

AGENDA
JOHNSON CITY MTPO
Executive Board / Executive Staff
Wednesday December 14, 2011 at 3:00 p.m.
137 West Market Street, Johnson City, TN
Johnson City Transit Center, 1st Floor Training Room

Call to Order

1. Approval of Minutes

2. Self Certification Resolution
 - **Resolution 2011-12 (Vote Required)**

3. Consider approval of Amendment to the FY 2011-2014 TIP for Stream Mitigation Project, due to impacts of projects to SR-362 in Carter County
 - **Resolution 2011-13 (Vote Required)**

4. Consider approval of Amendment to the FY 2011-2014 TIP to include additional funding for State Route 91 Project Right of Way (ROW) Phase
 - **Resolution 2011-14 (Vote Required)**

5. Update on Senate Bill 1813 "Moving Ahead for Progress in the 21st Century" MAP-21, the "New Transportation Act."

6. Other Business / Citizens Concerns

7. Adjourn

ITEM 1

Approval of minutes from the November 3, 2011 Executive Board & Staff Meeting.

**Johnson City Metropolitan Planning Organization
Executive Board and Executive Staff Meeting, Thursday at 9:00 a.m.
Johnson City Transit Center, 1st Floor Training Room
137 West Market Street, Johnson City, TN
November 3, 2011**

Executive Board Present

The Honorable Mayor Eldridge, Washington County
Deborah Fleming, for Governor Bill Haslam, State of Tennessee
The Honorable Vice Mayor Carriger, City of Johnson City
Bob Browning for the Honorable Mayor Wolfe, Town of Jonesborough
The Honorable Mayor Lynch, Town of Unicoi
Jon Hartman for the Honorable Mayor Alexander, City of Elizabethton

Executive Board Not Present

Mayor Humphrey, Mayor Carter County

Executive Staff Present

Pete Peterson, City of Johnson City
John Deakins, Jr., Washington County Highway Superintendent
Bob Browning, Town of Jonesborough
Chris Craig, FTDD

Executive Staff Not Present

Eldonna Janutolo, Johnson City Transit
Jack Perkins, Carter County Highway Department Superintendent
Glenn Rosenoff, Local Planning Office

Others Attending

Glenn Berry, Johnson City MTPO
Jeff Rawles, Johnson City MTPO
Mary Butler, Johnson City MTPO
Steve Neilson, City of Johnson City- Planning Department
Mike Potter, City of Elizabethton
Anthony Todd, City of Johnson City- Traffic Engineering Manager
David Ornduff, Citizen
Preston Elliott, RPM Transportation Consultants

Summary of Motions Passed:

- **Approved** minutes from June 8, 2011.
- **Approved** amendment adopting additional information on climate change and livability to the FY 2012 UPWP.
- **Approved** Self Certification Resolution for the TIP (Resolution 2011-08).
- **Approved** amendment to the FY 2011-2014 TIP for railroad crossing safety improvements at 2nd Avenue in Jonesborough (Resolution 2011-09).
- **Approved** amendment to the FY 2011-2014 TIP for additional capital funds for JCT under section 5307 program for FY 2011 (Resolution 2011-10).
- **Approved** amendment approving, recommend/reaffirming priority list for major road projects for TDOT's work program (Resolution 2011-11).

Meeting Minutes:

Agenda Item 1: Meeting called to order at 10:00 a.m. by Mr. Carriger. A sign-in sheet was passed to each member.

Agenda Item 2: The minutes from the June 8, 2011 meeting were reviewed. Ms. Fleming made a motion for the board to approve the document. Mr. Hartman seconded the motion. All approved. Motion carried.

Agenda Item 3: Mr. Berry stated that an Executive Board vote was required to amend the Unified Planning Work Program (UPWP). Mr. Berry informed the Board that additional information on livability and climate change was requested by FHWA, to be added to the UPWP. Mr. Browning made a motion for the board to approve. Ms. Fleming seconded the motion. All approved. Motion carried.

Agenda Item 4: Mr. Berry stated that an Executive Board vote was required to approve and endorse the Self Certification Resolution for 2011-2014 TIP (Resolution 2011-08). The Johnson City MTPO is required by federal law to provide Self Certification that the Johnson City MTPO meets requirements of U.S. Code 23 of the Federal Regulations 450.334. Mr. Lynch made a motion for the board to approve. Mr. Eldridge seconded the motion. All approved. Motion carried.

Agenda Item 5: Mr. Berry explained that the Town of Jonesborough was requesting funds from the MPO's local allocation of STP funds (STP-LOCAL) to be used in upgrading the rail crossing at 2nd avenue on Jonesborough to meet current federal standards. Mr. Berry stated that the Town of Jonesborough is currently in the process of extending a bicycle/pedestrian trail. The location of the future trail falls within 200 feet of the Norfolk Southern railroad, due to this distance, it is required that all rail crossings meeting certain safety standards. It was also pointed out this requirement was established by the state of Tennessee due to a Supreme Court case where a driver of a vehicle, Mr. Shanklin was unfortunately killed at railroad crossing in west Tennessee several years ago.

At this time, 2nd Avenue is does not meet all current safety standards, namely automatic crossing gates. After researching federal legislation and consulting with the Tennessee Department of Transportation it was the concurrent opinion, improvements for this project would be funded at 100% and required no local match. Mr. Berry explained that the FY 2011-2014 TIP must be amended to reflect a new project for railroad crossing safety improvements at 2nd Avenue in Jonesborough. Mr. Carriger made a motion for the board to approve. Mr. Deakins seconded the motion. All approved. Motion carried.

Agenda Item 6: Mr. Berry explained that additional capital funds were anticipated to Johnson City Transit (JCT) under Federal Transit Administration (FTA) Section 5307 program for Fiscal Year 2011 and before the funds were approved FTA required the funds be included in the Transportation Improvement Program. Mr. Eldridge made a motion for the board to approve the TIP amendment. Mr. Peterson seconded the motion. All approved. Motion carried.

