



**FEDERAL FISCAL YEARS (FFY) 2024-2025**  
(October 1, 2023 to September 30, 2025)

**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
BIL	Bipartisan Infrastructure Law
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
CRP	Carbon Reduction Program
CTPP	Census Transportation Planning Products
DBE	Disadvantaged Business Enterprise
EPA	Environmental Protection Agency
ETDD	East Tennessee Development District
ETHRA	East Tennessee Human Resources Agency
EV	Electric Vehicle
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
FLMA	Federal Land Management Agency
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

<b>Abbreviation</b>	<b>Full Name Description</b>
FY	Fiscal Year
GIS	Geographic Information Systems
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
IIJA	Infrastructure Investment and Jobs Act
IM	Interstate Maintenance
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems
LAMTPO	Lakeway Area Metropolitan Transportation Planning Organization
LED	Light Emitting Diode
LEP	Limited English Proficiency
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MOBILE 6.2	Mobile Source Emission Factor Model
MOVES	Motor Vehicle Emission Simulator
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MTPO	Metropolitan Transportation Planning Organization
NAAQS	National Ambient Air Quality Standards
NEVI	National Electric Vehicle Infrastructure
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
PC 1101	Public Chapter 1101
PEAs	Planning Emphasis Areas
PEL	Planning and Environmental Linkages
PL 112	FHWA Section 112 Planning Funds
PM	Performance Measures
POP	Program of Projects
PPP	Public Participation Plan

<b>Abbreviation</b>	<b>Full Name Description</b>
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation
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
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
STRAHNET	Strategic Highway Network
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
TEVI	Tennessee Electric Vehicle Infrastructure
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGER	Transportation Invest Generating Economic Recovery Program
TIP	Transportation Improvement Program
TPG	Transportation Planning Grant
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

Abbreviation	Full Name Description
UZA	Urbanized Area
VPI	Virtual Public Involvement

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

**Resolution Number: 2023-009**

Resolution Adopting the  
Federal Fiscal Years (FFY) 2024-2025 Unified Planning Work Program

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**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) 2024-2025; 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) 2024-2025; 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) 2024-2025.



Mark Potts, Jefferson County Mayor  
Executive Board Chairman

August 25, 2023

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>.

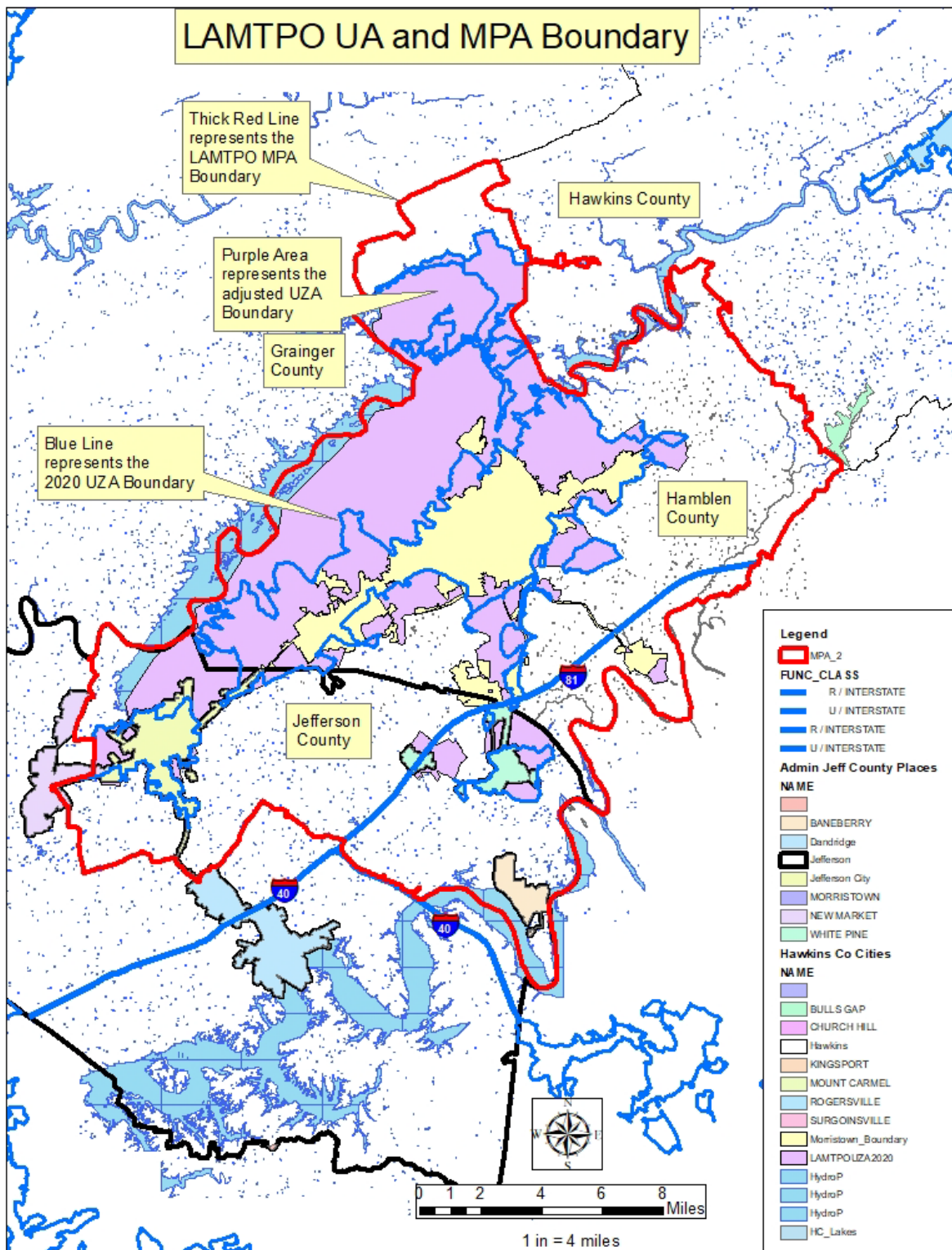
## **Who is responsible for a UPWP?**

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) 2024-2025 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 FFY2024-2025 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, 2023 through September 30, 2025.

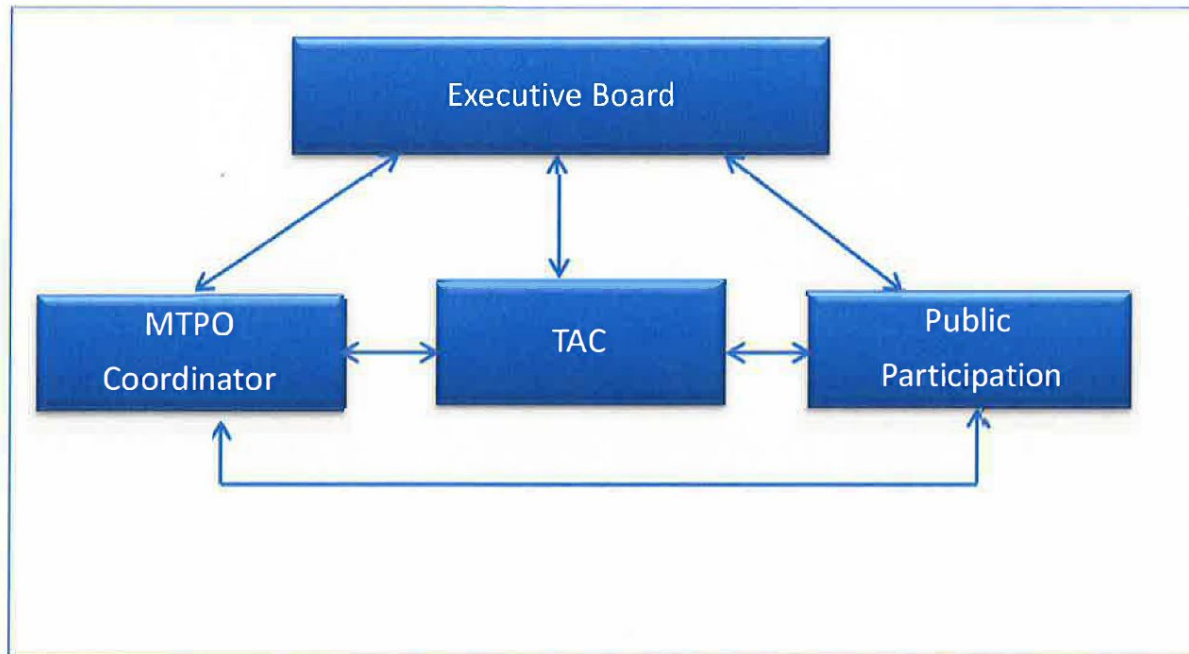
The study area for the Unified Planning Work Program is based on the Metropolitan Planning Area (MPA), which consists of the **Census 2020 urbanized area** delineation and the surrounding area projected to be urbanized during a 20-year forecast period. The current MPA includes The Tennessee cities of Morristown, White Pine, and Jefferson City, and portions of Grainger, Hamblen, Hawkins, 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 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**

### **Infrastructure Investment and Jobs Act (IIJA)**

Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was signed into law by President [Joe Biden](#) on November 15, 2021. The law authorizes \$1.2 trillion for transportation and infrastructure spending with \$550 billion of that figure going toward “new” investments and programs. Funding from the IIJA is expansive in its reach, addressing energy and power infrastructure, access to broadband internet, water infrastructure, and more. Some of the new programs funded by the bill could provide the resources needed to address a variety of infrastructure needs at the local level. Additional information can be found at [Infrastructure Investment and Jobs Act \(IIJA\) Implementation Resources \(gfoa.org\)](#).

### **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 can be found at [Air Quality – Knoxville Regional TPO \(knoxtpo.org\)](#).

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. LAMTPO staff had public comment meetings concerning the FFY2023-2026 TIP and the conformity determination report on August 18<sup>th</sup>, September 29<sup>th</sup>, and October 27, 2022. Both of these documents were approved on November 9, 2022 unanimously.

# Areas that qualifies for CMAQ Funding

Thick Red Line represents the LAMTPO MPA Boundary

Purple Area represents the adjusted UZA Boundary

Blue Line represents the 2020 UZA Boundary

Gray Hashed area represents area that qualifies for CMAQ funding

Hawkins County

Grainger County

Hamblen County

Jefferson County

## Legend

MPA\_2

## FUNC\_CLASS

R / INTERSTATE

U / INTERSTATE

R / INTERSTATE

U / INTERSTATE

CMAQ Qualified Areas

## Admin Jeff County Places

### NAME

BANE BERRY

Dandridge

Jefferson

Jefferson City

MORRISTOWN

NEW MARKET

WHITE PINE

## Hawkins Co Cities

### NAME

BULLS GAP

CHURCH HILL

Hawkins

KINGSPORT

MOUNT CARMEL

ROGERSVILLE

SURGOINSVILLE

Morristown\_Boundary

LAMTPOUZA2020

HydroP

HydroP

HydroP

HC\_Lakes



0 1.25 2.5 5 7.5 10 Miles

1 in = 5 miles

## **Federal Planning Factors**

Through implementation of the work program, LAMTPO will meet federal transportation planning mandates and address local transportation challenges. Per 23 CFR 450.308(c), LAMTPO 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 need 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. *It should be noted that LAMTPO anticipates to update the ITS Architecture in 2024.*
- 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, 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/ Lakeway Transit 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 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/ Lakeway Transit, 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/ Lakeway Transit 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/ Lakeway Transit 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 to promote better access management to lessen congestion on the major thoroughfare 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 the 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 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 impacts of surface transportation.**

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

- c. LAMTPO is working closely with ETHRA/ Lakeway Transit 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.

### **Federal Planning Emphasis Areas**

#### **1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**

- a. LAMTPO promotes energy conservation by having a Public Transit Service contract with ETHRA, thus reducing the number of vehicles on the transportation system.
- b. Implement transportation policies and programs that reduce vehicle emissions and the demand for energy.
- c. Increase Public Transit ridership.
- d. Coordinate land use and transportation activities to ensure their compatible relationship.
- e. Preserve and maintain the existing transportation infrastructure.
- f. Continue with the IAC meetings and stay informed with the Knoxville TPO about air quality conformity.
- g. LAMTPO will coordinate with TDOT to incorporate findings from the TN Extreme Weather Vulnerability Assessment into their transportation planning process, if needed.”

#### **2. Equity and Justice<sup>40</sup> in Transportation Planning**

- a. LAMTPO continue to maintain Title VI and DBE documents.
- b. LAMTPO will continue to follow all Civil Rights regulations.
- c. LAMTPO will continue to work with local, state and federal agencies to comply with all Civil Rights requirements.
- d. LAMTPO will continue to advertise and conduct surveys in both English and Spanish languages. Documents, surveys, etc, shall be available in other languages upon request.

#### **3. Complete Streets**

- a. LAMTPO encourages all of the governing agencies to pursue Complete Streets, whether for new development or to retrofit a complete street concept for existing streets.
- b. The City of Morristown, in conjunction with LAMTPO, received a RAISE grant in 2022 for the SR343/ S Cumberland St Complete Street project.
- c. LAMTPO requests Complete Streets aspect in their documents and corridor studies, if it is feasible.

**4. Public Involvement**

- a. LAMTPO continues to maintain a Public Participation Program (PPP).
- b. LAMTPO maintains the Human Services Transportation Coordination Plan (HSTCP)
- c. LAMTPO continue to work with all local, state and federal agencies to improve public involvement for the transportation process.
- d. LAMTPO will continue to work with TDOT, FHWA, and FTA in having virtual meetings as needed.

**5. Strategic Highway Network (STRAHNET)/ US Department of Defense Coordination**

- a. This is a network of highways which are important to the United States' strategic defense policy and which provide defense access, continuity and emergency capabilities for defense purposes.
- b. LAMTPO will coordinate with local, state, and federal agencies for the maintenance of the NHS system within the LAMTPO region (map shown on next page) and for emergency purposes.

## National Highway System : Morristown, TN



## **6. Federal Land Management Agency Coordination**

- a. LAMTPO maintains an Agency Contact Listing that has local, state, and federal agencies. Staff uses this listing to get public involvement for the various plans and programs that are done for the LAMTPO region.
- b. LAMTPO will continue to coordinate with local, state and federal agencies to help improve the transportation system.
- c. Continue coordination, consultation, and integrated planning with state, local, and federal agencies, as well as any interested parties concerning transportation planning with respect to environmental, ecological, cultural, historical, and natural resources.
- d. Continue with the IAC meetings and stay informed with the Knoxville TPO about air quality conformity.

## **7. Planning and Environmental Linkages (PEL)**

- a. Continue with the IAC meetings and stay informed with the Knoxville TPO about air quality conformity under the Federal Land Management Agencies (FLMA) Coordination and PEL .
- b. Continue coordination, consultation, and integrated planning with state, local, and federal agencies, as well as any interested parties concerning transportation planning with respect to environmental, ecological, cultural, historical, and natural resources.
- c. Coordinate with TDOT to identify Critical Urban/Rural Freight Corridors within the MTPO's planning boundary.
- d. Work with TDOT, Knoxville TPO, and other MPOs and interested parties in developing a freight study.

## **8. Data in Transportation Planning**

- a. Work with federal, state and local agencies in developing performance based plans and programs.
- b. Explore using scenario planning in developing the Long Range Transportation Plan.
- c. Continue working with TDOT, FHWA, and FTA on various planning and/or GIS tools available, such as EJTOOLS, NHS Maps, US Census data, AASHTOware, and eTRIMS.
- d. LAMTPO will continue to work with state and local agencies to review transportation projects as it relates to land parcels, environment, bodies of water, etc..

## **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 FFY2024-2025 UPWP started with the development of the FFY2022-2023 as a work task to be completed in FFY2023. At the LAMTPO annual meetings for the TAC and the Executive Board in November 2022, 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 FFY2024-2025 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 2045 Metropolitan Transportation Plan (MTP) goals and objectives. Some of the major planning projects to occur (*if funding is available*) are:

1. 2050 Long Range Transportation Plan (LRTP) and Air Quality (AQ) Conformity Determination Report. LRTPs need to be updated every 4 years, along with an AQ conformity determination report. LAMTPO will work closely with TDOT and the Knoxville TPO in developing the new documents. These will need to be completed in Spring 2025.
2. 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.
3. Continue doing studies for a Mass Transit Center. A feasibility study started in January 2023, which is broad based on trying to possibly locate a transit center within the LAMTPO MPA, information for revenues and expenses in operating a transit center, etc. The continuation will be to be more precise on the location of a center, and to possibly start the construction process of a transit center.
4. Electric Vehicle (EV) charging station plan. State of Tennessee started the process of determining location of EV charging stations along the interstate system. The proposed plan would look at possible locations of EV charging stations along the

major corridors within the LAMTPO MPA, such as US Hwy 11E, US Hwy 25E, SR160, SR92, etc.

5. Update several documents, such as Title VI, Prospectus and By-Laws, etc., based on the US 2020 Census (once data becomes available).
6. Development of the FFY2026-2027 UPWP.

Another proposed planning activity within the FFY2024-2025 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 was approved on November 9, 2022.

The PM2 (Bridge and Pavement) and the PM3 (systems performance) targets mid-performance report was approved in January 2021. The updated targets were approved on January 11, 2023.

LAMTPO will work closely with ETHRA for any future development of the Transit Asset Management (TAM) report. The last TAM document was approved on September 14, 2022.

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

**Table 3-1. Development of the UPWP.**

<b>Development of the UPWP</b>	<b>Process</b>
<b>Advertisement</b>	Advertise for the TAC and Executive Board meetings
<b>Start-up process</b>	<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 1<sup>st</sup> N St Morristown, TN 37814 <a href="mailto:richd@mymorristown.com">richd@mymorristown.com</a> 423-581-6277</p> <p>Staff will request the information to be submitted within 30 days.</p>
<b>1<sup>st</sup> Draft of UPWP</b>	<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 1<sup>st</sup> 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>
<b>2<sup>nd</sup> Draft of UPWP</b>	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.
<b>3<sup>rd</sup> Draft of UPWP</b>	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.
<b>Final Draft of UPWP</b>	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**

<b>Activity</b>	<b>Technique(s)</b>
<b>Draft Document for Public Comment</b>	Available online at <a href="http://www.lamtpo.com">www.lamtpo.com</a> , and at the LAMTPO staff office (100 W 1st N St, Morristown TN 37816-1499)
<b>Comment Opportunities</b>	Public Participation can occur by: 1. Public meetings 2. Phone ( 423-581-6277) 3. Fax (423-585-4679) 4. Email ( <a href="mailto:richd@mymorristown.com">richd@mymorristown.com</a> ) 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
<b>Public Comment Period</b>	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.
<b>Public Meeting(s) Specifically for the UPWP</b>	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.
<b>Public Notice for the Executive Board's Adoption of the UPWP</b>	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 <a href="http://www.lamtpo.com">www.lamtpo.com</a> website.
<b>Amendment Notice</b>	Amendments to the UPWP will follow the same public review process and procedures as that of UPWP adoption.
<b>Summary of Comments Received</b>	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.
<b>Final Adopted Document</b>	The final, adopted UPWP document will be available on the <a href="http://www.lamtpo.com">www.lamtpo.com</a> website and at the LAMTPO staff office.

LAMTPO staff did not receive any comments or information or items to be considered for the FFY2024-2025 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](http://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](http://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 FFY2022-2023 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 FFY2024-2025 UPWP
2. Continued planning for the Lakeway Transit Fixed Route System
3. SR34/ US Hwy 11E Corridor Study in Jefferson City, TN.
4. SR160 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. Completed the FFY2023-2026 TIP
9. Completed several FFY2020-2023 TIP adjustments and amendments
10. Updated Performance Measures information.
11. Updated the [www.lamtpo.com](http://www.lamtpo.com) website.
12. Received 2022 RAISE grant for SR343 Complete Streets and ITS Traffic Signal Coordination project.

## **Statewide Planning Priorities**

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

### **1. Carbon Reduction Program**

The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. The MPO should develop a method to ensure carbon reduction strategies are included in local projects. The MPO should consider time requirements of soliciting projects for Carbon Reduction funding and assisting municipalities, within their planning boundaries, with Carbon Reduction grant opportunities. LAMTPO staff had worked closely with TDOT and the local agencies in allocating CRP funds into existing Transportation Improvement Program (TIP) projects. LAMTPO staff will be monitoring the projects to make sure the CRP funds are being used.

### **2. PROTECT Program**

The BIL establishes the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience

improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. The MPO shall develop a method to ensure resiliency is included in local projects. The MPO should also consider the time investment of assisting municipalities, within their planning boundaries, with PROTECT grant opportunities. LAMTPO staff had notified the local agencies of the PROTECT program and is available to help out in developing any grants, if the local agencies wishes to go after one of the grant opportunities.

### **3. Electric Vehicle Infrastructure**

The BIL establishes a National Electric Vehicle Infrastructure Program (NEVI) to provide funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. MPO should consider the time investment of assisting municipalities, within their planning boundaries, with NEVI grant opportunities. LAMTPO staff had notified the local agencies of the NEVI/TEVI program and is available to help out in developing any grants, if the local agencies wishes to go after one of the grant opportunities.

### **4. Transportation Planning Grants (TPGs)**

The UPWP shall include information to support TDOT's Transportation Planning Grants (TPGs). MPOs shall develop collaborative efforts with their local jurisdictions in support of TPG applications that align with the planning activities of the MPO and TDOT. As always, these planning efforts shall consider safety as the number one priority. Specific information is found on TDOT's website which also provides fact sheet on some of the more popular grant options, such as, Complete Streets, Bicycle and Pedestrian, Transportation Systems Management & Operation, Corridor Study, Resurfacing and Striping, Community Mobility, as well as other multimodal and theme-based planning. LAMTPO staff had notified the local agencies of the various grant programs that are available, and is willing to help out in developing any grants, if the local agencies wishes to go after one of the grant opportunities.

### **5. Virtual Public Involvement**

Virtual Public Involvement (VPI) continues to be a Federal and State planning priority for fiscal years 2024 and 2025. FHWA has promoted VPI through the Every Day Counts (EDC) program, and TDOT has selected to emphasize VPI as a Statewide Planning Emphasis Area. The MPOs should recognize and program VPI activities into the UPWP. Examples of VPI activities may include but are not limited to documenting virtual meeting procedures in the MPO's Public Participation Plan and bylaws, assessment electronic engagement tools, integration of VPI into plan updates, etc. The types of activities should be reflective of the existing VPI procedural documentation and utilization in the metropolitan planning area.

**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. This shall include a complete streets aspect.
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**

<b>Core Documents</b>	<b>Current Document Covered Years</b>	<b>Status</b>	<b>Approval Date</b>	<b>Next Approval Date</b>
<b>Unified Planning Work Program (UPWP)</b>	FFY2022-2023	Current- up to date	August 18, 2021	
	FFY2024-2025	Draft	August 2023	
	FFY2026-2027			August 2025
<b>Long Range Transportation Plan (LRTP) (or Metropolitan Transportation Plan (MTP))</b>	2045 MTP	Current- up to date	April 28, 2021	
	2050 LRTP	Collecting Data	Spring 2025	
<b>ITS Architecture</b>	2017 to present	Drafting Scope of Work	Summer 2024	
<b>Transportation Improvement Program (TIP)</b>	FFY2023-2026	Current- up to date	June 21, 2023	
	FFY2026-2029			Fall 2025
<b>Air Quality Conformity Determination Report (in conjunction with the Knoxville TPO)</b>	2022 to present		November 9 2022	Fall 2024
<b>Public Participation Plan (PPP)</b>	2018 to present	Current- up to date	September 26, 2018	Fall 2023
<b>Human Services Transportation Coordination Plan (HSTCP)</b>	2015 to present	Current- up to date	March 11 2015	Fall 2023
<b>Title VI (Federal)</b>	FFY2023-2025	Current- up to date	July 13, 2022	Spring 2025
<b>Title VI (TDOT)</b>	FFY2023-2025	Current- up to date	September 2022	Spring 2025
<b>DBE</b>	FFY2020-2023	Current- up to date	July 13 2022	Spring 2025

<b>Core Documents</b>	<b>Current Document Covered Years</b>	<b>Status</b>	<b>Approval Date</b>	<b>Next Approval Date</b>
<b>Functional Street Classification</b>	2012 to present	Current- up to date	Summer 2012	Summer 2023
<b>MPO Urbanized Area (UA)</b>	2012 to present	Current- up to date	Summer 2012	Summer 2023
<b>MPO Metropolitan Planning Area (MPA)</b>	2012 to present	Current- up to date	Summer 2012	Summer 2023
<b>Prospectus and ByLaws</b>	2012 to present	Current- up to date	July 10, 2019	Summer 2023
<b>PM1 (Safety)</b>	present	Current- up to date	November 9 2022	Fall 2023
<b>PM2</b>	present	Current- up to date	January 11, 2023	Fall 2025
<b>PM3</b>	present	Current- up to date	January 11, 2023	Fall 2025
<b>Transportation Asset Management (TAM)</b>	present	Current- up to date	September 14, 2022	Summer 2025
<b>Transit Safety Performance Measure Targets</b>	present	Current – up to date	September 14, 2022	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 FFY2022-2023 UPWP.
2. Attended the TDOT/ FHWA/ FTA MPO Conferences (includes video-conference meetings).
3. Attended TNMUG quarterly meetings
4. Developed the FFY2023-2025 Title VI document
5. Developed the FFY2023-2025 DBE (FTA and FHWA) documents.
6. Updated Performance Measure information.
7. Updated the [www.lamtpo.com](http://www.lamtpo.com) website.
8. Held TAC, Executive Board, and 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 FFY2024 and FFY2025 from October 1, 2023 through September 30, 2025. 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 FFY2026-2027 UPWP to be completed in Summer 2025.

