MOBILITY 2050

LAKEWAY AREA METROPOLITAN TPO
2050 MTP

Lakeway Region Tennessee

Date: May 2025

What's Inside?

Thank you!

Thank you to all the organizations and individuals who committed their time, energy, and resources to this effort. This study would not have been possible without the support of many throughout the process.

LAMTPO Staff
Morristown
Jefferson City
White Pine
Hamblen County
Jefferson County
FHWA
Technical Advisory Committee Members

Abbreviations

5307 *- Urbanized Area Formula Grant*
5310 *- Enhanced Mobility of Seniors & Individuals with Disabilities Formula Grant*
5539 *- Bus and Bus Facilities Formula Grants*
ADA *- Americans with Disabilities Act*
ATMS *- Advanced Traffic Management Systems*
BUILD *- Better Utilizing Investments to Leverage Development*
CFR *- Code of Federal Regulations*
CMAQ *- Congestion Mitigation and Air Quality Improvement Program*
CRP *- Carbon Reduction Program*
EPA *- Environmental Protection Agency*
ETDD *- East Tennessee Development District*
ETHRA *- East Tennessee Human Resources Agency*
FHWA *- Federal Highway Administration*
FTA *- Federal Transit Administration*
FSI *- Fatal or Severe Injury Crashes*
GIS *- Geographic Information System*
HIN *- High-Injury Network*
HSIP *- Highway Safety Improvement Program*
ITS *- Intelligent Transportation Systems*
LAMTPO *- Lakeway Area Metropolitan Transportation Planning Organization*
LIC *- Local Interstate Connector Program*
LOTTR *- Level of Travel Time Reliability*
LRTP *- Long Range Transportation Plan*
MMAG *- Multimodal Access Grant Program*
MTPO *- Metropolitan Transportation Planning Organization*
MSA *- Metropolitan Statistical Area*
NAAQS *- National Ambient Air Quality Standards*
NHPP *- National Highway Performance Program*
NHS *- National Highway System*
PM *- Performance Measures*
PM2.5 *- Particulate Matter (<2.5 micrometers)*
PPP *- Public Participation Plan*
RCN *- Reconnecting Communities & Neighborhoods*
RCP *- Reconnecting Communities Pilot*
SHSP *- State Highway Safety Plan*
SIA *- State Industrial Access Program*
SIP *- State Improvement Plan*
SS4A *- Safe Streets & Roads for All*
L-STBG *- Surface Transportation Block Grant Program, Locally Administered*
S-STBG *- Surface Transportation Block Grant Program, State Administered*
STBG-TA *- Surface Transportation Block Grant Program, Transportation Alternatives Set-Aside*
STIP *- State Transportation Improvement Program*
TAC *- Technical Advisory Committee*
TAP *- Transportation Alternatives Program*
TDOT *- Tennessee Department of Transportation*
TIP *- Transportation Improvement Program*
TOC *- Traffic Operations Center*
TPM *- Transportation Performance Management Program*
TPO *- Transportation Planning Organization*
TPWP *- Transportation Planning Work Program*
TRIMS *- Tennessee Roadway Information Management System*
UROP *- Urban Operating Program (State Operations Assistance Program)*
V/C *- Volume-to-Capacity ratio*
YOE *- Year of Expenditure*

01

An introduction to LAMTPO

About LAMTPO

The Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) is the federally designated Metropolitan Planning Organization (MPO) that operates as the regional transportation planning and coordinating agency for portions of the urbanized areas in Morristown, Jefferson City, White Pine, and Hamblen and Jefferson Counties, shown in Figure 1.1.

LAMTPO Governance Structure

EXECUTIVE BOARD

- 8 Voting Members
- 5 Non-Voting Members

Responsible for setting policy and adopting plans and programs.

TECHNICAL ADVISORY COMMITTEE

- 10 Voting Members

Provide recommendations to the Executive Board for plan and program development.

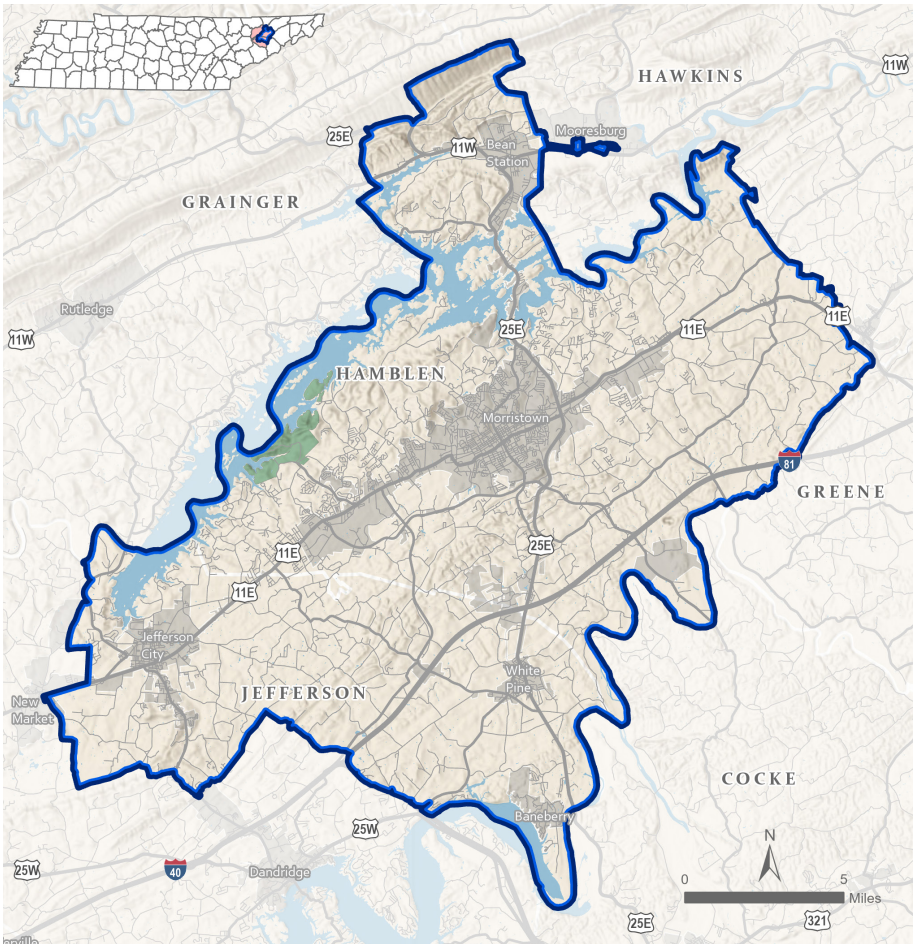


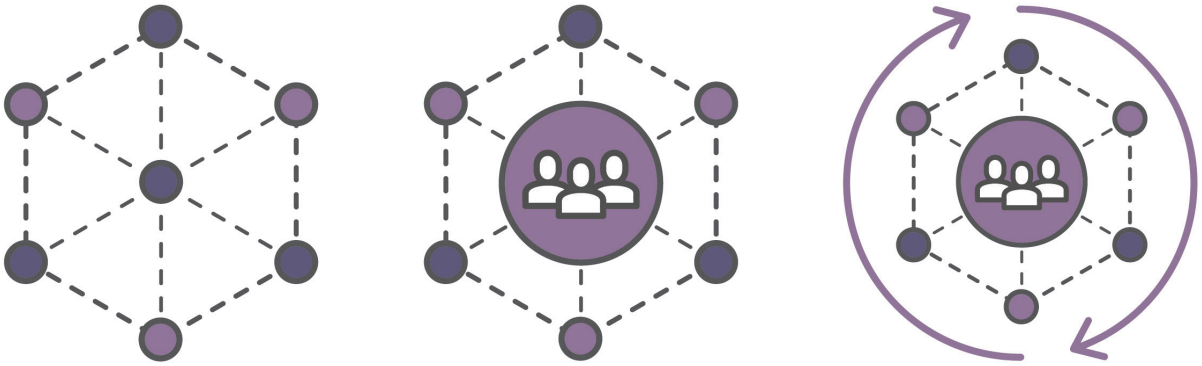
Figure 1.1: LAMTPO service area

LAMTPO Planning Process

The LAMTPO Transportation Planning Process follows federal guidance and must follow a 3C planning process that is comprehensive, cooperative, and continuing. The Transportation Planning Organization's (TPO) responsibility is summed up in the three major plans and programs:

- the Metropolitan Transportation Plan (MTP);
- the Transportation Improvement Program (TIP); and
- the Unified Planning Work Program (UPWP).

Improvements to our transportation system are based on Federal guidance for a 3C planning process that is:



1. **COMPREHENSIVE** 2. **COOPERATIVE** 3. **CONTINUING**

Learn more about the 3C planning process:
https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-statewide-non-metropolitan-planning

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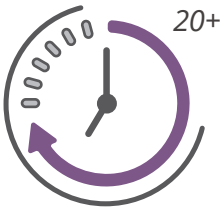
The Mobility Plan, updated every four years, is our Metropolitan Transportation Plan (MTP) and a key tool for advancing our regional mobility network, coordinating plans with project development and funding opportunities. This federally-required update covers a 25-year period, and represents the region's collective long-term goals to fund, operate, maintain, and expand its transportation systems. The TIP represents the highest priority, short-range projects that have identified funding for design and construction. The UPWP identifies the TPO's specific work projects for this year and the next, and their costs.

What is a **Metropolitan Transportation Plan** (MTP)?

Long-Range



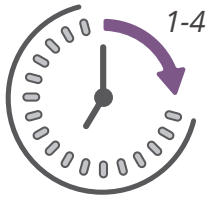
Regulated

Measured

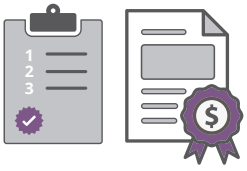
Constrained

What is a **Transportation Improvement Plan** (TIP)?

Short-Range

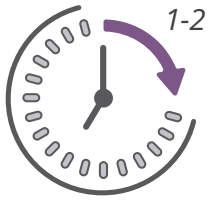


Prioritized & Constrained



What is the **Unified Planning Work Program** (UPWP)?

Short-Range



Coordinated

Learn more about the MTP, TIP, and UPWP:
https://www.lamtpo.com/lrtp & https://www.lamtpo.com/tip & www.lamtpo.com/history

01

LAMTPO MTP Goals & System Performance Report

LAMTPO's Mobility Plan establishes **ten regional goals** for the transportation network. These goals represent the needs, desires, and priorities of the region, and have carried forward from the previous Mobility Plan to guide this update. Aligned with **federal planning factors**, each of these goals is complemented by a set of objectives and performance measures used to consistently track and report progress in achieving those goals, described on the following page.