Agenda Item 7: Mr. Berry explained that the Tennessee Department of Transportation had sent a list of projects to be ranked and considered for funding in the upcoming TDOT three year work program. Mr. Berry presented the list and stated they were all included on last year's list of projects that were sent to the TDOT Commissioner along with other key TDOT staff and state legislators that had requested the MTPO to keep them informed of projects. The list provided by TDOT, identified two projects that were already funded and did not have to be ranked. They were the SR-36 project (Boone Avenue) to SR 75 in Washington County and SR-362 (Gap Creek Road) Project in Carter County. He pointed out while TDOT

did not request the MTPO to rank them, he strongly suggested the projects be bid and a contract awarded for their construction. All members agreed.

Mr. Berry referred to the list provided by the TDOT and pointed out only one project was identified by TDOT to be considered for construction funding in FY-2013 and that was the Interchange Modification project for I-26 (Exit 13) interchange with SR 75 and therefore it would be ranked number 1 for FY 2013 if the Board agreed.

Under FY-14 / FY-15 program Mr. Berry pointed out there were three projects were being requested for ranking, I-26 Exit 17 Interchange with SR-354 (Boones Creek Road), I-26 Exit 24 Ramp Improvements at SR 67, both located in Washington County and SR 91-Ext Project located in Carter County from the intersection of SR 91 and SR 67 on the west end to the intersection of SR 91 and US321 / US 19E / SR 37 on the east end. Initially there was discussion on lumping the all the interchanges on I-26 with the same ranking at number 1, however it was pointed out by Deborah Fleming, TDOT that while it was possible to rank all the interchanges as a "group" doing this would be "all or nothing" type of scenario; thus they would all receive funding or none of them would receive funding. Mr. Berry also pointed out the average daily traffic along I-26 near these projects were close to 50,000 plus vehicles per day. He also stated improvements on I-26 had significant regional impacts, especially in the event of I-40 to North Carolina being shut down and traffic being diverted to I-26 through Johnson City again.

In the discussion about SR 91 improvements the project was, at this time, still in and Environmental Impact Statement and the final recommendation for project alignment had not been completed. With these considerations Mr. Berry recommended the projects for FY14/FY15 be ranked as follows:

Exit 17 on I-26 ranked number 1 for FY14/FY15
Exit 24 on I-26 ranked number 2 for FY14/FY15
SR 91 Ext. Project ranked number 3 for FY 14/FY15

In addition, Mr. Berry stated all of these projects were a priority for the MTPO and if funds were available they all be completed as soon as possible.

Mr. Berry stated it was now up to the Board to rank the projects. Mr. Deakins made a motion for the board to approve the project ranking as follows:

FY 2013

1. Exit 13 on I-26 be number 1 for FY 2013 – Construction

FY 2014 / FY 2015

1. Exit 17 on I-26 ranked number 1 for FY14/FY15
2. Exit 24 on I-26 ranked number 2 for FY14/FY15
3. SR 91 Ext. Project ranked number 3 for FY 14/FY15

Mr. Browning seconded the motion. All approved. Motion carried.

Agenda Item 8: Mr. Rawles gave an update on the Johnson City Transit ITS project. Mr. Rawles gave a brief review of the ITS project for JCT. He stated that JCT was currently implementing a real time bus stop/AVL on the entire fleet for JCT. Mr. Rawles stated that the installation for all JCT vehicles had just been completed at the beginning of October. He said the entire project should be completed by April – May of 2012.

Agenda Item 9: Mr. Elliott with RPM Transportation Consultants was introduced and gave an update on the 2035 Long Range Plan Update. Mr. Elliott informed they were currently updating the transportation model. He indicated 2010 census data was available and the model will be calibrated using this data. He said the model will be a more robust model that will cover all of Washington, Carter, and Unicoi Counties. Mr. Elliott said the other section that was underway, was the Human Services Coordination Plan. He also informed the Board of the public participation process, which will include an online survey, public meetings, and stake holder meetings.

Agenda Item 10: Other Business/Citizens concerns. There was no other business or concerns.

Agenda Item 11: Mr. Carriger made closing statements, and the meeting was adjourned at approximately 10:07 a.m.

ITEM 2

Resolution 2011-12 Consider a resolution reaffirming the “Self Certifications and Federal Certifications” for the Johnson City MTPO that must accompany amendments to the Transportation Improvement Program (TIP).

The Johnson City MTPO is required to comply with federal law to “Self Certify” they are following all regulations as identified in U.S. CFR 23 Section 450.334 and an approved certification must be sent with the entire proposed TIP or when it is amended.

This item requires approval from the MTPO Executive Board by vote and accompanying resolution.

**RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPLITAN TRANSPORTATION
PLANNING ORGANIZATION (MTPO) to Re-Affirm the**

“Self Certifications and Federal Certifications”

WHEREAS, in accordance with the requirements of the U.S. Department of Transportation, the Johnson City MTPO is required to prepare a Transportation Improvement Program (TIP); and

WHEREAS, the Transportation Improvement Program (TIP) documents a cooperatively developed program of projects scheduled for implementation during the projected four-year period; and

WHEREAS, the Johnson City MTPO has adopted a Long Range Transportation Plan which serves as a guide for the development of the Transportation Improvement Program (TIP); and

WHEREAS, the Johnson City MTPO follows the rules, regulations, and requirements of Safe, Accountable, Flexible, Efficient, Transportation Equity Act: a Legacy for Users of 2005 commonly referred to as SAFETEA-LU; and

WHEREAS, in accordance with the requirements set forth in SAFETEA-LU, the Johnson City MTPO Executive Board hereby determines the use of various Federal Highway Administration funds, including Surface Transportation Program, Bridge Rehabilitation and Reconstruction, STP Enhancement, National Highway System, Highway Safety Improvement Program, Interstate Maintenance, Federal Transit Administration Capital Operating and Planning, and American Recovery and Reinvestment Act of 2009, commonly referred to as Economic Stimulus funds for the Johnson City MTPO Area projects, as listed in the TIP; and

WHEREAS, the Johnson City MTPO does hereby certify that the requirements of U.S. Code 23 of the Federal Regulations 450.334 are met.

NOW THEREFORE, BE IT RESOLVED, that the Executive Board and Executive Staff of the Johnson City Metropolitan Transportation Planning Organization do hereby approve and endorse the following certifications, as set forth in U.S. 23CFR Section 450.334, as to be submitted with the Johnson City MTPO Area FY 2011-2014 Transportation Improvement Program as amended.