**Table 4-1-1. Program Administration Activities for FFY2024-2025.**

<b>SubTask</b>	<b>Work Involved</b>	<b>Primary Agency Involved</b>	<b>Start Date FFY2024</b>	<b>Completion Date FFY2024</b>	<b>Start Date FFY2025</b>	<b>Completion Date FFY2025</b>	<b>Outcome/Product</b>
<b>Public Involvement/ Committees</b>	Public Involvement/ LAMTPO TAC/ Executive Board/ subcommittee meetings throughout the year	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/ maintenance/ meeting agendas and minutes
	SR66 CMA meetings, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	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	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications
<b>Supplies/ Equipment</b>	Supplies/ Equipment/ Computer equipment purchases, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Purchase office supplies as needed
<b>Software Renewals</b>	TransCad renewal (Summers)	LAMTPO	7/1/2024	9/30/2024	7/1/2025	9/30/2025	TransCad license renewed

<b>SubTask</b>	<b>Work Involved</b>	<b>Primary Agency Involved</b>	<b>Start Date FFY2024</b>	<b>Completion Date FFY2024</b>	<b>Start Date FFY2025</b>	<b>Completion Date FFY2025</b>	<b>Outcome/Product</b>
							annually, usually in Summer
<b>Capital Purchases</b>	Maintenance of LAMTPO website throughout the year	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/ maintenance
<b>Training/ Workshop Attendance</b>	Training/ Workshops/ conference/ seminars, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/ maintenance of virtual platforms
<b>Education and Awareness</b>	Attend and/or promote education and awareness opportunities throughout the year	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications
<b>Study Administration</b>	Study Administration throughout the year, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications
<b>ADA</b>	ADA studies/ help local agencies in maintenance of Transition Plans throughout the year	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/ maintenance-help support for the ADA Transition Plans
<b>Civil Rights/ Title VI</b>	Maintain/ update of Title VI document (including LEP), if needed	LAMTPO	10/1/2023	6/30/2024	10/1/2024	9/30/2025	Updated document Summer 2025

<b>SubTask</b>	<b>Work Involved</b>	<b>Primary Agency Involved</b>	<b>Start Date FFY2024</b>	<b>Completion Date FFY2024</b>	<b>Start Date FFY2025</b>	<b>Completion Date FFY2025</b>	<b>Outcome/Product</b>
<b>Annual Title VI compliance</b>	Annual Title VI compliance (Summers)	LAMTPO	10/1/2023	5/30/2024	10/1/2024	5/30/2025	Updated document Summer 2025
<b>DBE compliance</b>	Maintain/ update of DBE documents, if needed	LAMTPO	10/1/2023	6/30/2024	10/1/2024	9/30/2025	Updated document Summer 2025
<b>Financial Management</b>	Financial Management/ billings throughout the year (quarterly basis)	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Quarterly reimbursements/ reports
<b>Reporting</b>	Doing quarterly reports throughout the year	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Quarterly reimbursements/ reports
<b>Contracts</b>	Work with TDOT and/or Local agencies on various contracts throughout the year	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/ contract approvals
<b>Administration and Coordination</b>	Coordination with various agencies, including public health officials throughout the year	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications
	Development of resolutions to support additional grants to improve transportation systems	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/ develop resolutions of support for the local agencies

<b>SubTask</b>	<b>Work Involved</b>	<b>Primary Agency Involved</b>	<b>Start Date FFY2024</b>	<b>Completion Date FFY2024</b>	<b>Start Date FFY2025</b>	<b>Completion Date FFY2025</b>	<b>Outcome/Product</b>
							wishing to pursue various grants
	Work with local agencies wishing to pursue Congestion Mitigation and Air Quality (CMAQ) grants	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Help local agencies with CMAQ grants, as needed
<b>UPWP (Amendments/ Modifications/ maintenance)</b>	Maintain FFY2024-2025 UPWP as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/ maintenance
	Develop the FFY2026-2027 UPWP	LAMTPO	<i>Not applicable</i>	<i>Not Applicable</i>	10/1/2024	8/30/2025	New document to be completed Summer 2025
<b>MPO Boundary update</b>	MPO Boundary update/ Maintain files, records, maps, documents/ to comply with most recent transportation requirements, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Metropolitan Planning Area (MPA) Boundary updated Summer 2023
<b>Federal Certification</b>	Not Applicable as LAMTPO is a small MPO	LAMTPO	Not applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

<b>SubTask</b>	<b>Work Involved</b>	<b>Primary Agency Involved</b>	<b>Start Date FFY2024</b>	<b>Completion Date FFY2024</b>	<b>Start Date FFY2025</b>	<b>Completion Date FFY2025</b>	<b>Outcome/Product</b>
<b>Public Notices and Advertising</b>	Public Notices and Advertising to be done as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going; advertisements as needed
<b>MPO Prospectus and Bylaws update</b>	Maintain/ update Prospectus and Bylaws, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going; maintenance-update document Summer 2023
<b>Project Initiation/ Consultation process</b>	To be done during corridor studies, long range planning, bike/pedestrian planning, public transportation planning, etc., as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	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. FFY2024 Program Administration Activities Anticipated Expenditures.**

<b>FFY2024 Task I Program Administration Activities</b>	<b><i>Sub-category</i></b>	<b>Total</b>	<b>Federal (80%)</b>	<b>State (5%)</b>	<b>Local (15%)</b>
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		\$500.00	\$400.00	\$25.00	\$75.00
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.)	\$800.00	\$640.00	\$40.00	\$120.00
<b>TOTALS</b>		<b>\$18,000.00</b>	<b>\$14,400.00</b>	<b>\$900.00</b>	<b>\$2,700.00</b>

**Table 4-1-3. FFY2024 Funding Sources for Program Administration Activities.**

<b>FFY2024</b>	<b>80/15/5 Split</b>			
<b>TASK #1</b>	<b>TN CPG (80%)</b>	<b>Local (15%)</b>	<b>TDOT (5%)</b>	<b>TOTALS</b>
Program Administration Activities	\$14,400.00	\$2,700.00	\$900.00	\$18,000.00

**Table 4-1-4. FFY2024 Program Administration Activities Expenditures by the Grant Budget items.**

<b>FFY2024</b>	<b>Task 1. Program Administration Activities</b>
<b>Personnel/ Benefits</b>	\$9,800.00
<b>Direct Costs</b>	\$2,000.00
<b>Travel/ Training Costs</b>	\$5,000.00
<b>Consultant costs</b>	\$0.00
<b>Other Non-personnel (legal advertisements)</b>	\$1,200.00
<b>Totals</b>	\$18,000.00

**Table 4-1-5. FFY2025 Program Administration Activities Anticipated Expenditures.**

<b>FFY2025 Task I Program Administration Activities</b>	<b><i>Sub-category</i></b>	<b>Total</b>	<b>Federal (80%)</b>	<b>State (5%)</b>	<b>Local (15%)</b>
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		\$500.00	\$400.00	\$25.00	\$75.00
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.)	\$800.00	\$640.00	\$40.00	\$120.00
<b>TOTALS</b>		<b>\$18,000.00</b>	<b>\$14,400.00</b>	<b>\$900.00</b>	<b>\$2,700.00</b>

**Table 4-1-6. FFY2025 Funding Sources for Program Administration Activities.**

<b>FFY2025</b>	<b>80/15/5 Split</b>			
<b>TASK #1</b>	<b>TN CPG (80%)</b>	<b>Local (15%)</b>	<b>TDOT (5%)</b>	<b>TOTALS</b>
Program Administration Activities	\$14,400.00	\$2,700.00	\$900.00	\$18,000.00

**Table 4-1-7. FFY2025 Program Administration Activities Expenditures by the Grant Budget Items.**

<b>FFY2025</b>	<b>Task 1. Program Administration Activities</b>
<b>Personnel/ Benefits</b>	\$9,800.00
<b>Direct Costs</b>	\$2,000.00
<b>Travel/ Training Costs</b>	\$5,000.00
<b>Consultant costs</b>	\$0.00
<b>Other Non-personnel (legal advertisements)</b>	\$1,200.00
<b>Totals</b>	\$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 2015-2019 American Community Survey (ACS) Data
2. Updated parcel land use to help determine future land use areas
3. Use e-TRIMS, AASHTOWARE, 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.
10. PM1 Safety Targets approved on November 9, 2022
11. PM2 Pavement and Bridge Targets approved January 11, 2023
12. PM3 Systems Performance Targets approved January 11, 2023
13. TAM approved on September 14, 2022
14. PTASP approved on September 14, 2022

### **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 2024 and March-May 2025. 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 FFY2024-2025.**

<b>SubTask</b>	<b>Work Involved</b>	<b>Primary Agency Involved</b>	<b>Start Date FFY2024</b>	<b>Completion Date FFY2024</b>	<b>Start Date FFY2025</b>	<b>Completion Date FFY2025</b>	<b>Outcome/Product</b>
<b>Demography</b>	Update population and economic demographics as the US 2020 Census data is released, throughout the year	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Updated Census documentation
<b>Modeling</b>	Continue working with consultants, TDOT, and the Knoxville TPO on modeling, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/maintenance
<b>Performance Measures Updates</b>	PM-1 Safety (updated annually)	LAMTPO	10/1/2023	3/1/2024	10/1/2024	3/1/2025	Updated PM1 resolutions annually; usually in December
	PM-2 Pavement and Bridge (continues to October 1, 2025 for final performance report)	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/maintenance
	PM-3 Systems Performance (continues to October 1, 2025 for final performance report)	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/maintenance
<b>Transit Asset Management (TAM) Plan</b>	Work with ETHRA in maintaining/ updating the TAM plan, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/maintenance

<b>SubTask</b>	<b>Work Involved</b>	<b>Primary Agency Involved</b>	<b>Start Date FFY2024</b>	<b>Completion Date FFY2024</b>	<b>Start Date FFY2025</b>	<b>Completion Date FFY2025</b>	<b>Outcome/Product</b>
<b>GIS Development and Maintenance</b>	Maintain GIS files and maps throughout the year	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going; maintenance of GIS data
<b>Traffic Counts</b>	Continue working with local agencies and TDOT on traffic count data throughout the year	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/maintenance
	TDOT traffic count data updated 171 annual cycle count stations	TDOT	3/1/2024	6/30/2024	3/1/2025	6/30/2025	On-going Communications/maintenance
<b>Land and Travel Demand Modeling</b>	Continue working with consultants, TDOT, and the Knoxville TPO on modeling, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/maintenance
<b>Functional Classification System Updates</b>	Continue working with TDOT, the local agencies and the Knoxville TPO on updating/ maintaining the street functional classification system as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/ updated Functional Street Classification network Summer 2023
	Review TDOT's current bridge and pavement inventories for LAMTPO region, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications

<b>SubTask</b>	<b>Work Involved</b>	<b>Primary Agency Involved</b>	<b>Start Date FFY2024</b>	<b>Completion Date FFY2024</b>	<b>Start Date FFY2025</b>	<b>Completion Date FFY2025</b>	<b>Outcome/Product</b>
<b>Bicycle and Pedestrian Data Collection</b>	Continue working with consultants, and/or TDOT for bicycle and pedestrian data, as needed throughout the year	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/maintenance
<b>Urbanized Area (UA) Boundary Update</b>	Maintain and/or update the Urbanized Area Boundary, as needed (based on the U.S.2020 Census)	LAMTPO	10/1/2023	7/30/2024	10/1/2024	9/30/2025	Updated UA boundary Summer 2023; maintenance afterwards
<b>Economic Data and Land Use Data</b>	Update population and economic demographics, and land use as the US 2020 Census data is released, throughout the year	LAMTPO	10/1/2023	7/30/2024	10/1/2024	9/30/2025	Updated Census documentation Summer 2023
<b>Safety Data Collection and Analysis</b>	Continue working with TDOT on safety data collection and analysis, reviewing E-Trims data, throughout the year	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/maintenance
<b>Household Travel Survey</b>	Continue working with consultants, TDOT, and the Knoxville TPO on modeling with respect to the household travel survey, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/maintenance

<b>SubTask</b>	<b>Work Involved</b>	<b>Primary Agency Involved</b>	<b>Start Date FFY2024</b>	<b>Completion Date FFY2024</b>	<b>Start Date FFY2025</b>	<b>Completion Date FFY2025</b>	<b>Outcome/Product</b>
<b>Ridership Survey Lakeway Transit/ ETHRA</b>	Continue working with ETHRA/ Lakeway Transit on obtaining ridership numbers and how to improve/ increase ridership within the LAMTPO region, throughout the year	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/ maintenance of ridership data
<b>Land Use Impact</b>	Continue working with local agencies and TDOT on how to minimize land use/ traffic impacts on the road network, throughout the year	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/ maintenance
<b>Air Quality Conformity Analysis</b>	Continue working with TDOT, TDEC, the Knoxville TPO, and the Interagency Consultation (IAC) on air quality conformity, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/ maintenance
	Monitor / review regulations pertaining to Air Quality issues, especially Ozone concerns, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/ maintenance
	Continue using TransCad and/or EPA's MOVES modelling, in conjunction with the Knoxville TPO, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications/ maintenance

**Table 4-2-2. FFY2024 Funding Sources for Data Collection.**

<b>FFY2024</b>	<b>80/15/5 Split</b>			
<b>TASK #2</b>	<b>TN CPG (80%)</b>	<b>Local (15%)</b>	<b>TDOT (5%)</b>	<b>TOTALS</b>
Data Collection	\$4,000.00	\$750.00	\$250.00	\$5,000.00

**Table 4-2-3. FFY2024 Data Collection Expenditures by the Grant Budget Items.**

<b>FFY2024</b>	<b>Task 2. Data Collection</b>
<b>Personnel/ Benefits</b>	\$5,000.00
<b>Direct Costs</b>	\$0.00
<b>Travel/ Training Costs</b>	\$0.00
<b>Consultant costs</b>	\$0.00
<b>Other Non-personnel (legal advertisements)</b>	\$0.00
<b>Totals</b>	\$5,000.00

**Table 4-2-4. FFY2025 Funding Sources for Data Collection.**

<b>FFY2025</b>	<b>80/15/5 Split</b>			
<b>TASK #2</b>	<b>TN CPG (80%)</b>	<b>Local (15%)</b>	<b>TDOT (5%)</b>	<b>TOTALS</b>
Data Collection	\$4,000.00	\$750.00	\$250.00	\$5,000.00

**Table 4-2-5. FFY2025 Data Collection Expenditures by the Grant Budget Items.**

<b>FFY2025</b>	<b>Task 2. Data Collection</b>
<b>Personnel/ Benefits</b>	\$5,000.00
<b>Direct Costs</b>	\$0.00
<b>Travel/ Training Costs</b>	\$0.00
<b>Consultant costs</b>	\$0.00
<b>Other Non-personnel (legal advertisements)</b>	\$0.00
<b>Totals</b>	\$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 FFY2023-2026 TIP was approved on November 9, 2022
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](http://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 FFY2023-2026 TIP. 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](http://www.lamtpo.com) website by December 2023 and December 2024.

**Table 4-3-1. Short Range Planning Work Tasks for FFY2024-2025.**

<b>SubTask</b>	<b>Work Involved</b>	<b>Primary Agency Involved</b>	<b>Start Date FFY2024</b>	<b>Completion Date FFY2024</b>	<b>Start Date FFY2025</b>	<b>Completion Date FFY2025</b>	<b>Outcome/ Product</b>
<b>Transportation Improvement Program (TIP)</b>	Maintenance of the FY2023-2026 TIP by completing amendments and/or modifications, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Maintenance of existing document
	Develop new FFY2026-2029 TIP	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	New TIP document in Fall 2025
<b>Environmental Impact Assessments</b>	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	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications
	Coordination with federal, state, local and public health officials as well as any interested parties throughout the year	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	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	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications

<b>SubTask</b>	<b>Work Involved</b>	<b>Primary Agency Involved</b>	<b>Start Date FFY2024</b>	<b>Completion Date FFY2024</b>	<b>Start Date FFY2025</b>	<b>Completion Date FFY2025</b>	<b>Outcome/ Product</b>
<b>Annual Listing of Obligated Projects</b>	Annual Listing of Obligated Projects to be advertised and posted at <a href="http://www.lamtpo.com">www.lamtpo.com</a> , as needed	LAMTPO	11/1/2023	1/30/2024	11/1/2024	1/30/2025	Obligated listing of projects updated annually (usually in the Fall)

**Table 4-3-2. FFY2024 Funding Sources for Short Range Planning Work Tasks**

<b>FFY2024</b>	<b>80/15/5 Split</b>			
<b>TASK #3</b>	<b>TN CPG (80%)</b>	<b>Local (15%)</b>	<b>TDOT (5%)</b>	<b>TOTALS</b>
Short Range Planning	\$11,200.00	\$2,100.00	\$700.00	\$14,000.00

**Table 4-3-3. FFY2024 Short Range Planning Work Task Expenditures by the Grant Budget Items.**

<b>FFY2024</b>	<b>Task 3. Short Range Planning</b>
<b>Personnel/ Benefits</b>	\$10,000.00
<b>Direct Costs</b>	\$0.00
<b>Travel/ Training Costs</b>	\$0.00
<b>Consultant costs</b>	\$0.00
<b>Other Non-personnel (legal advertisements)</b>	\$4,000.00
<b>Totals</b>	\$14,000.00

**Table 4-3-4. FFY2025 Funding Sources for Short Range Planning Work Tasks**

<b>FFY2025</b>	<b>80/15/5 Split</b>			
<b>TASK #3</b>	<b>TN CPG (80%)</b>	<b>Local (15%)</b>	<b>TDOT (5%)</b>	<b>TOTALS</b>
Short Range Planning	\$11,200.00	\$2,100.00	\$700.00	\$14,000.00

**Table 4-3-5. FFY2025 Short Range Planning Work Task Expenditures by the Grant Budget Items.**

<b>FFY2025</b>	<b>Task 3. Short Range Planning</b>
<b>Personnel/ Benefits</b>	\$10,000.00
<b>Direct Costs</b>	\$0.00
<b>Travel/ Training Costs</b>	\$0.00
<b>Consultant costs</b>	\$0.00
<b>Other Non-personnel (legal advertisements)</b>	\$4,000.00
<b>Totals</b>	\$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. Worked with TDOT/ FHWA/ FTA on LRTP amendment to include information concerning Performance Measure Targets
2. Developed the 2045 Metropolitan Transportation Plan (MTP) (approved on April 28, 2021)
3. Developed the US Hwy 11E/ SR34/ W Andrew Johnson Hwy Corridor Study (June 2021)
4. Developed the US Hwy 11E/ SR34 Corridor Study Jefferson City (Summer 2023)
5. Developed the SR160 Corridor Study (Summer 2023)

### **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 FFY2024 and FFY2025. 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. Develop the 2050 Long Range Transportation Plan and Air Quality Conformity Determination report in conjunction with the Knoxville TPO and TDOT.

**Table 4-4-1. Long Range Planning Tasks for FFY2024-2025.**

<b>SubTask</b>	<b>Work Involved</b>	<b>Primary Agency Involved</b>	<b>Start Date FFY2024</b>	<b>Completion Date FFY2024</b>	<b>Start Date FFY2025</b>	<b>Completion Date FFY2025</b>	<b>Outcome/ Product</b>
<b>Regional Transportation Plan</b>	Maintain/ Update 2045 MTP (adopted April 28, 2021), as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going; maintenance of existing document
	Continue working with TDOT in the update of the Statewide LRTP, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Continued Communication/ maintenance of existing information
	Develop the 2050 LRTP (due in May 2025)	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going; (Anticipate new 2050 LRTP and AQ Report Spring 2025)
<b>Public Participation Plan (PPP)</b>	Maintain/ Update the Public Participation Plan (last adopted Sept 2018), as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Continued Communication/ maintenance of existing information (Anticipate new PPP Summer 2023)
	Any amendment to the 2045 MTP and Air Quality Determination report; as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going; maintenance of existing document, make amendments as needed

SubTask	Work Involved	Primary Agency Involved	Start Date FFY2024	Completion Date FFY2024	Start Date FFY2025	Completion Date FFY2025	Outcome/ Product
	Development of the 2050 LRTP and/or air quality determination report, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going; (Anticipate new 2050 LRTP and AQ Report Spring 2025)
	Coordination with federal, state, local officials, and public health officials throughout the year	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Continued Communication/ maintenance of existing information
<b>Congestion Management Planning/ Air Quality</b>	Continue working with TDOT, TDEC, the Knoxville TPO, and the Interagency Consultation (IAC) on air quality conformity, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	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	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Continued Communication/ maintenance of existing information
	Maintain/ update the Air Quality Conformity determination report (in conjunction with the Knoxville TPO) as needed	Knoxville/ LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Continued Communication/ maintenance of existing information
	Maintain Memorandum of Agreement (MOA) with the Knoxville TPO	Knoxville/ LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Continued Communication/ maintenance of

<b>SubTask</b>	<b>Work Involved</b>	<b>Primary Agency Involved</b>	<b>Start Date FFY2024</b>	<b>Completion Date FFY2024</b>	<b>Start Date FFY2025</b>	<b>Completion Date FFY2025</b>	<b>Outcome/ Product</b>
							existing information
	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	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Continued Communication/ maintenance of existing information
<b>Freight Planning</b>	Continue working closely with TDOT or the nearby MPOs for regional and/or statewide Freight Planning activities, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Continued Communication/ maintenance of existing information
<b>Intelligent Transportation Systems (ITS) Architecture</b>	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	10/1/2023	9/30/2024	10/1/2024	9/30/2025	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. FFY2024 Funding Sources for Long Range Planning.**

<b>FFY2024</b>	<b>80/15/5 Split</b>			
<b>TASK #4</b>	<b>TN CPG (80%)</b>	<b>Local (15%)</b>	<b>TDOT (5%)</b>	<b>TOTALS</b>
Long Range Planning	\$138,800.00	\$26,025.00	\$8,675.00	\$173,500.00

**Table 4-4-3. FFY2024 Long Range Planning by the Grant Budget Items.**

<b>FFY2024</b>	<b>Task 4. Long Range Planning</b>	<b>Totals</b>
<b>Personnel/ Benefits</b>	\$66,000.00	\$66,000.00
<b>Direct Costs</b>	\$0.00	\$0.00
<b>Travel/ Training Costs</b>	\$0.00	\$0.00
<b>Consultant costs- LRTP</b>	\$100,000.00	\$100,000.00
<b>Other Non-personnel (legal advertisements)</b>	\$7,500.00	\$7,500.00
<b>Totals</b>	\$173,500.00	\$173,500.00

**Table 4-4-4. FFY2025 Funding Sources for Long Range Planning.**

<b>FFY2025</b>	<b>80/15/5 Split</b>			
<b>TASK #4</b>	<b>TN CPG (80%)</b>	<b>Local (15%)</b>	<b>TDOT (5%)</b>	<b>TOTALS</b>
Long Range Planning	\$138,800.00	\$26,025.00	\$8,675.00	\$173,500.00

**Budget Table 4-4-5. FFY2025 Long Range Planning Expenditures by the Grant Items.**

<b>FFY2025</b>	<b>Task 4. Long Range Planning</b>	<b>Totals</b>
<b>Personnel/ Benefits</b>	\$66,000.00	\$66,000.00
<b>Direct Costs</b>	\$0.00	\$0.00
<b>Travel/ Training Costs</b>	\$0.00	\$0.00
<b>Consultant costs- LRTP</b>	\$100,000.00	\$100,000.00
<b>Other Non-personnel (legal advertisements)</b>	\$7,500.00	\$7,500.00
<b>Totals</b>	\$173,500.00	\$173,500.00

## **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 (Sept. 14, 2022), in conjunction with ETHRA and TDOT.
6. Completed the PTASP document (Sept. 14, 2022), in conjunction with ETHRA and TDOT
7. Completed the Transit Center Feasibility Study (Fall 2023)
8. Completed the Connecting Demand Response Transit with Fixed Service Transit, in conjunction with TDOT, ETHRA, University of Memphis, and UT-Knoxville.

### **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 FFY2024 and FFY2025 for TDOT TAP, Urban Transportation Planning Grant (UTPG), and Multimodal grant applications.