FEDERAL PLANNING FACTORS (23 CFR 450.306)*:

1. *Economic Vitality*
2. *Safety*
3. *National Security*
4. *Accessibility & Mobility*
5. *Sustainability*
6. *Connectivity*
7. *Efficiency*
8. *Preservation*
9. *Resiliency & Reliability*
10. *Tourism*

*Learn more about the USDOT federal planning factors: https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.306

See how each of these 10 factors relate to the goals below!

GOAL 1: *An Efficient Transportation System* — 3, 7

GOAL 2: *Improve Safety* — 2, 9

GOAL 3: *Promote Security* — 3, 1

GOAL 4: *Maintain & Improve Quality of Life* — 4, 6, 9, 10

2050 MTP GOALS RELATE TO:

- Federal Planning Factors
- Performance Measures
- Scenario Planning Performance Indicators

GOAL 5: *Improve Mobility (personal and freight)* — 3, 6, 7

GOAL 6: *Effectively Manage Financial Resources* — 3, 5, 9

GOAL 7: *Environmental Sustainability* — 5, 9, 10

GOAL 8: *System Reliability* — 9, 7

GOAL 9: *Congestion Reduction* — 3, 7

GOAL 10: *Infrastructure Conditions* — 3, 7, 8

LAMTPO supports TDOT Performance Measures and targets as part of the federal Transportation Performance Management program (TPM). The MPO's system performance reporting consists of trend data and targets released annually by TDOT, tracking performance over time.

Table 1.2: LAMTPO performance measures

	Performance Measure	Previous Baseline	TDOT Baseline	TDOT Target (2023)	Status (TDOT)
PM 1: Safety (5-Year Average 2017-2021)	Number of Fatalities	1,090.8	1,148.8	1,308.2	✓
	Fatality Rate per 100 million Vehicles-Miles Traveled	1.366	1.418	1.601	✓
	Number of Serious Injuries	6,311.6	5,995.6	6,069.4	✓
	Serious Injury Rate per 100 million Vehicle-Miles Traveled	7.912	7.392	7.424	✓
	Number of non-Motorized fatalities and serious injuries	1,090.8	545.8	600.9	✓
PM2: Infrastructure Condition Target (4-Year Average)	% of interstate pavement in good condition	71.5	70.8	58.0	✓
	% of interstate pavement in poor condition	0.3	0.2	1.0	✓
	% of non-interstate NHS pavement in good condition	n/a	40.3	36.0	✓
	% of non-interstate NHS pavement in poor condition	n/a	4.1	6.0	✓
	% of NHS bridges classified in good condition	39.5	32.5	32.0	✓
	% of NHS bridges classified in poor condition	3.5	5.0	6.0	✓
PM3: Reliability Target (4-Year Avg)	% of reliable person-miles traveled on the Interstate	n/a	92.1	88.2	✓
	% of reliable person-miles traveled on the non-interstate NHS system	n/a	93.4	89.4	✓
	Truck Travel Time Reliability Index (TTTR)	n/a	1.32	1.35	✓

Note: Compiled from TDOT and LAMTPO sources. TDOT Transportation Performance Management - https://www.tn.gov/tdot/strategic-planning-home/strategic-planning/transportation-performance-management.html

Learn more about our system performance measures: **Appendix E**

Public Engagement Process

Learn more about our public outreach: **Appendix D**

Outreach for this plan targeted key groups to gain insight to build a 2050 MTP reflected with the needs and priorities of the region: regional stakeholders (local government and community representatives), the public, and the MPO Technical Advisory Committee (TAC) and Executive Board. Outreach with targeted communities included efforts to engage traditionally underserved communities, including hosting open house events at the Morristown Public Works Building and the Mountain Makins Festival in Morristown. The TAC and Executive Board were informed of engagement activities and feedback throughout the process. In addition, the MPO's federal and state planning partners provided guidance throughout plan development.

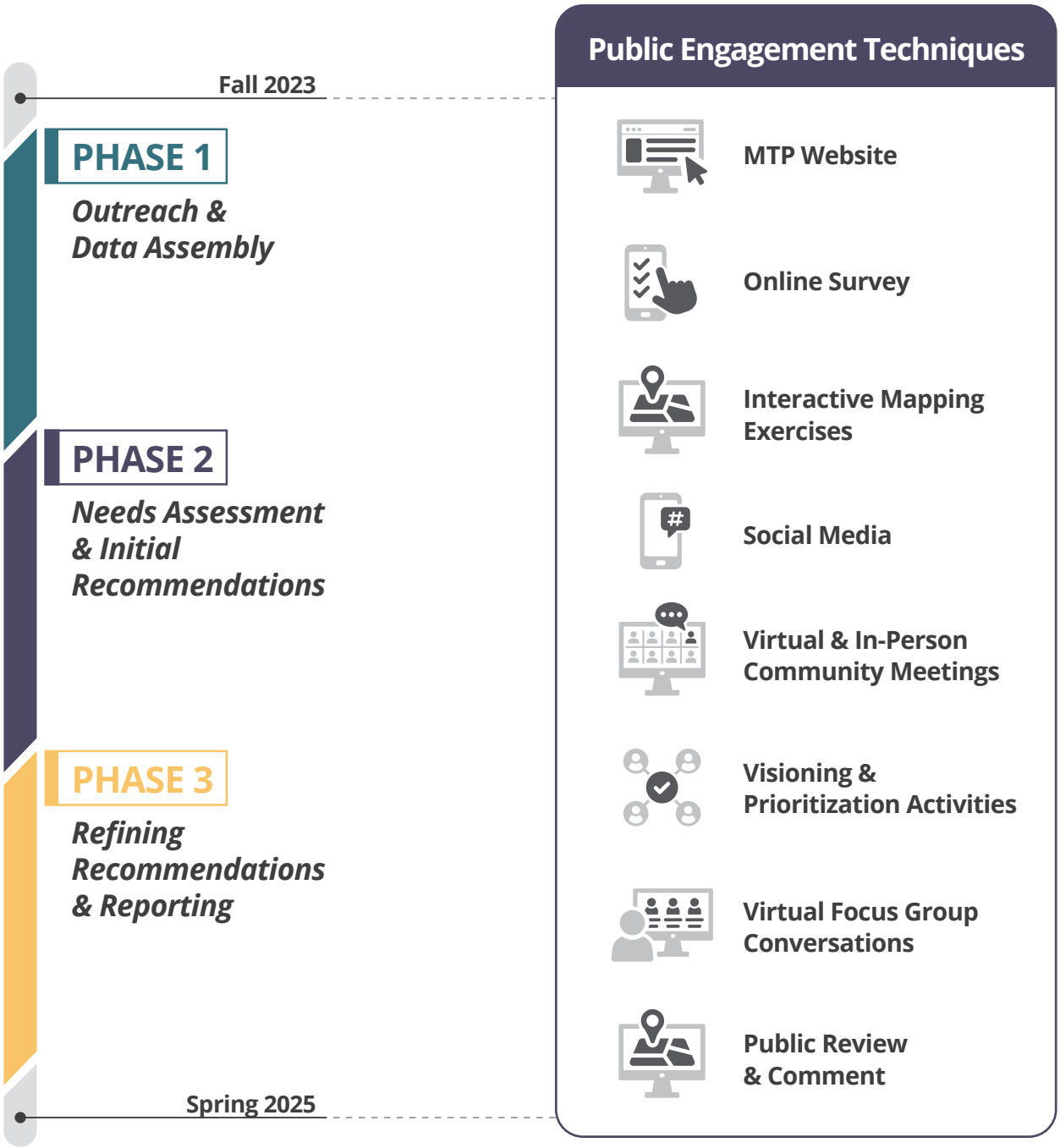


Figure 1.2: Project timeline and public engagement techniques

MTP Public Engagement and Outreach

Public engagement was a key element that informed the MTP Update process. Reaching out to regional community members and stakeholders, including businesses and public organizations, gave the MPO opportunity to listen first to understand the needs, priorities, and concerns of those who live and work in the region. This process was carried out through a diverse set of engagement techniques between Fall 2023 and Fall 2024.

Public Engagement Statistics

2 Community meetings
(in-person events)

- 90+ community members involved throughout.

Project website

- 696 total visitors
- 791 total interactions

Focus groups

- 21 attendees from 9 organizations across the region.

Online Survey

- 475 online survey participants who identified traffic congestion, safety & vehicle crashes, and lack of sidewalks & walking opportunities as the most critical transportation issues.

Interactive Map

- 412 points of interest identified, with top concerns noted as congestion issues, barriers to walking and biking, and safety hazards.

"Local parks are amazing. Well kept and fun for dog walking."

"Connections to greenways, sidewalks, shade trees."

"Improve the convenience and arrival time (Transit)."

"Better daily commute."

"Trim overgrown vegetation for improved visibility / safety."

Outreach Event #2: Mountain Makins Festival

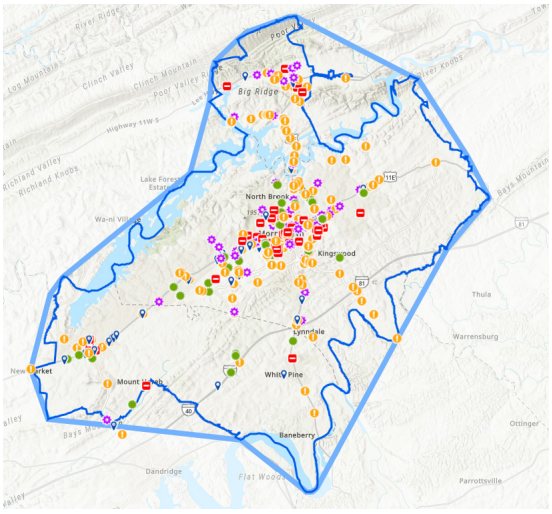


Figure 1.3: Interactive Map with comments

02

How are we doing?

Every four years, the MPO is required to update its Metropolitan Transportation Plan (MTP). Understanding our community, our transportation systems, and how our systems meet or fail to meet community needs, as well as future trends, is critical to a comprehensive process and an effective mobility network.

Demographics

14%

More People

2018 Population: 93,069 → **2050 Population 108,244**

Tennessee is seeing more people move in-state than before COVID.

Many new residents are from neighboring states (FL, GA, NC, VA), and some are moving from California, Texas, and Illinois.

HALF

of residents are employed outside of Hamblen County

Major Employers:

1. *Hamblen County Department of Education*
2. *Koch Foods*
3. *MAHLE Engine Components*
4. *Howmet Aerospace*

Data Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2021).

13% Grainger **12%** Hamblen **21%** Jefferson

Projected Population change by county (2022 - 2050)

Data Source: Woods & Poole Economics, Inc.

$210,000

Jefferson County Median Housing Value

$188,800

Hamblen County Median Housing Value

54,522

Housing Units total across both counties

38

Median Age

(Morristown, 2022)

39

Median Age

(Tennessee, 2022)

Fewer youth / young professionals (10-40) than TN Average.