SELF CERTIFICATIONS AND FEDERAL CERTIFICATIONS
23CFR 450.334

- (1) 23 USC 134, 49 USC 5303 (Highway and Transit)
- (2) In non-attainment and maintenance areas, section 174 and 176 (c) and (d) of the Clean Air Act, as amended 942 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 200d-1) and 49 CFR part 21
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, and national origin, sex, or age in employment or business opportunity
- (5) Section 1101 (b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts
- (7) Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 1201 ET. Seq.) and 49 CFR parts 27, 37 and 38
- (8) The older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 749) and 49 CFR part 27 regarding discrimination against individuals with disabilities

Chairperson
MTPO Executive Board

Date

Chairperson
MTPO Executive Staff

Date

ITEM 3

Resolution 2011-13 Consider approval of Amendment to the FY 2011-2014 TIP for Stream Mitigation, due to impacts of projects to SR-362 in Carter County.

In developing the SR-362 (Gap Creek Road) project located in Carter County impacts on Gap Creek were identified by the Tennessee Department of Transportation in the environmental review process. The Tennessee Department of Transportation worked closely with the Tennessee Department of Environment and Conservation to mitigate the impacts of the SR-362 project however they were unable to fulfill the offsets required within the same area. They were however successful at identifying two other locations where mitigation on streams could occur, thus offsetting the impacts on Gap Creek.

These locations are both located in Elizabethton / Carter County. One project is the Mill Race mitigation which is near the Covered Bridge in Elizabethton and the other is near Buffalo Creek at Lions Field in Elizabethton. The City of Elizabethton is had previously identified Mill Race needing improvements, however there were no funds for the actual project unavailable until this opportunity became available.

Buffalo Creek near lions field was also identified a mitigation area and builds on the existing mitigation project that was done approximately two to three years ago in the same area.

Funding for the projects are from state surface transportation program funds (State STP) with the match being provide by the Tennessee Department of Transportation.

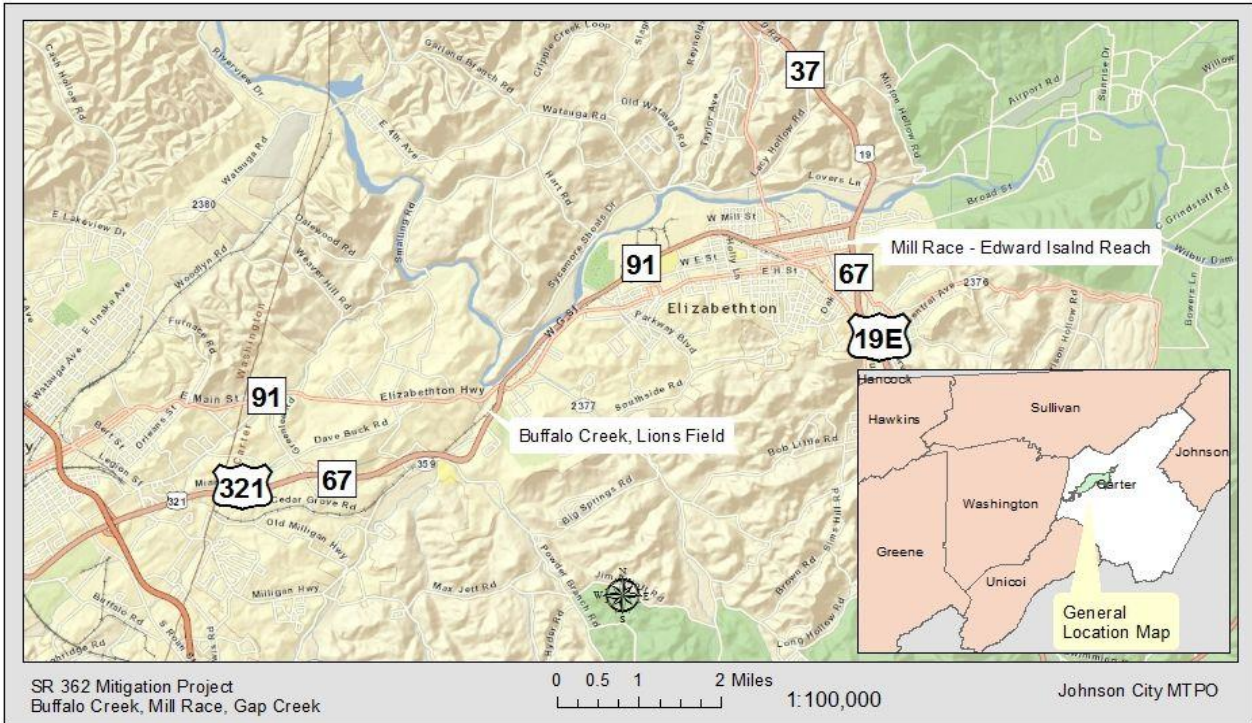
It is recommended the SR 362 Mitigation Project be amended into the TIP as requested by the Tennessee Department of Transportation.

TIP #	2012-02	TDOT PIN#	101216.02	PRIORITY	HIGH	LEAD AGENCY	TDOT
COUNTY/CITY	Carter	LENGTH	5.95	L RTP#	E+C; 11	CONFORMITY	Attainment
PROJECT NAME	SR-362 Mitigation		TOTAL PROJECT COST	\$700,000			
TERMINI OR INTERSECTION	Buffalo Creek, Mill Race, Gap Creek						
PROJECT DESCRIPTION	Stream Mitigation						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2012	CN	STP-STATE	\$700,000	\$560,000	\$140,000	

AMENDMENT #		ADJUSTMENT #		REMARKS	STIP # 10035
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Location Map



JOHNSON CITY MTPO 2011 - 2014 TIP HIGHWAY FUNDING SUMMARY
Tables reflect Year of Expenditure Dollars and a 2.5% inflation rate was used.
A one percent inflation rate was used for Operations & Maintenance.

