved	Start Date FFY2022	Completion Date FFY2022	Start Date FFY2023	Completion Date FFY2023	Outcome/Product
DBE compliance	Maintain/ update of DBE documents, if needed	LAMTPO	10/1/2021	6/30/2022	10/1/2022	9/30/2023	Updated document Summer 2022
Financial Management	Financial Management/ billings throughout the year (quarterly basis)	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Quarterly reimbursements/ reports
Reporting	Doing quarterly reports throughout the year	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Quarterly reimbursements/ reports
Contracts	Work with TDOT and/or Local agencies on various contracts throughout the year	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/ contract approvals
Administration and Coordination	Coordination with various agencies, including public health officials throughout the year	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications
	Development of resolutions to support additional grants to improve transportation systems	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/ develop resolutions of support for the local agencies wishing to pursue various grants

SubTask	Work Involved	Primary Agency Involved	Start Date FFY2022	Completion Date FFY2022	Start Date FFY2023	Completion Date FFY2023	Outcome/Product
	Work with local agencies wishing to pursue Congestion Mitigation and Air Quality (CMAQ) grants	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Help local agencies with CMAQ grants, as needed
UPWP (Amendments/ Modifications/ maintenance)	Maintain FFY2022-2023 UPWP as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/ maintenance
	Develop the FFY2024-2025 UPWP	LAMTPO	<i>Not applicable</i>	<i>Not Applicable</i>	10/1/2022	8/30/2023	New document to be completed Summer 2023
MPO Boundary update	MPO Boundary update/ Maintain files, records, maps, documents/ to comply with most recent transportation requirements, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Metropolitan Planning Area (MPA) Boundary updated Fall 2022
Federal Certification	Not Applicable as LAMTPO is a small MPO	LAMTPO	Not applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Public Notices and Advertising	Public Notices and Advertising to be done as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going; advertisements as needed
MPO Prospectus and Bylaws update	Maintain/ update Prospectus and Bylaws, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going; maintenance-update document Fall 2022

SubTask	Work Involved	Primary Agency Involved	Start Date FFY2022	Completion Date FFY2022	Start Date FFY2023	Completion Date FFY2023	Outcome/Product
Project Initiation/ Consultation process	To be done during corridor studies, long range planning, bike/pedestrian planning, public transportation planning, etc., as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/ development of Request for Qualifications/ Proposals (RFQ/ RFP)

TDOT Activities:

TDOT will work with LAMTPO to establish the administrative and technical procedures required to meet federal planning requirements; prepare and review contractual agreements as necessary; participate in LAMTPO meetings; distribute special and annual reports and study documents; review and analyze individual transportation planning projects and studies; coordinate FTA programs across Tennessee; assist MPOs with matters pertaining to statewide freight and public transportation systems; and undertake general administrative activities in support of the metropolitan planning program.

Table 4-1-2. FFY2022 Program Administration Activities Anticipated Expenditures.

FFY2022 Task I Program Administration Activities	<i>Sub-category</i>	Total	Federal (80%)	State (5%)	Local (15%)
MPO Meetings/ Minutes/ ads		\$5,000.00	\$4,000.00	\$250.00	\$750.00
Travel		\$2,000.00	\$1,600.00	\$100.00	\$300.00
	MPO Conference				
	TNMUG				
	TDOT Freight				
	Other meetings as recommended				
Knoxville TCC meetings		\$2,300.00	\$1,840.00	\$115.00	\$345.00
ETDD-RPO Meetings		\$400.00	\$320.00	\$20.00	\$60.00
www.lamtpo.com website		\$300.00	\$240.00	\$15.00	\$45.00
Civil Rights Documents/ maintenance		\$1,000.00	\$800.00	\$50.00	\$150.00
	Title VI				
	DBE				
	ADA Transition Plans				
	Environmental Justice				
Document maintenance	UPWP	\$1,000.00	\$800.00	\$50.00	\$150.00
Purchases	TransCad Renewal	\$1,600.00	\$1,280.00	\$80.00	\$240.00
	Supplies/ Equipment	\$3,400.00	\$2,720.00	\$170.00	\$510.00
"3-C" Process	(Additional public outreach methods, surveys, virtual meetings, etc.)	\$1,000.00	\$800.00	\$50.00	\$150.00
TOTALS		\$18,000.00	\$14,400.00	\$900.00	\$2,700.00

Table 4-1-3. FFY2022 Funding Sources for Program Administration Activities.

FFY2022	80/15/5 Split			
TASK #1	TN CPG (80%)	Local (15%)	TDOT (5%)	TOTALS
Program Administration Activities	\$14,400.00	\$2,700.00	\$900.00	\$18,000.00

Table 4-1-4. FFY2022 Program Administration Activities Expenditures by the Grant Budget items.

FFY2022	Task 1. Program Administration Activities
Personnel/ Benefits	\$9,800.00
Direct Costs	\$5,000.00
Travel/ Training Costs	\$2,000.00
Consultant costs	\$0.00
Other Non-personnel (legal advertisements)	\$1,200.00
Totals	\$18,000.00

Table 4-1-5. FFY2023 Program Administration Activities Anticipated Expenditures.

FFY2023 Task I Program Administration Activities	<i>Sub-category</i>	Total	Federal (80%)	State (5%)	Local (15%)
MPO Meetings/ Minutes/ ads		\$5,000.00	\$4,000.00	\$250.00	\$750.00
Travel		\$5,000.00	\$4,000.00	\$250.00	\$750.00
	MPO Conference				
	TNMUG				
	TDOT Freight				
	Other meetings as recommended				
Knoxville TCC meetings		\$2,300.00	\$1,840.00	\$115.00	\$345.00
ETDD-RPO Meetings		\$400.00	\$320.00	\$20.00	\$60.00
www.lamtpo.com website		\$300.00	\$240.00	\$15.00	\$45.00
Civil Rights Documents/ maintenance		\$1,000.00	\$800.00	\$50.00	\$150.00
	Title VI				
	DBE				
	ADA Transition Plans				
	Environmental Justice				
Document maintenance	UPWP	\$1,000.00	\$800.00	\$50.00	\$150.00
Purchases	TransCad Renewal	\$1,600.00	\$1,280.00	\$80.00	\$240.00
	Supplies/ Equipment	\$400.00	\$320.00	\$20.00	\$60.00
"3-C" Process	(Additional public outreach methods, surveys, virtual meetings, etc.)	\$1,000.00	\$800.00	\$50.00	\$150.00
TOTALS		\$18,000.00	\$14,400.00	\$900.00	\$2,700.00

Table 4-1-6. FFY2023 Funding Sources for Program Administration Activities.

FFY2023	80/15/5 Split			
TASK #1	TN CPG (80%)	Local (15%)	TDOT (5%)	TOTALS
Program Administration Activities	\$14,400.00	\$2,700.00	\$900.00	\$18,000.00

Table 4-1-7. FFY2023 Program Administration Activities Expenditures by the Grant Budget Items.