Data Source: 2021 ACS 5-Year Estimates.

$44,811

Median Household Income

(Morristown, 2022)

$22,820 *below Tennessee median income*

Natural Resources

Great Smoky Mountains

The Lakeway planning area is abundant in natural resources. Situated in the Appalachian ridge-and-valley province, the planning area lies in the Tennessee Valley north of the Great Smoky Mountains, with lower rolling hills lying between Cherokee and Douglas Lakes. The French Broad and Holston Rivers, tributaries of the Tennessee, provide water access to regional and interstate commerce.

Land Use

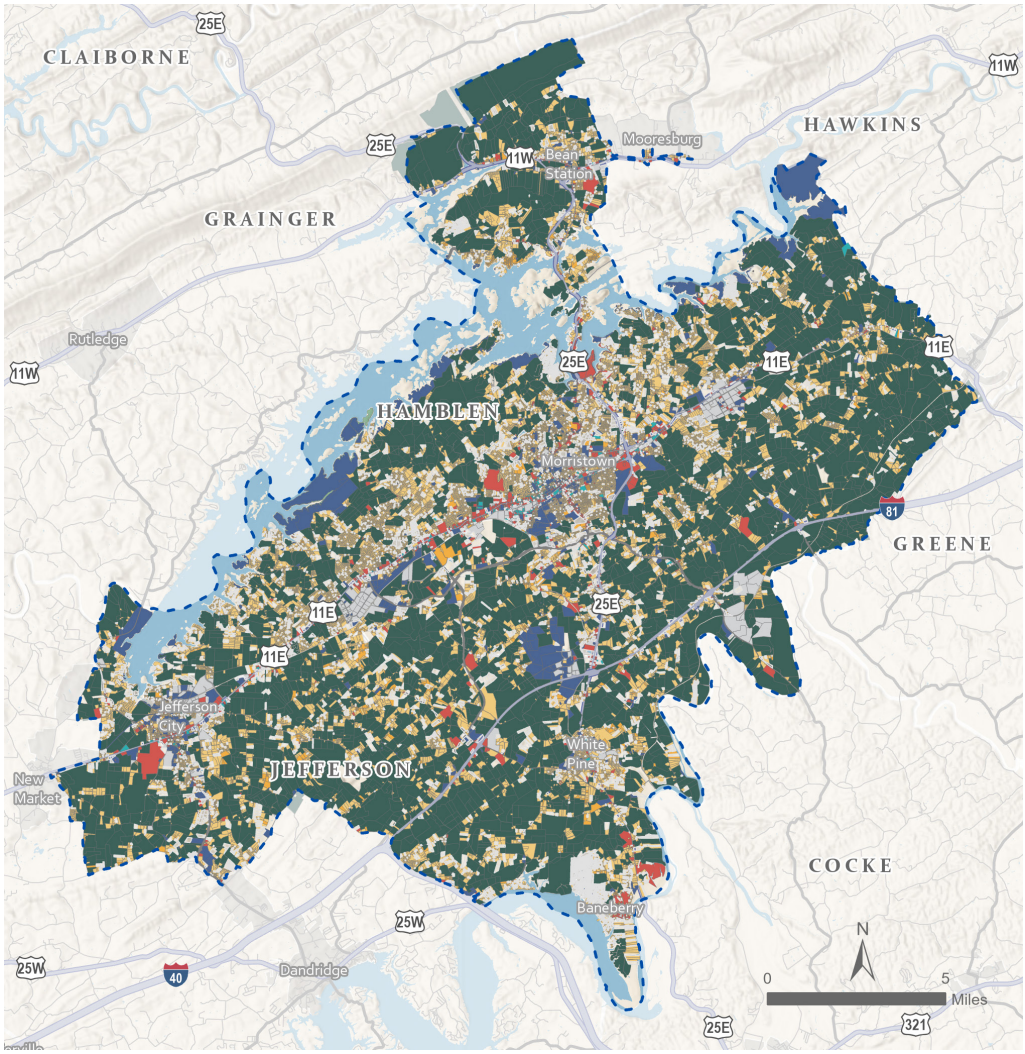


Figure 2.1: Existing land uses in the region
Data Source: TN Comptroller of the Treasury - Property Assessment

In close proximity to the Knoxville metropolitan area, the Lakeway planning area is predominantly rural in character. Agricultural uses (65%) and Residential (12%) account for nearly four-fifths of all land uses, with low-density residential the predominant development type. Very little land is commercial (1.3%) or industrial (0.7%), although these places account for a majority of employment.

Employment

The regional economy has continued its shift from industrial to majority retail and service sector employment. Manufacturing continues to increase within the region however, making up approximately 29% of all employment in the region. By 2050, employment will grow within the region, impacting where we work and how we move around:

Top Employment Sectors

- Manufacturing
- Retail & Trade
- Administration & Support
- Educational Services
- Health Care & Social Assistance
- Accommodation & Food Services

2050 Trends

Overall Employment:
+13,700 Jobs

Percent change, employment growth:

- Jefferson County (+32%)

Highlights, Lakeway area employment characteristics and figures
Data Source: Bureau of Labor and Statistics

Commuting Patterns

Commute patterns in the area reflect both the local economy as well as the influence of the Knoxville region on employment:

22,300
Commuting into Morristown

24,700
Commuting out of Morristown

Data Source: Woods & Poole Economics

Commute Modes, Morristown MSA:

- **85% drive alone**
- **8% carpool**
- **1% walk**
- **0.5% bike or ride transit**

Data Source: ACS 2019 - 2023, 5-Year Estimate

Roadways & Freight Movement

Several key highways form the regional roadway network in the Lakeway planning area. South of Morristown, I-40 and I-81 connect the region to central and west Tennessee (I-40) and the northeast United States (I-81). Other major highways include US 11E, US 11W, and US 25 E.

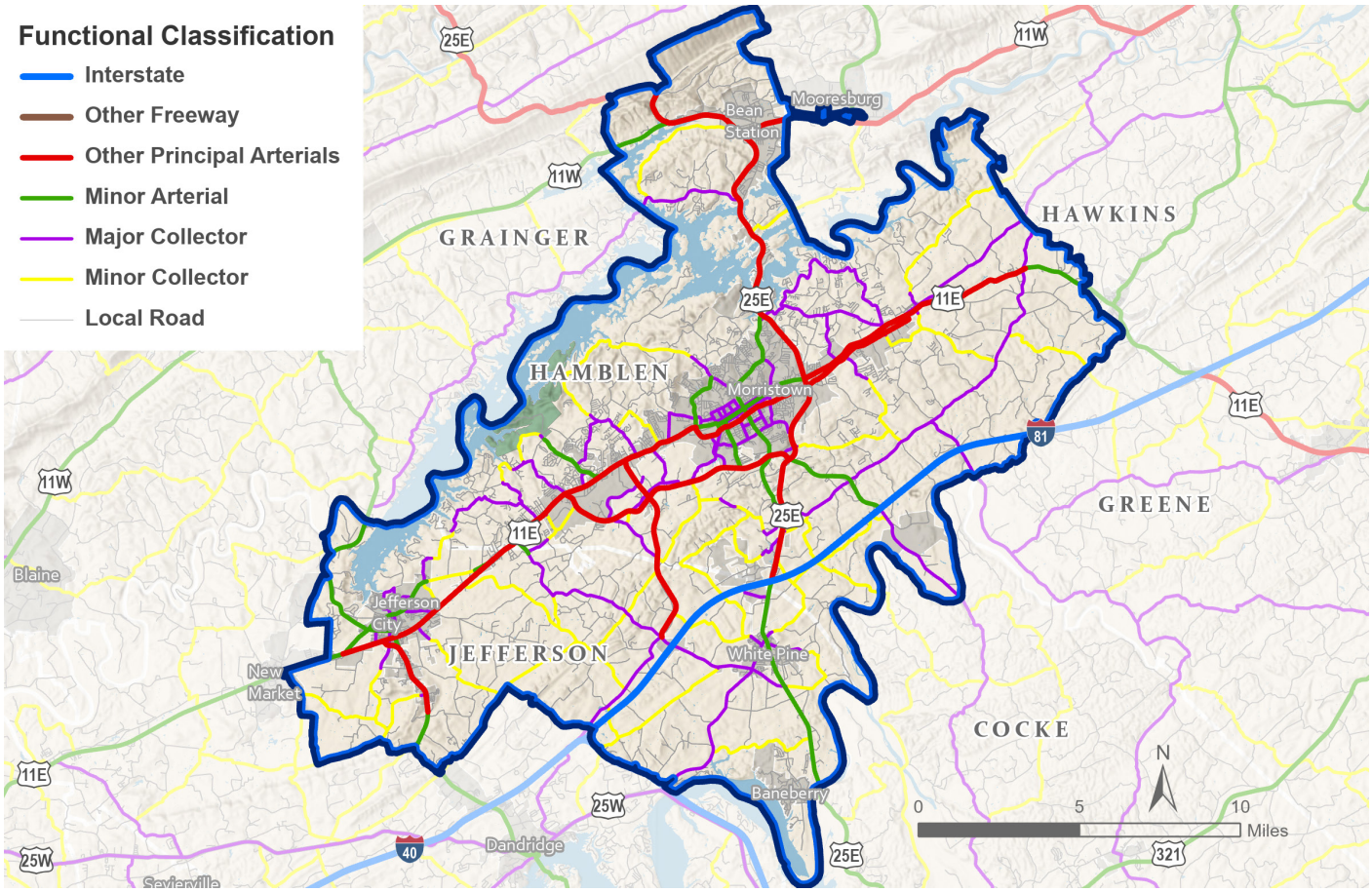


Figure 2.2: Classification of Roadways
Data Source: TDOT

Learn more about how we assess our roadway network: **Appendix E & F**

16 Miles
Interstate Roads
1% of Total Roads

114 Miles
Arterial Roads
10% of Total Roads

228 Miles
Collector Roads
20% of Total Roads

811 Miles
Local Roads
69% of Total Roads

1,171
Total Miles

02

Assessing our Performance: Roadways

Regional roadway infrastructure is generally in good condition. Of the ten bridges in poor condition, seven are city- or county-owned, and no bridges are in critical condition. These bridges are distributed throughout the planning area and are primarily road crossings.

Check out **Page 4** of this report to learn more.