HIGHWAY TOTALS FOR FY-2011

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
BRR-L	\$88,000.00	\$88,000.00	\$0.00
BRR-S	\$229,000.00	\$229,000.00	\$0.00
BRBD	\$10,000.00	\$10,000.00	\$0.00
HPP	\$10,072,519.00	\$10,072,519.00	\$0.00
IM	\$405,000.00	\$405,000.00	\$0.00
NHS	\$0.00	\$0.00	\$0.00
STP (State)	\$81,778,618.00	\$81,778,618.00	\$0.00
STP (Local)	\$8,699,066.00	\$7,356,600.00	\$1,342,466.00
HSIP	\$1,000,000.00	\$1,000,000.00	\$0.00
SRTS	\$500,000.00	\$500,000.00	\$0.00
Operations & Maintenance	\$13,507,661.00	\$13,507,661.00	\$0.00
ENH	\$2,437,760.00	\$2,437,760.00	\$0.00
IVHS	\$3,446,843.00	\$3,446,843.00	\$0.00
NHCB	\$320,000.00	\$320,000.00	\$0.00
Local (100%)	\$2,541,547.00	\$2,541,547.00	\$0.00
Total	\$125,036,014.00	\$123,693,548.00	\$1,342,466.00

HIGHWAY TOTALS FOR FY-2012

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
BRR-L	\$88,000.00	\$88,000.00	\$0.00
BRR-S	\$20,000.00	\$20,000.00	\$0.00
BRBD	\$10,000.00	\$10,000.00	\$0.00
HPP	\$0.00	\$0.00	\$0.00
IM	\$1,930,000.00	\$1,930,000.00	\$0.00
NHS	\$200,000.00	\$200,000.00	\$0.00
STP (State)	\$310,000.00	\$310,000.00	\$0.00
STP (Local)	\$2,497,808.00	\$1,360,000.00	\$1,137,808.00
HSIP	\$1,000,000.00	\$1,000,000.00	\$0.00
SRTS	\$0.00	\$0.00	\$0.00
Operations & Maintenance	\$13,642,738.00	\$13,642,738.00	\$0.00
IVHS	\$0.00	\$0.00	\$0.00
ENH	\$664,000.00	\$664,000.00	\$0.00
NHCB	\$0.00	\$0.00	\$0.00
Local (100%)	\$253,000.00	\$253,000.00	\$0.00
Total	\$20,615,546.00	\$19,477,738.00	\$1,137,808.00

HIGHWAY TOTALS FOR FY-2013

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
BRR-L	\$88,000.00	\$88,000.00	\$0.00
BRR-S	\$20,000.00	\$20,000.00	\$0.00
BRBD	\$10,000.00	\$10,000.00	\$0.00
HPP	\$0.00	\$0.00	\$0.00
IM	\$30,000.00	\$30,000.00	\$0.00
NHS	\$200,000.00	\$200,000.00	\$0.00
STP (State)	\$310,000.00	\$310,000.00	\$0.00
STP (Local)	\$2,293,150.00	\$1,650,000.00	\$643,150.00
HSIP	\$1,000,000.00	\$1,000,000.00	\$0.00
SRTS	\$0.00	\$0.00	\$0.00
Operations & Maintenance	\$13,779,166.00	\$13,779,166.00	\$0.00
IVHS	\$0.00	\$0.00	\$0.00
ENH	\$664,000.00	\$664,000.00	\$0.00
NHCB	\$0.00	\$0.00	\$0.00
Local (100%)	\$213,000.00	\$213,000.00	\$0.00
Total	\$18,607,316.00	\$17,964,166.00	\$643,150.00

HIGHWAY TOTALS FOR FY-2014

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
BRR-L	\$88,000.00	\$88,000.00	\$0.00
BRR-S	\$20,000.00	\$20,000.00	\$0.00
BRBD	\$0.00	\$0.00	\$0.00
HPP	\$0.00	\$0.00	\$0.00
IM	\$30,000.00	\$30,000.00	\$0.00
NHS	\$200,000.00	\$200,000.00	\$0.00
STP (State)	\$310,000.00	\$310,000.00	\$0.00
STP (Local)	\$1,798,492.00	\$100,000.00	\$1,698,492.00
HSIP	\$1,000,000.00	\$1,000,000.00	\$0.00
SRTS	\$0.00	\$0.00	\$0.00
Operations & Maintenance	\$13,916,957.00	\$13,916,957.00	\$0.00
IVHS	\$0.00	\$0.00	\$0.00
ENH	\$0.00	\$0.00	\$0.00
NHCB	\$0.00	\$0.00	\$0.00
Local (100%)	\$47,000.00	\$47,000.00	\$0.00
Total	\$17,410,449.00	\$15,711,957.00	\$1,698,492.00

Grand Total	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
	\$181,669,325.00	\$179,970,833.00	\$1,698,492.00

**Amended
December 14, 2011**

JOHNSON CITY MTPO 2011 - 2014 TIP HIGHWAY FUNDING SUMMARY
Tables reflect Year of Expenditure Dollars and a 2.5% inflation rate was used.
A one percent inflation rate was used for Operations & Maintenance.

HIGHWAY TOTALS FOR FY-2011

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
BRR-L	\$88,000.00	\$88,000.00	\$0.00
BRR-S	\$229,000.00	\$229,000.00	\$0.00
BRBD	\$10,000.00	\$10,000.00	\$0.00
HPP	\$10,072,519.00	\$10,072,519.00	\$0.00
IM	\$405,000.00	\$405,000.00	\$0.00
NHS	\$0.00	\$0.00	\$0.00
STP (State)	\$81,778,618.00	\$81,778,618.00	\$0.00
STP (Local)	\$8,699,066.00	\$7,356,600.00	\$1,342,466.00
HSIP	\$1,000,000.00	\$1,000,000.00	\$0.00
SRTS	\$500,000.00	\$500,000.00	\$0.00
Operations & Maintenance	\$13,507,661.00	\$13,507,661.00	\$0.00
ENH	\$2,437,760.00	\$2,437,760.00	\$0.00
IVHS	\$3,446,843.00	\$3,446,843.00	\$0.00
NHCB	\$320,000.00	\$320,000.00	\$0.00
Local (100%)	\$2,541,547.00	\$2,541,547.00	\$0.00
Total	\$125,036,014.00	\$123,693,548.00	\$1,342,466.00