FFY2023	Task 1. Program Administration Activities
Personnel/ Benefits	\$9,800.00
Direct Costs	\$2,000.00
Travel/ Training Costs	\$5,000.00
Consultant costs	\$0.00
Other Non-personnel (legal advertisements)	\$1,200.00
Totals	\$18,000.00

Task 2. Data Collection, Maintenance and Analysis

Responsible Agencies: LAMTPO; Engineering and/or Public Works Departments of Morristown, White Pine, Jefferson City, Hamblen County, Jefferson County; TDOT Strategic Transportation Investments Division.

Purpose: Inventory of transportation data and database development. Inventory of Transportation Data

Recent Accomplishments:

1. Collected 2014-2018 American Community Survey (ACS) Data
2. Updated parcel land use to help determine future land use areas
3. Use e-TRIMS and TiTAN for crash data analysis.
4. Participated in several US Census webinars
5. Collection, analysis, and monitoring of population, air quality, land use, and traffic data on a local and regional basis.
6. TDOT has collected traffic volumes at 171 annual cycle count stations throughout Hamblen and Jefferson counties.
7. Special count data collected for design projects as required.
8. Crash data from the Tennessee Department of Safety coded and filed.
9. High hazard accident data furnished for safety studies as needed.

Planning Factors Addressed:

1. Increase the safety of the transportation system.
2. Protect and enhance the environment.
3. Promote efficient system management and operation.
4. Preservation of the existing transportation system.

TDOT Activities:

TDOT will continue to collect traffic count data for planning and project design, and provide support for maintaining traffic accident data for use in safety analysis.

Work Schedule: Progress reports done on a quarterly basis. TDOT annual cycle counts made in March-May 2022 and March-May 2023. Local and regional population/ land use surveillance and traffic surveillance activities will be reviewed throughout the year. Updated census demographics to be performed on a quarterly status for the LAMTPO region.

Table 4-2-1. Data Collection Work Tasks for FFY2022-2023.

SubTask	Work Involved	Primary Agency Involved	Start Date FFY2022	Completion Date FFY2022	Start Date FFY2023	Completion Date FFY2023	Outcome/Product
Demography	Update population and economic demographics as the US 2020 Census data is released, throughout the year	LAMTPO	10/1/2021	7/30/2022	10/1/2022	9/30/2023	Updated Census documentation Summer 2022
Modeling	Continue working with consultants, TDOT, and the Knoxville TPO on modeling, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/maintenance
Performance Measures Updates	PM-1 Safety (updated annually)	LAMTPO	10/1/2021	3/1/2022	10/1/2022	3/1/2023	Updated PM1 resolutions annually; usually in December
	PM-2 Pavement and Bridge (continues to October 1, 2025 for final performance report)	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/maintenance
	PM-3 Systems Performance (continues to October 1, 2025 for final performance report)	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/maintenance
Transit Asset Management (TAM) Plan	Work with ETHRA in maintaining/ updating the TAM plan, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/maintenance

SubTask	Work Involved	Primary Agency Involved	Start Date FFY2022	Completion Date FFY2022	Start Date FFY2023	Completion Date FFY2023	Outcome/Product
GIS Development and Maintenance	Maintain GIS files and maps throughout the year	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going; maintenance of GIS data
Traffic Counts	Continue working with local agencies and TDOT on traffic count data throughout the year	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/maintenance
	TDOT traffic count data updated 171 annual cycle count stations	TDOT	3/1/2022	6/30/2022	3/1/2023	6/30/2023	On-going Communications/maintenance
Land and Travel Demand Modeling	Continue working with consultants, TDOT, and the Knoxville TPO on modeling, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/maintenance
Functional Classification System Updates	Continue working with TDOT, the local agencies and the Knoxville TPO on updating/ maintaining the street functional classification system as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/ updated Functional Street Classification network Fall 2022
	Review TDOT's current bridge and pavement inventories for LAMTPO region, as needed	LAMTPO	10/1/2022	9/30/2022	10/1/2022	9/30/2023	On-going Communications

SubTask	Work Involved	Primary Agency Involved	Start Date FFY2022	Completion Date FFY2022	Start Date FFY2023	Completion Date FFY2023	Outcome/Product
Bicycle and Pedestrian Data Collection	Continue working with consultants, and/or TDOT for bicycle and pedestrian data, as needed throughout the year	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/maintenance
Urbanized Area (UA) Boundary Update	Maintain and/or update the Urbanized Area Boundary, as needed (based on the U.S.2020 Census)	LAMTPO	10/1/2021	7/30/2022	10/1/2022	9/30/2023	Updated UA boundary Summer 2022
Economic Data and Land Use Date	Update population and economic demographics, and land use as the US 2020 Census data is released, throughout the year	LAMTPO	10/1/2021	7/30/2022	10/1/2022	9/30/2023	Updated Census documentation Summer 2022
Safety Data Collection and Analysis	Continue working with TDOT on safety data collection and analysis, reviewing E-Trims data, throughout the year	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/maintenance
Household Travel Survey	Continue working with consultants, TDOT, and the Knoxville TPO on modeling with respect to the household travel survey, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/maintenance

SubTask	Work Involved	Primary Agency Involved	Start Date FFY2022	Completion Date FFY2022	Start Date FFY2023	Completion Date FFY2023	Outcome/Product
Ridership Survey Lakeway Transit/ ETHRA	Continue working with ETHRA/ Lakeway Transit on obtaining ridership numbers and how to improve/ increase ridership within the LAMTPO region, throughout the year	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/ maintenance of ridership data
Land Use Impact	Continue working with local agencies and TDOT on how to minimize land use/ traffic impacts on the road network, throughout the year	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/ maintenance
Air Quality Conformity Analysis	Continue working with TDOT, TDEC, the Knoxville TPO, and the Interagency Consultation (IAC) on air quality conformity, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/ maintenance
	Monitor / review regulations pertaining to Air Quality issues, especially Ozone concerns, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/ maintenance
	Continue using TransCad and/or EPA's MOVES modelling, in conjunction with the Knoxville TPO, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications/ maintenance

Table 4-2-2. FFY2022 Funding Sources for Data Collection.

FFY2022	80/15/5 Split			
TASK #2	TN CPG (80%)	Local (15%)	TDOT (5%)	TOTALS
Data Collection	\$4,000.00	\$1,000.00	\$250.00	\$5,000.00

Table 4-2-3. FFY2022 Data Collection Expenditures by the Grant Budget Items.

FFY2022	Task 2. Data Collection
Personnel/ Benefits	\$5,000.00
Direct Costs	\$0.00
Travel/ Training Costs	\$0.00
Consultant costs	\$0.00
Other Non-personnel (legal advertisements)	\$0.00
Totals	\$5,000.00

Table 4-2-4. FFY2023 Funding Sources for Data Collection.