	Performance Measure	Previous Baseline	TDOT Baseline	TDOT Target (2023)	Status (TDOT)
PM2: Infrastructure Condition Target (4-Year Average)	% of interstate pavement in good condition	71.5	70.8	58.0	✓
	% of interstate pavement in poor condition	0.3	0.2	1.0	✓
	% of non-interstate NHS pavement in good condition	n/a	40.3	36.0	✓
	% of non-interstate NHS pavement in poor condition	n/a	4.1	6.0	✓
	% of NHS bridges classified in good condition	39.5	32.5	32.0	✓
	% of NHS bridges classified in poor condition	3.5	5.0	6.0	✓

Figure 2.3: PM 2 of the National Performance Standards measures our regional infrastructure condition, both roadways and bridges

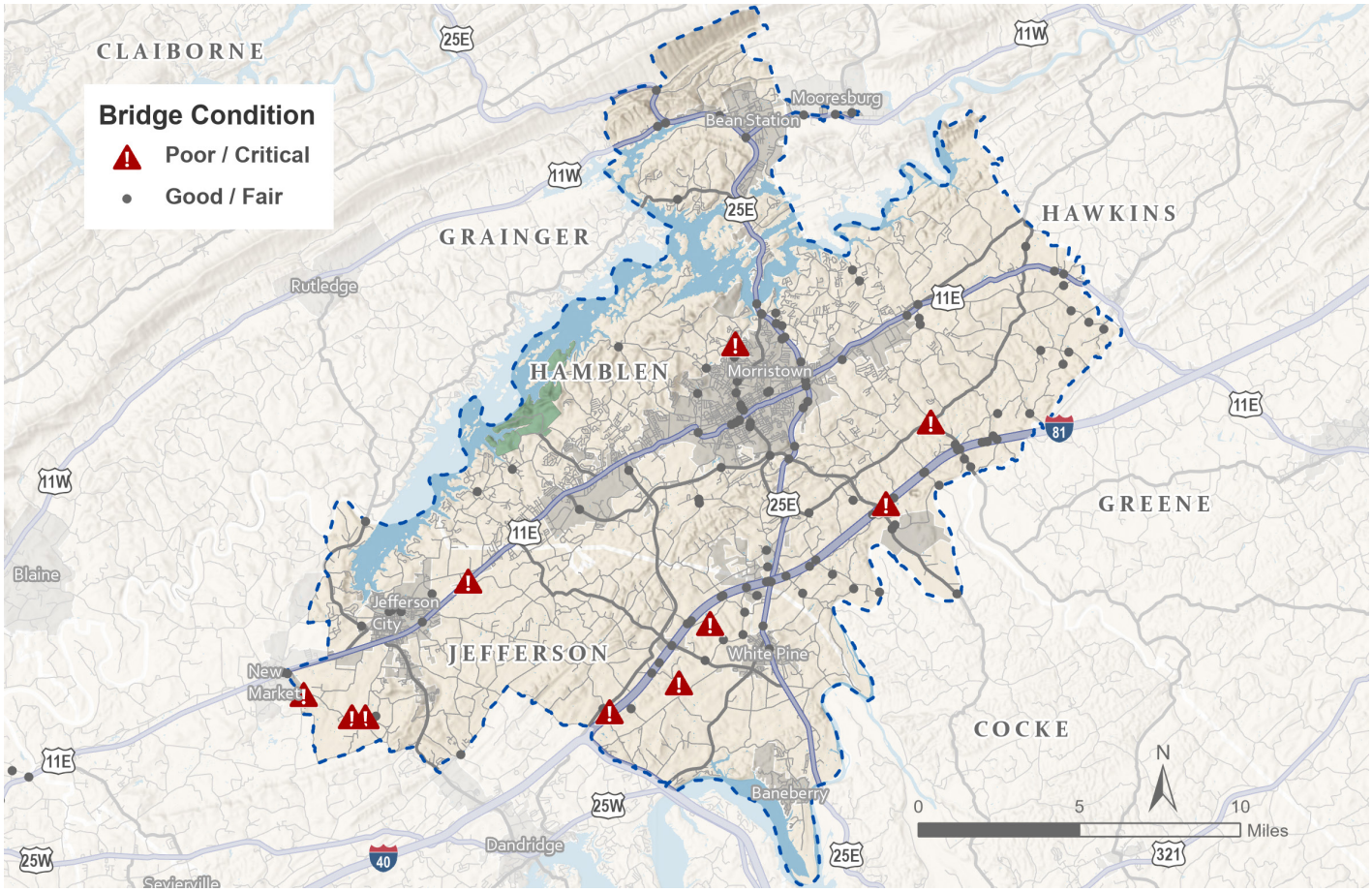


Figure 2.4: Lakeway Region Bridge Conditions

Assessing our Performance: Freight

Freight movement is a critical component of regional commerce and travel, however, greater congestion on major freight routes can create bottlenecks and delay. Although freight movement can effect commerce and contribute to greater emissions, the Lakeway planning area roadways are generally reliable, with key intersections like US 11E & TN-66/Merchants Greene Boulevard & Reeds Chapel Road near US 25E creating bottlenecks.

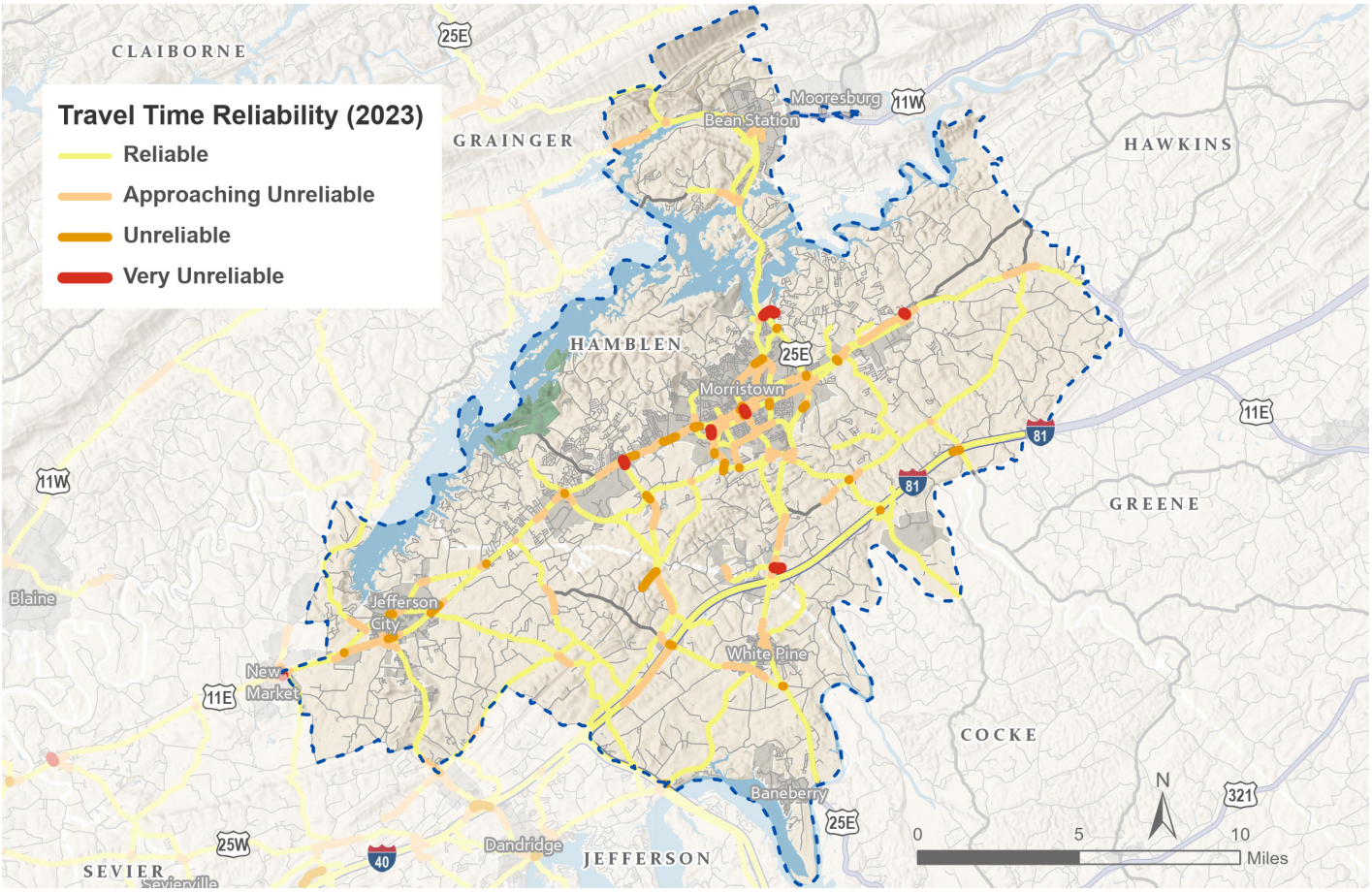


Figure 2.5: Freight Reliability
Data Source: INRIX-XD from National PM Roadway Dataset

Learn more about how we assess our roadway network: **Appendix E (System Performance)**

Check out **Page 4** of this report to learn more.

	Performance Measure	Previous Baseline	TDOT Baseline	TDOT Target (2023)	Status (TDOT)
PM3: Reliability Target (4-Year Avg)	% of reliable person-miles traveled on the Interstate	n/a	92.1	88.2	✓
	% of reliable person-miles traveled on the non-interstate NHS system	n/a	93.4	89.4	✓
	Truck Travel Time Reliability Index (TTTR)	n/a	1.32	1.35	✓

Table 2.6: PM 3 measures our transportation network's reliability

02

Assessing our Performance: Safety

Like many communities across the country, crash rates have increased in the Lakeway region over the past five years. While total crashes have increased (+8.7%) from 2019, fatal & severe crashes have **decreased** over the same time period (-8.6%). Key intersections along US 11E standout as high-frequency crash locations, including TN-343, W Andrew Johnson Highway, and TN-92.