HIGHWAY TOTALS FOR FY-2012

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
BRR-L	\$88,000.00	\$88,000.00	\$0.00
BRR-S	\$20,000.00	\$20,000.00	\$0.00
BRBD	\$10,000.00	\$10,000.00	\$0.00
HPP	\$5,653,089.00	\$5,653,089.00	\$0.00
IM	\$1,930,000.00	\$1,930,000.00	\$0.00
NHS	\$200,000.00	\$200,000.00	\$0.00
STP (State)	\$1,010,000.00	\$1,010,000.00	\$0.00
STP (Local)	\$2,497,808.00	\$1,360,000.00	\$1,137,808.00
HSIP	\$1,000,000.00	\$1,000,000.00	\$0.00
SRTS	\$0.00	\$0.00	\$0.00
Operations & Maintenance	\$13,642,738.00	\$13,642,738.00	\$0.00
IVHS	\$0.00	\$0.00	\$0.00
ENH	\$664,000.00	\$664,000.00	\$0.00
NHCB	\$0.00	\$0.00	\$0.00
Local (100%)	\$253,000.00	\$253,000.00	\$0.00
Total	\$26,968,635.00	\$25,830,827.00	\$1,137,808.00

**Amended
December 14, 2011**

HIGHWAY TOTALS FOR FY-2013

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
BRR-L	\$88,000.00	\$88,000.00	\$0.00
BRR-S	\$20,000.00	\$20,000.00	\$0.00
BRBD	\$10,000.00	\$10,000.00	\$0.00
HPP	\$0.00	\$0.00	\$0.00
IM	\$30,000.00	\$30,000.00	\$0.00
NHS	\$200,000.00	\$200,000.00	\$0.00
STP (State)	\$310,000.00	\$310,000.00	\$0.00
STP (Local)	\$2,293,150.00	\$1,650,000.00	\$643,150.00
HSIP	\$1,000,000.00	\$1,000,000.00	\$0.00
SRTS	\$0.00	\$0.00	\$0.00
Operations & Maintenance	\$13,779,166.00	\$13,779,166.00	\$0.00
IVHS	\$0.00	\$0.00	\$0.00
ENH	\$664,000.00	\$664,000.00	\$0.00
NHCB	\$0.00	\$0.00	\$0.00
Local (100%)	\$213,000.00	\$213,000.00	\$0.00
Total	\$18,607,316.00	\$17,964,166.00	\$643,150.00

HIGHWAY TOTALS FOR FY-2014

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
BRR-L	\$88,000.00	\$88,000.00	\$0.00
BRR-S	\$20,000.00	\$20,000.00	\$0.00
BRBD	\$0.00	\$0.00	\$0.00
HPP	\$0.00	\$0.00	\$0.00
IM	\$30,000.00	\$30,000.00	\$0.00
NHS	\$200,000.00	\$200,000.00	\$0.00
STP (State)	\$310,000.00	\$310,000.00	\$0.00
STP (Local)	\$1,798,492.00	\$100,000.00	\$1,698,492.00
HSIP	\$1,000,000.00	\$1,000,000.00	\$0.00
SRTS	\$0.00	\$0.00	\$0.00
Operations & Maintenance	\$13,916,957.00	\$13,916,957.00	\$0.00
IVHS	\$0.00	\$0.00	\$0.00
ENH	\$0.00	\$0.00	\$0.00
NHCB	\$0.00	\$0.00	\$0.00
Local (100%)	\$47,000.00	\$47,000.00	\$0.00
Total	\$17,410,449.00	\$15,711,957.00	\$1,698,492.00

Grand Total	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
	\$188,022,414.00	\$186,323,922.00	\$1,698,492.00

RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) TO AMEND

THE 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM BY ADDING NEW STATE STP PROJECT FOR STREAM MITIGATION, DUE TO IMPACTS OF PROJECTS TO STATE ROUTE 362 IN CARTER COUNTY

Whereas, Johnson City Metropolitan Transportation Planning Organization (MTPO) is responsible for programming of funds for Transportation Purposes; and

Whereas, it is the responsibility of the Johnson City MTPO to program these funds for transportation projects in the Transportation Improvement Program (TIP); and

Whereas, the Johnson City MTPO is amending the FY 2011-2014 TIP at the request of the Tennessee Department of Transportation (TDOT); and

Whereas, the Johnson City MTPO FY 2011-2014 Transportation Improvement Program must be amended to show the addition of a new project for stream mitigation, due to impacts of projects to State Route 362 in Carter County; and

NOW THEREFORE, be it resolved the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does amend the 2011 – 2014 Transportation Improvement Program to show the addition of stream mitigation, due to impacts of projects to State Route 362 in Carter County.

MTPO Executive Board, Chairperson

Date

MTPO Executive Staff, Chairperson

Date

ITEM 4

Resolution 2011-14 Consider approval of Amendment to the FY 2011-2014 TIP to include additional funding for FY 2012 for the SR-91 Project for Right of Way (ROW)

The Tennessee Department of Transportation is requesting the Johnson City MTPO 2011-2014 Transportation Improvement Program (TIP) be amended to include funds for R-O-W on the SR -91 Project located in Elizabethton / Carter County. It should be noted the termini of the project has not changed. The project starts at the intersection of SR 91 with SR 67-(US 321) on the east end of Elizabethton and with the western terminus on located at the intersection of SR 91 with SR 37 (US 19E).

The funding for this project is coming from the federal High Priority Project (HPP) program with local match coming from the Tennessee Department of Transportation.