FFY2023	80/15/5 Split			
TASK #2	TN CPG (80%)	Local (15%)	TDOT (5%)	TOTALS
Data Collection	\$4,000.00	\$750.00	\$250.00	\$5,000.00

Table 4-2-5. FFY2023 Data Collection Expenditures by the Grant Budget Items.

FFY2022	Task 2. Data Collection
Personnel/ Benefits	\$5,000.00
Direct Costs	\$0.00
Travel/ Training Costs	\$0.00
Consultant costs	\$0.00
Other Non-personnel (legal advertisements)	\$0.00
Totals	\$5,000.00

Task 3. Short Range Planning

Responsible Agencies: LAMTPO, TDOT

Purpose: To maintain/ update the Transportation Improvement Program (TIP) for the metropolitan planning area, as needed.

Recent Accomplishments:

1. The FFY2020-2023 TIP was approved on October 28, 2019.
2. The TIP and the TDOT Annual Obligated Funding Listing of Projects, as well as any TIP amendments or modifications, can be viewed at www.lamtpo.com.

Planning Factors Addressed:

1. Increase the safety of the transportation system.
2. Increase the accessibility and mobility of people and freight.
3. Enhance the integration and connectivity of the transportation system.
4. Promote efficient system management and operation.
5. Preservation of the existing transportation system.

TDOT Work Tasks:

TDOT will report the obligation status of TIP projects on a regular basis. Provide information and assistance to LAMTPO membership regarding project schedules and funding expenditures, and issue various call-for-projects for state managed grant funds.

Work Schedule:

Maintain the existing FFY2020-2023 TIP until the FFY2023-2026 TIP is completed. Progress reports to be given on a quarterly basis. The TDOT annual listing of obligated project is anticipated to be posted on www.lamtpo.com website by December 2021 and December 2022.

Table 4-3-1. Short Range Planning Work Tasks for FFY2022-2023.

SubTask	Work Involved	Primary Agency Involved	Start Date FFY2022	Completion Date FFY2022	Start Date FFY2023	Completion Date FFY2023	Outcome/ Product
Transportation Improvement Program (TIP)	Maintenance of the FY2020-2023 TIP by completing amendments and/or modifications, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Maintenance of existing document
	Develop new FFY2023-2026 TIP (to be completed by Oct 1, 2022)	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	New TIP document in Fall 2022
Environmental Impact Assessments	Review/ consultation of Environmental Justice, as needed (based on changes to land use or population, or proposed project scope of work change) This is a planning-level analysis	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications
	Coordination with federal, state, local and public health officials as well as any interested parties throughout the year	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications
	Review of access to essential services, as needed (based on changes to land use or population, or proposed project scope of work change), as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications

SubTask	Work Involved	Primary Agency Involved	Start Date FFY2022	Completion Date FFY2022	Start Date FFY2023	Completion Date FFY2023	Outcome/ Product
Annual Listing of Obligated Projects	Annual Listing of Obligated Projects to be advertised and posted at www.lamtpo.com , as needed	LAMTPO	11/1/2021	1/30/2022	11/1/2022	1/30/2023	Obligated listing of projects updated annually (usually in the Fall)

Table 4-3-2. FFY2022 Funding Sources for Short Range Planning Work Tasks

FFY2022	80/15/5 Split			
TASK #3	TN CPG (80%)	Local (15%)	TDOT (5%)	TOTALS
Short Range Planning	\$11,200.00	\$2,100.00	\$700.00	\$14,000.00

Table 4-3-3. FFY2022 Short Range Planning Work Task Expenditures by the Grant Budget Items.

FFY2022	Task 3. Short Range Planning
Personnel/ Benefits	\$10,000.00
Direct Costs	\$0.00
Travel/ Training Costs	\$0.00
Consultant costs	\$0.00
Other Non-personnel (legal advertisements)	\$4,000.00
Totals	\$14,000.00

Table 4-3-4. FFY2023 Funding Sources for Short Range Planning Work Tasks

FFY2023	80/15/5 Split			
TASK #3	TN CPG (80%)	Local (15%)	TDOT (5%)	TOTALS
Short Range Planning	\$11,200.00	\$2,100.00	\$700.00	\$14,000.00

Table 4-3-5. FFY2023 Short Range Planning Work Task Expenditures by the Grant Budget Items.

FFY2023	Task 3. Short Range Planning
Personnel/ Benefits	\$10,000.00
Direct Costs	\$0.00
Travel/ Training Costs	\$0.00
Consultant costs	\$0.00
Other Non-personnel (legal advertisements)	\$4,000.00
Totals	\$14,000.00

Task 4. Long Range Planning

Responsible Agencies: LAMTPO, TDOT Long Range Planning Division, Knoxville TPO

Purpose:

To provide a continuously updated comprehensive transportation plan that is:

1. Integrated with existing and projected traffic patterns, demographics, land use, zoning, economic development, public health and/or environmental considerations;
2. Accounts for all forms of transportation within the region;
3. Based on regional goals and objectives; and
4. Financially constrained and feasible.
5. Maintain and enhance the travel demand forecasting model for the region. Continue to address national/ regional issues such as aging population, resiliency, healthy environment/people, mobility choices, and livable communities.

Recent Accomplishments

1. Implemented and maintained of the 2040 Long Range Transportation Plan (LRTP)
2. Worked with TDOT/ FHWA/ FTA on LRTP amendment to include information concerning Performance Measure Targets
3. Developed the 2045 Metropolitan Transportation Plan (MTP)
4. Developed the US Hwy 11E/ SR34/ W Andrew Johnson Hwy Corridor Study

Planning Factors Addressed:

1. Support the economic vitality of the metropolitan area.
2. Increase the safety of the transportation system.
3. Increase the security of the transportation system.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment.
6. Enhance the integration and connectivity of the transportation system.
7. Promote efficient system management and operation.
8. Preservation of the existing transportation system.

Work Schedule: Continuing tasks. Maintenance of the 2045 MTP throughout FFY2022 and FFY2023. Status reports to be done on a quarterly basis. Work with the Knoxville TPO on travel demand modelling and air quality modeling for the LAMTPO MPA

Table 4-4-1. Long Range Planning Tasks for FFY2022-2023.