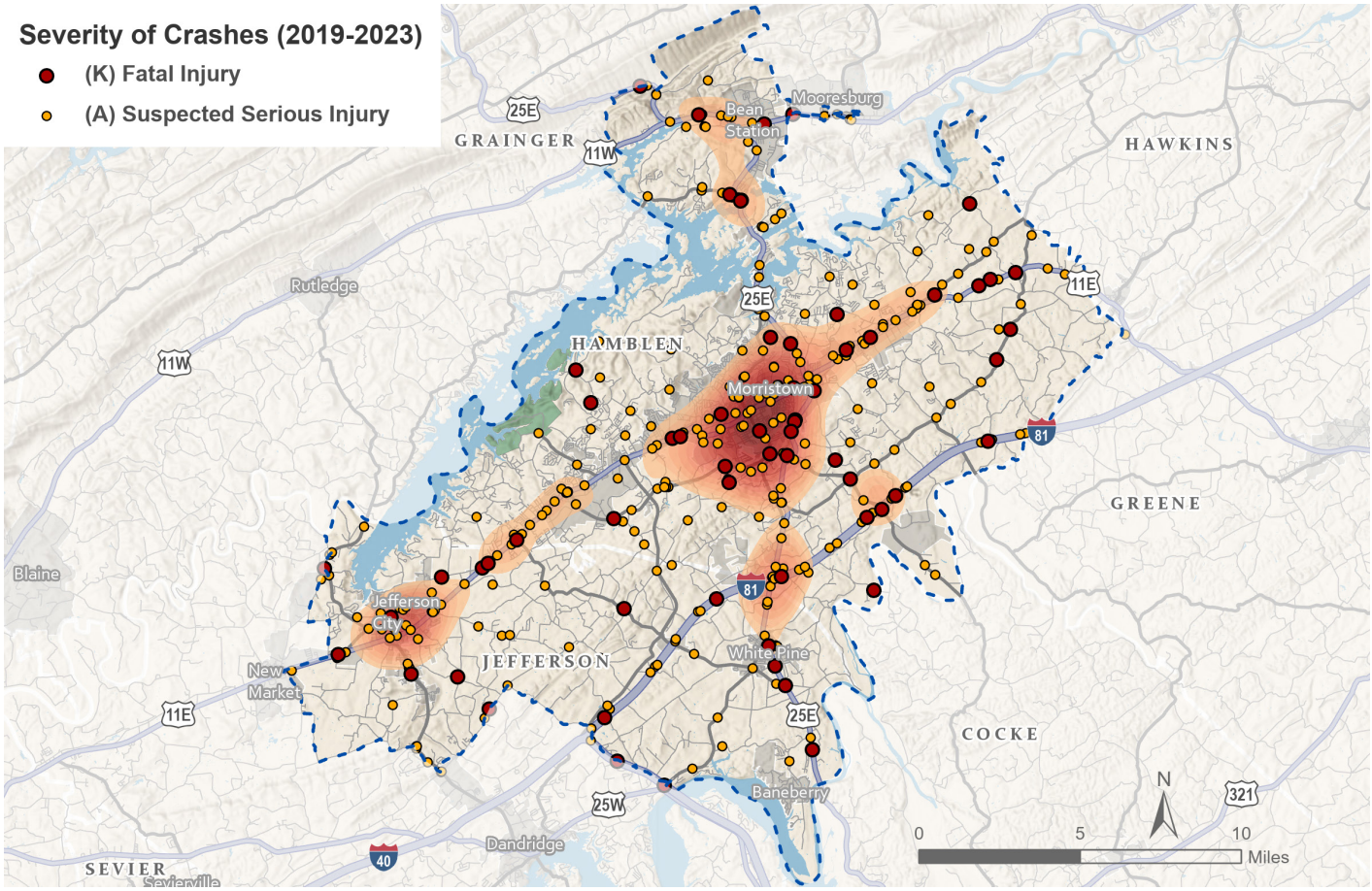


Figure 2.7: Vehicular Crash Density - Fatal or Serious Injury Crashes (2019-2023)

Year	Total Crashes	Crash Type				
		Fatal (K)	Severe Injury (A)	Minor Injury (B)	Possible Injury (C)	Property Damage Only (PDO)
2019	**3,865**	31	143	597	112	2,982
2020	**3,792**	33	133	496	199	2,931
2021	**4,176**	**36**	**156**	434	334	3,216
2022	**4,128**	**36**	142	427	269	3,254
2023	**4,202**	19	140	421	279	3,343

Table 2.8: Vehicular crashes by severity type (2019-2023)

Check out **Page 4** of this report to learn more.

	Performance Measure	Previous Baseline	TDOT Baseline	TDOT Target (2023)	Status (TDOT)
PM1: Safety Target (5-Year Average)	Number of Fatalities	1,090.8	1,148.8	1,308.2	✓
	Fatality Rate per 100 million Vehicles-Miles Traveled	1.366	1.418	1.601	✓
	Number of Serious Injuries	6,311.6	5,995.6	6,069.4	✓
	Serious Injury Rate per 100 million Vehicle-Miles Traveled	7.912	7.392	7.424	✓
	Number of non-Motorized fatalities and serious injuries	1,090.8	545.8	600.9	✓

Table 2.9: PM 1 of the National Performance Standards measures the safety of our transportation system

Assessing our Performance: Bicycle and Pedestrian Safety

Bike and pedestrian-involved crashes have held consistent over the past five years; however, rates of severity differ from motor vehicle crashes. Nearly 44% of all reported bike and pedestrian crashes result in a fatality or serious injury, compared with only 4% of total crashes (vehicles/bike/ped). Most roads in the planning area are either low-density residential streets, or rural roads with high rates of speed.

Year	Total Crashes	Bicycle and Pedestrian Crash Type				
		Fatal (K)	Severe Injury (A)	Minor Injury (B)	Possible Injury (C)	Property Damage Only (PDO)
2019	**23**	1	3	13	1	5
2020	**16**	1	**7**	4	3	1
2021	**26**	**6**	**9**	5	5	1
2022	**21**	**3**	**8**	3	3	4
2023	**20**	**3**	5	3	6	3

Table 2.10: Bicycle and pedestrian crashes by severity type (2019-2023)

13% of reported bicycle and pedestrian crashes were fatal.

17x the likelihood that a bike or pedestrian crash will result in a fatality, compared with all crashes.

One thing I would fix... "Bikeability: can't cross big roads safely!"

02

Bicycle and Pedestrian Network

There are 104 miles of sidewalk in the Lakeway planning area, 79 of which are found in Morristown, along with 8.9 miles of shared-use paths or trails and no other bike facilities. Since the 2018 Mobility Plan was completed, **the area has added seven miles of new greenways & trails** and expanded the signed bike route network to 84 miles from 37.

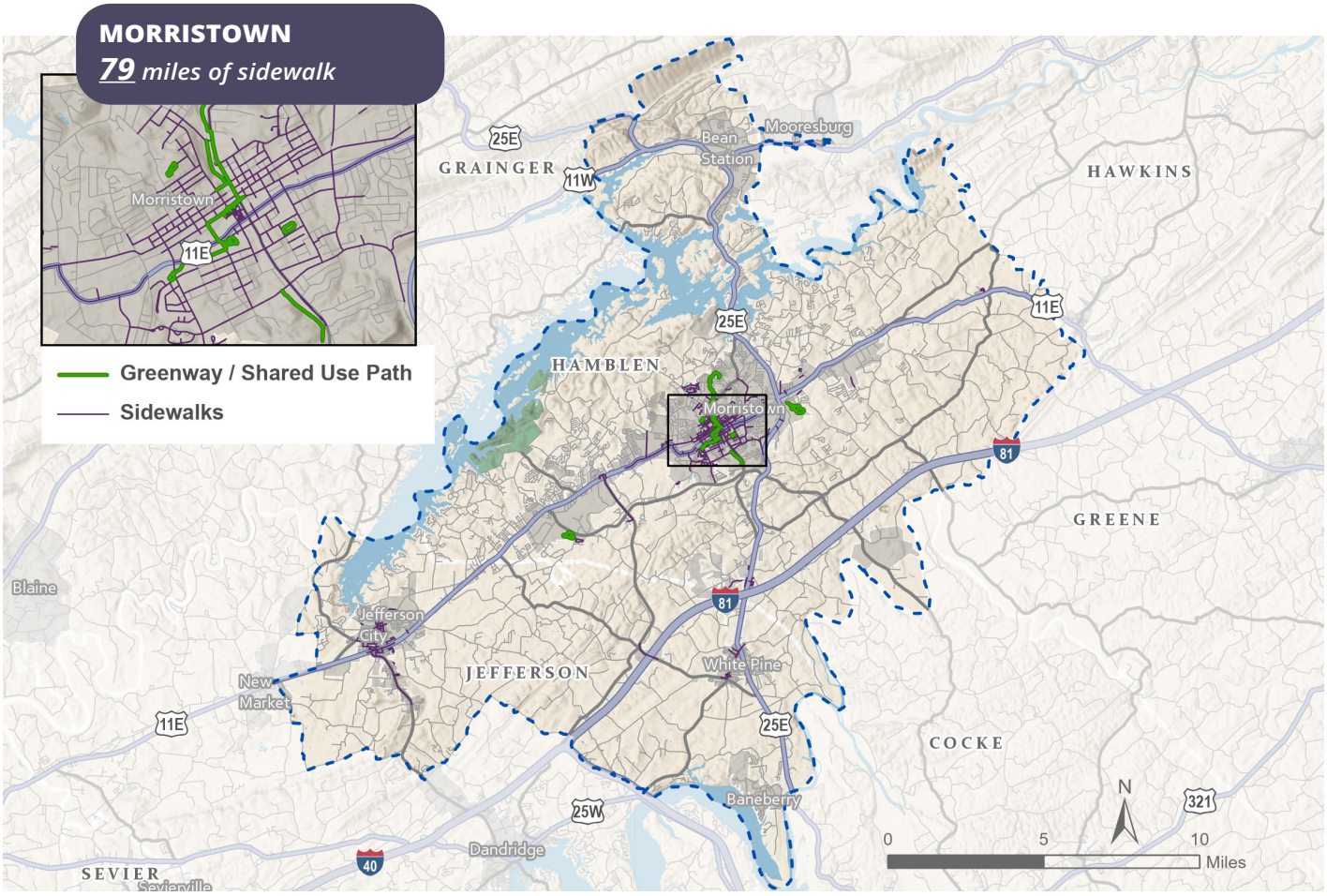


Figure 2.11: Sidewalk and greenways / shared use path facilities within the Lakeway region

City/Town	Miles of Sidewalk	Miles of Greenway
Morristown	79	8.9
Jefferson County	21	0
White Pine	5	0
Hamblen County	<1	0

Table 2.12: Miles of sidewalk and greenways by municipality

Learn more about how we assess our bike and pedestrian network: **Appendix G**

"Connections to greenways, sidewalks, shade trees."

"Crosswalks to schools."

"Safe places to walk and bike."

- Public Meeting Attendees

Transit

Lakeway Transit is a fixed-route system operated by East Tennessee Human Resources Agency (ETHRA), with service spanning from 7 AM to 6 PM on weekdays. The three routes center around service to Morristown, and operate with low, 60-frequency. ETHRA also provides demand-response transit to the Morristown area for persons with disabilities. Annual ridership, which declined during the pandemic, continues to recover.