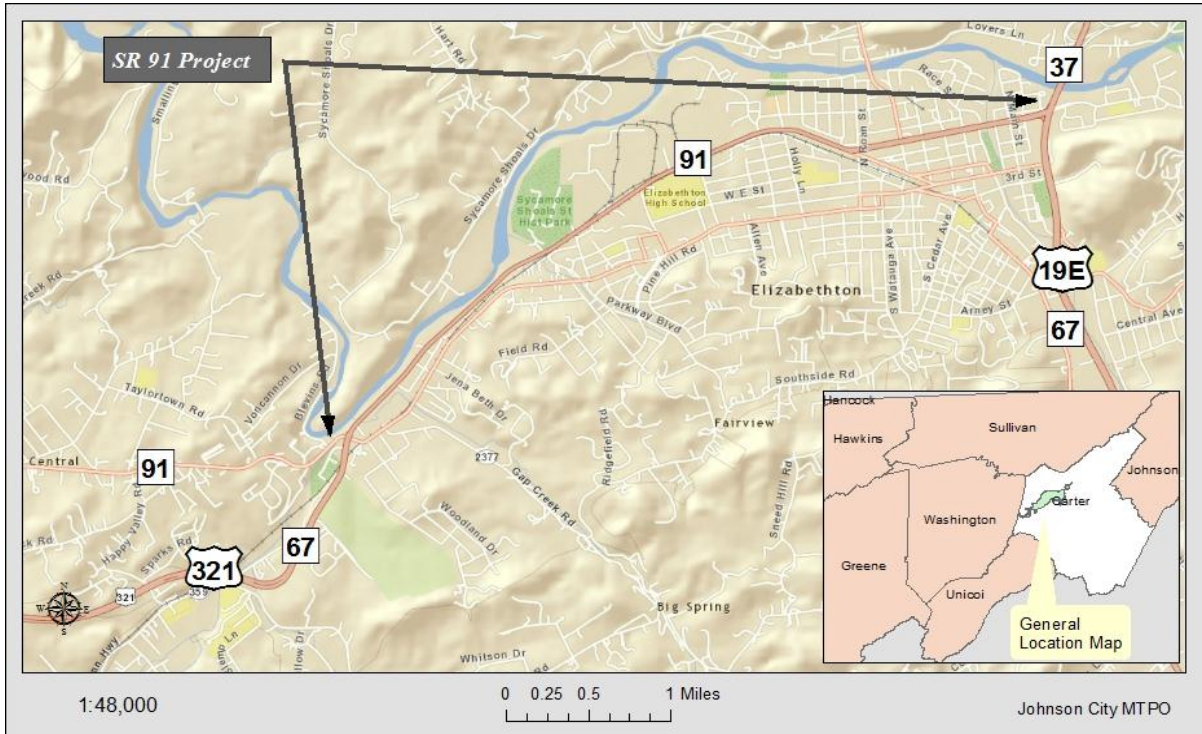
It is recommended this amendment be approved.

TIP #	2006-10	TDOT PIN#	43975.01	PRIORITY	High	LEAD AGENCY	TDOT
COUNTY	Carter	LENGTH	5	L RTP#		CONSISTENT W/PLAN	CONFORMITY Attainment
PROJECT NAME	SR-91	TOTAL PROJECT COST	\$24,700,000				
TERMINI OR INTERSECTION	HPP ID# TN024/TEA-21 Sec. 1602 SR 67-(US 321) to SR-37 (US -19E)						
PROJECT DESCRIPTION	Reconst. existing 5-lane for various safety and pedestrian improvements, including repaving ,restriping ,curb ,gutter, sidewalks, etc.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2012	ROW	HPP	\$5,200,000	\$4,160,000	\$1,040,000	
2012	PE(ADD)	HPP	\$435,089	\$362,471	\$90,618	

AMENDMENT #	ADJUSTMENT #	REMARKS
		In Previous TIP: STIP # 10010

Location Map



JOHNSON CITY MTPO 2011 - 2014 TIP HIGHWAY FUNDING SUMMARY
Tables reflect Year of Expenditure Dollars and a 2.5% inflation rate was used.
A one percent inflation rate was used for Operations & Maintenance.

HIGHWAY TOTALS FOR FY-2011

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
BRR-L	\$88,000.00	\$88,000.00	\$0.00
BRR-S	\$229,000.00	\$229,000.00	\$0.00
BRBD	\$10,000.00	\$10,000.00	\$0.00
HPP	\$10,072,519.00	\$10,072,519.00	\$0.00
IM	\$405,000.00	\$405,000.00	\$0.00
NHS	\$0.00	\$0.00	\$0.00
STP (State)	\$81,778,618.00	\$81,778,618.00	\$0.00
STP (Local)	\$8,699,066.00	\$7,356,600.00	\$1,342,466.00
HSIP	\$1,000,000.00	\$1,000,000.00	\$0.00
SRTS	\$500,000.00	\$500,000.00	\$0.00
Operations & Maintenance	\$13,507,661.00	\$13,507,661.00	\$0.00
ENH	\$2,437,760.00	\$2,437,760.00	\$0.00
IVHS	\$3,446,843.00	\$3,446,843.00	\$0.00
NHCB	\$320,000.00	\$320,000.00	\$0.00
Local (100%)	\$2,541,547.00	\$2,541,547.00	\$0.00
Total	\$125,036,014.00	\$123,693,548.00	\$1,342,466.00

HIGHWAY TOTALS FOR FY-2012

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
BRR-L	\$88,000.00	\$88,000.00	\$0.00
BRR-S	\$20,000.00	\$20,000.00	\$0.00
BRBD	\$10,000.00	\$10,000.00	\$0.00
HPP	\$0.00	\$0.00	\$0.00
IM	\$1,930,000.00	\$1,930,000.00	\$0.00
NHS	\$200,000.00	\$200,000.00	\$0.00
STP (State)	\$310,000.00	\$310,000.00	\$0.00
STP (Local)	\$2,497,808.00	\$1,360,000.00	\$1,137,808.00
HSIP	\$1,000,000.00	\$1,000,000.00	\$0.00
SRTS	\$0.00	\$0.00	\$0.00
Operations & Maintenance	\$13,642,738.00	\$13,642,738.00	\$0.00
IVHS	\$0.00	\$0.00	\$0.00
ENH	\$664,000.00	\$664,000.00	\$0.00
NHCB	\$0.00	\$0.00	\$0.00
Local (100%)	\$253,000.00	\$253,000.00	\$0.00
Total	\$20,615,546.00	\$19,477,738.00	\$1,137,808.00