SubTask	Work Involved	Primary Agency Involved	Start Date FFY2022	Completion Date FFY2022	Start Date FFY2023	Completion Date FFY2023	Outcome/ Product
Regional Transportation Plan	Maintain/ Update 2045 MTP (adopted April 28, 2021), as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going; maintenance of existing document
	Continue working with TDOT in the update of the Statewide LRTP, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Continued Communication/ maintenance of existing information
	Continue collecting data for the next MTP (due in May 2025), as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going; collect Information for the next MTP
Public Participation/ Plan	Maintain/ Update the Public Participation Plan (last adopted Sept 2018), as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Continued Communication/ maintenance of existing information
	Any amendment to the 2045 MTP and Air Quality Determination report; as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going; maintenance of existing document, make amendments as needed
	For development of the 2050 MTP and/or air quality determination report, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going; Gathering information for the next MTP process

SubTask	Work Involved	Primary Agency Involved	Start Date FFY2022	Completion Date FFY2022	Start Date FFY2023	Completion Date FFY2023	Outcome/ Product
	Coordination with federal, state, local officials, and public health officials throughout the year	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Continued Communication/ maintenance of existing information
Congestion Management Planning/ Air Quality	Continue working with TDOT, TDEC, the Knoxville TPO, and the Interagency Consultation (IAC) on air quality conformity, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Continued Communication/ maintenance of existing information
	Evaluate ways to relieve congestion and improve safety in LAMTPO MPA by various transportation management systems (TMS), as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Continued Communication/ maintenance of existing information
	Maintain/ update the Air Quality Conformity determination report (in conjunction with the Knoxville TPO) as needed	Knoxville/ LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Continued Communication/ maintenance of existing information
	Maintain Memorandum of Agreement (MOA) with the Knoxville TPO	Knoxville/ LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Continued Communication/ maintenance of existing information

SubTask	Work Involved	Primary Agency Involved	Start Date FFY2022	Completion Date FFY2022	Start Date FFY2023	Completion Date FFY2023	Outcome/ Product
	Staff will continue to work on integrating Climate Considerations into Transportation Decision Making process, and continue reviewing transportation/ climate information as provided on EPA/ FHWA/ FTA websites, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Continued Communication/ maintenance of existing information
Freight Planning	Continue working closely with TDOT or the nearby MPOs for regional and/or statewide Freight Planning activities, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Continued Communication/ maintenance of existing information
Intelligent Transportation Systems (ITS) Architecture	Maintain/ Update the ITS Architecture (adopted April 2017), as needed Continue working with TDOT concerning the ITS document, as TDOT had provided this work to the MPOs previously	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Continued Communication/ maintenance of existing information

TDOT Activities:

TDOT will work with LAMTPO to integrate recommendations of the local transportation plan with the statewide LRTP. Review planning models, attend meetings for planning studies, and provide support to the Tennessee Model Users Group (TNMUG). *TDOT and LAMTPO will work together concerning the performance measure targets and reporting.*

Table 4-4-2. FFY2022 Funding Sources for Long Range Planning.

FFY2022	80/15/5 Split			
TASK #4	TN CPG (80%)	Local (15%)	TDOT (5%)	TOTALS
Long Range Planning	\$57,692.00	\$10,817.25	\$3,605.75	\$72,115.00

Table 4-4-3. FFY2022 Long Range Planning by the Grant Budget Items.

FFY2022	Task 4. Long Range Planning	Totals
Personnel/ Benefits	\$64,615.00	\$64,615.00
Direct Costs	\$0.00	\$0.00
Travel/ Training Costs	\$0.00	\$0.00
Consultant costs- Corridor Studies	\$0.00	\$0.00
Other Non-personnel (legal advertisements)	\$7,500.00	\$7,500.00
Totals	\$72,115.00	\$72,115.00

Table 4-4-4. FFY2023 Funding Sources for Long Range Planning.

FFY2023	80/15/5 Split			
TASK #4	TN CPG (80%)	Local (15%)	TDOT (5%)	TOTALS
Long Range Planning	\$57,692.00	\$10,817.25	\$3,605.75	\$72,115.00

Budget Table 4-4-5. FFY2023 Long Range Planning Expenditures by the Grant Items.

FFY2023	Task 4. Long Range Planning	Totals
Personnel/ Benefits	\$64,615.00	\$64,615.00
Direct Costs	\$0.00	\$0.00
Travel/ Training Costs	\$0.00	\$0.00
Consultant costs- Corridor Studies	\$0.00	\$0.00
Other Non-personnel (legal advertisements)	\$7,500.00	\$7,500.00
Totals	\$72,115.00	\$72,115.00

Task 5. Multimodal Planning

Responsible Agencies: LAMTPO, TDOT, ETHRA; FTA is a reviewing/ approval agency

Purpose: To utilize Public Transit within the LAMTPO metropolitan planning area.

Recent Accomplishments:

1. Morristown to Knoxville Expressed Fixed Route Study (2017), in conjunction with ETHRA and TDOT.
2. Morristown Fixed Route Study (2018), in conjunction with ETHRA and TDOT
3. Annual Public Transit Surveys, in conjunction with ETHRA
4. Received FTA Section 5310 and 5339 Grants
5. Completed the Transit Asset Management (TAM) document, in conjunction with ETHRA and TDOT.

Planning Factors Addressed:

1. Increase the safety of the transportation system.
2. Increase the security of the transportation system.
3. Increase the accessibility and mobility of people and freight.
4. Protect and enhance the environment.

Work Schedule: Continuous throughout the year. Progress reports on a quarterly basis. Public Transit services to occur throughout the year. HSTCP and DBE program maintenance throughout the fiscal year. Monitoring of ridership to be done throughout the year. . Anticipate working with the local agencies in the FFY2022 and FFY2023 for TDOT TAP, Urban Transportation Planning Grant (UTPG), and Multimodal grant applications.

Table 4-5-1. Multimodal Planning Activities for FFY2022-2023

SubTask	Work Involved	Primary Agency Involved	Start Date FFY2022	Completion Date FFY2022	Start Date FFY2023	Completion Date FFY2023	Outcome/ Product
Coordinated Public Transit Human Services	Maintain/ Update the Human Service Transportation Coordination Plan (HSTCP) (last adopted March 2015), as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Updated HSTCP in Fall 2022; on-going maintenance
Bicycle/ Pedestrian/ Alternative Transportation	Maintain/ update the Bicycle/ Pedestrian Plan (last updated September 2019) as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going; Maintenance of existing document
Active Transportation	Continue working with local agencies in developing healthy active transportation alternatives (such as sidewalk and/or bicycle plans, help in applying for various multimodal grants, etc.) in the LAMTPO region, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going; Communications/ help in maintenance of local bike/ pedestrian plans
	Assist local agencies apply for TAP and/or TDOT Multimodal Grants, or other grants of similar nature	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Resolutions of support to local governments to apply for pedestrian or bicycle grants

SubTask	Work Involved	Primary Agency Involved	Start Date FFY2022	Completion Date FFY2022	Start Date FFY2023	Completion Date FFY2023	Outcome/Product
Public Transportation	Monitoring, Mapping, reporting of Public Transit ridership (demand response and fixed route), as needed	ETHRA/LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Continued Communication/maintenance of existing information
	Continue with meetings, seminars and/or training with ETHRA, TDOT, FTA concerning public transportation throughout the year	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Continued Communication/maintenance of existing information
	In conjunction with ETHRA, continue applying for public transportation grants through TDOT, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Apply for various FTA and/or state transit grants
	In conjunction with ETHRA, continue developing public transportation projects for the MTP and/or TIP, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Continued Communication/maintenance of existing information
	Transit Center Feasibility Study (Planning)	ETHRA/Lakeway Transit/LAMTPO	10/1/2021	5/30/2022	N.A.	N.A.	Completed Transit Center Planning Study, anticipate to be done by end of May 2022

Table 4-5-2. FFY2022 Funding Sources for Multimodal Planning Work Tasks

FFY2022	80/15/5 Split			
TASK #5	TN CPG	Local	TDOT	TOTALS
Multimodal Planning	\$105,752.00	\$14,828.50	\$11,609.50	\$132,190.00

Note: Residual 5303 Grant stated 80% federal, 10% local, 10% state funds

Table 4-5-3. FFY2022 Multimodal Planning Expenditures by the Grant Budget Items.