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

<b>SubTask</b>	<b>Work Involved</b>	<b>Primary Agency Involved</b>	<b>Start Date FFY2024</b>	<b>Completion Date FFY2024</b>	<b>Start Date FFY2025</b>	<b>Completion Date FFY2025</b>	<b>Outcome/Product</b>
<b>Coordinated Public Transit Human Services</b>	Maintain/Update the Human Service Transportation Coordination Plan (HSTCP) (last adopted March 2015), as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	<i>Updated HSTCP in Summer 2023; on-going maintenance afterwards</i>
<b>Bicycle/ Pedestrian/ Alternative Transportation</b>	Maintain/ update the Bicycle/ Pedestrian Plan (last updated September 2019) as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going; Maintenance of existing document
<b>Active Transportation</b>	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	10/1/2023	9/30/2024	10/1/2024	9/30/2025	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	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Resolutions of support to local governments to apply for pedestrian or bicycle grants

<b>SubTask</b>	<b>Work Involved</b>	<b>Primary Agency Involved</b>	<b>Start Date FFY2024</b>	<b>Completion Date FFY2024</b>	<b>Start Date FFY2025</b>	<b>Completion Date FFY2025</b>	<b>Outcome/Product</b>
<b>Public Transportation</b>	Monitoring, Mapping, reporting of Public Transit ridership (demand response and fixed route), as needed	ETHRA/ LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Continued Communication/maintenance of existing information
	Continue with meetings, seminars and/or training with ETHRA, TDOT, FTA concerning public transportation throughout the year	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Continued Communication/maintenance of existing information
	In conjunction with ETHRA, continue applying for public transportation grants through TDOT, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	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	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Continued Communication/maintenance of existing information
	Maintain/ Update Transit Center Feasibility Study (Planning)	ETHRA/ Lakeway Transit/ LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Maintain Transit Center Planning Study (Anticipate completion Fall 2023)

**Table 4-5-2. FFY2024 Funding Sources for Multimodal Planning Work Tasks**

<b>FFY2024</b>	<b>80/15/5 Split</b>			
<b>TASK #5</b>	<b>TN CPG</b>	<b>Local</b>	<b>TDOT</b>	<b>TOTALS</b>
Multimodal Planning	\$16,000.00	\$3,000.00	\$1,000.00	\$20,000.00

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

**Table 4-5-3. FFY2024 Multimodal Planning Expenditures by the Grant Budget Items.**

<b>FFY2024</b>	<b>Task 5. Multimodal Planning</b>
<b>Personnel/ Benefits</b>	\$20,000.00
<b>Direct Costs</b>	\$0.00
<b>Travel/ Training Costs</b>	\$0.00
<b>Consultant costs – Transit Center Feasibility Study</b>	\$0.00
<b>Other Non-personnel (legal advertisements)</b>	\$0.00
<b>Totals</b>	\$20,000.00

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

**Table 4-5-4. FFY2025 Funding Sources for Multimodal Planning Work Tasks**

<b>FFY2025</b>	<b>80/15/5 Split</b>			
<b>TASK #5</b>	<b>TN CPG</b>	<b>Local</b>	<b>TDOT</b>	<b>TOTALS</b>
Multimodal Planning	\$16,000.00	\$3,000.00	\$1,000.00	\$20,000.00

**Table 4-5-5. FFY2025 Multimodal Planning Expenditures by the Grant Budget Items.**

<b>FFY2025</b>	<b>Task 5. Multimodal Planning</b>
<b>Personnel/ Benefits</b>	\$20,000.00
<b>Direct Costs</b>	\$0.00
<b>Travel/ Training Costs</b>	\$0.00
<b>Consultant costs</b>	\$0.00
<b>Other Non-personnel (legal advertisements)</b>	\$0.00
<b>Totals</b>	\$20,000.00

**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:**

US Hwy 11E/ SR34/ W Andrew Johnson Hwy Corridor Study in Morristown (June 2021)

US Hwy 11E/ SR34 Corridor Study in Jefferson City (Fall 2023)

SR160 Corridor Study (Fall 2023)

**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.

**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**

<b>SubTask</b>	<b>Work Involved</b>	<b>Primary Agency Involved</b>	<b>Start Date FFY2024</b>	<b>Completion Date FFY2024</b>	<b>Start Date FFY2025</b>	<b>Completion Date FFY2025</b>	<b>Outcome/ Product</b>
<b>Transportation Systems Management and Operations</b>	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	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications
<b>Planning and Environmental Linkages</b>	Continue working with TDOT, FHWA, FTA on NEPA processes, as needed	LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	On-going Communications

SubTask	Work Involved	Primary Agency Involved	Start Date FFY2024	Completion Date FFY2024	Start Date FFY2025	Completion Date FFY2025	Outcome/ Product
<b>Corridor Study(ies)</b>	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)	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Depending on funding; Highway Corridor study(ies) will be completed (the corridors to be studied to be determined by the LAMTPO Executive Board)
<b>Sub-Area Study</b>	Continue working with local agencies and/or TDOT for potential sub-area study(ies) to be done, if any	Local Agencies, LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Potential studies to be completed, (to be done in-house, as needed)
<b>Sector/ Community Planning</b>	Continue working with local agencies and/or TDOT for potential community study(ies) to be done, if any	Local Agencies, LAMTPO	10/1/2023	9/30/2024	10/1/2024	9/30/2025	Potential community study(ies) (to be done in-house as needed)

If funding becomes available then the following studies may be done:

1. **US Hwy 25E Corridor Study (from US Hwy 11W in Bean Station 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). **Congestion and left turning movements are issues along this highway.** This is approximately 21 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.
2. **Electric Vehicles (EV) Charging Station Plan for major corridors.** TDOT is/ has done a study for EV charging stations along the interstate system. a study for charging stations along the major roadways, ie US Hwy 11E, US Hwy 25E, SR92, SR1560, etc.
3. **Continuation of the Mass Transit Feasibility Study and/or Bus Bay Facilities along major corridors.** From the recommendation of the Transit Center Feasibility Study, this would go into more detail of a transit center, which would help lead into development of the Lakeway Transit Center.
4. **Study of parallel access roads of I-40 and I-81.** This type of study is predominantly outside of the LAMTPO MPA area. LAMTPO will have to work closely with TDOT and the East Tennessee RPO for this study. *It should be noted that this was submitted to TDOT during the project priority ranking in November 2022.* The original discussion was from I-40 Exit 407 in Sevier County then traversing eastward to I-40 Exit 412 in Jefferson County. However, looking at previous requests and/or potential developments, we may need to look at some other areas for a parallel road along I-40 and I-81. The rationale for these parallel roadways are as follows:
  1. Safety and/or Security, and Travel Delay concerns. Whenever there is a major accident on either I-40 and/or I-81, motorists are detoured to US Hwy 11E in Jefferson City and/or Morristown, thus adding more traffic to a roadway that is fairly congested throughout the day. If there is a major development between the I-40 Exit 407 and the I-40/ I-81 split, traffic is diverted southbound to the south side of Douglas Lake, then towards Newport (or Sevierville) depending on direction of traffic. In either case, it adds a fair amount of additional travel time and delay for vehicular traffic.
  2. Most of the area is vacant and/or farmland. It would allow for potential development, whether it would be residential, commercial, and/or industrial.
  3. By improving existing roadways, it would limit the amount of ROW needed for the parallel roads, as well as improving the current traffic conditions, such as sight distance visibility, stormwater drainage, and/or improving the horizontal and/or vertical curve issues.

**Table 4-6-2. FFY2024 Funding Sources for Special Studies Work Tasks**

<b>FFY2024</b>	<b>80/15/5 Split</b>			
<b>TASK #6</b>	<b>TN CPG (80%)</b>	<b>Local (15%)</b>	<b>TDOT (5%)</b>	<b>TOTALS</b>
Special Studies	\$12,644.00	\$2,370.75	\$790.25	\$15,805.00

**Table 4-6-3. FFY2024 Special Studies Expenditures by the Grant Budget Items**

<b>FFY2024</b>	<b>Task 6. Special Studies</b>
Personnel/ Benefits	\$4,000.00
Direct Costs	\$0.00
Travel/ Training Costs	\$0.00
Consultant costs (for corridor studies)	\$0.00
Other Non-personnel (legal advertisements)	\$11,805.00
Totals	\$15,805.00

**Table 4-6-4. FFY2025 Funding Sources for Special Studies Work Tasks**

<b>FFY2025</b>	<b>80/15/5 Split</b>			
<b>TASK #6</b>	<b>TN CPG (80%)</b>	<b>Local (15%)</b>	<b>TDOT (5%)</b>	<b>TOTALS</b>
Special Studies	\$12,644.00	\$2,370.75	\$790.25	\$15,805.00

**Table 4-6-5. FFY2025 Special Studies Expenditures by the Grant Budget Items**

<b>FFY2025</b>	<b>Task 6. Special Studies</b>
Personnel/ Benefits	\$4,000.00
Direct Costs	\$0.00
Travel/ Training Costs	\$0.00
Consultant costs (for corridor studies)	\$0.00
Other Non-personnel (legal advertisements)	\$11,805.00
Totals	\$15,805.00

## APPENDIX A. BUDGET TABLES

The following pages state the budgets for FFY 2024 and FFY2025. LAMTPO staff does not believe that any SPR funds or FTA Section 5303 funds will carry-over into FFY2024 or FFY2025. There are no anticipated indirect costs and/or rates for FFY2024 or FFY2025.

### 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.
5. CPG Complete Streets: MPOs can program no more than 2.5% of what is programmed in the UPWP for a project to be 100% federally funded. This total would be no more than \$16,964.20. This may be used for the continuation of the Transit Center Feasibility Study and/or Transit -Bus Bay Corridor Complete Street study.

*"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 2020 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 2020 Census Urbanized Area Population. The funds will be broken down by 80% federal, 15% local match, and 5% TDOT matching funds.*

**Table A-1. FFY2024 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	\$138,800.00	\$26,025.00	\$8,675.00	\$173,500.00
5	Multimodal Planning	\$16,000.00	\$3,000.00	\$1,000.00	\$20,000.00
6	Special Studies	\$12,644.00	\$2,370.75	\$790.25	\$15,805.00
	<b>TOTALS</b>	\$197,044.00	\$36,945.75	\$12,315.25	\$246,305.00

**Table A-2. Agency Participation By Funding Source –FFY2024.**

80/15/5 Split				
FFY2024	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
<b>TOTALS</b>	\$197,044.00	\$36,945.75	\$12,315.25	\$246,305.00

**Table A-3. FFY2024 Transportation Planning Expenditures by the Grant Budget Items.**

<b>FFY2024</b>	<b>Task 1. Program Administration</b>	<b>Task 2. Data Collection</b>	<b>Task 3. Short Range Planning</b>	<b>Task 4. Long Range Planning</b>	<b>Task 5. Multimodal Planning</b>	<b>Task 6. Special Studies</b>	<b>TOTALS</b>
Personnel/ Benefits	\$9,800.00	\$5,000.00	\$10,000.00	\$66,000.00	\$20,000.00	\$4,000.00	\$114,800.00
Direct Costs	\$2,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,000.00
Travel/ Training Costs	\$5,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,000.00
Consultant costs- <b>L RTP</b>	\$0.00	\$0.00	\$0.00	\$100,000.00	\$0.00	\$0.00	\$100,000.00
Other Non- personnel	\$1,200.00	\$0.00	\$4,000.00	\$7,500.00	\$0.00	\$11,805.00	\$24,505.00
<b>Totals</b>	<b>\$18,000.00</b>	<b>\$5,000.00</b>	<b>\$14,000.00</b>	<b>\$173,500.00</b>	<b>\$20,000.00</b>	<b>\$15,805.00</b>	<b>\$246,305.00</b>

**Table A-4. FFY2025 Proposed Task Funding Source, by Agency Participation**

<b>TASK</b>	<b>Description</b>	<b>Federal Funds (80%)</b>	<b>Local Funds (15%)</b>	<b>TDOT Funds (5%)</b>	<b>TOTAL CPG Funds</b>
<b>1</b>	Program Administration	\$14,400.00	\$2,700.00	\$900.00	\$18,000.00
<b>2</b>	Data Collection	\$4,000.00	\$750.00	\$250.00	\$5,000.00
<b>3</b>	Short Range Planning	\$11,200.00	\$2,100.00	\$700.00	\$14,000.00
<b>4</b>	Long Range Planning	\$138,800.00	\$26,025.00	\$8,675.00	\$173,500.00
<b>5</b>	Multimodal Planning	\$16,000.00	\$3,000.00	\$1,000.00	\$20,000.00
<b>6</b>	Special Studies	\$12,644.00	\$2,370.75	\$790.25	\$15,805.00
	<b>TOTALS</b>	\$197,044.00	\$36,945.75	\$12,315.25	\$246,305.00

**Table A-5. Agency Participation By Funding Source –FFY2025.**

	<b>80/15/5 Split</b>		
<b>FFY2025</b>	<b>Federal Funds (80%)</b>	<b>Local Funds (15%)</b>	<b>TDOT Funds (5%)</b>
<b>LAMTPO</b>	\$197,044.00	\$36,945.75	\$12,315.25
<b>TOTALS</b>	\$197,044.00	\$36,945.75	\$12,315.25

Table A-6. FFY2025 Transportation Planning Expenditures by the Grant Budget Items.

FFY2025	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	\$66,000.00	\$20,000.00	\$4,000.00	\$114,800.00
Direct Costs	\$2,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,000.00
Travel/ Training Costs	\$5,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,000.00
Consultant costs- LRTP	\$0.00	\$0.00	\$0.00	\$100,000.00	\$0.00	\$0.00	\$100,000.00
Other Non- personnel	\$1,200.00	\$0.00	\$4,000.00	\$7,500.00	\$0.00	\$11,805.00	\$24,505.00
Totals	\$18,000.00	\$5,000.00	\$14,000.00	\$173,500.00	\$20,000.00	\$15,805.00	\$246,305.00

Table A-7. Combined FFY2024 and FFY2025 Funds

	FFY2024 Funds	FFY2025 Funds	Combined FFY2024 and FFY2025 Funds
Federal (80%)	\$197,044.00	\$197,044.00	\$394,088.00
State (5%)	\$12,315.25	\$12,315.25	\$24,630.50
Local (15%)	\$36,945.75	\$36,945.75	\$73,891.50
Totals	\$246,305.00	\$246,305.00	\$492,610.00



## 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
Morristown-Hamblen Healthcare System	Director	908 W. 4th North St		Morristown, TN 37814
Jefferson County Chamber of Commerce	Director	532 Patriot Dr		Jefferson City, TN 37760
Jefferson County Chamber of Commerce	Director	PO Box 890		Dandridge, TN 37725
Morristown Area Chamber of Commerce	Director	825 W. 1st North St		Morristown, Tn 37814
Jefferson City Library	Director	108 City Center DR		Jefferson City, TN 37760
Morristown-Hamblen Library	Director	417 W. Main St		Morristown, TN 37814
White Pine Library	Director	1708 Main St		White Pine, TN 37890
MATS	Director	733 W Main St		Morristown, TN 37814
Healthstar Physicians	Director	420 W. Morris Blvd		Morristown, TN 37813

Agency	Name	Address_1	Address_2	City_St_Zip
Hamblen County EMS	Director	511 W. 2nd North St		Morristown, TN 37814
Hamblen County Health Dept.	Director	331 W. Main St.		Morristown, TN 37814
Veterans Service Center	Director	511 W. 2nd North St		Morristown, TN 37814
Hamblen County Human Services	Director	2416 W. Andrew Johnson Hwy		Morristown, TN 37814
TN Senior Benefits	Director	2351 E. Morris Blvd		Morristown, TN 37813
Childrens Services	Director	1077 E Morris Blvd		Morristown, TN 37813
Tennessee Technology Center	Director	821 W. Louise Ave		Morristown, TN 37813
Tennessee Community Assistance Corporation	Director	740 E. Main St		Morristown, Tn 37814
Jefferson County EMS	Director	581 W Old AJ Hwy		New Market, TN 37820
Jefferson County Health Dept.	Director	931 Industrial Park Rd		Dandridge, TN 37725
Jefferson City Senior Citizens Center	Director	807 W. Jefferson St		Jefferson City, TN 37760
Jefferson City Community Center	Director	1247 N Hwy 92		Jefferson City, TN 37760
Jefferson County Family Resource Center	Director	341 W. Broadway		Jefferson City, TN 37760
TENNOVA/ St. Mary's Hospital	Director	110 Hospital Dr		Jefferson City, TN 37760
Jefferson City Housing Authority	Director	942 E. Ellis St		Jefferson City, Tn 37760
Morristown Housing Authority	Director	600 Sulphur Springs Rd		Morristown, TN 37813

Agency	Name	Address_1	Address_2	City_St_Zip
Morristown Senior Citizens Center	Director	841 Lincoln Ave		Morristown, TN 37813
Douglas Cherokee Economic Authority	Director	534 E. 1st North St		Morristown, Tn 37814
ETHRA	Mike Patterson	9111 Cross Park Dr, Suite D-100		Knoxville, TN 37923
RPO N and S East Tennessee District	Don Brown		P. O. Box 249	Alcoa, TN 37701
ETDD	Director		P. O. Box 249	Alcoa, TN 37701
Darby House	Director	249 E. Broadway		Jefferson City, TN 37760
Regency Retirement Village	Director	739 E. 2nd North St		Morristown, TN 37814
TDOT - Title VI Program Regions I and II	Pamela Sharp	James K Polk Bldg, 18th Floor	505 Deaderick St,	Nashville, TN 37243
TDOT Civil Rights Division	Vince Malone, Director	James K Polk Bldg, 18th Floor	505 Deaderick St,	Nashville, TN 37243
TDOT Civil Rights Division	Cynthia Howard, Title VI Program Director	James K Polk Bldg, 18th Floor	505 Deaderick St,	Nashville, TN 37243
TDOT Civil Rights Division	David Neese, Small Business Development Director	James K Polk Bldg, 18th Floor	505 Deaderick St,	Nashville, TN 37243
TDOT	Troy Ebbert	Region I	7345 Region Lane	Knoxville, TN 37914
TDOT	Mathew Cushing	James K. Polk Bldg- Suite 1800	505 Deaderick St,	Nashville, TN 37243
TDOT, OCT	Michelle Christian	Region I	7345 Region Lane	Knoxville, TN 37914
City of Morristown	Tony Cox	100 W. 1st North St		Morristown, TN 37814
City of Jefferson City	John Johnson	P.O. Box 530		Jefferson City, TN 37760-0530
Town of White Pine	Bob Hardy	1548 Main St,	PO Box 66	White Pine, TN 37890-0066
Knoxville TPO	Mike Conger	400 Main St, Suite 403		Knoxville, TN 37902

Agency	Name	Address_1	Address_2	City_St_Zip
Knoxville TPO	Jeff Welch	400 Main St, Suite 403		Knoxville, TN 37902
Corps of Engineers, Memphis District	Commander	167 North Main Street		Memphis, TN 38002
US Fish and Wildlife Service	Field Supervisor	446 Neal Street		Cookeville, TN 38501
US EPA, Region 4	Regional Administrator		61 Forsyth Street	Atlanta, Georgia 30303
US EPA, Region 4	EPA Director		61 Forsyth 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	Warburg, TN 37887
National Park Service	Superintendent	Big South Fork National Recreation Area	4564 Leatherwood Road	Oneida TN 37841
National Park Service	Superintendent	Stones River National Battlefield	3501 Old Nashville Hwy	Murfreesboro, TN 37129
National Park Service	Asst. Superintendent	Great Smoky Mountains National Park	107 Park Headquarters Road	Gatlinburg, TN 37738
National Park Service	Asst. Superintendent	Natchez Trace Parkway	2680 Natchez Trace Parkway	Tupelo, MS 38804
USDA Forest Service	Regional Forester	Region 8 (Southern Region	1720 Peachtree Road NW	Atlanta, GA 30309
USDA Forest Service	Director	Cherokee National Forest	2800 N. Ocoee St	Cleveland, TN 37312
USDA Forest Service	Director	100 Van Morgan Drive		Golden Pond, KY 42211

Agency	Name	Address_1	Address_2	City_St_Zip
US Coast Guard	Rear Admiral	Hale Boggs Federal Building	500 Poydras Street	New Orleans, LA 70130
US Coast Guard	Bridge Administrator	1222 Spruce Street		St. Louis, MO 63103-2398
Tennessee Department of Environment and Conservation	Manager	711 RS Gass Blvd		Nashville, TN 37243
Tennessee Department of Environment and Conservation	Deputy Commissioner	711 RS Gass Blvd		Nashville, TN 37243
USDA	Director	367 Dr MLK Jr Pkwy		Morristown, TN 37813
FHWA	Director/ Planner	404 BNA Dr, Bldg 200, Suite 508		Nashville, TN 37217
FTA	Andres Ramirez	230 Peachtree Street NW Suite 800		Atlanta, GA 30303
FTA, Civil Rights	Carlos Gonzales/ Dee Foster	230 Peachtree Street NW Suite 800		Atlanta, GA 30303
Norfolk-Southern Railroad	Susan Terpay	Three Commercial Place		Norfolk, VA 23510-9217
Norfolk-Southern Railroad	Director	249 E Manley Court Circle		Morristown, TN 37814
TDEC Environmental Field Offices	Senior Director	3711 Middlebrook Pike		Knoxville, TN 37921
TDEC Parks and Conservation Operations	Assistant Commissioner	711 RS Gass Blvd		Nashville, TN 37243
Tennessee Wildlife Resources Agency	Executive Director	5107 Edmondson Pike		Nashville, TN 37211
Tennessee Wildlife Resources Agency	Director	3030 Wildlife Way		Morristown, TN 37814
Tennessee State Historic Preservation Office	Executive Director	Clover Bottom Mansion	2941 Lebanon Road	Nashville, TN 37243-0442

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



**APPENDIX C. PERFORMANCE MEASURE INFORMATION****Table 1: Federal Highway Performance Measures: See 23 CFR 490**

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

Recipients of public transit funds are required to establish performance targets, develop transit asset management and safety plans, and report on their progress toward achieving targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated.

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

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

### Responsibilities

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

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

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

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

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

**RESOLUTION 2022-012**  
**SUPPORTING THE 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 21<sup>st</sup> 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 Highway Safety Office (THSO) submitted the FFY23 Highway Safety Plan (HSP) on July 1, 2022; and

WHEREAS, Official reporting of all 5 PM1 targets by TDOT occurred through the Highway Safety Improvement Program (HSIP) in August 2022; 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 November 3, 2022; and

WHEREAS, the LAMTPO Executive Board approves and supports the Tennessee Department of Transportation (TDOT) 2022 PM1 Safety Performance Measure Targets at their scheduled meeting on November 9, 2022; and

BE IT FURTHER RESOLVED, that the LAMTPO Executive Board hereby approves and supports TDOT's 2022 Safety Performance Measure Targets.

A handwritten signature in blue ink, appearing to read "Mark Peth", is written over a horizontal line.

Chair,  
LAMTPO

November 9, 2022  
Date

### Verification of Safety Target Reporting (2022)

Please find attached a copy of the 2019-2023 PM1 Safety Performance targets and justification that TDOT submitted in the 2022 Highway Safety Improvement Program annual report. The targets have been reviewed and approved by TDOT executive leaders and the Tennessee Highway Safety Office (THSO).

THSO submitted the FFY23 Highway Safety Plan (HSP) on July 1, 2022. The submittal included the targets for the three common measures that TDOT and THSO share per the final rule. Those measures are number of fatalities, fatality rate, and number of serious injuries.

Official reporting of all 5 PM1 targets by TDOT occurred through the Highway Safety Improvement Program in August 2022.

For each measure, MPOs can choose to support the statewide PM1 target or establish their own numerical target. Those decisions must be made within 180 days after State targets have been officially reported (no later than 27 February 2023). MPOs must make a determination for each of the following PM1 measures:

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries

Additionally, TDOT provided the following information in the HSIP regarding baseline data:

Performance Measures	2017	2018	2019	2020	2021	Anticipated Baseline*
<b>Fatalities</b>	1,024	1,040	1,135	1,217	1,327	1,148.6
<b>Serious Injuries</b>	7,129	5,742	5,555	5,537	6,015	5,995.6
<b>Fatality Rate (per HMVMT)</b>	1.240	1.280	1.370	1.594	1.600	1.417
<b>Serious Injury Rate (per HMVMT)</b>	8.911	6.960	6.701	7.248	7.260	7.416
<b>Number of non-motorized fatalities</b>	132	147	157	189	192	
<b>Number of non-motorized serious injuries</b>	417	362	345	368	423	
<b>Number of non-motorized fatalities and serious injuries combined</b>	549	509	502	557	615	546.4

\*The Federal Highway Administration (FHWA) is responsible for calculating baselines. This table identifies baselines TDOT anticipates will be published by FHWA at their [State Performance Dashboard and Reports](#) webpage.

Please note that this table reflects only what TDOT has submitted in the annual HSIP. TDOT reports only annual data in the HSIP and only those areas in blue are reported. Update cycles and data sources may vary from those identified for use in the PM1 Final Rule. Because baseline data is still preliminary at the time of reporting to FHWA, TDOT does not anticipate these will be the actual baselines used to assess the state's performance in December 2024.