HIGHWAY TOTALS FOR FY-2013

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
BRR-L	\$88,000.00	\$88,000.00	\$0.00
BRR-S	\$20,000.00	\$20,000.00	\$0.00
BRBD	\$10,000.00	\$10,000.00	\$0.00
HPP	\$0.00	\$0.00	\$0.00
IM	\$30,000.00	\$30,000.00	\$0.00
NHS	\$200,000.00	\$200,000.00	\$0.00
STP (State)	\$310,000.00	\$310,000.00	\$0.00
STP (Local)	\$2,293,150.00	\$1,650,000.00	\$643,150.00
HSIP	\$1,000,000.00	\$1,000,000.00	\$0.00
SRTS	\$0.00	\$0.00	\$0.00
Operations & Maintenance	\$13,779,166.00	\$13,779,166.00	\$0.00
IVHS	\$0.00	\$0.00	\$0.00
ENH	\$664,000.00	\$664,000.00	\$0.00
NHCB	\$0.00	\$0.00	\$0.00
Local (100%)	\$213,000.00	\$213,000.00	\$0.00
Total	\$18,607,316.00	\$17,964,166.00	\$643,150.00

HIGHWAY TOTALS FOR FY-2014

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
BRR-L	\$88,000.00	\$88,000.00	\$0.00
BRR-S	\$20,000.00	\$20,000.00	\$0.00
BRBD	\$0.00	\$0.00	\$0.00
HPP	\$0.00	\$0.00	\$0.00
IM	\$30,000.00	\$30,000.00	\$0.00
NHS	\$200,000.00	\$200,000.00	\$0.00
STP (State)	\$310,000.00	\$310,000.00	\$0.00
STP (Local)	\$1,798,492.00	\$100,000.00	\$1,698,492.00
HSIP	\$1,000,000.00	\$1,000,000.00	\$0.00
SRTS	\$0.00	\$0.00	\$0.00
Operations & Maintenance	\$13,916,957.00	\$13,916,957.00	\$0.00
IVHS	\$0.00	\$0.00	\$0.00
ENH	\$0.00	\$0.00	\$0.00
NHCB	\$0.00	\$0.00	\$0.00
Local (100%)	\$47,000.00	\$47,000.00	\$0.00
Total	\$17,410,449.00	\$15,711,957.00	\$1,698,492.00

Grand Total	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
	\$181,669,325.00	\$179,970,833.00	\$1,698,492.00

**Amended
December 14, 2011**

JOHNSON CITY MTPO 2011 - 2014 TIP HIGHWAY FUNDING SUMMARY
Tables reflect Year of Expenditure Dollars and a 2.5% inflation rate was used.
A one percent inflation rate was used for Operations & Maintenance.

HIGHWAY TOTALS FOR FY-2011

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
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BRR-S	\$229,000.00	\$229,000.00	\$0.00
BRBD	\$10,000.00	\$10,000.00	\$0.00
HPP	\$10,072,519.00	\$10,072,519.00	\$0.00
IM	\$405,000.00	\$405,000.00	\$0.00
NHS	\$0.00	\$0.00	\$0.00
STP (State)	\$81,778,618.00	\$81,778,618.00	\$0.00
STP (Local)	\$8,699,066.00	\$7,356,600.00	\$1,342,466.00
HSIP	\$1,000,000.00	\$1,000,000.00	\$0.00
SRTS	\$500,000.00	\$500,000.00	\$0.00
Operations & Maintenance	\$13,507,661.00	\$13,507,661.00	\$0.00
ENH	\$2,437,760.00	\$2,437,760.00	\$0.00
IVHS	\$3,446,843.00	\$3,446,843.00	\$0.00
NHCB	\$320,000.00	\$320,000.00	\$0.00
Local (100%)	\$2,541,547.00	\$2,541,547.00	\$0.00
Total	\$125,036,014.00	\$123,693,548.00	\$1,342,466.00

HIGHWAY TOTALS FOR FY-2012

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
BRR-L	\$88,000.00	\$88,000.00	\$0.00
BRR-S	\$20,000.00	\$20,000.00	\$0.00
BRBD	\$10,000.00	\$10,000.00	\$0.00
HPP	\$5,653,089.00	\$5,653,089.00	\$0.00
IM	\$1,930,000.00	\$1,930,000.00	\$0.00
NHS	\$200,000.00	\$200,000.00	\$0.00
STP (State)	\$1,010,000.00	\$1,010,000.00	\$0.00
STP (Local)	\$2,497,808.00	\$1,360,000.00	\$1,137,808.00
HSIP	\$1,000,000.00	\$1,000,000.00	\$0.00
SRTS	\$0.00	\$0.00	\$0.00
Operations & Maintenance	\$13,642,738.00	\$13,642,738.00	\$0.00
IVHS	\$0.00	\$0.00	\$0.00
ENH	\$664,000.00	\$664,000.00	\$0.00
NHCB	\$0.00	\$0.00	\$0.00
Local (100%)	\$253,000.00	\$253,000.00	\$0.00
Total	\$26,968,635.00	\$25,830,827.00	\$1,137,808.00

**Amended
December 14, 2011**

HIGHWAY TOTALS FOR FY-2013

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
BRR-L	\$88,000.00	\$88,000.00	\$0.00
BRR-S	\$20,000.00	\$20,000.00	\$0.00
BRBD	\$10,000.00	\$10,000.00	\$0.00
HPP	\$0.00	\$0.00	\$0.00
IM	\$30,000.00	\$30,000.00	\$0.00
NHS	\$200,000.00	\$200,000.00	\$0.00
STP (State)	\$310,000.00	\$310,000.00	\$0.00
STP (Local)	\$2,293,150.00	\$1,650,000.00	\$643,150.00
HSIP	\$1,000,000.00	\$1,000,000.00	\$0.00
SRTS	\$0.00	\$0.00	\$0.00
Operations & Maintenance	\$13,779,166.00	\$13,779,166.00	\$0.00
IVHS	\$0.00	\$0.00	\$0.00
ENH	\$664,000.00	\$664,000.00	\$0.00
NHCB	\$0.00	\$0.00	\$0.00
Local (100%)	\$213,000.00	\$213,000.00	\$0.00
Total	\$18,607,316.00	\$17,964,166.00	\$643,150.00