FFY2022	Task 5. Multimodal Planning
Personnel/ Benefits	\$24,190.00
Direct Costs	\$3,000.00
Travel/ Training Costs	\$2,000.00
Consultant costs – Transit Center Feasibility Study	\$100,000.00
Other Non-personnel (legal advertisements)	\$3,000.00
Totals	\$132,190.00

Note: Residual 5303 Grant stated 80% federal, 10% local, 10% state funds

Table 4-5-4. FFY2023 Funding Sources for Multimodal Planning Work Tasks

FFY2023	80/15/5 Split			
TASK #5	TN CPG	Local	TDOT	TOTALS
Multimodal Planning	\$25,752.00	\$4,828.50	\$1,609.50	\$32,190.00

Table 4-5-5. FFY2023 Multimodal Planning Expenditures by the Grant Budget Items.

FFY2023	Task 5. Multimodal Planning
Personnel/ Benefits	\$24,190.00
Direct Costs	\$3,000.00
Travel/ Training Costs	\$2,000.00
Consultant costs	\$0.00
Other Non-personnel (legal advertisements)	\$3,000.00
Totals	\$32,190.00

Task 6. Special Studies**Responsible Agencies:**

LAMTPO, TDOT, Knoxville TPO, EPA, FHWA, FTA, TDEC are reviewing/ approval agencies.

Purpose:

To help determine how to improve certain roadways, and/or ways to help mitigate congestion.

Previous Work:

Most recent corridor studies were SR66 (December 2018)
US Hwy 11E/ W Andrew Johnson Hwy (Summer 2021)

Planning Factors Addressed:

1. Increase the accessibility and mobility of people and freight
2. Protect and enhance the environment
3. Preservation of the existing transportation system.

Note: \$100,000.00 will be rolled over from the FFY2020-2021 UPWP into FFY2022, which is anticipated to be used for a Corridor Study (as determined by the Executive Board).

Work Schedule: Depending on funding, mostly local matching funds from the various governing agencies of LAMTPO, will determine when and/or where the highway corridor study(ies) to take place.

Table 4-6-1. Special Studies Planning Activities for FFY2022-2023

SubTask	Work Involved	Primary Agency Involved	Start Date FFY2022	Completion Date FFY2022	Start Date FFY2023	Completion Date FFY2023	Outcome/ Product
Transportation Systems Management and Operations	Continue working with TDOT and/or local agencies in how to improve transportation systems management and/or operations within the LAMTPO region, throughout the year	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications
Planning and Environmental Linkages	Continue working with TDOT, FHWA, FTA on NEPA processes, as needed	LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	On-going Communications

SubTask	Work Involved	Primary Agency Involved	Start Date FFY2022	Completion Date FFY2022	Start Date FFY2023	Completion Date FFY2023	Outcome/ Product
Corridor Study(ies)	Continue working with TDOT and/or local agencies in determining which roadway corridor study(ies) to be done), as needed <i>(additional information is listed on pages 4-34 and 4-35)</i>	LAMTPO, Local Agencies, TDOT (work to be completed by consultants)	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Depending on funding; Highway Corridor study(ies) will be completed (the corridors to be studied to be determined by the LAMTPO Executive Board)
Sub-Area Study	Continue working with local agencies and/or TDOT for potential sub-area study(ies) to be done, if any	Local Agencies, LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Potential studies to be completed, (to be done in-house, as needed)
Sector/ Community Planning	Continue working with local agencies and/or TDOT for potential community study(ies) to be done, if any	Local Agencies, LAMTPO	10/1/2021	9/30/2022	10/1/2022	9/30/2023	Potential community study(ies) (to be done in-house as needed)

If funding is available then the following corridor studies may be done:

1. **SR343/ S Cumberland Street Complete Street Corridor Study.** This study will be from US Hwy 11E/ W Morris Blvd to SR160. The distance is approximately 1.60 miles in length with 17 intersections (4 of which are signalized). A previous corridor study was done in 2008, thus needs to be updated. The rationale for this study are:
 - a. Improve the safety for all transportation modes;
 - b. Make it more pedestrian and/or bicycle friendly;
 - c. SR343 is a gateway into downtown Morristown, thus to enhance the aesthetics of the streetscape;
 - d. Improvement to intersections, if needed

(Please note that this study is currently underway with local funds and the TN Urban Transportation Planning Grant (UTPG), it is anticipated to be completed in Fall 2021.)
2. **SR160 from the intersection of US Hwy 11E/ SR34/ W Andrew Johnson Highway to the intersection of SR343/ S Cumberland St in Morristown.** This is predominantly a 4-lane divided highway that serves as a southern by-pass for Morristown. The length for this study is approximately 7.30 miles, with 15 intersections. The rationale for this study are:
 - a. Congestion and safety issues at the intersections of M L King Jr Pkwy, Old Hwy 11E, Commerce Blvd, S. Sugar Hollow Rd, and Sulphur Springs Rd.
 - b. Excess school traffic is a concern at the intersections of Old Hwy 11E, S. Sugar Hollow Rd, and Sulphur Springs Rd.
 - c. TDOT has design plans for “J-turns” at the Commerce Blvd intersection, and is studying additional “J-turns” for ML King Jr Pkwy.
 - d. Morristown Traffic Team had also requested TDOT to study the intersections of Sulphur Springs Rd and S Sugar Hollow Rd as well due to increase traffic congestion.
 - e. Need to coordinate with various divisions of TDOT for multimodal use. SR160 is listed as part of the Statewide Bicycle Route. However sections of SR160 is controlled access, thus making it difficult to add bicycle lanes in the area.
3. **US Hwy 11E/ Broadway Blvd Corridor Study within Jefferson City, starting from the W Old Andrew Johnson Hwy and traversing eastward to approximately the Hamblen County line.** This is approximately 6 miles in length. This is predominantly a 4-lane divided highway that serves as a commercial corridor for Jefferson City. The rationale for this study are:
 - a. Congestion and safety issues at several intersections, including but not limited to: W Old AJ Hwy, SR92, N Chucky Pike, and E Old AJ (near Dollar General store).
 - b. Excess college/ school traffic is a concern at the intersections of .George Ave and Russell Ave.
 - c. New developments occurring along the corridor, including a new medical office complex, and a strip plaza.