For questions about the 2021 HSIP reporting requirements, please contact Jeff Murphy at [Jeff.Murphy@tn.gov](mailto:Jeff.Murphy@tn.gov) or (615) 741-0968.

## ***Safety Performance Targets Calendar Year 2022 Targets \****

### ***Number of Fatalities:1201.4***

#### ***Describe the basis for established target, including how it supports SHSP goals.***

The number of traffic fatalities in Tennessee for 2020 increased marking the 5th consecutive year of 1,000 fatalities or more. According to preliminary data, one thousand two hundred seventeen (1,217) fatalities occurred during Calendar Year 2020. This marked a 7.4% increase in fatalities over 2019. This increase occurred despite traffic reductions due to school closures, workforce closures and shifts, and state and local policies. The governor issued a Safer at Home<sup>1</sup> executive order to combat the COVID-19 pandemic that was in effect from March 31, 2020 to April 30, 2020, though many businesses chose to close or have employees work from home prior to and after the order expired. Current YTD fatalities as of June 1, 2021, show 114 more fatalities over the same date in 2020.

The COVID-19 pandemic caused changes in fatal and serious injury crashes. During 2020, Tennessee saw increases in many types of fatality crashes over 2019. Most notably, fatalities with large trucks involved increased by 25% likely due to increased freight volumes.<sup>2</sup> Further, fatality crashes in urban areas increased by almost 14% while rural fatality crashes remained consistent with 2019. These changes increased uncertainty about future fatal and serious injury crash totals as Tennessee continues to recover and traffic patterns and trends shift.

The Tennessee state legislature passed the 2017 IMPROVE Act requiring TDOT to complete 962 projects over an unspecified period. Some of the IMPROVE Act projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on traffic safety. TDOT is hopeful that a long-term transportation bill will be passed in 2021 which may help to increase the number of projects completed by the end of the performance period in 2022.

Work to increase traffic safety in Tennessee is ongoing. Tennessee's Strategic Highway Safety Plan<sup>3</sup> update was completed and approved in 2020. Strategies are being implemented in six emphasis areas to reduce traffic fatalities and serious injuries: data collection and analysis, driver behavior, infrastructure improvements, vulnerable road users, operational improvements, and motor carrier safety.

Targeted safety and enforcement campaigns are being conducted around the state. In January 2021, TDOT and the Tennessee Department of Safety and Homeland Security launched a

public safety campaign after noting the increase in fatalities despite the decrease in traffic.<sup>4</sup> The Tennessee Highway Safety Office is running a Slow Down Tennessee<sup>5</sup> campaign to highlight the close to 23,000 speed-related crashes that occurred between 2017 and 2019.

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Bristol Urban Area MPO was included in the target decision making process.

Leadership approved a target of 1,201.4 for the 2018-2022 target setting performance cycle. This target assumes that January – May 2021 fatality data will remain as reported in early June and that June – December data will mimic fatalities from 2020. Fatalities for 2022 are projected as 2019 fatality totals plus the standard deviation for each month based on data from 2015-2022.

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

## **REFERENCES**

1Tennessee Office of the Governor, (2020). "AN ORDER DIRECTING TENNESSEANS TO STAY HOME UNLESS ENGAGING IN ESSENTIAL ACTIVITIES TO LIMIT THEIR EXPOSURE TO AND SPREAD OF COVID-19," [Online]. Available:

<https://publications.tnsosfiles.com/pub/execorders/exec-orders-lee22.pdf>

2Tennessee Department of Safety and Homeland Security, TITAN Division, (2021). "Historical Data Fatality Report 2020." [Data set]. Available:

<https://www.tn.gov/content/dam/tn/safety/documents/dailyfatality2020.pdf>

3Tennessee Department of Transportation, Strategic Transportation Investments Division, (2021). "Tennessee Strategic Highway Safety Plan 2020-2024," [Online]. Available:

<https://www.tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>

4 Tennessee Department of Transportation, (2021). "TDOT and TDOSHS Launch Public Safety Campaign: Deadly Crashes Up, Traffic Volumes Down." [Online]. Available:

<https://www.tn.gov/tdot/news/2021/1/25/tdot-and-tdoshs-launch-public-safety-campaign.html>

5Tennessee Highway Safety Office, (2021). "No Title" [Online]. Available:

<https://tntrafficsafety.org/microsites/slow/>

## ***Number of Serious Injuries:5588.6***

### ***Describe the basis for established target, including how it supports SHSP goals.***

Tennessee has been experiencing a decrease in serious injuries since 2015 but this decrease has begun to stabilize. A 19% decrease in serious injuries occurred in Tennessee from CY 2017 to CY 2018. In compliance with the Federal Highway Administration's (FHWA) Safety Performance Management Measures Final Rule (23 CFR 490), Tennessee revised the crash report in December 2017 to reflect the Model Minimum Uniform Crash Criteria Fourth Edition (MMUCC 4th edition) "Suspected Serious Injury (A)" attribute found in the "Injury Status" element. All states were required to comply with the new definition by April 15, 2019. While it is thought that the drastic decrease in serious injuries in 2018 is likely an effect of updating the crash report to meet FHWA's requirement, the number of serious injuries continued to decrease from 2018 to 2019 by 3%. The reduction of serious injuries slowed to 0.4% from 2019 to 2020. Additional information about serious injuries can be found on the Tennessee Department of Safety and Homeland Security's Fatal and Serious Injury Crashes Dashboard.<sup>1</sup>

The Tennessee state legislature passed the 2017 IMPROVE Act requiring TDOT to complete 962 projects over an unspecified period of time. Some of the IMPROVE Act projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on results. It is unclear how long these trends may continue. TDOT is hopeful that a long-term transportation bill will be passed in 2021 which may help to increase the number of projects completed by the end of the performance period in 2022.

Work to increase traffic safety in Tennessee is ongoing. Tennessee's Strategic Highway Safety Plan<sup>2</sup> update was completed and approved in 2020. Strategies are being implemented in six emphasis areas to reduce traffic fatalities and serious injuries. Emphasis areas include data collection and analysis, driver behavior, infrastructure improvements, vulnerable road users, operational improvements, and motor carrier safety.

Targeted safety and enforcement campaigns are being conducted around the state. In January 2021, TDOT and the Tennessee Department of Safety and Homeland Security launched a public safety campaign after noting the increase in fatalities despite the decrease in traffic.<sup>3</sup> Currently, the Tennessee Highway Safety Office is running a Slow Down Tennessee<sup>4</sup> campaign to highlight the close to 23,000 speed-related crashes that occurred between 2017 and 2019.

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Bristol Urban Area MPO was included in the target decision making process.

Leadership approved a target of 5,588.6 for the 2018-2022 target setting performance cycle. This target assumes that the number of serious injuries for both 2021 and 2022 will remain at or below the 2019 total of 5,555.

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

## **REFERENCES**

1Department of Safety and Homeland Security, TITAN Division, (2021). "Fatal & Serious Injury Crashes." [Data set]. Available:

<https://www.tn.gov/safety/stats/dashboards/fatalseriousinjurycrashes.html>

2Tennessee Department of Transportation, Strategic Transportation Investments Division, (2020). "Tennessee Strategic Highway Safety Plan 2020-2024," [Online]. Available:

<https://www.tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>

3Tennessee Department of Transportation, (2021). "TDOT and TDOSHS Launch Public Safety Campaign: Deadly Crashes Up, Traffic Volumes Down." [Online]. Available:

<https://www.tn.gov/tdot/news/2021/1/25/tdot-and-tdoshs-launch-public-safety-campaign.html>

4Tennessee Highway Safety Office, (2021). "No Title" [Online]. Available:

<https://tntrafficsafety.org/microsites/slow/>

### ***Fatality Rate:1.476***

### ***Describe the basis for established target, including how it supports SHSP goals.***

Generally, as the number of vehicle miles traveled (VMT) increases, the opportunity for severe vehicle crashes to occur also rises. However, 2020 VMT dropped by approximately 8% while traffic fatalities increased by 7% during the same time period.

Travel trends in the first half of 2021 are comparable to 2019 traffic volumes. However, the lingering impacts of COVID-19 may continue to impact traffic volumes for the foreseeable future. A recent article by McKinsey & Company estimates that 20% of business travel may not return. Further, the same article reports that a survey of 278 executives representing 8 countries planned to reduce office space by 30%.<sup>1</sup>

Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) Highway Statistics Series Table VM-22 were used for calendar years 2019 and prior. TDOT's Long

Range Planning Division estimates calendar year 2020 VMT at 76,393 million miles. (Note: Because it is anticipated that VMT numbers will continue to change until published by FHWA, no updates have been made to the agreed upon 2016-2020 baseline.)

Based on the uncertainty of travel patterns as a result of the COVID-19 pandemic, the team reviewed travel data available for March, April and early May and considered several scenarios before opting to take an optimistic but conservative approach for identifying the fatality rate target. The team estimates Tennessee's 2021 VMT will resemble 2019 data and will increase by 1% in 2022. Once the VMT estimates for calendar years 2021 and 2022 were agreed upon, the rate was then calculated using the 1,201.4 fatality number target to obtain the 1.476 target for the 2018-2022 target setting performance cycle.

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, Tennessee Department of Safety and Homeland Security, Tennessee Division Office of the Federal Highway Administration, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization and the Bristol Urban Area MPO was included in the target decision making process.

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

## **REFERENCES**

1McKinsey Global Institute. "The Future of Work after COVID-19," [Online]. Available: <https://www.mckinsey.com/featured-insights/future-of-work/the-future-of-work-after-covid-19>

2Federal Highway Administration, Office of Highway Policy Information, 2019, *State Tables Vehicle-miles of travel, by functional system*, [Online]. Available: <https://www.fhwa.dot.gov/policyinformation/statistics/2019/pdf/vm2.pdf>

## **Justifications – Serious Injuries**

			Baseline	Target	Baseline	Target	Baseline	Target
Performance Measure			2014-2018	2016-2020	2015-2019	2017-2021	2016-2020 (Preliminary)	2018-2022
Number	of	Serious	6988.8	6352.4	6,725.4	6,227.1	6310.8	5588.6
Injuries								

**Baseline numbers are determined using preliminary data available as of 4/21/2021 and were used only as a reference point for target setting. TDOT does not anticipate these will be the actual baselines used by FHWA to assess performance.**

Tennessee has been experiencing a decrease in serious injuries since 2015 but this decrease has begun to stabilize. A 19% decrease in serious injuries occurred in Tennessee from CY 2017 to CY 2018. In compliance with the Federal Highway Administration's (FHWA) Safety Performance Management Measures Final Rule (23 CFR 490), Tennessee revised the crash report in December 2017 to reflect the Model Minimum Uniform Crash Criteria Fourth Edition (MMUCC 4th edition) "Suspected Serious Injury (A)" attribute found in the "Injury Status" element. All states were required to comply with the new definition by April 15, 2019. While it is thought that the drastic decrease in serious injuries in 2018 is likely an effect of updating the crash report to meet FHWA's requirement, the number of serious injuries continued to decrease from 2018 to 2019 by 3%. The reduction of serious injuries slowed to 0.4% from 2019 to 2020. Additional information about serious injuries can be found on the Tennessee Department of Safety and Homeland Security's Fatal and Serious Injury Crashes Dashboard.<sup>1</sup>

The Tennessee state legislature passed the 2017 IMPROVE Act requiring TDOT to complete 962 projects over an unspecified period of time. Some of the IMPROVE Act projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on results. It is unclear how long these trends may continue. TDOT is hopeful that a long-term transportation bill will be passed in 2021 which may help to increase the number of projects completed by the end of the performance period in 2022.

Work to increase traffic safety in Tennessee is ongoing. Tennessee's Strategic Highway Safety Plan<sup>2</sup> update was completed and approved in 2020. Strategies are being implemented in six emphasis areas to reduce traffic fatalities and serious injuries. Emphasis areas include data collection and analysis, driver behavior, infrastructure improvements, vulnerable road users, operational improvements, and motor carrier safety.

Targeted safety and enforcement campaigns are being conducted around the state. In January 2021, TDOT and the Tennessee Department of Safety and Homeland Security launched a public safety campaign after noting the increase in fatalities despite the decrease in traffic.<sup>3</sup> Currently, the Tennessee Highway Safety Office is running a Slow Down Tennessee<sup>4</sup> campaign to highlight the close to 23,000 speed-related crashes that occurred between 2017 and 2019.

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation

Planning Organization, the Greater Nashville Regional Council, and Bristol Urban Area MPO was included in the target decision making process.

Leadership approved a target of 5,588.6 for the 2018-2022 target setting performance cycle. This target assumes that the number of serious injuries for both 2021 and 2022 will remain at or below the 2019 total of 5,555.

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

## **REFERENCES**

1Department of Safety and Homeland Security, TITAN Division, (2021). "Fatal & Serious Injury Crashes." [Data set]. Available:  
<https://www.tn.gov/safety/stats/dashboards/fatalseriousinjurycrashes.html>

2Tennessee Department of Transportation, Strategic Transportation Investments Division, (2020). "Tennessee Strategic Highway Safety Plan 2020-2024," [Online]. Available:  
<https://www.tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>

3Tennessee Department of Transportation, (2021). "TDOT and TDOSHS Launch Public Safety Campaign: Deadly Crashes Up, Traffic Volumes Down." [Online]. Available:  
<https://www.tn.gov/tdot/news/2021/1/25/tdot-and-tdoshs-launch-public-safety-campaign.html>

4Tennessee Highway Safety Office, (2021). "No Title" [Online]. Available:  
<https://tntrafficsafety.org/microsites/slow/>

### ***Serious Injury Rate:6.869***

### ***Describe the basis for established target, including how it supports SHSP goals.***

Generally, as the number of vehicle miles traveled (VMT) increases, the opportunity for severe vehicle crashes to occur also rises. However, 2020 VMT dropped by approximately 8% while serious injuries remained relatively stable during the same time period.

Current travel trends are comparable to 2019 traffic volumes. However, the lingering impacts of COVID-19 may continue to impact traffic volumes for the foreseeable future. A recent article by McKinsey & Company estimates that 20% of business travel may not return. Further, the same article reports that a survey of 278 executives representing 8 countries planned to reduce office space by 30%.<sup>1</sup>

Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) Highway Statistics Series Table VM-22 were used for calendar years 2019 and prior. TDOT's Long Range Planning Division estimates calendar year 2020 VMT at 76,393 million miles. (Note: Because it is anticipated that VMT numbers will continue to change until published by FHWA, no updates have been made to the agreed upon 2016-2020 baseline.)

Based on the uncertainty of travel patterns as a result of the COVID-19 pandemic, the team reviewed travel data available for March, April and early May and considered several scenarios before opting to take an optimistic but conservative approach for identifying the serious injury rate target. The team estimates Tennessee's 2021 VMT will resemble 2019 data and will increase by 1% in 2022. Once the VMT estimates for calendar years 2021 and 2022 were agreed upon, the rate was then calculated using the 5,588.6 serious injury number target to obtain the 6.968 target for the 2018-2022 target setting performance cycle.

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, Tennessee Department Of Safety and Homeland Security, Tennessee Division Office of the Federal Highway Administration, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization and the Bristol Urban Area MPO was included in the target decision making process.

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

## **REFERENCES**

1McKinsey Global Institute. "The Future of Work after COVID-19," [Online]. Available: <https://www.mckinsey.com/featured-insights/future-of-work/the-future-of-work-after-covid-19>

2Federal Highway Administration, Office of Highway Policy Information, 2019, *State Tables Vehicle-miles of travel, by functional system*, [Online]. Available: <https://www.fhwa.dot.gov/policyinformation/statistics/2019/pdf/vm2.pdf>

***Total Number of Non-Motorized Fatalities and Serious Injuries:534.8***

***Describe the basis for established target, including how it supports SHSP goals.***

Over the past decade (2010-2020), the number of non-motorist serious injuries and fatalities decreased an average of 3% each year. However, the 5-year moving average has been steadily increasing since the average was 432.2 serious injuries and fatalities for the initial baseline reporting period for this measure (2012-2016). A total of 557 fatalities and serious injuries occurred in 2020 marking the highest number in recent years. As of June 1, 2021, there were 3

fewer bicyclist fatalities compared to the same date in 2020 while pedestrian fatalities increased by 3.

Projects to widen roadways and maintain wide travel lanes and sight distances have been identified for completion within Tennessee. While these projects may be necessary to alleviate congestion or other transportation problems, they also tend to decrease safety for pedestrians. To mitigate this, TDOT has started a Pedestrian Road Safety Initiative by identifying 12 high pedestrian crash locations, designing safety upgrades for these areas and using Highway Safety Improvement Program (HSIP) funds to employ countermeasures at these locations. Several of these projects are planned to be available for bid in 2021. TDOT's Multimodal Division has worked with TDOT's Data Visualization office to create an FHWA-approved methodology to rank all roads in Tennessee for prioritization. Using the Multimodal Prioritization Tool, the Multimodal Division is currently selecting additional pedestrian crash locations for continuing the Pedestrian Road Safety Initiative with future upgrades.

TDOT has worked closely with FHWA in its Safe Transportation for Every Pedestrian (STEP) technical assistance program. In the last year, TDOT has helped coordinate a Pedestrian Road Safety Audit in Knoxville and four STEP workshops on countermeasures to increase pedestrian safety, one in each of TDOT's four regions. These countermeasures, approved and promoted by FHWA, are the core of the Pedestrian Road Safety Initiative projects mentioned above. Countermeasures include crosswalk visibility enhancements, leading pedestrian intervals (LPIs), pedestrian hybrid beacons (PHBs), pedestrian refuge islands, raised crosswalks, road diets, and rectangular rapid-flashing beacons.

TDOT has also been working to develop the Statewide Active Transportation Plan<sup>2</sup>. This plan will provide guidance to TDOT staff on how to identify, plan, fund and design infrastructure that allows people to safely walk, bicycle, use a wheelchair or use a scooter on Tennessee state roads, whether in stand-alone projects or by incorporating these into current TDOT processes, projects and workflow. This plan is expected to be completed and ready for implementation by August 31, 2021.

Currently, University of Tennessee Knoxville is conducting a research project: Addressing Traffic Safety to Reduce Pedestrian Injuries and Fatalities in Tennessee. This research is expected to analyze pedestrian crashes in order to develop a risk-based assessment framework that can aid in evaluating multi-criteria decision making. This research project is expected to be completed in early 2022. While implementation of survey findings may not impact pedestrian fatalities this performance cycle, it is hoped that this research will help decrease future pedestrian injuries and fatalities.

TDOT has awarded 75 Multimodal Access Grants<sup>3</sup> representing over \$58 million in state funds since 2014. Another 23 projects representing \$20 Million has been funded for 2021. Most of

these grants cover sidewalk and pedestrian improvements, and addressing safety issues is included in the scoring to award applicants. While it is expected that projects resulting from the Multimodal Access Grants and Pedestrian Road Safety Initiative will be completed by the end of the target setting cycle, TDOT is still projecting that non-motorist serious injuries and fatalities will remain consistent with 2020's increased non-motorized serious injury and fatality number of 557.

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Bristol Urban Area MPO was included in the target decision making process.

The working group has selected a target of 534.8 for the 2018-2022 target setting performance cycle. This target assumes that the number of non-motorized serious injuries and fatalities for 2020 will remain unchanged for 2021 and 2022 despite Tennessee's mitigation efforts.

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities and serious injuries for all users of our roadways. These targets are performance projections based on historical data and influencing factors.

## **REFERENCES**

1 Federal Highway Administration, (2021). "State Highway Safety Report (2018) - Tennessee," [Online]. Available: <https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=Tennessee>

2Tennessee Department of Transportation, Multimodal Transportation Division, (2021). "Statewide Active Transportation Plan," [Online]. Available: <https://www.tn.gov/tdot/multimodal-transportation-resources/bicycle-and-pedestrian-program/statewide-active-transportation-plan.html#:~:text=Active%20transportation%20includes%20walking%2C%20bicycling%2C%20and%20traveling%20by,Tennessee%20for%20people%20of%20all>

3Tennessee Department of Transportation, Multimodal Transportation Division, (2021). "MMAG Previous Awards 2020," [Online]. Available: <https://www.tn.gov/content/dam/tn/tdot/multimodaltransportation/multimodal-access-grant/MMAG%20Previous%20Awards%202020.pdf>



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

**RESOLUTION 2022-008**  
**SUPPORTING THE PUBLIC TRANSPORTATION AGENCY SAFETY PLAN**  
**(PTASP)**

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, Recipients of public transit funds are required to establish performance targets, develop transit asset management and safety plans, and report on their progress toward achieving targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated; and

WHEREAS, On July 19, 2018, FTA published the [Public Transportation Agency Safety Plan \(PTASP\) Final Rule](#), which requires certain operators of public transportation systems that receive federal funds under FTA's [Urbanized Area Formula Grants](#) to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS); and

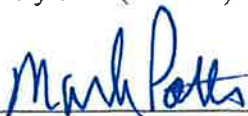
WHEREAS, Bipartisan Infrastructure Law (signed on November 15, 2021) establishes additional PTASP requirements, such as mitigation strategies of infectious diseases, and having a Safety Committee that includes frontline workforce; and

WHEREAS, The PTASP regulation requires recipients and sub-recipients of financial assistance under the Urbanized Area Formula Program (49 U.S.C. Section 5307) and rail transit agencies that are subject to the FTA State Safety Oversight Program to establish a compliant Agency Safety Plan; and

WHEREAS, ETHRA participated in the Tennessee Department of Transportation (TDOT) Agency Safety Plan (ASP), and

WHEREAS, the TAC and Executive Board has recommended that LAMTPO adopts this resolution supporting the East Tennessee Human Resource Agency (ETHRA) Public Transportation Agency Safety Plan (PTASP); and

BE IT FURTHER RESOLVED, the LAMTPO Executive Board hereby approves the East Tennessee Human Resource Agency (ETHRA) Public Transportation Agency Safety Plan (PTASP).



Chair,  
LAMTPO

September 14, 2022  
Date

# ETHRA

## Agency Safety Plan Targets - 2022

2022

	Fixed Route	Demand Response
Vehicle Revenue Miles	397471	3058364
Number of Fatalities	0	0
Rate of Fatalities per 100K VRM	0	0
Number of Injuries	0	2
Rate of Injuries per 100K WRM	0.00	0.07
Number of Safety Events	1	5
Rate of Safety Events per 100 WRM	0.25	0.16
Total Major Mechanical Failures	6	14
Ratio BETWEEN MAJOR MECHANICAL FAILURE Reliability)	66245	218455

ETHRA Transportation Safety Committee approval date: 9/9/2022

ETHRA Transportation Committee President: 

Brent Gagley

Date: 9/9/2022

ETHRA Transportation Director: 

Mike Patterson

Date: 9/9/2022

ETHRA Executive Director: 

Gary Holiway

Date: 9/9/2022



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

**RESOLUTION 2022-007**  
**SUPPORTING THE TRANSIT PERFORMANCE MEASURE TARGETS**

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 21<sup>st</sup> 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, In July 2016, FTA published a Final Rule for Transit Asset Management. The rule requires FTA grantees to develop asset management plans for their public transportation assets, including vehicles, facilities, equipment, and other infrastructure; and

WHEREAS, Recipients of public transit funds are required to establish performance targets, develop transit asset management and safety plans, and report on their progress toward achieving targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated; and

WHEREAS, federal transit law requires that transit agencies (East Tennessee Human Resource Agency (ETHRA)/ Lakeway Transit in the LAMTPO MPA) must report facility and infrastructure asset condition and performance data to the National Transit Database (NTD), which will support requirements for Transit Asset Management (TAM) plans, and calculate the State of Good Repair (SGR) related measures; and

WHEREAS, the SGR is defined as the condition at which the capital asset is able to operate at a full level of performance and does not pose unacceptable safety risks for users; and

WHEREAS, Assets are measured against Useful Life Benchmarks (ULB), which are the expected life cycle (period of time) of the asset for a particular operating environment; and

WHEREAS, LAMTPO, in conjunction with ETHRA/ Lakeway Transit, is participating in the TDOT TAM plan for our rural and urban operations; and

WHEREAS, ETHRA participated in the Tennessee Department of Transportation (TDOT) Tier II Sponsored group Transit Asset Management (TAM) Plan, updated October 25, 2019) (attached); and

WHEREAS, the TAC and Executive Board has recommended that LAMTPO supports and adopts the Transit Performance Measure Targets; and

BE IT FURTHER RESOLVED, the LAMTPO Executive Board hereby approves and supports the Transit Performance Measure Targets for each of the above-mentioned measures, and by agreeing to plan and program projects so that they contribute toward the accomplishment of Transit Performance Measure Targets.



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Chair,  
LAMTPO

September 14, 2022  
Date

*Pigeon Forge Mass Transit Facility*

*Patriot Park, Pigeon Forge, TN*



# Tier II Sponsored Group Transit Asset Management Plan

Tennessee Department of Transportation

*Updated: October 2022*

# Acknowledgements

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## ACRONYMS AND DEFINITIONS

**Accountable Executive:** Means a single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan, in accordance with 49 U.S.C. 5329(d), and the agency's transit asset management plan in accordance with 49 U.S.C. 5326.