HIGHWAY TOTALS FOR FY-2014

Funding Source	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
BRR-L	\$88,000.00	\$88,000.00	\$0.00
BRR-S	\$20,000.00	\$20,000.00	\$0.00
BRBD	\$0.00	\$0.00	\$0.00
HPP	\$0.00	\$0.00	\$0.00
IM	\$30,000.00	\$30,000.00	\$0.00
NHS	\$200,000.00	\$200,000.00	\$0.00
STP (State)	\$310,000.00	\$310,000.00	\$0.00
STP (Local)	\$1,798,492.00	\$100,000.00	\$1,698,492.00
HSIP	\$1,000,000.00	\$1,000,000.00	\$0.00
SRTS	\$0.00	\$0.00	\$0.00
Operations & Maintenance	\$13,916,957.00	\$13,916,957.00	\$0.00
IVHS	\$0.00	\$0.00	\$0.00
ENH	\$0.00	\$0.00	\$0.00
NHCB	\$0.00	\$0.00	\$0.00
Local (100%)	\$47,000.00	\$47,000.00	\$0.00
Total	\$17,410,449.00	\$15,711,957.00	\$1,698,492.00

Grand Total	Total Funds Available	Programmed Expenditures	Unprogrammed Balance
	\$188,022,414.00	\$186,323,922.00	\$1,698,492.00

**RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPLITAN TRANSPORTATION
PLANNING ORGANIZATION (MTPO) TO AMEND**

**THE 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM BY ADDING ADDITIONAL FUNDING FOR
STATE ROUTE 91 RIGHT OF WAY IN CARTER COUNTY**

Whereas, Johnson City Metropolitan Transportation Planning Organization (MTPO) is responsible for programming of funds for Transportation Purposes; and

Whereas, it is the responsibility of the Johnson City MTPO to program these funds for transportation projects in the Transportation Improvement Program (TIP); and

Whereas, the Johnson City MTPO is amending the FY 2011-2014 TIP at the request of the Tennessee Department of Transportation (TDOT); and

Whereas, the Johnson City MTPO FY 2011-2014 Transportation Improvement Program must be amended to show additional funding for Right of Way (ROW) on State Route (SR) 91, from SR-67 to SR-37 in Carter County; and

NOW THEREFORE, be it resolved the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does amend the 2011 – 2014 Transportation Improvement Program to show additional funding for Right of Way (ROW) on State Route 91 in Carter County.

MTPO Executive Board, Chairperson

Date

MTPO Executive Staff, Chairperson

Date

ITEM 5

Update on Senate Bill 1813 Moving Ahead for Progress in the 21st Century (MAP-21) the “New Transportation Act.”

As many of you know Congress has not passed a new transportation act and currently the United States is working under continuing resolution of SAFETEA-LU. However, on November 7, 2011 the U.S. Senate officially introduced Senate Bill 1813 which provides fundamental changes for the way transportation is funding and implemented in the United States. The bill was read twice and referred to the Senate Committee on Environment and Public Works. On November 9, 2011 the Senate Committee on Environment and Public Works ordered to be reported with amendments favorably.

One of the primary changes for MPOs in Senate Bill 1813, as amended, is the new threshold population for an area to be designated as an MPO. The new threshold in Senate Bill 1813 is set at 200,000. MPOs between 200,000 and 1,000,000 population will be classified as “TIER II.” MPOs with a population above 1,000,000 will be classified as “TIER I.” Basically Senate Bill 1813 is redefining MPOS to address the transportation needs of the “large” and “super large” areas. Previously the threshold for MPO designation was a population of 50,000. In many cases “small urban areas” may now have to rely on the states to carry the federally required transportation planning activities to receive any federal funding for projects. Local jurisdictions still have the option of funding these projects with 100% local funds.

However, if an area is designated as “Nonattainment” under EPA guidelines, even projects funded by local jurisdictions at 100% that are determined to be “regionally significant” and not exempt under EPA guidelines would have to undergo “Transportation Conformity Modeling for Air Quality” to analyze the impacts on air quality and if the project could be constructed. This modeling would fall upon the local jurisdiction or state depending upon the location in areas where there is no MPO.

Under Senate Bill 1813, MPOs with a population of fewer than 200,000 will be terminated 3 years after the rules a “promulgated” by the US Department of Transportation.

The Johnson City MTPO’s official population is 102,456 from 2000 Census. Using two different methodologies we estimate the 2010 population for the Johnson City MTPO will be at 111,000 to 112,000. As you can see the Johnson City MTPO will not meet the new population threshold in Senate Bill 1813.

Existing MPOs under 200,000 may request a probationary continuation in an attempt to meet the TIER II planning requirements and continue operation. This following is directly from Senate Bill 1813

Section 1201, Metropolitan Transportation Planning (c) *Designation of Metropolitan Planning Organizations.*

“(6) EXTENSION-

(A) IN GENERAL- If the applicable Governor, acting on behalf of a metropolitan planning organization for an urbanized area with a population of less than 200,000 that would otherwise be terminated under paragraph (5)(B), requests a probationary continuation before the termination of the metropolitan planning organization, the Secretary shall--

(i) delay the termination of the metropolitan planning organization under paragraph (5)(B) for a period of 1 year; and

(ii) provide additional technical assistance to all metropolitan planning organizations provided an extension under this paragraph to assist the metropolitan planning organization in meeting the minimum requirements under subsection (e)(4)(B)(i).

(B) DESIGNATION AS TIER II MPO- If the Secretary determines the metropolitan planning organization has met the minimum requirements under subsection (e)(4)(B)(i) before the final termination date, the metropolitan planning organization shall be designated as a tier II MPO.”

While subsection (e)(4)(B)(i) provides general guidance on minimum requirements for MPOs, it should be noted the Secretary of the U.S. DOT has up to 1 year after the passage of the Act to issue the final rules regarding the planning requirements for TIER II MPOs.

There are many changes coming as it relates to transportation in the United States that will affect us all. Text on Mass Transit has not been written yet. We will continue to track this legislation and keep you informed of its progress and impacts.

At this time it is our intent to meet the TIER II planning requirements as allowed in the following section of the bill.

The House of Representatives has not released their version of the bill at this time. A complete copy of Senate Bill 1813 along with any status changes found at the following website:

<http://thomas.loc.gov/home/thomas.php>

Under the search option select the **“radio button” for Senate Bills**, and then enter **S.1813**.