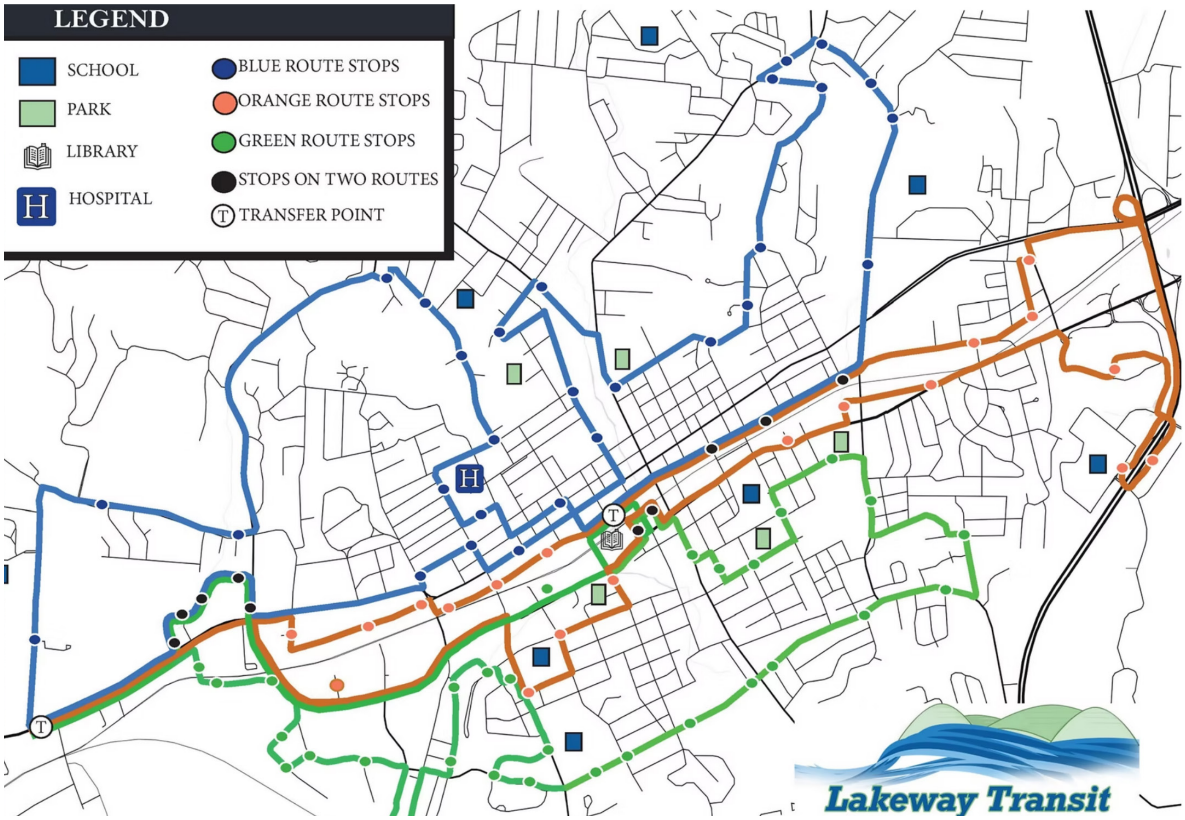
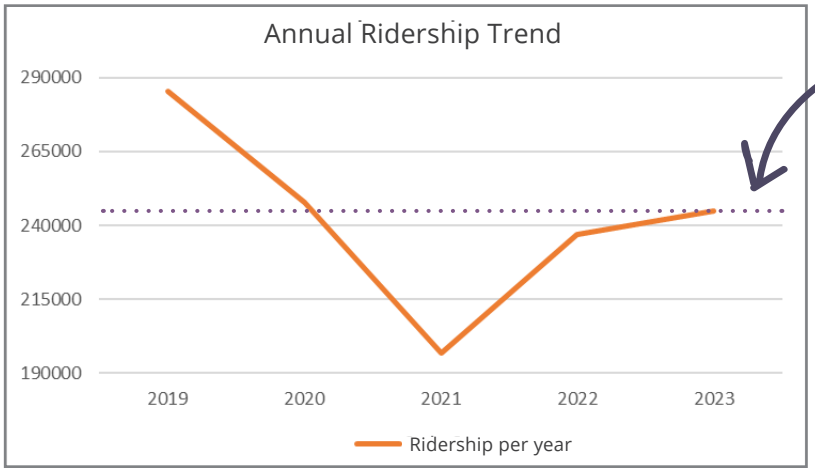


Figure 2.13: Lakeway Transit routes

Learn more about our transit system performance: **Appendix H**

Lakeway Transit Annual Ridership



85% of pre-pandemic ridership

Rail

The Lakeway region has one Class I rail line, Norfolk Southern Railway, operating in the area. The rail line passes through New Market, Jefferson City, and Morristown, exiting to Hawkins County. This line forms part of the Crescent Corridor and spans 11 states. In Tennessee, this line connects the Lakeway region to interstate commerce through Chattanooga and Bristol.

Aviation

The Lakeway region has one airport—the Morristown Regional Airport (FAA ID: MOR). This airport is city-owned and provides general aviation services. The airport features a 5,717-foot runway. For commercial aviation services, residents need to travel outside of the Lakeway region. The nearest commercial airport is McGee Tyson Airport in Knoxville, and the nearest international airport is Nashville International Airport.

Morristown Regional Airport:

- Small general aviation
- Single runway (~5,000 feet)
- Private transportation & recreational aviation

Morristown Regional Airport
Source: Wikimedia Commons | Walker Kinsler

"Regional Airport and the Evelyn Bryan Johnson Terminal is the front door to Morristown. This door opens the community to a world of business opportunity, development, and employment."

Source: mymorristown.com

What stakeholders are saying... where do we go from here?

Throughout the engagement process, we received feedback from stakeholders on not only how we are doing, but what the public envisions the region to look like 25 years from now. Understanding this vision is critical to shaping a region that works for all communities and abilities, working to implement enhancements to the transportation system that emphasize all mobility options.

"Safety near Schools / more crosswalks."

"Development with mixture of uses (housing + grocery store + restaurants + open space). "

"More transit stops and better promotion to grow ridership."

"More visible crosswalks / slower traffic."

"Better daily commute from Jefferson City (alternative to US 11E or SR 160)."

"More EV charging stations."

"Look at the region from a 3,000- foot level and address traffic flow (big picture)."

"Preserve our Parks."

Where are we heading?

03

Identification of Projects

The transportation projects selected in this Plan are based on multiple sources of input:

Assessing regional system performance

Evaluation of local, regional, and state plans (SHSP, HSIP, LRTPs)

Previous projects audit by Technical Advisory Committee

Coordination with cities, towns, and counties (MPO)

Public engagement

Travel Demand Model

Why is the Travel Demand Model Important?

Projecting future traffic is not an exact science, but merely a transportation planning strategy that relies on forecasting (1) **population growth**, (2) **development patterns**, and (3) **driving behavior** (or mode choice). A travel demand model is a tool that translates this growth onto our future so we can improve traffic capacity before congestion becomes too severe, while also allowing for alternative modes of travel to become a more feasible option for travelers.

A travel demand model is also valuable to help us **prioritize** and funding towards roadway projects that may address the more heavily congestion areas within the region.

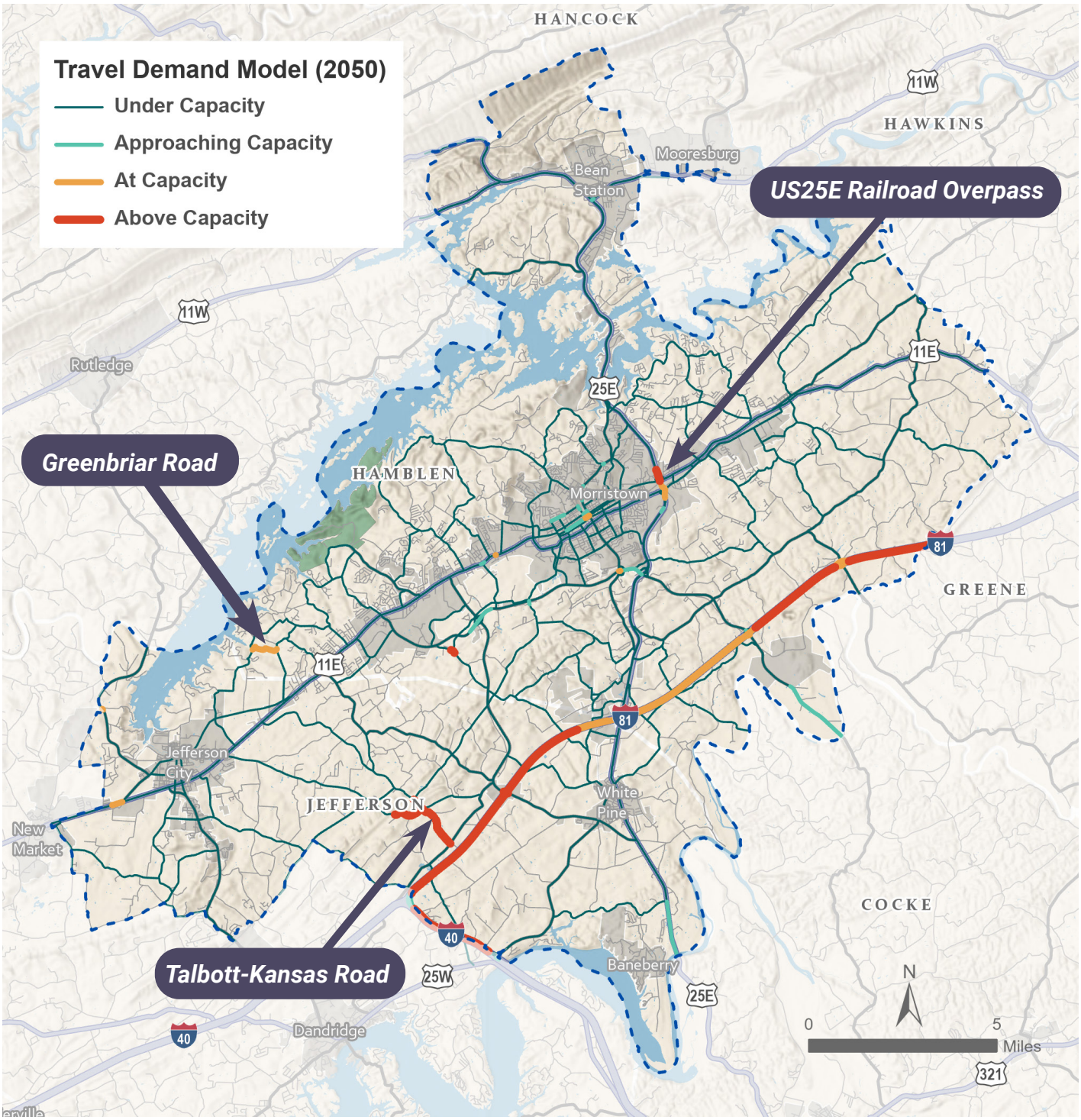


Figure 3.1: Forecasted Regional Traffic Growth for 2050
Data Source: Travel Demand Model Output

Prioritization of Projects

With more project needs than funding available, our data-driven process evaluated all projects against the MPO's established eight regional goals. Weights for each goal were assigned by the Technical Advisory Committee based on whether a project was considered small/local, or large/regional. Evaluation criteria provided the measurable geographic features to determine the score (Table 3.2).