**Asset Category:** Means a grouping of asset classes, including a grouping of equipment, a grouping of rolling stock, a grouping of infrastructure, and a grouping of facilities.

**Asset Class:** Means a subgroup of capital assets within an asset category. For example, buses, trolleys, and cutaway vans are all asset classes within the rolling stock asset category.

**Asset Inventory:** Means a register of capital assets, and information about those assets.

**Capital Asset:** Means a unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation, with a value of at least \$5,000 and a useful life of at least a year

**Decision Support Tool:** Means an analytic process or methodology: (1) To help prioritize projects to improve and maintain the state of good repair of capital assets within a public transportation system, based on available condition data and objective criteria; or (2) To assess financial needs for asset investments over time.

**Direct Recipient:** Means an entity that receives Federal financial assistance directly from the Federal Transit Administration.

**Equipment:** Means an article of nonexpendable, tangible property having a useful life of at least one year, with a primary use to support revenue service operations

**Exclusive-Use Maintenance Facility:** Means a maintenance facility that is non-commercial and either owned by a transit provider or used exclusively for servicing agency vehicles.

**Facility:** Means a building or structure that is used in the support of public transportation.

**FTA/NTD TAM Target:** means the percentage of vehicles that have met or exceeded their useful life benchmark

**Full Level of Performance:** Means the objective standard established by FTA for determining whether a capital asset is in a state of good repair.

**Horizon Period:** Means the fixed period within which a transit provider will evaluate the performance of its TAM Plan. FTA standard horizon period is every four years.

**Implementation Strategy:** Means a transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.

**Investment Prioritization:** Means a transit provider's ranking of capital projects or programs to achieve or maintain a state of good repair. An investment prioritization is based on financial resources from all sources that a transit provider reasonably anticipates will be available over the TAM Plan horizon period.

**Key Asset Management Activities:** Means a list of activities that a transit provider determines are critical to achieving its TAM goals.

**Participant:** Means a Tier II provider that participates in a group TAM Plan.

**Performance Measure:** Means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets

**Performance Target:** Means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Transit Administration (FTA).

**Public Transportation System:** Means the entirety of a transit provider's operations, including the services provided through contractors.

**Recipient:** Means an entity that receives Federal financial assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a subrecipient.

**Replacement Criticality Scale:** Means the value on the TDOT Replacement Criticality Scale for how critical a vehicle is for an agency's operations. This value is calculated by multiplying how often an agency uses a specific asset multiplied by its respective TDOT TAM Score (Index X TAM Score), and is used as an additional factor in helping agencies and TDOT determine replacement vehicle priorities.

**Rolling Stock:** Means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.

**Service Vehicle:** Means a unit of equipment that is used primarily either to support maintenance and repair work for a public transportation system or for delivery of materials, equipment, or tools.

**State of Good Repair (SGR):** Means the condition in which a capital asset can operate at a full level of performance.

**Subrecipient:** Means an entity that receives Federal transit grant funds indirectly through a State or a direct recipient.

**TDOT TAM Score:** the combined average of a vehicle's agency submitted conditioning, useful life, and mileage. These values are based on scales of 1-5 with the lower number representing a greater need and/or age.

**TDOT TAM Target:** Means the percentage of vehicles that have an average combined TAM score of "3" or less

**TERM Scale:** Means the five (5) category rating system used in the Federal Transit Administration's Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5.0—Excellent, 4.0—Good; 3.0— Adequate, 2.0—Marginal, and 1.0—Poor.

**Tier II Provider:** Means a recipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

**Transit Asset Management (TAM):** Means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation.

**Transit Asset Management (TAM) Plan:** Means a plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

**Transit Provider (provider):** Means a recipient or subrecipient of Federal financial assistance under 49 U.S.C. Chapter 53 that owns, operates, or manages capital assets used in providing public transportation.

**Useful life:** Means the minimal acceptable period of use in service determined by FTA.

**Useful life benchmark (ULB):** Means the acceptable period of use in service for a capital asset, as determined by the default benchmark provided by FTA.

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## CHAPTER 1: INTRODUCTION

### 1.1 Overview

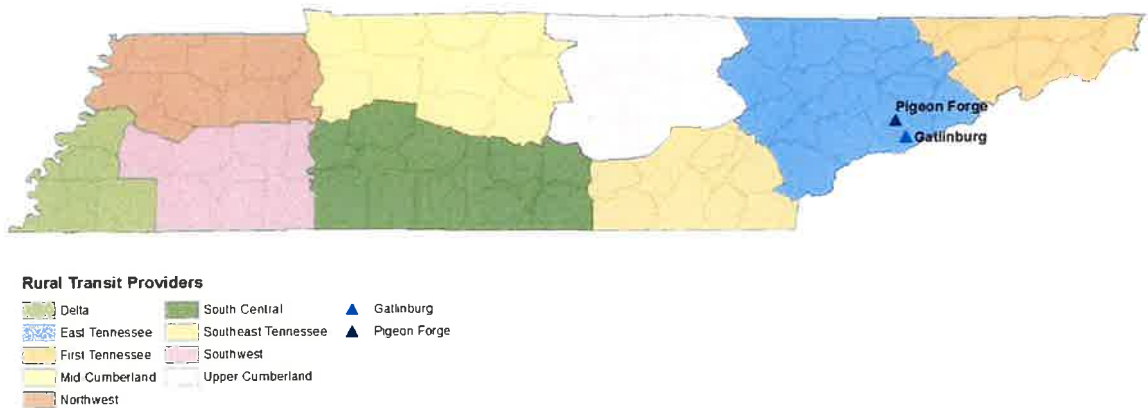
Transit Asset Management (TAM) is a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a State of Good Repair (SGR).

In 2012, to address the capital needs of public transit systems across the country, the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) legislation mandated the creation of a TAM system to be implemented by the Federal Transit Administration (FTA). On July 26, 2016, the FTA published requirements that became effective October 1, 2016 which would establish “a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets.” 49 U.S.C. 5326(a)(3). These requirements state that each agency must develop a Transit Asset Management (TAM) Plan if it owns, operates or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient.

As the State Department of Transportation that serves as the administrator and recipient of FTA funds, the Tennessee Department of Transportation (TDOT) opted to sponsor a Group Transit Asset Management (TAM) Plan for their Tier II subrecipient agencies that receive Section 5311 Rural Area Formula Program funding. All eleven of TDOT's rural providers qualify as Tier II operators and are part of the TDOT Group TAM Plan as described in Section 1.2.

## 1.2 Transit Providers

This Group TAM Plan covers eleven rural transit systems in Tennessee. Nine transit providers (eight human resource agencies and one developmental district) cover regional rural transportation needs in 94 of 95 counties in the state and two locally operated rural transit providers (Gatlinburg and Pigeon Forge) that operate in the tourist areas of Sevier County. The 11 agencies combined provide demand response, flex route, and fixed route services.



## 1.3 TAM Plan Requirements/Compliance

The Group Transit Asset Management (TAM) Plan will fulfill the requirements of the Federal Transit Administration's (FTA) Final Rule, Volume 81, No. 143, on Transit Asset Management. The rule encompasses a state of good repair and the data collection, prioritization, and data delivery to the National Transit Database (NTD).

A Tier II Group TAM Plan includes four (4) elements of the Final Rule as follows:

- Inventory of Capital Assets: *An inventory of the number and type of capital assets to include rolling stock, facilities, and equipment - 49CFR§625.25 (b)(1)*

- Condition Assessment: *A condition assessment of those inventoried assets for which the transit provider has direct ownership and/or capital responsibilities - 49CFR§625.25 (b)(2)*
- Decision Support Tools: *A description of the analytical processes and decision support tools that the Authority uses to estimate capital investment needs over time, and develops its investment prioritization - 49CFR§625.25 (b)(3)*
- Investment Prioritization: The list of project-based prioritization of investments. - 49CFR§625.25 (b)(4)

The implementation deadline for the TAM Plan to become effective was October 1, 2018. The TAM Plan must cover a horizon period of four years, at which time it should be reviewed and updated in its entirety. The Plan may also be amended as needed, or when there is a significant change to the asset inventory, condition assessment or investment prioritization strategies.

In addition to the TAM Plan, the TAM Final Rule requires the submission of two additional reports to the FTA's National Transit Database (NTD) with the annual reporting package.

- **The *Data Report*** should describe the condition of the transportation system currently and the SGR performance targets for the upcoming year
- **The *NTD Narrative Report***, should describe the changes in the transportation system condition and report progress on meeting the performance targets from the prior year, and describe any revisions to the established goals.

Each transit provider must designate an Accountable Executive to ensure appropriate resources for implementing the agency's TAM Plan. The Accountable Executive of each participating agency is expected to approve the Plan and is ultimately responsible for implementation of the Plan at the participant agency.

## 1.4 State of Good Repair Performance Measure

Each agency is required to establish annual State of Good Repair (SGR) performance measures and targets for each asset category. As the group sponsor, TDOT has established statewide targets. Participating agencies may develop more restrictive targets. TDOT will report on the statewide targets for SGR measures in the following asset categories:

- **Rolling Stock** (revenue vehicles): Percent of vehicles that have either met or exceeded their Useful Life Benchmark (ULB). Condition ratings for vehicles are expressed in terms of the percentage of assets that are at or beyond the ULB -based on FTA Circular 5010.1e.
- **Equipment** (including non-revenue service vehicles): Percent of assets that have either met or exceeded their ULB.
- **Facilities:** Percent of facilities rated below condition 3 on the FTA TERM scale shown in Table 1.

**Table 1: TERM Scale**

5	<b>Excellent</b>	<ul style="list-style-type: none"><li>• No visible defects, new or near new condition</li><li>• May still be under warranty (if applicable)</li></ul>
4	<b>Good</b>	<ul style="list-style-type: none"><li>• Good condition, but no longer new,</li><li>• may be slightly defective or deteriorated, but is overall functional</li></ul>
3	<b>Adequate</b>	<ul style="list-style-type: none"><li>• Moderately deteriorated or defective; but has not exceeded useful life</li></ul>
2	<b>Marginal</b>	<ul style="list-style-type: none"><li>• Defective or deteriorated in need of replacement; exceeded useful life</li></ul>
1	<b>Poor</b>	<ul style="list-style-type: none"><li>• Critically damaged or in need of immediate repair; well past useful life</li></ul>

TDOT established the following SGR targets for rolling stock and equipment (i.e. non-revenue service vehicles) effective July 1, 2022 and submitted them to the FTA as part of the required NTD reporting cycle. Established targets are provided to each participating agency, TDOT's Office of Community Transportation, Metropolitan Planning Organizations, and Rural Planning Organizations. Each participating agency is responsible for providing the established targets these organizations. If a different set of targets are adopted on an individual basis, those need to be provided with justifications to the group plan sponsor accountable executive and the listed agencies.

**Table 2: FTA/NTD & TDOT Sponsored Plan State of Good Repair Targets**

**Rolling Stock**

TDOT utilizes the FTA default ULB for revenue vehicle targets. FTA/NTD State of Good Repair targets are based only on vehicles that have met or exceeded the useful life benchmark for their vehicle type. The State of Good Repair targets used for the TAM Plan are for vehicles with an overall average TDOT TAM Score of "3" or less. Both sets of targets represent that no more than the listed percentages will meet these criteria

Vehicle Type	Useful Life Benchmark	FTA/NTD Targets	TDOT TAM Score Target
Automobile (AO)	8	50%	50%
Bus (BU)	14	20%	20%
Cutaway Bus (CU)	10	15%	20%
Minivan (MV)	8	35%	40%
Other Rubber Tire (OR)	14	0%	0%
Van (VN)	8	30%	45%

**Equipment (Non-Revenue Service Vehicles)**

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

Vehicle Type	Useful Life Benchmark	FTA/NTD Targets	TDOT TAM Score Target
Automobile	8	25%	25%
Trucks/Other Rubber Tire	14	40%	25%

**Facilities**

TDOT utilizes the FTA TERM scale for facility conditioning targets.

<b>Facility Type</b>	<b>FTA TERM RATING</b>	<b>FTA/NTD Targets</b>	<b>TDOT TAM Score Target</b>
Administrative/Maintenance	3	25%	25%
Passenger/Parking	3	25%	25%

## Chapter 2: Asset Inventory

### 2.1 Data Collection

The TAM final rule requires the transit provider to assess all assets for which they have direct or partial capital responsibility, including those that are owned by a different public agency or private entity. The three categories of assets included are rolling stock, equipment, and facilities. The TAM Plan is to have an inventory of all capital assets in each category that the transit provider owns, operates, or manages.

### 2.2 Rolling Stock

For the purposes of this Plan, rolling stock is defined as revenue service vehicles used for the transport of passengers. As part of the data collection process, participating agencies submitted the following information through a combination of capital asset forms and Excel spreadsheets to be consistent with internal perpetual inventory and National Transit Database (NTD) reporting requirements. Information is reconciled on an annual basis, with only new assets needing the full list.

**Table 3: Data Inventory**

Asset Type	Type of Usage
RVI Code	Anticipated Disposal Date
Model Description	2022 Condition (end of fiscal year)
Vehicle Identification Number (VIN)	2022 Odometer Reading (end of fiscal year)
Make/Manufacturer	Dedicated Fleet
Manufacturer Year	Fuel Type
Tag Number	Other Fuel Type
ADA Vehicle	Dual Fuel Type
Agency Assigned Vehicle Number	Vehicle Length
Current Status	Seating Capacity
Total Item Cost	NTD Funding Type
Beginning Active Service Date	Ownership Type
Purchased Condition	Supports Another Mode/TOS
Depreciation Method	Emergency Contingency Vehicles
Yearly Depreciation Amount	

Table 4 depicts the total rolling stock vehicles by asset type for each transit provider. Asset types are prescribed by the FTA in NTD reporting. There are a total of 1,024 revenue rolling stock assets that are inventoried, conditioned and reported. Table 5 provides the total of each revenue asset type included in the Group TAM Plan. Appendix A provides the inventory of revenue vehicles and equipment (non-revenue vehicles). Appendix D gives a visual breakdown of each participating agency's complete rolling stock and equipment inventory in relation to the established SGR goals.

**Table 4: Rolling Stock Assets by Transit Provider**

DHRA	CU	2
	MV	4
	VN	31
Subtotal		37

MCHRA	MV	23
	VN	103
Subtotal		126

SETHRA	AO	8
	CU	90
	MV	4
	Subtotal	

ETHRA	CU	104
	VN	17
Subtotal		121

NWTHRA	VN	85
	Subtotal	

SWHRA	CU	25
	VN	41
Subtotal		66

FTHRA	MV	36
	VN	69
Subtotal		105

PFMT	BU	36
	CU	6
	OR	10
Subtotal		52

UCHRA	CU	27
	VN	93
Subtotal		120

GMTS	BU	21
	Subtotal	

SCTDD	BU	13
	MV	14
	VN	162
Subtotal		189

Total Rolling Stock:		1024
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**Table 5: Rolling Stock Assets by Asset Type**

<b>AO</b>	8	<b>CU</b>	256	<b>OR</b>	10
<b>BU</b>	68	<b>MV</b>	81	<b>VN</b>	601

## 2.3 Equipment (Non-Revenue Service Vehicles)

Non-revenue service vehicles used for transportation purposes (e.g. supervisor vehicles) are included as equipment. Equipment with an acquisition value between \$10,000 and \$50,000 may be considered part of an administrative or maintenance facility. If equipment is valued at \$50,000 or more, or is a piece of equipment that is movable and can be taken to a different location, it needs to be inventoried separately. If the equipment is physically attached to the facility, even if valued over \$50,000 (e.g. a bus washer), it is considered as part of the facility and is included in the facility condition assessment.

No agency had equipment valued at \$50,000 or greater that was not considered to be part of a facility.

Eight of the eleven agencies use non-revenue service vehicles which are used for transportation purposes. These 45 vehicles are detailed in Table 6.

**Table 6: Non-Revenue Service Vehicles by Transit Agency**

<b>DHRA</b>	Non-Revenue Automobile	1	<b>PFMT</b>	Non-Revenue Automobile	0
	Truck/ Other Rubber Tire	1		Truck/ Other Rubber Tire	7
	Subtotal	<b>2</b>		Subtotal	<b>7</b>
<b>ETHRA</b>	Non-Revenue Automobile	0	<b>SETHRA</b>	Non-Revenue Automobile	1
	Truck/ Other Rubber Tire	2		Truck/ Other Rubber Tire	3
	Subtotal	<b>2</b>		Subtotal	<b>4</b>
<b>FTHRA</b>	Non-Revenue Automobile	4	<b>SWHRA</b>	Non-Revenue Automobile	0
	Truck/ Other Rubber Tire	1		Truck/ Other Rubber Tire	2
	Subtotal	<b>5</b>		Subtotal	<b>2</b>
<b>GMTS</b>	Non-Revenue Automobile	3	<b>UCHRA</b>	Non-Revenue Automobile	7
	Truck/ Other Rubber Tire	2		Truck/ Other Rubber Tire	11
	Subtotal	<b>5</b>		Subtotal	<b>18</b>

**Total Non-Revenue Service Vehicles: 45**

## 2.4 Facilities

Agencies are required to report the overall condition of all facilities for which they have direct or shared capital responsibility. A single facility is defined as one building. The TAM final rule established performance measures to be reported to the NTD Asset Inventory Module (AIM) at 49 CFR part 625, Subpart D - Performance Management. The TAM Facility Performance Measure Reporting Guidebook (*Version 1.2 March 2018*) outlines the calculation of the Facility Condition Assessment for reporting to the NTD. Facility condition assessments must be conducted by assessing the condition of and assigning a rating for facility assets using FTA's TERM scale shown in Table 1. The 2017 AIM Manual identifies all facility types that will be reported to the NTD. Each of these facility types and any other building where transit administrative, maintenance, or operations functions are conducted should be considered an independent facility even when it is adjacent to or on the same property as another building.

### Administrative and Maintenance Facilities

- Management and supporting activities for transit operations
- Facilities for customer information or ticket sales
- Facilities where routine or heavy maintenance and repairs are done

### Passenger and Parking Facilities

- All passenger stations that are significant enclosed structures used for items such as ticketing, information, restrooms and concessions. Bus stop shelters are not considered to be passenger stations.
- Parking facilities including park & ride lots and parking garages that are immediately adjacent to passenger facilities.

There are a total of 96 transit facilities utilized for operations and administration of public transit services by the participating agencies in the Group TAM Plan (see Appendix B). Of these 96 facilities, transit agencies have direct capital responsibility for 10 facilities (see Table 7). Only facilities where the transit provider has direct capital responsibility need to go through a condition assessment and be included in the TAM Plan.

**Table 7: Facilities with Participant Direct Capital Responsibility**

<b>TRANSIT PROVIDER</b>	<b>FACILITY NAME/LOCATION</b>	<b>TYPE</b>
ETHRA	Loudon County Facility	Maintenance
Gatlinburg	Main Office	Administration
FTHRA	TMB Garage	Maintenance
NWTHRA	Main Office	Administration and Maintenance
Pigeon Forge	Main Office	Administration
SETHRA	Main Office	Administration and Maintenance
SETHRA	Dunlap Storage/Maintenance	Maintenance
SETHRA	Bradley County Facility	Administration and Maintenance
SWHRA	Garage	Maintenance
UCHRA	Main Office	Administration
UCHRA	Garage	Maintenance

## **2.5 Facility Monitoring**

As required TDOT has a continuous control plan for monitoring and conditioning all real properties being used by the participating agencies of the group plan.

On an annual basis, either in conjunction with the required NTD reporting or during an agency's pre-certification process for funding opportunities, TDOT will collect a list of all locations that agencies operate or coordinate transportation services from. This list should include:

- Location
- Address
- Copy of Lease, with clearly defined term dates (if applicable)
- General Purpose (*Administration, Maintenance, or combination*)
- Indication of Capital Responsibility

TDOT will continue to make improvements in this area in coordination with our agencies including the following tasks:

- **Define Capital Responsibility:** Assist participants in determining if their transportation program has capital responsibility for facilities
- **On-Site Conditioning:** TDOT will plan and coordinate on-site conditioning for identified facilities for which the transportation program has identified at least 50% capital responsibility, alternating on an annual basis the with the agency on who has responsibility, with agencies conducting odd calendar years and TDOT even calendar years

## Chapter 3: DECISION SUPPORT TOOLS

In addition to the State of Good Repair (SGR) Goals, TDOT established TAM support tools to assist in evaluating progress toward these goals. These decision support tools are based upon tangible criteria related to asset performance. These decision support tools can help TDOT and the participating agencies determine and predict the cost to improve asset conditions at various stages of the asset life cycle, while balancing prioritization of capital, operating and expansion needs.

### 3.1 Rolling Stock and Equipment (Non-Revenue Service Vehicles)

In order to report on the State of Good Repair for rolling stock and equipment to the NTD data base, the ***Group TAM Plan rolling stock assets have been calculated based solely on an asset's relation to the Age/Useful Life Benchmark (ULB)***. The ULB utilized is the ULB benchmark established by the FTA and reflected in Table 2.

In order to establish investment prioritization for both categories, TDOT has established ***a decision support tool that combines the average of ULB, mileage, and condition rating*** (i.e. "TDOT TAM Score"). TDOT has established the following mileage and condition performance targets (See Tables 8 and 9):

**Table 8: Decision Support Tool Benchmarks**

Asset Class	FTA ULB	USEFUL LIFE	MIN. MILEAGE
Automobile (AO)	8	4	100,000
Cutaway Bus (CU)	10	5	150,000
Minivan (MV)	8	4	100,000
Other Rubber Tire Vehicles (OR)	14	7	200,000
Van (VN)	8	4	100,000
Bus (BU)	14	7	200,000

Useful Life			Mileage		
5	up to 50%	Min Useful Life	5	up to 50%	Min Mileage
4	51-100%	Min Useful Life	4	51-100%	Min Mileage
3	Up to 150%	Min Useful Life	3	Up to 150%	Min Mileage
2	150-200%	Min Useful Life	2	150-200%	Min Mileage
1	Over 200%	Min Useful Life	1	Over 200%	Min Mileage

The condition assessment for rolling stock uses a rating scale to evaluate the current maintenance record for each vehicle. Each transit provider was asked to assess rolling stock by using the following rating scale:

**Table 9: Condition Rating for Rolling Stock**

<b>5</b>	<b>Excellent</b>	<ul style="list-style-type: none"> <li>• <b>Brand new,</b></li> <li>• <b>No major problems exist</b></li> <li>• <b>Only routine preventive maintenance.</b></li> </ul>
<b>4</b>	<b>Good</b>	<ul style="list-style-type: none"> <li>• <b>Elements are in good working order</b></li> <li>• <b>Requiring only nominal or infrequent minor repairs</b> (greater than 6 months between minor repairs).</li> </ul>
<b>3</b>	<b>Fair</b>	<ul style="list-style-type: none"> <li>• <b>Requires frequent minor repairs OR</b> (less than 6 months between repairs)</li> <li>• <b>Infrequent major repairs</b> (more than 6 months between major repairs).</li> </ul>
<b>2</b>	<b>Poor</b>	<ul style="list-style-type: none"> <li>• <b>Requires frequent major repairs</b> (less than 6 months between major repairs).</li> </ul>
<b>1</b>	<b>Bad</b>	<ul style="list-style-type: none"> <li>• <b>In a state where continued use presents potential problems.</b></li> </ul>

TDOT calculated an aggregate condition score for each asset and asset type by combining the three performance measure targets for each asset. The raw condition rating score extends to a .00 decimal to serve as an additional factor in the decision support tool to determine which assets across the state are in not in a SGR.

In addition to the previously established decision support tools, TDOT made the decision to introduce a Replacement Criticality Scale based on feedback from the 2019 NTD Closeout letter, NTD Roundtable peers, and internal staffing changes. A preliminary version that defaulted to reflect assets as critical was applied to 2020 data. **This tool only applies to revenue service vehicles.**

A revised method was developed by TDOT staff following the 2020 NTD report and TAM updates being issues. The current formula for determining an asset's criticality score is:

$$\text{Usage Index} \times \text{TAM Score} = \text{Replacement Criticality Index Value}$$

**Table 10: Criticality Replacement Scale**

Critical 1	Priority 2	Needed 3	Elective 4
---------------	---------------	-------------	---------------

**Table 11: Usage Definitions**

<b>Daily</b>	These vehicles are scheduled and used <b>daily</b> for public transit and contract trips
<b>Weekly</b>	These vehicles are scheduled for at least weekly use
<b>Monthly</b>	Vehicles are not scheduled more than once or twice a month
<b>Occasional/Spare</b>	Vehicles not in continuous, regular use for providing public transit trips, but are still in acceptable, safe working order to provide trips as a backup in case of accident/emergency situations

**Table 12: Criticality Replacement Matrix**

Usage \ TAM Score	TAM Score			
	5.0-3.5	3.4-2.5	2.4-1.5	1.4 – 1.0
Daily	4	3	2	1
Weekly	4	3	2	1
Monthly	4	3	2	2
Occasional/Spare	4	4	3	3

The resulting output from using this formula generates a value from 1-20, which can be used as an additional level of support for agencies and TDOT when determining what assets should be replaced.