- d. Issues with flooding on the northeastern part of the corridor, near Tri-County Power Equipment, Inc.
 - e. Need to coordinate with various divisions of TDOT for multimodal use. Existing sidewalks need to be repaired/ brought up to ADA standards. Jefferson City had previously applied for various grants for a multimodal path connecting SR92 (by Weigels) to the Tennova Hospital, with connections to the Jefferson County Elementary and Middle Schools).
- 4. US Hwy 25E Corridor Study (from Cherokee Lake to SR341 in White Pine)** (the current one is over 15 years old, needs to be updated, especially with the development around I-81 Exit 8). This is approximately 13 miles in length. Coordination with TDOT is needed to determine if sidewalks and/or bike lanes can be added along this segment of US Hwy 25E.
- 5. SR343 ITS Traffic Signalization Coordination Study in Morristown.** A total of 13 signals, covering a distance of approximately 3.67 miles. (This may be combined with the SR343/ S Cumberland Complete Street Study). Part of this study will determine which intersections the sidewalks need ADA compliant ramps, and/or brought up to ADA standards. *(Please note that this study is currently underway with local funds and the TN Urban Transportation Planning Grant (UTPG), it is anticipated to be completed in Fall 2021.)*

Table 4-6-2. FFY2022 Funding Sources for Special Studies Work Tasks

FFY2022	80/15/5 Split			
TASK #6	TN CPG (80%)	Local (15%)	TDOT (5%)	TOTALS
Special Studies	\$164,000.00	\$30,750.00	\$10,250.00	\$205,000.00

Table 4-6-3. FFY2022 Special Studies Expenditures by the Grant Budget Items

FFY2022	Task 6. Special Studies
Personnel/ Benefits	\$4,000.00
Direct Costs	\$0.00
Travel/ Training Costs	\$0.00
Consultant costs (for corridor studies)	\$200,000.00
Other Non-personnel (legal advertisements)	\$1,000.00
Totals	\$205,000.00

Table 4-6-4. FFY2023 Funding Sources for Special Studies Work Tasks

FFY2023	80/15/5 Split			
TASK #6	TN CPG (80%)	Local (15%)	TDOT (5%)	TOTALS
Special Studies	\$84,000.00	\$15,750.00	\$5,250.00	\$105,000.00

Table 4-6-5. FFY2023 Special Studies Expenditures by the Grant Budget Items

FFY2023	Task 6. Special Studies
Personnel/ Benefits	\$4,000.00
Direct Costs	\$0.00
Travel/ Training Costs	\$0.00
Consultant costs (for corridor studies)	\$100,000.00
Other Non-personnel (legal advertisements)	\$1,000.00
Totals	\$105,000.00

APPENDIX A. BUDGET TABLES

The following pages state the budgets for FFY 2020 and FFY2021 LAMTPO staff does not believe that any SPR funds or FTA Section 5303 funds will carry-over into FFY2022 or FFY2023.

It is anticipated that \$100,000.00 of CPG funds will carryover from the FFY2020-2021 UPWP, to be used in the Special Studies tasks.

There are no anticipated indirect costs and/or rates for FFY2022 or FFY2023.

NOTE:

1. FHWA Metropolitan Planning Funds (PL Funds). This funding is available to the MPO from an apportionment of funds to Tennessee from the Federal Highway Administration (FHWA). The matching ratios for these funds are 80% federal and 20% local match. *It is listed as 80/20 Split in the tables.*
2. State Planning and Research Funds (SPR). Planning activities by Tennessee are funded with SPR grant monies and administered by the State DOTs. The matching ratio for SPR funds is 80% federal and 20% state.
3. FTA Section 5303 Planning Funds. These are federal funds designated for transit planning activities. The matching ratio for Section 5303 is 80% federal, 10% state, and 10% local match. This funding is available to the MPO from an apportionment of funds to Tennessee from the Federal Transit Administration (FTA). *It is listed as 80/10/10 Split in the tables.*
4. Local Funding: The MPO member jurisdictions provide local funding to match federal and/or state funding programmed for transportation planning projects. The local match generally comes from the local government's general fund.

“Tennessee receives a direct apportionment of FHWA Section 112 Metropolitan planning (PL) funds and Federal Transit Administration (FTA) Section 5303 planning funds. TDOT participates in the Consolidated Planning Grant (CPG) Program, where FHWA and FTA planning funds are combined into a single fund administered by FHWA. The funds are distributed to the MPOs and administered by TDOT's LRPD in accordance with 23 CFR 420.109. The PL distribution formula gives each MPO a base amount plus an amount based on their 2010 Census Urbanized Area Population and the formula also retains a small portion for TDOT to use for the benefit of all the MPOs. The distribution formula for the 5303 funds is based on each MPO's 2010 Census Urbanized Area Population. This will be the first UPWP where the funds will be broken down by 80% federal, 15% local match, and 5% TDOT matching funds.

Table A-1. FFY2022 Proposed Task Funding Source, by Agency Participation

TASK	Description	Federal Funds (80%)	Local Funds (15%)	TDOT Funds (5%)	TOTAL CPG Funds
1	Program Administration	\$14,400.00	\$2,700.00	\$900.00	\$18,000.00
2	Data Collection	\$4,000.00	\$750.00	\$250.00	\$5,000.00
3	Short Range Planning	\$11,200.00	\$2,100.00	\$700.00	\$14,000.00
4	Long Range Planning	\$57,692.00	\$10,817.25	\$3,605.75	\$72,115.00
5	Multimodal Planning	\$105,752.00	\$14,828.50	\$11,609.50	\$132,190.00
6	Special Studies	\$164,000.00	\$30,750.00	\$10,250.00	\$205,000.00
	TOTALS	\$357,044.00	\$61,945.75	\$27,315.25	\$446,305.00

Note: Residual 5303 Grant stated 80% federal, 10% local, 10% state funds

Table A-2. Agency Participation By Funding Source –FFY2022.

	80/15/5 Split			
FFY2022	Federal Funds (80%)	Local Funds (15%)	TDOT Funds (5%)	TOTAL CPG Funds
LAMTPO	\$357,044.00	\$61,945.75	\$27,315.25	\$446,305.00
TOTALS	\$357,044.00	\$61,945.75	\$27,315.25	\$446,305.00

Note: Residual 5303 Grant stated 80% federal, 10% local, 10% state funds

Table A-3. FFY2022 Transportation Planning Expenditures by the Grant Budget Items.