Goal	Project Weights	Evaluation Criteria Datasets
Efficient & Reliable Transportation System	**29%**	Level of Travel Time Reliability (LOTTR)
		Interactive Map points: "Congestion"
Safety & Security	**31%**	Fatal/Severe Injury crash locations
		Interactive Map points: "Speeding" or "Safety"
Quality of the Natural Environment & Sustainability	**14%**	% of project avoiding potential impacts with cultural resources
		% of project avoiding potential impacts with environmental resources
Mobility of Persons & Freight	**18%**	Connects to existing transit service area
		Density of freight / employment facilities nearby
		Interactive Map points: "barriers to biking or walking"
		Areas of Persistent Poverty census tracts
Infrastructure Quality	**9%**	Crosses a bridge rated as 'poor' or 'critical'
		Interactive Map points: "Maintenance"
Local Priority		Identified by TAC members as project of local importance

Table 3.2: Evaluation criteria for project prioritization

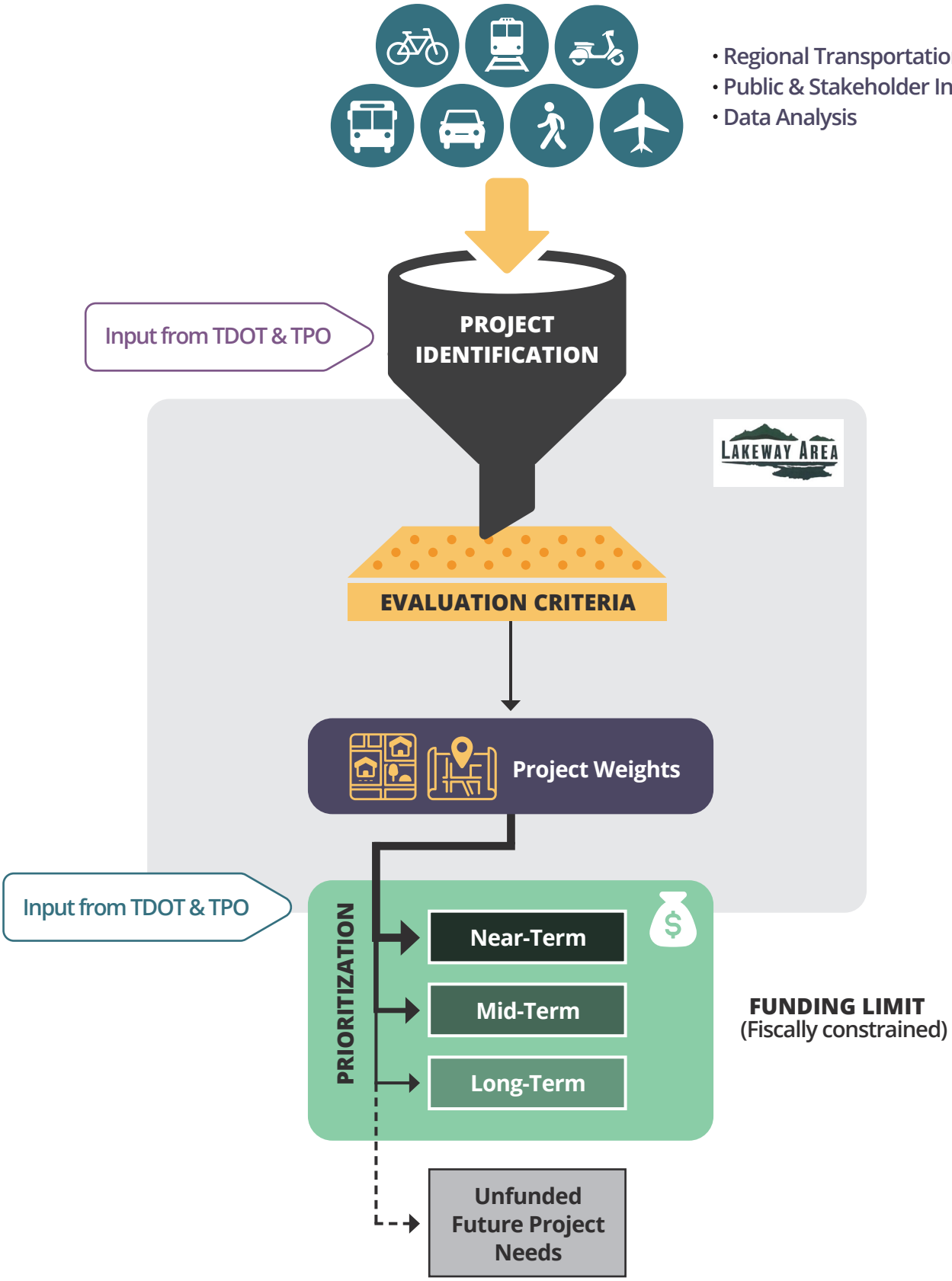


Figure 3.3: General process for project prioritization and funding

Funding Plan

03

Transportation Revenue Sources

This Mobility Plan considers a variety of funding sources in identifying transportation needs. The funding will balance total project costs expected in the region. To estimate revenues that our region can **reasonably anticipate receiving** federal, state, and local funding opportunities are evaluated.

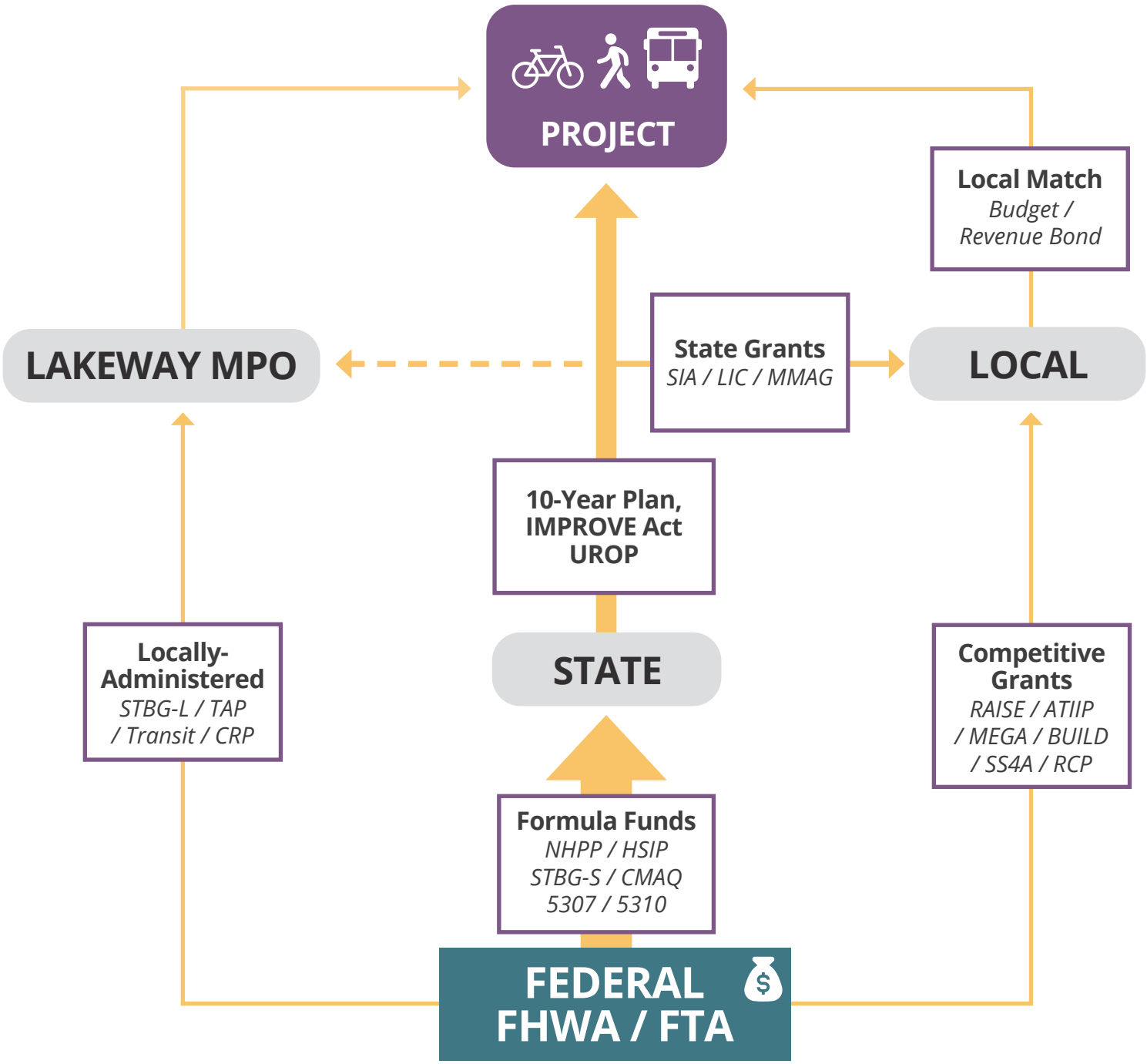


Figure 3.4: Where Does Project Funding Come From?

Where are we heading?

Long range transportation plans like Mobility 2050 consider project funding in three timeframes called horizons. Breaking down the 25-year plan into these smaller horizons helps to better align available revenues and project needs. Using floating annual average anticipated revenues figures based upon a ten-year rolling average derived from historical allocations from funding programs, and considering the Tennessee Department of Transportation 10-Year Plan, highway revenues are anticipated to grow by 2.2% annually, estimating approximately **$352 million** in new revenues for improvements, operations, and maintenance of the transportation system. Some funding programs, such as the Carbon Reduction Program (CRP), were considered not "reasonably expected to be available" and excluded from these projections.

Roadways Revenues, 2025-2050					Total
Funding Program	Horizon Year				
	2025-2028 TIP	2028-2030	2031-2040	2041-2050	
CMAQ	$321,787	$171,707	$980,134	$1,218,413	**$2,692,041**
HSIP	--	--	$16,468,357	$28,334,896	**$44,803,253**
NHPP	--	--	$36,118,029	$62,143,456	**$98,261,485**
STBG	--	--	$13,733,810	$23,629,928	**$37,363,738**
STBG-TA	$660,526	$352,460	$2,011,905	$2,501,016	**$5,525,907**
State-TDOT	$134,363,568	$460,804	$2,630,354	$3,269,815	**$140,724,542**
Others	--	--	$8,506,181	$14,635,447	**$23,141,628**
Subtotal	**$135,345,881**	**$984,971**	**$80,448,771**	**$135,732,971**	**$352,512,594**

Table 3.5: Roadways Revenues, 2025-2050
Data Source: Lakeway Area Metropolitan TPO

Learn more about where our funding comes from: **Appendix B & H**

Available transit revenues followed a similar analysis. Using historical figures and in consultation with East Tennessee Human Resources Agency (ETHRA) capital and operating expenses, revenues are anticipated to grow by 2.2% annually, estimating approximately **$436 million** in new revenues for maintenance and replacement of vehicles and other transit assets, as well as to fund service operations. ETHRA capital and operating expenses go to operation of services in both the Knoxville and Lakeway TPO planning areas.