Listings of ranked assets using this tool can be found in Appendix C

### 3.2 Facilities

To determine the overall condition of a facility, the following applicable components and sub-components inspected and given a TERM scale rating:

<b>Substructure</b>	Basement
	Foundation
<b>Shell</b>	Superstructure/Structural Frame
	Roof
	Exterior
	Shell Appurtenances
<b>Interiors</b>	Partitions
	Stairs
	Finishes
	Passenger Areas
<b>Conveyance</b>	Elevators
	Escalators
	Lifts
<b>Plumbing</b>	Fixtures
	Water Supply
	Sanitary Waste
	Rainwater Drainage
<b>HVAC</b>	Energy Supply
	Heating/Cooling generation and distribution
	Testing, balancing, controls, and instrumentation
	Chimneys and vents
<b>Fire Protection</b>	Sprinklers
	Standpipes
	Hydrants and other fire protection specialties
<b>Electrical</b>	Electrical Service & Distribution
	Lighting & Branch wiring (interior/exterior)
	Communications & Security
	Other Electrical systems

<b>Equipment</b>	Equipment related to the function of the facility
	Equipment related to Fare Collection
	Other major equipment related to the function of the facility
<b>Site</b>	Roadways/Driveways
	Parking Lots
	Pedestrian Areas
	Site Development
	Landscaping
	Site Utilities

TDOT assessed each facility by its individual aspects (secondary level assessments) and then calculated those assessments to determine the overall condition of the asset. TDOT decided to assess all the participating agency facilities in the first year of each TAM Plan horizon period, which means that the facilities are not required to be reassessed until 2026, or four years after this Plan has been submitted, but will reevaluate facilities should major events or request for funding.

***As per FTA regulations, any facility conditioned with a TERM rating below a "3" is considered to not be in a State of Good Repair.***

### 3.3 ASSET CONDITION RESULTS

As stated previously, TDOT selected two methods for the condition analysis: 1) using the FTA default ULB benchmarks and 2) using the decision support tool metric that combines age, condition, and mileage (i.e. the “TAM Plan score”).

#### 3.3.1 Rolling Stock

The 1024 rolling stock assets were compared to the default ULBs set by FTA and reported to NTD for each asset class to determine what percentage meet a state of good repair. As Table 13 indicates, 82.71% of the total Group TAM Plan assets are in a state of good repair based on the ULB benchmarks alone. Table 14 breaks down the information by asset type.

Compared to the 2021 reported NTD targets, all asset categories met or were within the established target zones. However, despite making more accurate projections, TDOT considers that the current situation with excess funding and limited vehicle availability will cause an increase in vehicles dropping out of a state of good repair, and has raised most areas by an additional 5% over the 2021 targets to help mitigate these issues.

**Table 13: SGR for Rolling Stock Based on ULB for FTA/NTD Target**

	<b>Met or Exceeds ULB</b>	<b>Below ULB</b>	<b>Total</b>
<b>Number</b>	177	847	1024
<b>Percentage</b>	17.29%	82.71%	100%

**Table 14: SGR for Rolling Stock by Asset Based on ULB for FTA/NTD Target**

Asset Type	Total Number	% Exceeded ULB	% Under ULB
AO	10	37.50%	62.50%
BU	71	8.82%	91.18%
CU	272	3.91%	96.09%
MV	87	27.16%	72.84%
OR	10	0.00%	100.00%
VN	597	22.63%	77.37%

Table 15 shows the percentage of the Group Plan vehicles in each category using the TDOT TAM Plan combined scoring methodology (age/mileage/condition). In this scenario, it was assumed that a rounded condition score of 3.0 and above rating is in state of good repair. As shown, 71.35% of the vehicles are in SGR. Using the TDOT TAM Targets, again almost all asset classes met the established targets, except for vans, which were over by 3%. TDOT considers that the current situation with excess funding and limited vehicle availability will cause an increase in vehicles dropping out of a state of good repair, and has raised all asset class targets by at least an additional 5% and the target for vans by 10% to help mitigate these issues.

**Table 15: TDOT TAM Score for Rolling Stock**

	1.00-1.49	1.50-2.49	2.50-3.49	3.50-4.49	4.50-5.00	Non-SGR	SGR
AO	0	3	2	3	0	37.50%	62.50%
BU	0	10	28	16	14	14.71%	85.29%
CU	3	23	80	83	67	10.16%	89.84%
MV	3	23	34	19	4	31.33%	68.67%
OR	0	0	7	3	0	0.00%	100.00%
VN	64	165	161	146	65	38.10%	61.90%
%	28.65%		71.35%				

See Appendix B for the full list of Conditioned Assets by FTA ULB criteria

See Appendix C for the full list of the ranked Group TAM Plan assets, including all known named replacements by grant.

See Appendix D for individual plan participant ranked assets, agency specific planning data, and statewide planning tools

## Equipment (Non-Revenue Service Vehicles)

The non-revenue service vehicles were compared to the ULB performance targets set by FTA for each asset class to determine what percentage has exceeded the ULBs. As Table 16 indicates, 75.56% of the total Group Plan non-revenue service vehicle assets are in a state of good repair based on the ULB benchmarks.

As Table 17 indicates, most of the non-revenue assets are still in a state of good repair, but the asset data analyzed for 2022 suggests that while the target for non-revenue automobiles was appropriate, the target for non-revenue trucks needs to be modified, and will be raised by 10% to help mitigate continuing issues such as vehicle chip shortages, contract issues, and changes in oversight/procedures.

**Table 16: SGR Non-Revenue Service Vehicles based on ULB for FTA/NTD Target**

	<b>Met or Exceeds ULB</b>	<b>Below ULB</b>	<b>Total</b>
<b>Number</b>	16	29	45
<b>Percentage</b>	24.44 %	75.56%	100 %

**Table 17: SGR Non-Revenue Service Vehicles by Class for FTA/NTD Target**

<b>Asset Type</b>	<b>Total Number</b>	<b>% Exceeded ULB</b>	<b>% Under ULB</b>
<b>Non-Revenue/Service Automobile</b>	16	6.25%	93.75%
<b>Truck/Other Rubber Tire</b>	29	34.48%	65.52%

Table 16 shows the percentage of the Group Plan non-revenue vehicles in each category using the TDOT TAM Plan combined scoring methodology (age/mileage/condition). As shown, 91.11% of the vehicles are in SGR, and no modifications are being made to non-revenue vehicle TDOT TAM targets for this year.

**Table 18: TDOT TAM SCORE for Non-Revenue Service Vehicles**

	1.00 -1.49	1.50-2.49	2.50-3.49	3.50-4.49	4.50-5.00	Non-SGR	SGR
<b>Non-Revenue/ Service Automobile</b>	0	2	3	4	7	12.50%	87.50%
<b>Truck/ Other Rubber Tire</b>	0	2	15	8	4	6.90%	91.10%
<b>%</b>	8.89%		91.11%				

### 3.3.2 Facilities

The overall ratings for each facility can be found in the Table 17 (all raw scores were rounded up for ratings that are consistent with NTD reporting fields).

**Table 19: Facility TERM Ratings**

<b>Transit Provider</b>	<b>Facility Name/Location</b>	<b>Type</b>	<b>Rating</b>
ETHRA	Loudon Co. Facility	Maintenance	4
GMTS	Main Office	Administrative	4
FTHRA	TMB Garage	Maintenance	3
NWTHRA	Main Office	Admin/Maintenance	3
PFMT	Main Office	Administrative	4
SETHRA	Main Office	Administrative	4
SETHRA	Dunlap Storage	Administrative	4
SETHRA	Bradley Co. Facility	Admin/Maintenance	4
SWHRA	Main Office	Maintenance	3
UCHRA	Garage	Maintenance	4

## Chapter 4: INVESTMENT PRIORITIZATION

### 4.1 Current Funding Level Trends

There are various funding sources that are resources for the replacement of rolling stock, equipment, and facilities. These funding sources and the estimated annual amounts for FYs 2023, 2024, 2025 and 2026 are shown in Tables 20-23.

Transit service providers either complete an application for competitive funding awards or are allocated a set amount from formula-based programs.

**Table 20: Current State Funding Absent from STIP**

Fiscal Year	Project	Projected Funds
<b>2023</b>	Tennessee IMPROVE Funds	\$21,000,000.00
<b>2024</b>	Tennessee IMPROVE Funds	\$21,000,000.00
<b>2025</b>	Tennessee IMPROVE Funds	\$21,000,000.00
<b>2026</b>	Tennessee IMPROVE Funds	\$21,000,000.00

**Table 21: Current STIP Projected Program Funding – Fiscal Year 2023**

Program	Federal	State	Local	Total
<b>5303</b>	\$ 1,363,000.00	\$ 170,500.00	\$ 170,500.00	\$ 1,704,000.00
<b>5304</b>	\$ 3,436,650.00	\$ 859,500.00	\$ -	\$ 4,296,150.00
<b>5310</b>	\$ 21,142,500.00	\$ 2,649,000.00	\$ 2,649,000.00	\$ 26,440,500.00
<b>5311</b>	\$ 87,411,500.00	\$ 43,707,000.00	\$ 43,707,000.00	\$ 174,825,500.00
<b>5311 RTAP</b>	\$ 2,288,700.00	\$ -	\$ -	\$ 2,288,700.00
<b>5311 App</b>	\$ 3,771,400.00	\$ 1,886,000.00	\$ 1,886,000.00	\$ 7,543,400.00
<b>5316</b>	\$ 223,000.00	\$ 112,000.00	\$ 112,000.00	\$ 447,000.00
<b>5317</b>	\$ 1,101,000.00	\$ 551,000.00	\$ 551,000.00	\$ 2,203,000.00
<b>5329</b>	\$ 2,891,000.00	\$ 364,000.00	\$ 364,000.00	\$ 3,619,000.00
<b>5339</b>	\$ 24,225,000.00	\$ 3,031,000.00	\$ 3,031,000.00	\$ 30,287,000.00
<b>5339(b)</b>	\$ 7,055,000.00	\$ 2,731,000.00	\$ 1,088,000.00	\$ 10,874,000.00
<b>HOPE</b>	\$ 270,000.00	\$ 30,000.00	\$ -	\$ 300,000.00
			<b>Total</b>	<b>\$ 264,828,250.00</b>

**Table 22: STIP Projected Program Funding Fiscal Year 2024**

Program	Federal	State	Local	Total
5304	\$ 495,000.00	\$ 123,800.00	\$ -	\$ 618,800.00
5310	\$ 5,699,000.00	\$ 714,000.00	\$ 714,000.00	\$ 7,127,000.00
5311	\$ 26,301,000.00	\$ 13,151,000.00	\$ 13,151,000.00	\$ 52,603,000.00
5311(f)	\$ 4,641,000.00	\$ 2,321,000.00	\$ 2,321,000.00	\$ 9,283,000.00
5311 RTAP	\$ 515,000.00	\$ -	\$ -	\$ 515,000.00
5311 App	\$ 1,700,000.00	\$ 850,000.00	\$ 850,000.00	\$ 3,400,000.00
5329	\$ 737,000.00	\$ 93,000.00	\$ 93,000.00	\$ 923,000.00
5339	\$ 4,410,000.00	\$ 552,000.00	\$ 552,000.00	\$ 5,514,000.00
			<b>Total</b>	<b>\$ 79,983,800.00</b>

**Table 23: STIP Projected Program Funding - Fiscal Year 2025**

Program	Federal	State	Local	Total
5304	\$ 506,000.00	\$ 126,500.00	\$ -	\$ 632,500.00
5310	\$ 6,042,000.00	\$ 756,000.00	\$ 756,000.00	\$ 7,554,000.00
5311	\$ 28,405,000.00	\$ 14,203,000.00	\$ 14,203,000.00	\$ 56,811,000.00
5311(f)	\$ 5,013,000.00	\$ 2,507,000.00	\$ 2,507,000.00	\$ 10,027,000.00
5311 RTAP	\$ 556,000.00	\$ -	\$ -	\$ 556,000.00
5311 App	\$ 1,836,000.00	\$ 918,000.00	\$ 918,000.00	\$ 3,672,000.00
5329	\$ 796,000.00	\$ 100,000.00	\$ 100,000.00	\$ 996,000.00
5339	\$ 4,631,000.00	\$ 579,000.00	\$ 579,000.00	\$ 5,789,000.00
			<b>TOTAL</b>	<b>\$ 86,037,500.00</b>

**Table 24: STIP Projected Program Funding Fiscal Year 2026**

Program	Federal	State	Local	Total
5304	\$ 518,000.00	\$ 129,500.00	\$ -	\$ 647,500.00
5310	\$ 6,406,000.00	\$ 801,000.00	\$ 801,000.00	\$ 8,008,000.00
5311	\$ 30,678,000.00	\$ 15,339,000.00	\$ 15,339,000.00	\$ 61,356,000.00
5311(f)	\$ 5,414,000.00	\$ 2,707,000.00	\$ 2,707,000.00	\$ 10,828,000.00
5311 RTAP	\$ 600,000.00	\$ -	\$ -	\$ 600,000.00
5311 App	\$ 1,983,000.00	\$ 992,000.00	\$ 992,000.00	\$ 3,967,000.00
5329	\$ 860,000.00	\$ 108,000.00	\$ 108,000.00	\$ 1,076,000.00
5339	\$ 4,863,000.00	\$ 608,000.00	\$ 608,000.00	\$ 6,079,000.00
				<b>\$ 92,561,500.00</b>

## 4.2 Planned Future Revisions

As this TAM plan is a living document, there are times that TDOT must make periodic changes to how the information is presented. One such example is to how in this section regarding Tables 20-24 , which show current projected funding levels. As the multimodal division does not have control or the ability to adjust or predict the information beyond the currently available and approved STIP, we are likely going to adjust how this information is presented in the future.

For this section, we will likely adjust to reflect a more simplified view of both the funding sources and the amounts projected for each year. In addition, we will also be adding a generalized timeline to the life cycle from fund availability to award and execution.

Table 25 shows the approximate period that each grant program will be awarded, depending on availability of staff, federal and/or state allocations, and agency responsiveness.

**Table 25: General Grant Schedule**

<b>Program</b>	<b>Award Season</b>
5310	Spring/Summer
5311	Spring
5339	Fall/Winter
5339b ( <i>Discretionary</i> )	<i>As Awarded/Needed</i>
IMPV	Fall/Winter
Other Programs	<i>As Awarded/Needed</i>

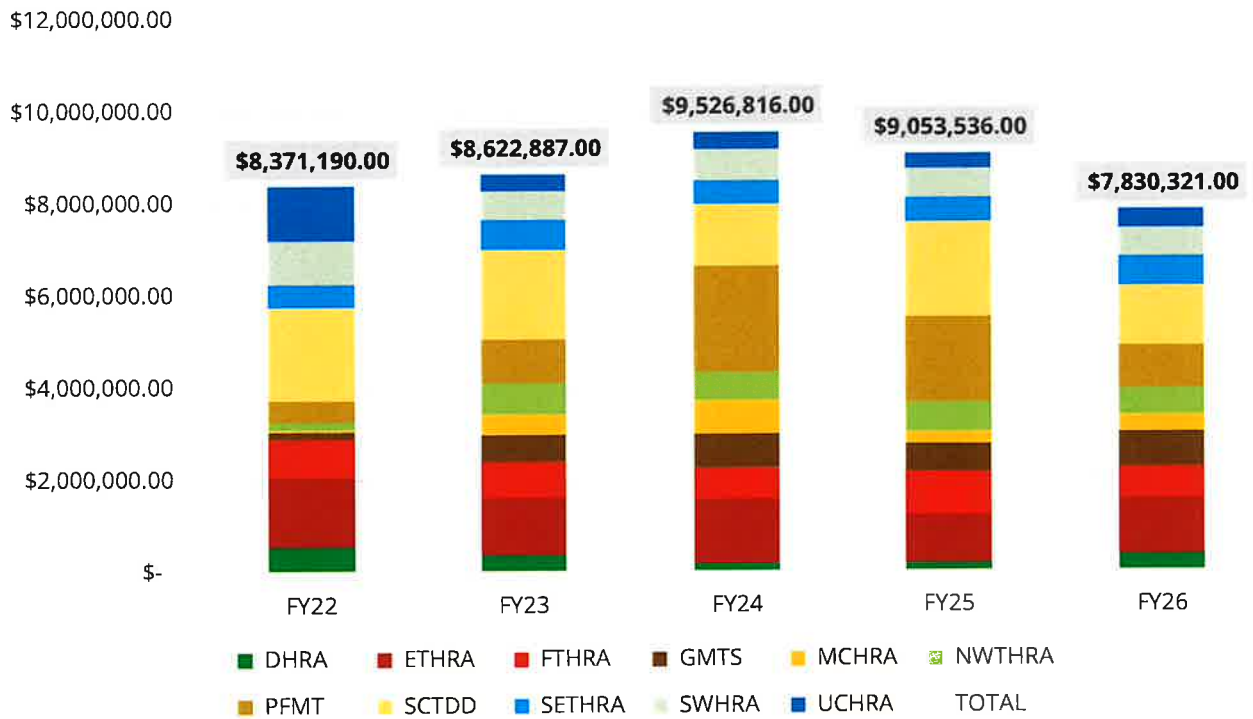
### 4.3 Capital Purchase Forecasting FY2022-2026 (NOT UPDATED IN DRAFT)

As part of TDOT's efforts to help participating agencies get the most benefit out of this group sponsored TAM plan, participants have been asked starting in next year's master TAM Plan update to forecast their capital asset purchases for the next horizon period (2022-2026). To work out some of the details, there was a voluntary submission for this year's 2021 updates. The following was the result of this voluntary submission:

**Table 26: Projected Capital Spending FY 2022-2026**

	FY22	FY23	FY24	FY25	FY26 *
ETHRA	\$ 1,517,512.00	\$ 1,255,872.00	\$ 1,396,750.00	\$ 1,038,474.00	\$ 1,203,544.00
FTHRA	\$ 829,162.00	\$ 776,834.00	\$ 668,168.00	\$ 929,808.00	\$ 688,284.00
GMTS	\$ 154,640.00	\$ 580,903.00	\$ 740,526.00	\$ 614,870.00	\$ 755,850.00
PFMT	\$ 458,942.00	\$ 953,884.00	\$ 2,300,000.00	\$ 1,840,000.00	\$ 930,000.00
SETHRA	\$ 492,256.00	\$ 646,418.00	\$ 511,484.00	\$ 523,280.00	\$ 630,312.00
UCHRA	\$ 1,175,276.00	\$ 354,200.00	\$ 362,220.00	\$ 321,988.00	\$ 398,442.00
MCHRA	\$ 36,220.00	\$ 434,664.00	\$ 724,440.00	\$ 253,554.00	\$ 362,219.00
SCTDD	\$ 2,025,102.00	\$ 1,941,738.00	\$ 1,346,080.00	\$ 2,070,520.00	\$ 1,291,962.00
DHRA	\$ 543,330.00	\$ 362,220.00	\$ 181,110.00	\$ 181,110.00	\$ 362,220.00
NWTHRA	\$ 181,110.00	\$ 688,218.00	\$ 615,774.00	\$ 651,996.00	\$ 579,552.00
SWHRA	\$ 957,640.00	\$ 627,936.00	\$ 680,264.00	\$ 627,936.00	\$ 627,936.00

\*MCHRA FY26 data based on average of prior years



#### 4.4 Prioritized List of Investments

TDOT will perform an investment prioritization analysis on an annual basis in order to determine what capital investments are needed to maintain a SGR and meet their performance targets. The Group TAM Plan investment prioritization policy is to replace rolling stock and non-revenue service vehicles starting with the worst ranked vehicles using the TDOT “TAM Plan Score” and Replacement Criticality Scale and continuing until the funding has been expended. In terms of multiple assets having the same TAM score and/or Replacement Index values, the following hierarchy will be used to break the tie:

TDOT TAM Score	• Low to High
Criticality Replacement Index	• Low to High
Age	• High to Low
Condition	• Low to High
Miles	• High to Low

#### 4.5 Priority Bottom 10% - (Not updated in DRAFT)

The bottom 10% of this year's asset inventory were pulled for an analysis to help determine what agencies and/or types of vehicles should likely be prioritized during the upcoming funding cycles. A high-level summary of the data follows:

- 105 vehicles
  - Automobiles 3
  - Cutaway Buses 7
  - Minivans 9
  - Vans 86
- Agencies represented
  - Delta HRA
  - East TN HRA
  - First TN HRA
  - South Central TN Development District
  - Southeast TN HRA
  - Southwest HRA
  - Upper Cumberland HRA
- Name Replacements: 49
  - TN2018042 (5310) - 1
  - TN2018044 (5339b) - 3
  - TN2019011 (5339) - 5
  - TN2021011 (5339b) - 40
- Average TAM Score: 1.35
- Usage
  - Daily 33
  - Weekly 22
  - Monthly 5
  - Occasional/Spare 45
- Region Breakdown
  - Region 1 – Knoxville: 5
  - Region 2 – Chattanooga: 23
  - Region 3 – Nashville: 38
  - Region 4 – Jackson: 39

A complete ranked list can be found in Appendix C.

## **Chapter 5: National Transit Database (NTD)**

As part of the TAM Plan requirements, TDOT will report on an annual basis, starting in FY 2019, a data report and a narrative report to the FTA's National Transit Database (NTD) which contains the following information:

- Inventory of assets
- SGR performance targets for the next fiscal year
- Condition inspection assessments and performance measures of capital assets
- A narrative that provides a description of any change in the condition of the transit providers' transit systems or operations from the previous year, and describes the progress made during the reporting year to meet the performance targets set in the previous reporting year.

## Chapter 6: Plan Updates and Conclusions

TDOT will set SGR performance targets for each applicable asset class on an annual basis for each fiscal year. These performance targets will be set and communicated by January 1st of each year. SGR performance targets are based on realistic expectations derived from the most recent available data (ULB/condition/mileage), FTA performance measure criteria, and the financial resources from Section 5339 and 5310 funds that TDOT estimates will be available during the TAM Plan horizon period for capital planning purposes. The Accountable Executive for each transit agency will provide input on setting annual performance targets prior to submission to FTA/NTD.

The TAM Plan will be reviewed on an annual basis. This document covers a horizon period that begins with the completion of the revised TAM Plan on October 1, 2022, and concludes four years later on September 30, 2025.

**Table 27: TAM Plan Update Record**

<b>DATE OF UPDATES</b>	<b>PURPOSE</b>	<b>DETAILS</b>	<b>ACCOUNTABLE EXECUTIVE</b>
September 30, 2022	2022 Revisions	Update plan for new horizon period; all language and references updated	Christopher Broach, TDOT

# Appendices

## A - Complete Asset Inventory

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- *2021 Asset Inventory*

## B - Conditioned Assets

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- *Rolling Stock*
- *Equipment (Non-Revenue Service Vehicles)*
- *Facilities*

## C - TDOT TAM Ranked Assets

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- *Named Replacements by Grant*
- *Complete Statewide Replacement List*
- *Complete TDOT TAM Ranked Asset Inventory – Revenue Vehicles*
- *Complete TDOT TAM Ranked Asset Inventory – Equipment*

## D - Agency Asset Analysis

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- *Statewide*
- *Regional*
- *Individual Agency data with RVI Codes (as of RY2021)*



**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 21<sup>st</sup> 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



Transportation Performance Management  
State Biennial Performance Report  
for Performance Period 2018-2021

**2020**

**MID PERFORMANCE PERIOD  
(MPP) PROGRESS REPORT**

**Tennessee**

Report Due: 10/1/2020  
Report Status: Recommend Acceptance  
Report Updated On:  
Report Exported on 11/2/2020

This document is exported from the Federal Highway Administration's (FHWA)  
web-based Performance Management Form (PMF)  
of the Policy Information Data Portal (PIDP).

The web-based PMF is the State's official report to FHWA.