FFY2022	Task 1. Program Administration	Task 2. Data Collection	Task 3. Short Range Planning	Task 4. Long Range Planning	Task 5. Multimodal Planning	Task 6. Special Studies	TOTALS
Personnel/ Benefits	\$9,800.00	\$5,000.00	\$10,000.00	\$64,615.00	\$24,190.00	\$4,000.00	\$117,605.00
Direct Costs	\$2,000.00	\$0.00	\$0.00	\$0.00	\$3,000.00	\$0.00	\$5,000.00
Travel/ Training Costs	\$5,000.00	\$0.00	\$0.00	\$0.00	\$2,000.00	\$0.00	\$7,000.00
Consultant costs	\$0.00	\$0.00	\$0.00	\$0.00	\$100,000.00	\$200,000.00	\$300,000.00
Other Non- personnel	\$1,200.00	\$0.00	\$4,000.00	\$7,500.00	\$3,000.00	\$1,000.00	\$16,700.00
Totals	\$18,000.00	\$5,000.00	\$14,000.00	\$72,115.00	\$132,190.00	\$205,000.00	\$446,305.00

Note: Residual 5303 Grant stated 80% federal, 10% local, 10% state funds

Table A-4. FFY2023 Proposed Task Funding Source, by Agency Participation

TASK	Description	Federal Funds (80%)	Local Funds (15%)	TDOT Funds (5%)	TOTAL CPG Funds
1	Program Administration	\$14,400.00	\$2,700.00	\$900.00	\$18,000.00
2	Data Collection	\$4,000.00	\$750.00	\$250.00	\$5,000.00
3	Short Range Planning	\$11,200.00	\$2,100.00	\$700.00	\$14,000.00
4	Long Range Planning	\$57,692.00	\$10,817.25	\$3,605.75	\$72,115.00
5	Multimodal Planning	\$25,752.00	\$4,828.50	\$1,609.50	\$32,190.00
6	Special Studies	\$84,000.00	\$15,750.00	\$5,250.00	\$105,000.00
	TOTALS	\$197,044.00	\$36,945.75	\$12,315.25	\$246,305.00

Table A-5. Agency Participation By Funding Source –FFY2023.

	80/15/5 Split			
FFY2023	Federal Funds (80%)	Local Funds (15%)	TDOT Funds (5%)	TOTAL CPG Funds
LAMTPO	\$197,044.00	\$36,945.75	\$12,315.25	\$246,305.00
TOTALS	\$197,044.00	\$36,945.75	\$12,315.25	\$246,305.00

Table A-6. FFY2023 Transportation Planning Expenditures by the Grant Budget Items.

FFY2023	Task 1. Program Administration	Task 2. Data Collection	Task 3. Short Range Planning	Task 4. Long Range Planning	Task 5. Multimodal Planning	Task 6. Special Studies	TOTALS
Personnel/ Benefits	\$9,800.00	\$5,000.00	\$10,000.00	\$64,615.00	\$24,190.00	\$4,000.00	\$117,605.00
Direct Costs	\$2,000.00	\$0.00	\$0.00	\$0.00	\$3,000.00	\$0.00	\$5,000.00
Travel/ Training Costs	\$5,000.00	\$0.00	\$0.00	\$0.00	\$2,000.00	\$0.00	\$7,000.00
Consultant costs	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00
Other Non- personnel	\$1,200.00	\$0.00	\$4,000.00	\$7,500.00	\$3,000.00	\$1,000.00	\$16,700.00
Totals	\$18,000.00	\$5,000.00	\$14,000.00	\$72,115.00	\$32,190.00	\$105,000.00	\$246,305.00

APPENDIX B. AGENCY 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
CEASE	Director	PO Box 3359		Morristown, TN 37815-3359
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	1336 N hwy 92		Jefferson City, TN 37760
Morristown-Hamblen Library	Director	417 W. Main St		Morristown, TN 37814

Agency	Name	Address_1	Address_2	City_St_Zip
White Pine Library	Director	1708 Main St		White Pine, TN 37890
MATS	Director	324 N. Hill St		Morristown, TN 37814
Healthstar Physicians	Director	420 W. Morris Blvd		Morristown, TN 37813
Hamblen County EMS	Director	511 W. 2nd North St		Morristown, TN 37814
Hamblen County Health Dept.	Director	331 W. Main St.		Morristown, TN 37814
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
Children's Services	Director	1108 Gateway Service Park		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
St. Mary's Hospital	Director	110 Hospital Dr		Jefferson City, TN 37760

Agency	Name	Address_1	Address_2	City_St_Zip
Jefferson City Housing Authority	Director	942 E. Ellis St		Jefferson City, TN 37760
Morristown Housing Authority	Marilyn Medley	600 Sulphur Springs Rd		Morristown, TN 37813
Morristown Senior Citizens Center	Director	841 Lincoln Ave		Morristown, TN 37813
Douglas Cherokee Economic Authority	Director	534 E. 1st North St		Morristown, TN 37814
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
Human Services Dept.	Director	Hwy 92		Dandridge, TN 37725
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	Kelsey Finch	Region One	7345 Region Lane	Knoxville, TN 37914
TDOT	Troy Ebbert	Region One	7345 Region Lane	Knoxville, TN 37914
TDOT	Director	James K Polk Bldg-Suite 1800		Nashville, TN 37243
TDOT	Byron Head	James K Polk Bldg-Suite 1800		Nashville, TN 37243
TDOT, OCT	Michelle Christian	Region One	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

Agency	Name	Address_1	Address_2	City_St_Zip
Knoxville TPO	Mike Conger	400 Main St, Suite 403		Knoxville, TN 37902
Knoxville TPO	Jeff Welch	400 Main St, Suite 403		Knoxville, TN 37902
Bike/ pedestrian enthusiast	Jake Greear	2240 Sutherland Ave	Suit 2	Knoxville TN 37919
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

Agency	Name	Address_1	Address_2	City_St_Zip
USDA Forest Service	Regional Forester	Region 8 (Southern Region)	1720 Peachtree Road NW	Atlanta, GA 30309
USDA Forest Service	Director	Cherokee National Forest	2800 N. Ocoee St	Cleveland, TN 37312
USDA Forest Service	Director	100 Van Morgan Drive		Golden Pond, KY 42211
US Coast Guard	Rear Admiral	Hale Boggs Federal Building	500 Poydras Street	New Orleans, LA 70130
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
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

Agency	Name	Address_1	Address_2	City_St_Zip
Tennessee Wildlife Resources Agency	Executive Director	Ellington Agricultural Center	440 Hogan Road	Nashville, TN 37204
Tennessee Wildlife Resources Agency	Director	3030 Wildlife Way		Morristown, TN 37814
Tennessee State Historic Preservation Office	Executive Director	Clover Bottom Mansion	2941 Lebanon Road	Nashville, TN 37243-0442
TDEC Air Resources	Senior Director	711 RS Gass Blvd		Nashville, TN 37243
TDEC Land Resources	Senior Director	711 RS Gass Blvd		Nashville, TN 37243
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 Hamilton-Jones	404 BNA Dr, Bldg 200, Suite 508		Nashville, TN 37217

APPENDIX C. PERFORMANCE MEASURE INFORMATION

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

RESOLUTION 2020-012
SUPPORTING THE 2017-2021 SAFETY PERFORMANCE MEASURE
TARGETS FOR THE STATE OF TENNESSEE

WHEREAS, the Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) is the organization responsible for planning an efficient transportation system in the Lakeway Region and for the appropriate use of federal transportation funds in that area; and