ETHRA Revenues*			Total
Horizon Year	Capital	Operating	
2025-2028 TIP	$4,420,000	$49,260,000	**$53,680,000**
2025-2030	$7,300,000	$81,260,000	**$88,550,000**
2031-2040	$10,680,000	$120,430,000	**$131,110,000**
2041-2050	$13,320,000	$149,640,000	**$162,960,000**
Subtotal	**$35,720,000**	**$400,590,000**	**$436,300,000**

Table 3.6: ETHRA Revenues, 2025-2050
Data Source: ETHRA and FTA
**Funding programs include FTA programs 5307, 5310, 5339; TDOT programs UROP, and Critical Trip, as well as non-federal matching funds; and local revenue sources. Discretionary grant programs are generally not included, with the exception of CMAQ funds.*

Funding Plan by Horizon Year

03

Project Costs & Priorities

Lakeway TPO's 2050 MTP includes capital roadway, and non-roadway projects and demonstrates fiscal constraint: projected funds are sufficient to cover the cost of programmed projects. Revenues are balanced against rising project costs, using a 3.8% annual inflation rate for both capital and maintenance expenditures. Prioritized projects are then sorted into horizon years based upon Year of Expenditure (YOE) cost and funding program eligibility. Between MTP Update cycles, TPO staff manage these projects, including updates to funding projections and horizon years.

2025 - 2030

Highlights

1 intersection improvement
1 roadway widening project
Several bridge repair & maintenance projects

2031 - 2040

Highlights

11 Intersection improvement projects
4 Roadway resurfacing / repaving projects
2 ITS / Signal projects
2 Multimodal projects
2 New roadway realignments
1 Bridge replacement

2041-2050

Highlights

17 Interchange / Intersection improvement projects
6 Roadway resurfacing / repaving projects
2 Multimodal projects
8 Roadway projects

Learn more about our ITS Regional Architecture: **Appendix F**

REGIONAL PROJECT OUTLOOK

2030

3 total projects

$136M investment into the region

2 Hamblen County

1 Hamblen & Jefferson Counties

$133.5M in from the TDOT 10-Year Plan

1 intersection project (SR 34 Widening) estimating **$27M**

1 bridge maintenance project estimating **$66.5M**

1 roadway widening project (SR 34 Widening) estimating **$67M**

2040

25 total projects

$80M investment into the region

16 Hamblen County

19 Jefferson County

11 intersection Project (US 11E & SR 92 realignment) estimating **$22M**

4 resurfacing projects estimating **$4.9M**

2 multimodal projects (SR 343/Cumberland Street Sidewalks) estimating **$18.4M**

2050

36 total projects

$135M investment into the region

17 Hamblen County

19 Jefferson County

6 resurfacing projects estimating **$67M**

15 intersection projects estimating **$45M**

4 roadway widening projects estimating **$28.9M**

**All costs represent Year of Expenditure (YOE) costs*

Horizon Year	Number of Projects	Estimated Project Cost	Projected Revenues	Percent of Funds Allocated	Balance
2025-2030	3	$136,000,000	$136,330,852	100%	**$330,852**
2031-2040	25	$80,040,000	$80,448,771	99%	**$408,771**
2041-2050	36	$135,300,000	$135,732,971	100%	**$432,971**
Subtotal	**64**	**$351,340,000**	**$352,512,594**	**99.7%**	**$1,172,594**

Table 3.7: Project cost and fiscal constraint

Projects

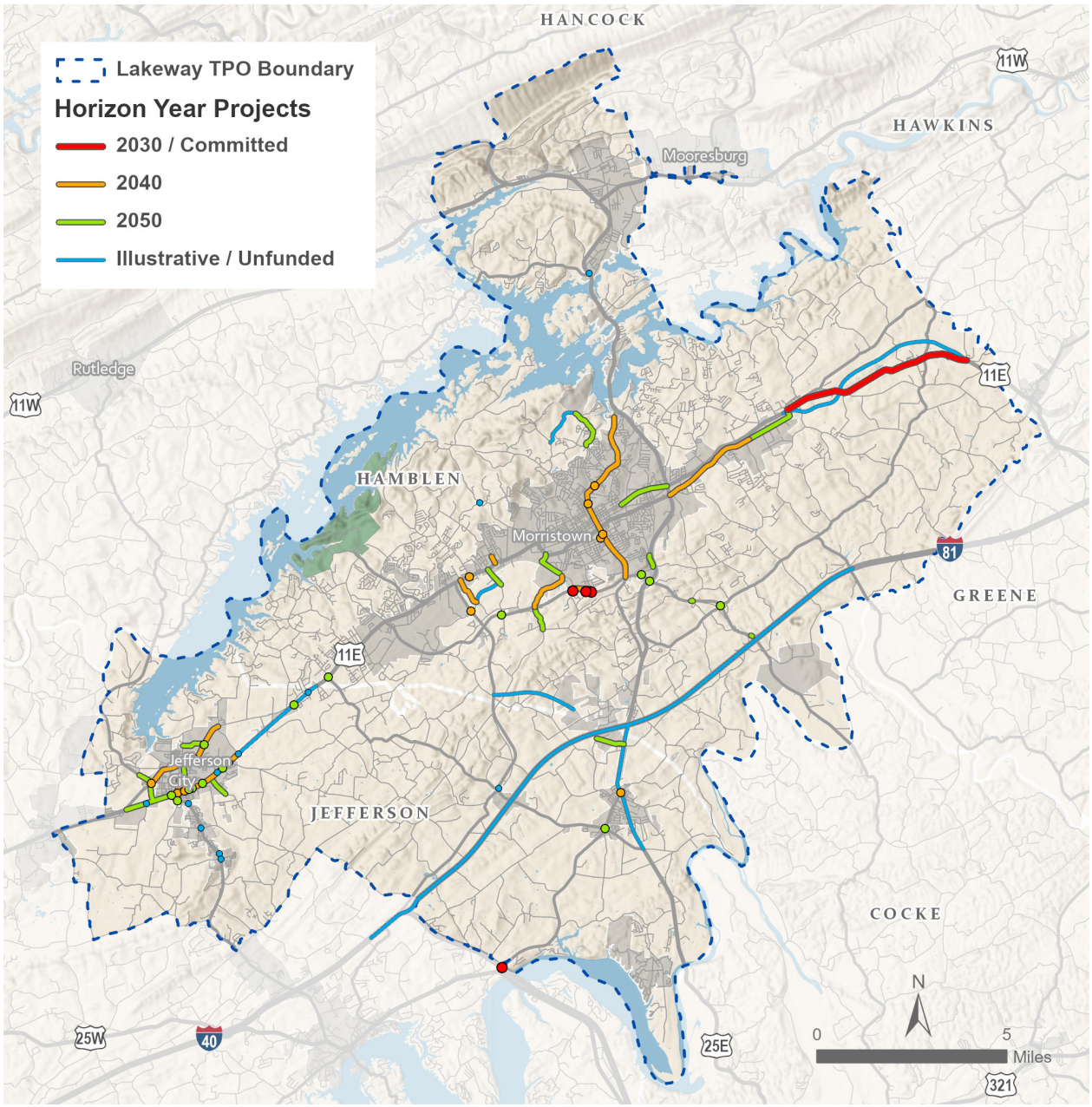


Figure 3.8: Fiscally Constrained Projects for the Lakeway Area MTPO

REGIONAL PROJECT SUMMARY

64 total projects

$74M Total Intersection Projects

$110M Corridor Projects

$29M Bicycle/Pedestrian or Transit

$285M project costs (2024 dollars)

Estimated to cost **$351M*** to construct by 2050

**All costs represent Year of Expenditure (YOE) costs*

Learn more about potential environmental impacts: **Appendix A**

Potential Environmental Impacts

Understanding potential impacts to our natural and cultural resources now improves project development by providing realistic assumptions about project feasibility and costs. While minimal impacts are anticipated among the projects programmed in this MTP, some projects to have the potential to impact our natural and cultural resources in the planning area.

Horizon Year	No. of Projects	IMPACTS				Potential Impact
		Stream & Hydro	Wetland	Flood Hazard	Environmental Burden	
2025-2030	2	Minimal	Minimal	Minimal	Moderate	Moderate
2031-2040	25	Minimal	Minimal	Moderate	Minimal	Moderate
2041-2050	36	Minimal	Minimal	Minimal	Minimal	Minimal
Illustrative	22	High	Moderate	Minimal	Minimal	N/A

Figure 3.9: Potential Environmental Impacts by Horizon Years

While not every project will have impacts, and among those that do, not all will have the same impacts or require the same mitigation, steps can be taken up front with regards to protecting these communal resources:

- **Avoid the impacts:** The first strategy in the environmental process is to avoid adverse impact altogether. To do this, the project team assembled a GIS database resource with natural, cultural, and historic resources early in the process.
- **Minimize impacts:** Exploring alternative routes for a new road construction to minimize distance through a wetland, or considering access management as an alternative to widening, may reduce impacts to these resources.
- **Mitigate impacts:** Where necessary, compensation for environmental impacts by providing suitable substitute resources of value, whether on-site or off-site, may be considered during the engineering design or construction phase.

The State of Tennessee offers additional strategies to Avoid, Minimize, or Mitigate potential impacts including the below resources:

The **Tennessee State Wildlife Action Plan** provides more information on state specific strategies to implement conservation strategies to protect and conserve the native species.

The Land Trust for Tennessee released a first-of-its kind **strategic conservation plan** in September 2019 to accelerate and guide work across the state, and highlight the importance of land conservation in Tennessee.

Public Notice

The Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) hosted a public meeting concerning the adoption of the 2050 Long Range Transportation Plan. Copies of the plan are on file with the Morristown Planning Department and are also on the LAMTPO website. The meeting was held on Wednesday, May 14th, 2025. All interested parties were invited to attend the meeting.

It is in the policy of LAMTPO not to discriminate on the basis of race, color, national origin, age, sex, or disability in operation of its programs, services, and activities.

A draft copy of the plan was sent to federal & state agencies for review & comment in Spring 2025, during the public comment period.

Appendix

Additional technical analysis has been assembled, summarized, shared with advisory committee members to guide this MTP update. These additional resources are available electronically and are omitted from this document for improved readability by non-technical stakeholders. Appendix items include:

A. Recommended Projects

B. Financial Revenues

C. Technical Advisory Committee (TAC) Meetings

D. Public Engagement Resources

E. System Performance Measures

F. ITS / System Architecture

G. Multimodal Assessment

H. Transit System Summary

I. Resiliency Planning / Security

J. Travel Demand Model Documentation