**State Contact:**

**Name** : Julie Carmean  
**Phone number** : 6157701773  
**Email** : julie.j.carmean@tn.gov

## Summary of Performance Measures and Targets

Performance Measures	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target	4-Year Adjustment
Percentage of Pavements of the Interstate System in Good Condition		71.5%		60.0%	
Percentage of Pavements of the Interstate System in Poor Condition		0.3%		1.0%	
Percentage of Pavements of the Non-Interstate NHS in Good Condition	72.7%	70.6%			
Percentage of Pavements of the Non-Interstate NHS in Good Condition (Full Distress + IRI)		41.6%	42.0%	40.0%	
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	6.7%	7.6%			
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Full Distress + IRI)		4.0%	4.0%	4.0%	5.0%
Percentage of NHS Bridges Classified as in Good Condition	39.5%	35.1%	36.0%	36.0%	
Percentage of NHS Bridges Classified as in Poor Condition	3.5%	4.1%	6.0%	6.0%	
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	87.7%	88.2%	85.3%	83.0%	
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable		89.4%		87.5%	
Truck Travel Time Reliability (TTTR) Index	1.35	1.35	1.35	1.33	1.37
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1		7.5%		18.8%	8.0%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1	16.6%	15.9%	16.5%	16.5%	14.5%
Total Emission Reductions: PM2.5	2.897	7.586	0.120	0.240	7.340
Total Emission Reductions: NOx	363.399	196.176	62.840	125.680	181.679
Total Emission Reductions: VOC	230.025	44.438	30.698	61.396	41.449
Total Emission Reductions: PM10					
Total Emission Reductions: CO	530.282		75.000	150.000	

# Overview

## OVERVIEW SECTION 1

Question No	Description	Field Type
O1	Please provide a discussion on the effectiveness of the investment strategies developed and documented in the State asset management plan for the National Highway System (NHS) required under [23 CFR 490.107(b)(2)(ii)(C)].	TDOT has a long-standing history of commitment to maintaining our infrastructure assets in a state of good repair. To help support that mission, the Department has allocated additional funding for both the pavement and bridge management programs for the 2021 fiscal year. For pavement assets, an additional \$52 million has been added to our annual resurfacing program to fund preservation and rehabilitation projects which will improve the overall condition of our pavements. For bridge assets, an additional \$10 million has been allocated, to be split between maintenance and preservation activities. The results of these increased investments will not be immediately reflected in TDOT's condition data; however, it is anticipated that we should see improved results in the next reporting cycle as a result of these additional investments. TDOT will reevaluate our goals annually and adjust our 2-year and 4-year targets for pavement and bridge assets accordingly.
O2	Please use this space to provide any general comments that may assist FHWA in its review of your submission. You can use this space to provide greater context for your targets and current condition/performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	

## OVERVIEW SECTION 2

Question No	Description	Field Type
O3	Who should FHWA contact with questions?	Julie Carmean
O4	What is the phone number for this contact?	6157701773
	<i>Please provide 10-digit number (area code and phone number) without formatting. (e.g., 1234567890)</i>	
O5	What is the email address for this contact?	julie.j.carmean@tn.gov

# Pavement

## Pavement Performance Overview

Question No	Description	Field Type
P1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	<p>The Tennessee Department of Transportation began work in spring 2020 to evaluate current performance of Pavement Condition Measure targets for the measures identified in 23 CFR 490 Subpart C. The targets represent anticipated performance outcomes for the full extent of the Interstate and non-Interstate NHS regardless of ownership. Target development methodology included building models to predict specific pavement conditions, conducting network analyses based on either funding inputs or draft performance targets, and reviewing analysis output to assess feasibility/probability of targets with current funding. Target consideration included baseline data and trend analysis as well as an assessment of internal and external influencing factors.</p> <p>To set condition targets for both Interstate and Non-Interstate NHS pavements, TDOT used the "full measure" as defined in 23 CFR 490.313(c) which includes IRI, cracking, faulting, and rutting. TDOT is committed to reporting IRI, cracking, and faulting/rutting in the HPMS system moving forward.</p> <p>For more information regarding TDOT's Pavement targets, please contact Mark Woods at <a href="mailto:Mark.Woods@tn.gov">Mark.Woods@tn.gov</a> or at (615) 532-3622.</p>

## Statewide Performance Target for the Percentage of Pavements on the Interstate System in Good Condition

Question No	Description	Field Type
P2	<p>The 2-year statewide percentage of pavements on the Interstate System in Good condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p><i>For the 2018-2021 Performance Period, this 2-year condition value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)]</i></p>	71.5
P3	The 4-year target for the statewide percentage of pavements on the Interstate System in Good condition for the 2018-2021 Performance Period that was reported in the 2018	60.0

Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]

**P4** Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Interstate System in Good condition? [23 CFR 490.105(e)(6)] No

**P4a** Please provide the adjusted 4-year target for the statewide percentage of pavements on the Interstate System in Good condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]

**P4b** *The adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(2)]*  
Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Interstate System in Good condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]

**Statewide Performance Target for the Percentage of Pavements on the Interstate System in Poor Condition**

Question No	Description	Field Type
<b>P5</b>	The 2-year statewide percentage of pavements on the Interstate System in Poor condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]  <i>For the 2018-2021 Performance Period, this 2-year condition value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)]</i>	0.3
<b>P6</b>	The 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	1.0
<b>P7</b>	Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition? [23 CFR 490.105(e)(6)]	No
<b>P7a</b>	Please provide the adjusted 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]  <i>This adjusted target must be reported to the nearest tenth of</i>	

P7b

a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(3)]  
Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]

**Statewide Performance Target for the Percentage of Pavements on the Non-Interstate NHS in Good Condition.**

Question No	Description	Field Type
P8	The baseline statewide percentage of pavements on the Non-Interstate NHS in Good condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	72.7
P9	<i>For the first performance period, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</i> The 2-year statewide percentage of pavements on the Non-Interstate NHS in Good condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	70.6
P10	<i>For the first performance period, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</i> If the State DOT reported its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition based on "Full Distress + IRI" data in the 2018 Baseline Performance Period Report, FHWA has calculated an actual condition level using "Full Distress + IRI" data. [23 CFR 490.313 (c) and (d)]	41.6
P11	<i>When a State DOT reported the 2-year target based on "Full Distress + IRI" data, FHWA will use this value to determine whether the actual condition level is equal to or better than the established 2-year target as part of the 2-year significant progress determination. [23 CFR 490.109(e)(2)(ii)]</i> The 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	42.0
P12	Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]	The 2-year target of 41.6 was not met by a margin of 0.4%. The baseline value per the "full measure" was 44.8%, indicating a 2-year decline of 3.2%. Local state-of-good-repair metrics indicate a slow decline in the condition of the non-interstate NHS. It is expected

	<p><i>For State DOTs that established a 2-year target using IRI only, the baseline value (P8), actual condition calculated with IRI only (P9), and the 2-year target (P11) all use the same metrics and can be compared to each other.</i></p> <p><i>State DOTs that established a 2-year target using "Full Distress + IRI" will see an actual condition value in both P9 and P10. These values must be used correctly in order to provide a meaningful discussion of progress. [23 CFR 490.107(b)(2)(ii)(B)]</i></p> <p><i>-The actual condition calculated with IRI only (P9) is ONLY comparable to the baseline value calculated with IRI only (P8).</i></p> <p><i>-The actual condition calculated with "Full Distress + IRI" (P10) is ONLY comparable to the State DOT's 2-year target established based on "Full distress + IRI" (P11).</i></p>	<p>that the end-of-cycle 4-year calculation will be very close to the 4-year target value.</p>
P13	<p>The 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	40.0
P14	Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition? [23 CFR 490.105(e)(6)]	No
P14a	Please provide the adjusted 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]	
P14b	<p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(4)]</i></p> <p>Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	
P15	Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition. [23 CFR 490.107(b)(2)(ii)(F)]	<p>In late 2020, funding for the state route resurfacing program was increased from \$164-million to \$195-million. These added funds will affect the 2021 resurfacing year but are expected to not affect reported condition data until the 2022 data collection period. Thus, benefits from the increase may not be visible until the next performance cycle. Increased use of pavement management data in</p>

support of project selection is expected to improve efficiency in meeting targets, but as this program evolves we expect it will take a few more years before positive results are observed.  
No

**P16** Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition? [23 CFR 490.107(b)(2)(ii)(G)]

**P16a** Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]

**P16b** Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]

**Statewide Performance Target for the Percentage of Pavements on the Non-Interstate NHS in Poor Condition.**

<b>Question No</b>	<b>Description</b>	<b>Field Type</b>
<b>P17</b>	The baseline statewide percentage of pavements on the Non-Interstate NHS in Poor condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	6.7
	<i>For the first performance period, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</i>	
<b>P18</b>	The 2-year statewide percentage of pavements on the Non-Interstate NHS in Poor condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	7.6
	<i>For the first performance period, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</i>	
<b>P19</b>	If the State DOT reported its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition based on "Full Distress + IRI" data in the 2018 Baseline Performance Period Report, FHWA has calculated an actual condition level using "Full Distress + IRI" data. [23 CFR 490.313 (c) and (d)]	4.0
	<i>When a State DOT reported the 2-year target based on "Full Distress + IRI" data, FHWA will use this value to determine whether the actual condition level is equal to or better than the established 2-year target as part of the 2-year significant progress determination. [23 CFR 490.109(e)(2)(ii)]</i>	
<b>P20</b>	The 2-year target for the statewide percentage of pavements	4.0

on the Non-Interstate NHS in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]

<b>P21</b>	<p>Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</p> <p><i>For State DOTs that established a 2-year target using IRI only, the baseline value (P8), actual condition calculated with IRI only (P9), and the 2-year target (P11) all use the same metrics and can be compared to each other.</i></p> <p><i>State DOTs that established a 2-year target using "Full Distress + IRI" will see an actual condition value in both P9 and P10. These values must be used correctly in order to provide a meaningful discussion of progress. [23 CFR 490.107(b)(2)(ii)(B)]</i></p> <p><i>-The actual condition calculated with IRI only (P9) is ONLY comparable to the baseline value calculated with IRI only (P8).</i></p> <p><i>-The actual condition calculated with "Full Distress + IRI" (P10) is ONLY comparable to the State DOT's 2-year target established based on "Full distress + IRI" (P11).</i></p>	<p>The 2017 baseline data calculated by TDOT for the "full measure" was 3.24%. TDOT estimates the percentage of Poor routes will continue to increase at a similar rate of 0.4% per year for the remainder of the performance cycle.</p>
<b>P22</b>	<p>The 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	4.0
<b>P23</b>	<p>Does the State DOT wish to adjust the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition? [23 CFR 490.105(e)(6)]</p>	Yes
<b>P23a</b>	<p>Please provide the adjusted 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition. The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p>	5.0
<b>P23b</b>	<p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(5)]</i></p> <p>Please provide the basis for adjustment of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	<p>TDOT is already at the target level for poor routes at the mid-point of the performance cycle. We are also observing an increase in poor routes and expect the percentage of Poor routes will continue to increase at a similar rate of 0.4%</p>

**P24**

Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition. [23 CFR 490.107(b)(2)(ii)(F)]

per year for the remainder of the performance cycle. Use of pavement management data in support of project selection is expected to improve efficiency in meeting targets, but as this program evolves we expect it will take a few more years before positive results are observed. In late 2020, funding for the state route resurfacing program was increased from \$164-million to \$195-million. These added funds will affect the 2021 resurfacing year but are expected to not affect reported condition data until the 2022 data collection, 2023 reporting. Thus, benefits from the increase may not be visible until the next performance cycle. Additionally, use of pavement management data in support of project selection is expected to improve efficiency in meeting targets, but as this program evolves we expect it will take a few more years before positive results are observed.

No

**P25**

Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition for the 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]

**P25a**

Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]

**P25b**

Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]

## Bridge

### Bridge Performance Overview

Question No	Description	Field Type
B1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	<p>The Tennessee Department of Transportation (TDOT) began work in spring 2020 to evaluate current performance of Bridge Condition targets for the measures identified in 23 CFR 490 Subpart D. The targets represent anticipated performance outcomes for all bridges (state, federal, and local) carrying the NHS within the state, and bridges carrying the NHS that cross a State border regardless of ownership.</p> <p>Two key steps of TDOT's target setting process are to analyze baseline and current performance and trends and identify and assess influencing factors. Current actions being taken to help maintain bridge targets include utilizing design practices to deter deterioration, utilizing preservation efforts to extend good condition ratings, and additional projects related to the 2017 Improving Manufacturing, Public Roads, and Opportunities for a Vibrant Economy (IMPROVE) Act coming online. As data was reviewed and targets were discussed, consideration was also given to the following final rule requirements - 1.) overall bridge rating is determined by lowest rated component and 2.) minimum condition threshold requirement for percent of total deck area of bridges classified as structurally deficient must be less than or equal to 10.0%.</p> <p>For more information regarding TDOT's bridge targets, please contact Ted Kniazewycz at Ted.Kniazewycz@tn.gov or at (615) 313-3775.</p>

### Statewide Performance Target for Bridges on the NHS Classified as in Good Condition

Question No	Description	Field Type
B2	<p>The baseline statewide percentage of deck area of bridges on the NHS classified as in Good condition.</p> <p><i>This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance</i></p>	39.5

<b>B3</b>	<p>period. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>The 2-year statewide percentage of deck area of bridges on the NHS classified as in Good condition.</p>	35.1
<b>B4</b>	<p><i>This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i></p> <p>The 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	36.0
<b>B5</b>	<p>Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition achieved (based on data contained within the National Bridge Inventory as of June 15, 2020, and made available by FHWA) with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>	<p>TDOT missed the "good" mid-year target by 0.9% based on our initial goal. We understand the average age and number of bridges in our inventory will lead to a decline in the network overall condition. Our efforts to address this include the development of asset preservation projects designed to extend the current condition of various bridge elements. TDOT has instituted various deck preservation initiatives including epoxy deck seals, concrete overlays, and polymer concrete overlays to mitigate the damaging effects of chloride penetration into the bridge decks and beam ends. Results of these efforts should be reflected in the next reporting cycle as many of these bridges will have new inspection data uploaded.</p> <p>36.0</p>
<b>B6</b>	<p>The 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	36.0
<b>B7</b>	<p>Does the State DOT wish to adjust the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition? [23 CFR 490.105(e)(6)]</p>	No
<b>B7a</b>	<p>Please provide the adjusted 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition.</p> <p><i>The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p>	
<b>B7b</b>	<p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.409(c)(1)]</i></p> <p>Please provide the basis for adjustment of the 4-year target for the statewide percentage of deck area of bridges on the</p>	

NHS classified as in Good condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]

- B8** Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition. [23 CFR 490.107(b)(2)(ii)(F)]
- TDOT has increased funding for preservation efforts. The impacts of this funding increase should be reflected in the next reporting cycle. as TDOT has instituted various deck preservation initiatives to mitigate the damaging effects of chloride penetration into the bridge decks and beam ends.
- B9** Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition for the 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]
- No
- B9a** Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]
- B9b** Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]

#### Statewide Performance Target for Bridges on the NHS Classified as in Poor Condition

Question No	Description	Field Type
<b>B10</b>	The baseline statewide percentage of deck area of bridges on the NHS classified as in Poor condition.  <i>This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	3.5
<b>B11</b>	The 2-year statewide percentage of deck area of bridges on the NHS classified as in Poor condition.  <i>This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i>	4.1
<b>B12</b>	The 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	6.0
<b>B13</b>	Please provide a discussion of the progress made toward	TDOT maintained better results

	<p>achieving the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition achieved (based on data contained within the National Bridge Inventory as of June 15, 2020, and made available by FHWA) with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>	<p>than our submitted goal. With a target goal of 6% and an actual result of 4.1%, we understand that one or two large structures shifting into the poor category would be enough to shift the results above our target goal. We elect to hold this target until the next reporting cycle.</p>
<b>B14</b>	<p>The 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	6.0
<b>B15</b>	<p>Does the State DOT wish to adjust the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition? [23 CFR 490.105(e)(6)]</p>	No
<b>B15a</b>	<p>Please provide the adjusted 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition.</p> <p><i>The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p>	
<b>B15b</b>	<p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.409(c)(2)]</i></p> <p>Please provide the basis for adjustment of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	
<b>B16</b>	<p>Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition. [23 CFR 490.107(b)(2)(ii)(F)]</p>	<p>As previously mentioned, TDOT has funded a new preservation program to help address the good bridge inventory. Many of these projects are under development and will be delivered and reflected in the next reporting cycle.</p> <p>The Improve Act passed in 2017 is based on addressing poor rated bridges on and off the NHS system. As these projects come online, we will be able to assess the impact on our overall bridge inventory and reevaluate out bridge targets for the next cycle.</p>
<b>B17</b>	<p>Are there any extenuating circumstance(s) beyond the State</p>	No

DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]

**B17a** Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]

**B17b** Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]

## Reliability

### Travel Time Reliability Performance Overview

Question No	Description	Field Type
R1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	<p>23 CFR Part 490.101 defines travel time reliability as "the consistency or dependability of travel times from day to day or across different times of the day." It is important to note that this measure is not indicative of how congested a road segment may be. Furthermore, these targets are based on the totality of Interstate and Non-interstate National Highway System roads for the state of Tennessee, regardless of whether those roadways are in urban or rural areas of the state.</p> <p>Time and attention were given to review of rule requirements regarding data sources and calculation methods by the System Performance Measure Working Group as they worked through the process to set targets. This working group included members from TDOT, FHWA-TN Division, Memphis MPO, Knoxville TPO, and Chattanooga-Hamilton County/North Georgia TPO.</p> <p>Additional coordination efforts were done individually by each of the MPOs by engaging and updating their leadership on the ongoing efforts related to target setting.</p> <p>For more information regarding TDOT's reliability targets, please contact Michelle Nickerson at <a href="mailto:Michelle.Nickerson@tn.gov">Michelle.Nickerson@tn.gov</a> or at (615) 741-0894.</p>

### Statewide Performance Target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable

Question No	Description	Field Type
R2	The baseline statewide percent of the person-miles traveled on the Interstate that are reliable.	87.7
	<i>This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	
R3	The 2-year statewide percent of the person-miles traveled on the Interstate that are reliable.	88.2
	<i>This value is the actual 2-year condition derived from the</i>	

R4	<p><i>latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i></p> <p>The 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	85.3
R5	<p>Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>	<p>The statewide percent of person-miles traveled on Tennessee's interstates that are reliable as of December 31, 2019 is 88.2%. TDOT's Interstate Travel Time Reliability increased by 0.5% between January 1, 2018 and December 31, 2019. This outperforms the 2-Year target established in 2018 by 2.9% and suggests that TN will make significant progress towards achieving the 4-year target. Initial targets were set using limited data sets from the NPRMDS to calculate a trend line for the 2019 projected value. The lack of available data at the time caused TDOT to set conservative targets to mitigate potential variability in travel time reliability. This conservative target setting approach likely accounts for some of the difference between the actual and 2-year target values. Other factors that could contribute to the difference include fluctuations in raw data from INRIX including link changes and improved responses to nonrecurring congestion.</p>
R6	<p>The 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	83.0
R7	<p>Does the State DOT wish to adjust the 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable? [23 CFR 490.105(e)(6)]</p>	No
R7a	<p>Please provide the adjusted 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable.</p> <p><i>The adjusted target should reflect expected condition by the end of Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to the nearest tenth of</i></p>	

<b>R7b</b>	<p><i>a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.513(b)]</i></p> <p>Please provide the basis for adjustment of the 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	
<b>R8</b>	<p>Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable. [23 CFR 490.107(b)(2)(ii)(F)]</p>	<p>TDOT is expanding the Transportation Systems Management and Operations (TSMO) concept which will lead to better operations of our highways. The Traffic Operations Division is letting projects that specifically address reliability such as the I-24 Smart Corridor project. This project takes a comprehensive approach to managing the existing infrastructure and improving travel time reliability by integrating freeway and arterial roadway elements to provide drivers with accurate, real-time information to actively manage traffic. Additionally, the central software for the Traffic Management Centers is being updated which will lead to improved management activities. TDOT activities include evaluating expanding service patrols to the rural areas to help address incident management and decrease clearance time. The Traffic Operations Division is updating the TSMO Program Plan which will identify other potential projects to address reliability and performance measures in general. This plan update is focused on the major goals of the department to reduce congestion and improve reliability. Projects in this plan will not affect data during the current performance cycle.</p>
<b>R9</b>	<p>Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(G)]</p>	<p>No</p>
<b>R9a</b>	<p>Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]</p>	
<b>R9b</b>	<p>Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant</p>	

progress toward achieving its 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]

**Statewide Performance Target for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable**

Question No	Description	Field Type
R10	The 2-year statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable.  <i>This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i>  <i>For the 2018-2021 Performance Period, this 2-year performance value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)]</i>	89.4
R11	The 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	87.5
R12	Does the State DOT wish to adjust the 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable? [23 CFR 490.105(e)(6)]	No
R12a	Please provide the adjusted 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable.  <i>The adjusted target should reflect expected performance by the end of the Calendar Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</i>  <i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.513(c)]</i>	
R12b	Please provide the basis for adjustment of the 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	

# Freight

## Freight Reliability (Movement) Performance Overview

Question No	Description	Field Type
F1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	<p>23 CFR Part 490.101 defines travel time reliability as "the consistency or dependability of travel times from day to day or across different times of the day." It is important to note that this measure is not indicative of how congested a road segment may be. Furthermore, these targets are based on the totality of the Interstate and Non-interstate National Highway System roads for the State of Tennessee, regardless of whether those roadways are in urban or rural areas of the state.</p> <p>Time and attention were given to review of rule requirements regarding data sources and calculation methods by the System Performance Measure Working Group as they worked through the process to set targets. This working group included members from TDOT, FHWA-TN Division, Memphis MPO, Knoxville TPO, and Chattanooga-Hamilton County/North Georgia TPO.</p> <p>Additional coordination efforts were done individually by each of the MPOs by engaging and updating their leadership on the ongoing efforts related to target setting.</p> <p>TDOT's Statewide Freight Plan is included as an attachment. The Bottleneck Analysis begins on page 88 and concludes on page 95. The accompanying list of potential freight bottleneck locations is on page 94 of this document. Appendix 1 (pages 237-239) lists the FAST Act State Freight Plan Requirements and Location Where Addressed if additional information is needed.</p> <p>For more information regarding TDOT's freight reliability targets, please contact Michelle Nickerson at Michelle.Nickerson@tn.gov or at (615) 741-0894.</p> <p>TDOT updated and amended the Tennessee Statewide Multimodal Freight Plan in 2019. The freight</p>
F2	Please discuss progress of the State DOT's efforts in addressing congestion at truck freight bottlenecks within the State (described in § 490.107(b)(1)(ii)(E)) through	

comprehensive freight improvement efforts of State Freight Plan or MPO freight plans; the Statewide Transportation Improvement Program and Transportation Improvement Program; regional or corridor level efforts; other related planning efforts; and operational and capital activities targeted to improve freight movement on the Interstate System.

*If the State has prepared a State Freight Plan under 49 U.S.C. 70202, within the previous 2 years, then it may serve as the basis for addressing congestion at truck freight bottlenecks. If the State Freight Plan has not been updated since the previous State Biennial Performance Report, then an updated analysis of congestion at truck freight bottlenecks must be completed. [23 CFR 490.107(b)(2)(ii)(D)]*

*Please upload related document(s) in the "Attachment" tab.*

plan details TDOT's commitment to achieving the policy goals of the National Highway Freight Program and includes both policy and capital investment recommendations as well as a project list developed in coordination with MPOs, RPOs, and other long-range transportation plans and studies.

In addition to the freight plan, TDOT has undertaken other efforts to improve freight movements. A draft bottleneck analysis was completed in 2019 and in 2020, TDOT freight planning staff met with FHWA to discuss federal efforts to determine freight bottleneck locations. TDOT freight planning staff continues to coordinate freight advisory committee meetings and have identified all projects in the 3-year workplan that are located on the National Highway Freight Network to better track freight improvement projects.