WHEREAS, in 2012 Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Act that mandate the establishment of a performance and outcome based program for transportation decisions; and

WHEREAS, a national goal has been established to achieve a significant reduction in traffic fatalities and serious injuries on all public roads; and

WHEREAS, the Safety Performance Management Measures regulations support the Highway Safety Improvement Program (HSIP) and require State DOTs and MPOs to set Safety Performance Measure Targets, which apply to all public roads, for 5 areas; including number of fatalities, rate of fatalities per 100 Vehicle Miles Traveled (VMT), number of serious injuries, rate of serious injuries per 100 VMT, and number of non-motorized fatalities and serious injuries; and

WHEREAS, MPOs have 180 days following the establishment and reporting of the State targets in the HSIP Annual Report to make a decision regarding whether to support each state's targets or to establish their own; and

WHEREAS, the Tennessee Department of Transportation (TDOT) formally reported their second Safety Performance Measure Targets to the Federal Highway Administration (FHWA) on August 31, 2020 in their State HSIP Annual Report; and

WHEREAS, the 2017-2021 Safety Performance Measure Targets adopted by the State are shown on the next page, and

WHEREAS, the LAMTPO Technical Advisory Committee (TAC) approved and supported the Tennessee Department of Transportation (TDOT) 2017-2021 PM1 Safety Performance Measure Targets at their scheduled meeting on December 3, 2020; and

WHEREAS, the LAMTPO Executive Board approves and supports the Tennessee Department of Transportation (TDOT) 2017-2021 PM1 Safety Performance Measure Targets at their scheduled meeting on December 9, 2020; and

2017-2021 PM1 Safety Performance Measure Targets for Tennessee

Measure	2015-2019 Baseline	2017-2021 Targets
# of Fatalities*	1,039.80	1,078.80
Fatality Rate*	1.302	1.355
# of Serious Injuries*	6,725.8	6,227.10
Serious Injury Rate	8.462	8.394
# of Non-Motorized Serious Injuries and Fatalities	511.40	521.00

**Denotes common performance measures and shared targets with THSO*

BE IT FURTHER RESOLVED, that the LAMTPO Executive Board hereby approves and supports TDOT's Safety Performance Measure Targets for each of the above-mentioned measures for the 2017-2021 reporting period by agreeing to plan and program projects so that they contribute toward the accomplishment of the state's Safety Performance Measure Targets.

Chair,
LAMTPO

December 9, 2020
Date

TDOT Target Information - 2020

PM1 – Safety Performance

Measure	2015-2019 Baseline *	2017-2021 Targets
Number of Fatalities	1039.8	1078.8
Fatality Rate	1.302	1.355
Number of Serious Injuries	6725.8	6227.1
Serious Injury Rate	8.462	8.394
Combined Number of Non-Motorist Serious Injuries and Fatalities	511.4	521.0

*Baselines are determined using preliminary data and are anticipated to change prior to states being assessed in 2022. Baseline information for MPOs to use in planning will be submitted in the 2020 Highway Safety Improvement Plan by August 31, 2020. A verification email with official target reporting information will follow in September 2020.

PM2 – Bridge Performance

Measure	Baseline	2-Year Target	4-Year Target	Current Performance
Percent of NHS Bridges by Deck Area in Good condition	39.5%	36.0%	36.0%	34.65%
Percent of NHS Bridges by Deck Area in Poor condition	4.9%	6.0%	6.0%	4.02%

PM2 – Pavement Performance (Highlights indicated where targets are being adjusted)

Measure	Baseline	2-Year Target	4-Year Target	Current Performance	4-Year Target Update
Percent of Interstate Pavement in Good Condition	N/A	N/A	60.0%	71.5%	
Percent of Interstate Pavement in Poor Condition	N/A	N/A	1.0%	0.3%	
Percent of Non-Interstate Pavement in Poor Condition	44.8% (Full Distress)	42.0%	40.0%	41.6%	
Percent of Non-Interstate Pavement in Poor Condition	3.2% (Full Distress)	4.0%	4.0%	4.0%	5.0%

PM3 - System Performance (Highlights indicated where targets are being adjusted)

Measure	Baseline	2-Year Target	4-Year Target	Current Performance	4-Year Target Update
% of Person-Miles Traveled on Interstates that are Reliable	87.7%	85.3%	83.0%	88.2%	
% of Person-Miles Traveled on Non-Interstate NHS that are Reliable	N/A	N/A	87.5%	89.4%	
Truck Travel Time Reliability Index	1.35	1.35	1.33	1.35	1.37
Annual Hours of Peak Hour Excessive Delay per Capita (Memphis Only)	N/A	N/A	18.8	6.7	8.0
% of Non-SOV Travel (Memphis Only)	16.6%	16.5%	16.5%	15.9%	14.5%
Total Emissions Reduction – PM2.5	2.897	0.120	0.240	6.986	7.340
Total Emissions Reduction – NOx	363.399	62.840	125.680	173.296	173.296
Total Emissions Reduction – VOC	230.025	30.698	61.396	40.061	41.449
Total Emissions Reduction – PM10	N/A	N/A	N/A	N/A	
Total Emissions Reduction - CO	N/A	N/A	N/A	N/A	

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

RESOLUTION 2021-001
SUPPORTING THE STATE OF TENNESSEE'S PERFORMANCE TARGETS AS
STATED WITHIN THE STATE BIENNIAL PERFORMANCE REPORT FOR
PERFORMANCE PERIOD 2018-2021

WHEREAS, the Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) is the organization responsible for planning an efficient transportation system in the Lakeway Region and for the appropriate use of federal transportation funds in that area; and

WHEREAS, in 2012 Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Act that mandate the establishment of a performance and outcome based program for transportation decisions; and


WHEREAS, The State of Tennessee submitted the State Biennial Performance Report for Performance Period 2018-2021, 2020 MID PERFORMANCE PERIOD (MPP) PROGRESS REPORT, exported on November 2, 2020 to the Federal Highway Administration (FHWA); and

WHEREAS, a copy of the report is attached to this resolution, which includes a Summary of Performance Measures and Targets is on Page 3 of 43; and

WHEREAS, MPOs have until March 30, 2021 to either adopt TDOT's Targets, or develop/ establish their own targets; and

WHEREAS the TAC and Executive Board has recommended that LAMTPO supports and adopts TDOT's Performance Measure Targets as described in the State Biennial Performance Report for Performance Period 2018-2021, 2020 MID PERFORMANCE PERIOD PROGRESS REPORT, exported on November 2, 2020 to the Federal Highway Administration (FHWA); and

BE IT FURTHER RESOLVED, that the LAMTPO Executive Board hereby approves and supports TDOT's State Biennial Performance Report for Performance Period 2018-2021, 2020 MID PERFORMANCE PERIOD PROGRESS REPORT, exported on November 2, 2020 to the Federal Highway Administration (FHWA).



 Chair,
 LAMTPO

January 13, 2021

Date