#### Statewide Performance Target for the Truck Travel Time Reliability (TTTR) Index

Question No	Description	Field Type
F3	The baseline statewide Truck Travel Time Reliability Index.  <i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	1.35
F4	The 2-year statewide Truck Travel Time Reliability Index.  <i>This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</i>	1.35
F5	The 2-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	1.35
F6	Please provide a discussion of the progress made toward achieving the 2-year target for the statewide Truck Travel Time Reliability Index.  <i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i>	The statewide Truck Travel Time Reliability Index as of Calendar Year 2019 is 1.35. This is consistent with both the baseline and 2-Year target established in 2018.
F7	The 4-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	1.33

<b>F8</b>	Does the State DOT wish to adjust the 4-year target for the statewide Truck Travel Time Reliability Index? [23 CFR 490.105(e)(6)]	Yes
<b>F8a</b>	Please provide the adjusted 4-year target for the statewide Truck Travel Time Reliability Index.  <i>The adjusted target should reflect expected performance by the end of Calendar Year 2021. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E)]</i>  <i>This adjusted target must be reported to the nearest hundredth. For example, enter 2.54. [23 CFR 490.101 (Target definition) and 23 CFR 490.613(b)]</i>	1.37
<b>F8b</b>	Please provide the basis for adjustment of the 4-year target for the statewide Truck Travel Time Reliability Index and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	<p>Initial 2 and 4-year targets were based on a trend line using the data available at the time. With 2 additional years of data to evaluate during the mid-performance cycle, it was noted that the fluctuation in the TTTR value is very slight. However, the System Performance Measures Working Group decided to adjust the 4 year target in order to ensure TDOT is able to make significant progress while setting an attainable target. This target is equal to the highest value for the last 3 years (2017-2019).</p> <p>TDOT's 25-Year Long-Range Transportation Plan, is a policy plan that was adopted in 2016. The 25-Year Plan contains eight policy papers that cover a range of topics from demographics and employment changes and trends to travel trends and system performance. Each paper offers a set of policy recommendations influenced by peer state comparisons, TDOT's strategic and operational goals, the Department's Guiding Principles, and more than 20,000 community inputs gathered through public and stakeholder outreach. Important to this measure is policy paper Freight Logistics and Planning which supports the efficient movement of people and goods. TDOT is committed to provide a reliable transportation system to further this goal. As such, the adjusted target is consistent with the 25-Year Long-Range Transportation Plan and the Department's use of current and readily available data.</p>

- F9** Please provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target for the statewide Truck Travel Time Reliability Index. [23 CFR 490.107(b)(2)(ii)(F)]
- Several recently completed projects will improve reliability of freight operations. Those projects include widening of I-440 in Nashville and I-40 widening in Jackson. Additionally, there are approximately 15 railroad grant projects underway. The availability of rail freight reduces the need for trucking freight, which reduces capacity needs. Future projects include the I-24 Smart Corridor Project as well as the ITS expansion projects on I-40 near Nashville. These projects will help improve reliability for freight and other vehicles through TSMO solutions.
- F10** Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]
- No
- F10a** Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]
- F10b** Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide Truck Travel Time Reliability Index and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]

## Peak Hour Excess Delay (PHED)

### Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Performance Overview

Question No	Description	Field Type
D1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	<p>A Tri-State working group was formed with representatives from TDOT, Mississippi DOT, Arkansas DOT, Memphis MPO (MMPO), West Memphis MPO (WMMPO), and FHWA representatives from the TN, AR, and MS division offices and the University of Tennessee-Knoxville (UTK) to set initial targets. With the exception of UTK, this same working group was utilized to discuss and assess current performance and factors influencing the state DOTs' ability to meet the previously identified targets. TDOT continued to serve as the lead agency for data analysis and the Memphis MPO provided coordination and facilitated these discussions.</p> <p>Time and attention were given to review of the rule requirements regarding data sources and calculation methods by the Tri-State Working Group while evaluating the current PHED performance and discussing target adjustments. Additional coordination efforts were completed individually by each of the State DOTs and MPOs by engaging and updating their leadership on the ongoing efforts related to this target decision.</p> <p>Once the targets were established for the Tri-State area, both the MMPO and WMMPO took the targets for approval through their respective Technical Committees and Policy Boards. Once approved, the MMPO reported the targets to TDOT and MDOT, whereas the WMMPO reported its targets to ARDOT. The three State DOTs then reported the targets to their respective FHWA Division Offices prior to the October 1, 2020 deadline. A similar coordination effort occurred between the 3 State DOTs and the 2 MPOs in order to compile this report.</p> <p>It is important to note that this measure and the associated targets only apply to the Memphis</p>

Urbanized area. Identified targets, therefore, are not statewide targets.

For more information regarding TDOT's PHED target, please contact Michelle Nickerson at Michelle.Nickerson@tn.gov or at (615) 741-0894.

**D2** The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:

1

#### Urbanized Area Target #1 - Annual Hours of Peak Hour Excessive Delay Per Capita

Question No	Description	Field Type
D3	Urbanized Area:	Memphis, TN--MS--AR
D4	<p>The 2-year annual hours of peak hour excessive delay per capita in this UZA. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p><i>For the 2018-2021 Performance Period, this 2-year performance value will be used as the baseline value for this measure for this UZA per the phase-in of new requirements. [23 CFR 490.105(e)(8)(vi)(C) and 23 CFR 490.105(f)(5)(vi)(B)]</i></p>	7.5
D5	<p>The 4-year target for the annual hours of peak hour excessive delay per capita in this UZA for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Report. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(A)]</p>	18.8
D6	Does the State DOT wish to adjust the 4-year target for the annual hours of peak hour excessive delay per capita in this UZA? [23 CFR 490.105(e)(6)]	Yes
D6a	<p>Please provide the adjusted 4-year target for the annual hours of peak hour excessive delay per capita in this UZA.</p> <p><i>Any adjustments made to 4-year targets established for this measure must be agreed upon and made collectively by all relevant State DOTs and MPOs. [23 CFR 490.105(e)(6)]</i></p> <p><i>The adjusted target should reflect expected performance by the end of Calendar Year 2021. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.105(f)(8)]</i></p> <p><i>This adjusted target must be reported to the nearest tenth. For example, enter 7.1. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)]</i></p>	8.0
D6b	Please provide the basis for adjustment of the 4-year target for the annual hours of peak hour excessive delay per capita in this UZA and describe how the adjusted target	The National Performance Management Research Data Set (NPMRDS), as identified in 23 CFR

supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]

490.709, was used to establish the PHED target for the Memphis Urbanized Area. An Average Vehicle Occupancy (AVO) factor of 1.7, as provided by FHWA, was used for all vehicles with a mode breakdown of 1.7 for cars, 1.0 for trucks, and 7.2 for buses. There were no permanent changes to speed limits in the Tennessee portion of the Memphis Urbanized Area during this time. MDOT provided updated posted speed limit data for the Mississippi portion of the Memphis Urbanized Area to INRIX in 2019 which have been uploaded into their system.

All interested parties (MDOT, TDOT, ARDOT, Memphis MPO, and West Memphis MPO) agreed to take a conservative approach in selecting a target. With the passage of the IMPROVE Act in Tennessee in 2017 and the ensuing legislation to complete 962 projects across the state, there remains a level of uncertainty in regard to the impacts of these projects on PHED – either negatively (delays due to active construction) or positively (completion of projects related to congestion).

With 2 additional years of data to evaluate and updated links from INRIX, the PHED target was reassessed. It was determined that our initial data skewed high with the initial 4-year target being set at 18.8 hours and our midpoint performance at 6.7 hours. Once we evaluated the data, stakeholders determined that we were too conservative in our target. The Tri-State working group reviewed projections based on linear, exponential, and logarithmic trend analysis. Projections using INRIX data, yielded lower values than 2018 performance (8.0 hours). Projection values included linear (7.0 hrs.), exponential (7.0 hrs.), and logarithmic (7.3 hrs.).

The Tri-State working group reviewed the analysis as well as future projects that could potentially be under construction in 2021 and did not feel that the trends would exceed the peak hour

excessive delay using the INRIX data from 2018, which was 8.0 hours. Additionally, this allowed for a 1.0 hour buffer from the linear and exponential projections for 2021. Consensus of the members of the working group was to update the 4-year target for PHED to 8.0 hours.

TDOT's 25-Year Long-Range Transportation Plan, is a policy plan that was adopted in 2016. The 25-Year Plan contains eight policy papers that cover a range of topics from demographics and employment changes and trends to travel trends and system performance. Each paper offers a set of policy recommendations influenced by peer state comparisons, TDOT's strategic and operational goals, the Department's Guiding Principles, and more than 20,000 community inputs gathered through public and stakeholder outreach. Important to this measure is policy paper Travel Trends & System Performance which supports adoption of performance measures specific to monitoring congestion as well as programs for congestion reduction investments. As a data-driven organization, TDOT is committed to continuous process improvement, innovation, and the utilization of up-to-date and readily available data. As such, the adjusted target is consistent with the 25-Year Long-Range Transportation Plan and the Department's use of current and readily available data.

## Percent of Non-SOV Travel

### Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel Performance Overview

Question No	Description	Field Type
T1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	<p>A Tri-State working group was formed with representatives from TDOT, Mississippi DOT, Arkansas DOT, Memphis MPO (MMPO), West Memphis MPO (WMMPO), FHWA representatives from the TN, AR, and MS division offices and the University of Tennessee-Knoxville (UTK) to set initial targets. With the exception of UTK, this same working group was utilized to discuss and assess current performance and factors influencing the state DOTs' ability to meet the previously identified targets. TDOT continued to serve as the lead agency for data analysis and the Memphis MPO provided coordination and facilitated these discussions.</p> <p>Time and attention were given to review of the rule requirements regarding data sources and calculation methods by the Tri-State Working Group while evaluating the current Non-Single Occupancy Vehicle (Non-SOV) performance and discussing target adjustments. Additional coordination efforts were completed individually by each of the State DOTs and MPOs by engaging and updating their leadership on the ongoing efforts related to this target decision.</p> <p>Once the targets were established for the Tri-State area, both the MMPO and WMMPO took the targets for approval through their respective Technical Committees and Policy Boards. Once approved, the MMPO reported the targets to TDOT and MDOT, whereas the WMMPO reported its targets to ARDOT. The three State DOTs then reported the targets to their respective FHWA Division Offices prior to the October 1, 2020 deadline. A similar coordination effort occurred between the 3 State DOTs and the 2 MPOs in order to compile this report.</p> <p>It is important to note that this</p>

measure and the associated target only apply to the Memphis Urbanized area. The identified target, therefore, is not a statewide target.

For more information regarding TDOT's Non-SOV target, please contact Michelle Nickerson at Michelle.Nickerson@tn.gov or at (615) 741-0894.

**T2** The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:

1

#### Urbanized Area Target #1 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel

Question No	Description	Field Type
<b>T3</b>	Urbanized Area:	Memphis, TN--MS--AR
<b>T4</b>	The baseline percent of Non-SOV travel.  <i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	16.6
<b>T5</b>	The 2-year percent of Non-SOV travel.  <i>This value is the actual 2-year performance. [23 CFR 490.107(b)(2)(ii)(A) and [23 CFR 490.107(c)(3)(iii)(A)]</i>  <i>Since the baseline performance submitted in the 2018 Baseline Performance Period Report was based on Method A, the 2-year performance value is based on Method A – American Community Survey (ACS). [23 CFR 490.709 (f)(2) and (3)]</i>	15.9
<b>T6</b>	The 2-year target for the percent of Non-SOV travel for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	16.5
<b>T7</b>	Please provide a discussion of the progress made toward achieving the 2-year target for the percent of Non-SOV travel.  <i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i>	The target was missed by a value of 0.6%. When setting the initial target there was some uncertainties in the cause of an increase in one year (2016) of the ACS data, when the trend was showing a steady decrease from 2012-2015 and most recently in 2017 and 2018. While a conservative approach was taken, the target was still missed by just over half a percent. One contributing factor could be regional development patterns, which are geared toward low density development. While a shift

		is occurring within some of the city's downtown areas, the shift is gradual. Additionally, the transit route from Memphis, TN to West Memphis, AR was eliminated recently, which could have impacted the achievement of the target. Finally, per Shelby County Rideshare reports, a reduction has been seen in the number of trips annually over past several years. All of these could be contributing factors leading to the difference between the actual performance and the 2-year target.
T8	The 4-year target for the percent of Non-SOV travel established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	16.5
T9	Does the State DOT wish to adjust the 4-year target for the percent of Non-SOV travel? [23 CFR 490.105(e)(6)]	Yes
T9a	Please provide the adjusted 4-year target for the percent of Non-SOV travel.  <i>Any adjustments made to 4-year targets established for this measure must be agreed upon and made collectively by all relevant State DOTs and MPOs. [23 CFR 490.105(e)(6)]</i>  <i>The adjusted target should reflect expected performance by the end of Calendar Year 2021. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.105(f)(8) and 23 CFR 490.107(b)(2)(ii)(E)]</i>	14.5
T9b	<i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)]</i> Please provide the basis for adjustment of the 4-year target for the percent of Non-SOV travel and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	The American Community Survey (ACS), as identified in 23 CFR 490.709, was used to establish the adjusted Non-Single Occupancy Vehicle (Non-SOV) target for the Memphis MPO area. The ACS data source was the agreed upon data source by the collaborative effort involving the ARDOT, MDOT, TDOT, Memphis MPO, and West Memphis MPO. Historical data of the 5-year estimates of the "Commuting to Work" section during the period of 2012 to 2018 were analyzed and linear, exponential, and logarithmic projections were conducted to understand current performance and future trends. Review of the survey results from 2012-2018 revealed a steady decline from 17.7% to 15.9%. All analyzed

trends also showed decreasing projections between 15.8% (logarithmic), 15.5% (exponential) and 15.4% (linear.)

The Tri-State working group reviewed the analysis and discussed other factors that could impact the 2021 target including the impacts the COVID-19 pandemic may have on the 2020 survey results. Target discussions were taking place shortly after Tennessee and many other states had issued stay at home orders. During this time, there was much uncertainty about the full impacts of the COVID-19 pandemic on the number of commuters and their transportation decisions. It was noted that those traveling to work were primarily essential employees and may be less likely to have the opportunity to carpool. Further, CDC guidelines for social distancing may limit capacity of buses for those considering transit. Because these factors may cause the future percentage to be lower than projections, the group decided on a conservative approach to adjusting this target. Consensus of the members of the working group was to update the 4-year target for Percent of Non-SOV to 14.5%.

TDOT's 25-Year Long-Range Transportation Plan, is a policy plan that was adopted in 2016. The 25-Year Plan contains eight policy papers that cover a range of topics from demographics and employment changes and trends to travel trends and system performance. Each paper offers a set of policy recommendations influenced by peer state comparisons, TDOT's strategic and operational goals, the Department's Guiding Principles, and more than 20,000 community inputs gathered through public and stakeholder outreach. Important to this measure are policy papers Travel Trends & System Performance and Mobility which support adoption of performance measures specific to monitoring congestion, a call for establishing programs for congestion reduction investments, and greater emphasis and support for public transit, travel

demand management, and non-motorized modes. As a data-driven organization, TDOT is committed to continuous process improvement, innovation, and the utilization of up-to-date and readily available data. As such, the adjusted target is consistent with the 25-Year Long-Range Transportation Plan and the Department's use of current and readily available data.

# Emissions

## Emissions Reduction Performance Overview

Question No	Description	Field Type
E1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	<p>The applicable areas for the On Road Mobile Source Emissions performance measure in Tennessee are the Memphis urban area and the Knoxville urban area. However, identified targets are statewide targets.</p> <p>All data for this measure comes from the CMAQ Public Access System. Time and attention were given to review of rule requirements regarding data sources and calculation methods by the System Performance Measure Working Group as they worked through the process to set targets. This working group included members from TDOT, FHWA- TN Division, Memphis MPO, and the Knoxville TPO. Additional coordination efforts were done individually by each of the MPOs by engaging and updating their leadership on the ongoing efforts related to target setting.</p> <p>For more information regarding TDOT's Emission Reduction targets, please contact Michelle Nickerson at <a href="mailto:Michelle.Nickerson@tn.gov">Michelle.Nickerson@tn.gov</a> or at (615) 741-0894.</p>
E2	Does the State include any areas designated as nonattainment or maintenance for PM2.5?	Yes
	<i>Note: Based on the response to E2, the State is required to provide a statewide target for annual emissions reductions for PM2.5.</i>	
E3	If the State includes any areas designated as nonattainment or maintenance for PM2.5, are NOx and/or VOC a significant contributor to PM2.5 emissions anywhere in the State?	Yes - NOx ONLY
E4	Does the State include any areas designated as nonattainment or maintenance for PM10?	No
	<i>Note: Based on the response to E4, the State is not required to establish a statewide target for annual emissions reductions for PM10.</i>	
E5	If the State includes any areas designated as nonattainment or maintenance for PM10, are NOx and/or VOC a significant contributor to PM10 emissions anywhere in the State?	

E6	Does the State include any areas designated as nonattainment or maintenance for CO?	No
	<i>Note: Based on the response to E6, the State is not required to establish a statewide target for annual emissions reductions for CO.</i>	
E7	Does the State include any areas designated as nonattainment or maintenance for ozone?	Yes
	<i>Note: Based on the response to E7, the State is required to provide statewide targets for annual emissions reductions for NOx and VOC.</i>	
E8	The number of MPOs within your State that are required to submit a CMAQ Performance Plan to the State DOT are:[23 CFR 490.107(b)(1)(ii)(G)]	1
E9.1	MPO required to submit a CMAQ Performance Plan to the State DOT:	Memphis Urban Area MPO
E10.1	Did you upload the plan to the PMF on the "attachment" tab?	Yes
E10.1a	Please explain why the plan was not uploaded to the PMF.	

#### Statewide Total Emission Reductions PM2.5 Target #1

Question No	Description	Field Type
E11	The baseline emissions reductions (total daily kilograms) of PM2.5.  <i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	2.897
E12	<i>This value is carried over from the 2018 Baseline Performance Period Report.</i> Please provide the current estimated emissions reductions (total daily kilograms) of PM2.5. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]  <i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i>  <i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).</i>  <i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i>	7.586

	<p><i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i></p>	
E13	<p>The 2-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	0.120
E14	<p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of PM2.5.</p> <p><i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i></p>	<p>TDOT PM2.5 emissions reduction totals for only projects in non-attainment and maintenance areas was calculated to be 7.586 kg per day. Using this information, TDOT appears to have exceeded the 2-year target of 0.120 kg/day by 7.466 kg/day. At the time the 2-year target was set, no trend was able to be identified for this measure. Values appeared to be random and based on projects selected each year. The System Performance Measures Working Group did not have a way to reliably predict future values and the determination was made to set a conservative target based on the lowest value over the 4-year baseline period.</p>
E15	<p>The 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	0.240
E16	<p>Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5? [23 CFR 490.105(e)(6)]</p>	Yes
E16a	<p>Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5. The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p>	7.340
E16b	<p><i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i></p> <p>Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	<p>After reviewing the CMAQ funded projects in the applicable areas, the working group found the original target to be too conservative. The working group selected the cumulative value estimated to equal the expected PM2.5 reductions after year 3</p>

projects are funded. It is unclear if any projects for year 4 will be funded prior to the cut-off date for the performance period.

## Statewide Total Emission Reductions NOx Target #2

Question No	Description	Field Type
E17	The baseline emissions reductions (total daily kilograms) of NOx.  <i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	363.399
E18	Please provide the current estimated emissions reductions (total daily kilograms) of NOx. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]  <i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i>  <i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).</i>  <i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i>  <i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i>	196.176
E19	The 2-year target for cumulative emissions reduction (total daily kilograms) of NOx for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	62.840
E20	Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of NOx. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]	TDOT NOx emissions reduction totals for only projects in non-attainment and maintenance areas was calculated to be 196.176 kg per day. Using this information, TDOT appears to have exceeded the 2-year target of 62.840 kg/day by 133.336 kg/day. At the time the 2-year target was set, no trend was able to be identified for this measure. Values appeared to be random and based on projects selected each year. The System Performance Measures Working Group did not have a way to reliably predict future values and the determination was made to set a conservative target based on the

E21	The 4-year target for cumulative emissions reduction (total daily kilograms) of NOx established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	lowest value over the 4-year baseline period. 125.680
E22	Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of NOx? [23 CFR 490.105(e)(6)]	Yes
E22a	Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of NOx.  <i>The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(iii)(E)]</i>	181.679
E22b	<i>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i> Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of NOx established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].	After reviewing the CMAQ funded projects in the applicable areas, the working group found the original target to be too conservative. The working group selected the cumulative value estimated to equal the expected NOx reductions after year 3 projects are funded. It is unclear if any projects for year 4 will be funded prior to the cut-off date for the performance period.

#### Statewide Total Emission Reductions VOC Target #3

Question No	Description	Field Type
E23	The baseline emissions reductions (total daily kilograms) of VOC.  <i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	230.025
E24	Please provide the current estimated emissions reductions (total daily kilograms) of VOC. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]  <i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i>  <i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).</i>	44.438

*The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]*

*FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.*

**E25** The 2-year target for cumulative emissions reduction (total daily kilograms) of VOC for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] 30.698

**E26** Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of VOC.

*At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]*

TDOT VOC emissions reduction totals for only projects in non-attainment and maintenance areas was calculated to be 44.438 kg per day. Using this information, TDOT appears to have exceeded the 2-year target of 30.698 kg/day by 13.740 kg/day. At the time the 2-year target was set, no trend was able to be identified for this measure. Values appeared to be random and based on projects selected each year. The System Performance Measures Working Group did not have a way to reliably predict future values and the determination was made to set targets based on the lowest value over the 4-year baseline period.

61.396

**E27** The 4-year target for cumulative emissions reduction (total daily kilograms) of VOC established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]

**E28** Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of VOC? [23 CFR 490.105(e)(6)]

Yes

**E28a** Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of VOC. 41.449

*The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]*

**E28b** *This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]*  
Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of VOC established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and [23

After reviewing the CMAQ funded projects in the applicable areas, the working group found the original target to be too

CFR 490.107(c)(3)(ii)(B)].

conservative. The working group selected the cumulative value estimated to equal the expected VOC reductions after year 3 projects are funded. It is unclear if any projects for year 4 will be funded prior to the cut-off date for the performance period.

#### Statewide Total Emission Reductions PM10 Target #4

Question No	Description	Field Type
E29	The baseline emissions reductions (total daily kilograms) of PM10.  <i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	
E30	Please provide the current estimated emissions reductions (total daily kilograms) of PM10. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]  <i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i>  <i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).</i>  <i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i>  <i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i>	
E31	The 2-year target for cumulative emissions reduction (total daily kilograms) of PM10 for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	
E32	Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of PM10.  <i>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</i>	
E33	The 4-year target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR	

490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]

**E34** Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of PM10?[23 CFR 490.105(e)(6)]

**E34a** Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of PM10.

*The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]*

**E34b** *This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]*  
Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].

#### Statewide Total Emission Reductions CO Target #5

Question No	Description	Field Type
E35	The baseline emissions reductions (total daily kilograms) of CO.  <i>This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal Fiscal Years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</i>	530.282
E36	Please provide the current estimated emissions reductions (total daily kilograms) of CO. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]  <i>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal Fiscal Years 2018 and 2019.</i>  <i>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2).</i>  <i>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</i>  <i>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</i>	
E37	The 2-year target for cumulative emissions reduction (total daily kilograms) of CO for the 2018-2021 Performance Period that was reported in the 2018	75.000

Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]

**E38** Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of CO.

*At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]*

**E39** The 4-year target for cumulative emissions reduction (total daily kilograms) of CO established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] 150.000

**E40** Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of CO? [23 CFR 490.105(e)(6)]

**E40a** Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of CO.

*The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]*

**E40b** *This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]*  
Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of CO established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].

## Attachments

S.No	Section	Attachment Detail
1	Emissions	<b>Filename:</b> 2020_TN_Emissions_Memphis MPO CMAQ Mid Performance Period Plan.pdf <b>Notes:</b> <b>Attachment Url:</b>
2	Freight	<b>Filename:</b> 2020_TN_Freight_TDOT_FreightPlan_AMENDED_04022019.pdf <b>Notes:</b> Freight Bottleneck Report begins on page 88 of TDOT's updated Freight Plan <b>Attachment Url:</b> <a href="https://www.tn.gov/content/dam/tn/tdot/freight-and-logistics/TDOT_FreightPlan_AMENDED_04022019.pdf">https://www.tn.gov/content/dam/tn/tdot/freight-and-logistics/TDOT_FreightPlan_AMENDED_04022019.pdf</a>



## APPENDIX G

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

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

**INTRODUCTION:**

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

**DEFINING THE STIP/TIP:**

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

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

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

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

#### STIP/TIP AMENDMENT:

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

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

#### AMENDMENT DOCUMENT AND APPROVAL PROCEDURES:

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

#### Documentation:

The MPO will send the following documentation to TDOT:

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

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

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

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

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

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

#### STIP/TIP ADMINISTRATIVE MODIFICATIONS:

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

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

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

#### ADMINISTRATIVE MODIFICATION DOCUMENT PROCEDURES:

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

#### Documentation:

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

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

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

#### AUTHORIZATION:

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

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

#### PROJECT COST CHANGE THRESHOLDS:

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

TABLE A

<b>Total programmed funding within the approved STIP/TIP</b>	<b>Amendment</b>	<b>Administrative Modification</b>
Up to \$2 million	≥5%	< 75%
\$2 million to \$15 million	≥0%	< 50%
\$15 million to \$75 million	≥0%	< 40%
\$75 million and above	≥0%	< 30%

### **PROJECT PHASE OVERRUNS AND UNDERRUNS:**

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

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

### **PROJECT GROUPINGS:**

The use of project groupings is permitted under 23 CFR §450.218(j) for projects located in the non-metropolitan portion of the STIP and 23 CFR §450.326(h) for projects in an MPO's TIP. Projects that are funded by such groupings are to be of a scale small enough not to warrant individual identification and may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR §771.117(c) and (d) and/or 40 CFR part 93. Project groupings may only include projects that meet the following conditions: non-regionally significant, environmentally neutral, and exempt from air quality conformity. As appropriate, in instances where it is uncertain if specific project(s) meet those conditions in air quality nonattainment or maintenance areas, the sponsoring agency, in coordination with the MPO, must consult with the appropriate Interagency Consultation group (IAC) to determine whether the specific project(s) proposed to be included with the grouping are subject to the requirements of 40 CFR 93.

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

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

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

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

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

#### **CONSULTATION PROCESS:**

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

**PROCESS REVIEW:**

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

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

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

**SIGNATURES:**

\_\_\_\_\_  
Chairperson  
LAMTPO Executive Board

\_\_\_\_\_  
Date

\_\_\_\_\_  
Commissioner  
Tennessee Department of Transportation

\_\_\_\_\_  
Date

## APPENDIX A: CORRESPONDENCE STANDARDS

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

### *Amendment Documentation:*

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

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

### *Modification Documentation:*

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

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



## Appendix H. PUBLIC COMMENT

Held Public comment meetings on August 1, 2023, in

White Pine

Jefferson City

Morristown

No comments were given.