Call to Order

1. Approval of Minutes

2. Review and Recommend approval of Amendment to the MTPO Public Participation Plan
   - Resolution 2011-01 (Vote Required)

3. Self Certification Resolution for the TIP
   - Resolution 2011-02 (Vote Required)

4. Consider approval of Amendment to the FY 2011-2014 TIP for Interchanges on I-26 at Exits 13, 17, and 24 for additional funding
   - Resolution 2011-03 (Vote Required)

5. Consider approval of Amendment to the FY 2011-2014 TIP for additional Section 5316 Job Access Funding and Section 5317 New Freedom Funding for Transit
   - Resolution 2011-04 (Vote Required)

6. Consider approval of Amendment to the FY 2011-2014 TIP for Elizabethton Signal Project
   - Resolution 2011-05 (Vote Required)

7. Review and Recommend Approval of the FY 2012 Unified Planning Work Program (UPWP) contingent on satisfactory comments from reviewing agencies (FHWA/FTA/TDOT).
   - Resolution 2011-06 (Vote Required)

8. Update from Transportation Planning Coordinator

9. Other Business / Citizens Concerns

10. Adjourn
ITEM 1

Approval of Minutes from the November 18, 2010 Executive Board & Staff Meeting.
Executive Board Present
Alan Bridwell, for the Honorable Mayor Eldridge Washington County
Deborah Fleming, for Governor Phil Bredesen State of Tennessee
Jane Myron, Honorable Mayor City of Johnson City
David Ornduff, for the Honorable Mayor Alexander City of Elizabethton
Leon Humphrey, the Honorable Mayor Carter County

Executive Board Not Present
Kelly Wolfe Honorable Mayor Town of Jonesborough
Johnny Lynch, Honorable Mayor Town of Unicoi

Executive Staff Present
Chris Craig, for Susan Reid (First TN Development District)
Fred Edens, City of Elizabethton
Eldonna Janutolo, Johnson City Transit
Pete Peterson, City of Johnson City

Executive Staff Not Present
John Deakins, Jr., Washington County Highway Superintendent
Jack Perkins, Carter County Highway Department Superintendent
Larry Ray, Unicoi Town Recorder

Others Attending
Glenn Berry, Johnson City MTPO
Jeff Rawles, Johnson City MTPO
Mary Butler, Johnson City MTPO
Randy Dodson, Mattern & Craig Engineering
Paige Donaldson, City of Johnson City- Intern
Jane Fillers, Johnson City Transit
Dustin King Daniels, City of Johnson City- Planning Department
Steve Neilson, City of Johnson City- Planning Department
Mike Potter, City of Elizabethton
Anthony Todd, City of Johnson City- Traffic Engineering Manager
Donna Bridwell, Johnson City Transit
Summary of Motions Passed:

- **Approved** minutes from July 20, 2010.

- **Approved** Self Certification Resolution for the TIP (Resolution 2010-13).

- **Approved** amendment to the FY 2011-2014 Transportation Improvement Program which represents project priorities and funding allocations for a four-year program of projects (Resolution 2010-14).
Meeting Minutes:

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

**Agenda Item 2:** The minutes from the July 20, 2010 were reviewed. Mr. Peterson made a motion for the board to approve the document. Mr. Bridwell seconded the motion. All approved. Motion carried.

**Agenda Item 3:** Mr. Berry stated that an Executive Board vote was required to approve and endorse the Self Certification Resolution for 2011-2014 TIP (Resolution 2010-13). 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. Rawles gave a brief PowerPoint presentation on the draft 2011-2014 Transportation Improvement Program (TIP). Mr. Ornduff 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 adopt the FY 2011-2014 Transportation Improvement Plan (TIP) (Resolution 2010-14). Anthony Todd gave an update on the Indian Ridge Road @ State of Franklin Road project and Major Transportation Improvement Projects. Mayor Myron made a motion for the board to approve. Mr. Ornduff seconded the motion. All approved. Motion carried.

**Agenda Item 5:** Mr. Rawles gave an update on the Long Range Transportation Plan process.

**Agenda Item 6:** Other Business/Citizens concerns. Mr. Berry gave a presentation (PowerPoint) on transportation projects for the MTPO region. The presentation covered completed projects and projects that were in development. The presentation was for informational purposes only and no action by the Executive Board was required.

**Agenda Item 7:** Mayor Myron made closing statements, and the meeting was adjourned at approximately 11:01 a.m.
ITEM 2

Resolution 2011 – 01  Consider a resolution adopting the changes to the Johnson City MTPPO Public Participation Plan, Transit Section.

The Johnson City Transit System and Johnson City MTPPO are recommending changes to the Public Participation Plan that further enhances public information regarding fare changes to the Johnson City Transit System.
Section 11 - Annual Listing of Obligated Projects
At the beginning of each year the Annual Listing of Obligated Funds will be made publicly available. Notice will be given through the regional and local newspapers. The Listing will be distributed and discussed at the Executive Staff and Executive Board public meetings along with being made available on the website and at the MTPO office. Public comment is welcomed and will be recorded.

SECTION 12 – JOHNSON CITY TRANSIT
Program of Projects (POP)/Transportation Improvement Program (TIP) Process
Johnson City Transit (JCT) relies on the JC MTPO Public Participation Process to ensure public awareness of the JCT program of projects (POP) included within the Transportation Improvement Program (TIP). If JCT receives a request for a public hearing during the public comment period, a public hearing will be scheduled. A notice in both English and Spanish will be placed in the local daily newspaper and on the JCT website (www.johnsoncitytransit.org) 30 days prior to the hearing, stating the time and location of the public meeting.

Adjustments to the JCT POP included in the TIP may be made without Executive Staff, Board, and public approval/input.

Fare Increase/Major Service Reduction/New Transit Route
JCT will hold a public hearing prior to: 1) the increase of any fare change, 2) a service reduction which directly affects 25% or more of the number of transit miles of a route, or 25% or more of the number of transit revenue vehicle miles or ridership of a route computed on a daily basis for the day of the week for which the change is made; or 3) the establishment of a new transit route. A public hearing will also be held prior to the last change on a route in a fiscal year during which a number of changes occur that add up to the aforementioned percentages. A notice in both English and Spanish versions, announcing JCT’s intent to hold the public hearing will be published in the Johnson City Press Chronicle at least 30 days prior to the hearing.

Comments received as a result of the above-described public hearing process will be taken into consideration. Adjustments and/or responses will be made as feasible or appropriate.

SECTION 13 – TITLE VI, Traditionally Underserved, Environmental Justice, and the Americans with Disabilities Act (ADA)
The JC MTPO will ensure that the Public Participation Policy is consistent with Title VI, which guarantees that no person shall, on the grounds of race, color, sex, national origin, or physical handicap, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving Federal assistance form the United States Department of Transportation. Furthermore, the JC MTPO will ensure compliance Presidential Executive Order 12898 for minority and low income populations. The JC MTPO will utilize available technology to assist in Title VI and Environmental Justice compliance as it relates to federally funded transportation projects.
SECTION 12 – JOHNSON CITY TRANSIT

Program of Projects (POP)/Transportation Improvement Program (TIP) Process

Johnson City Transit (JCT) relies on its coordination with the JC MTPO Public Participation Process to ensure public awareness of the JCT program of projects (POP) included within the Transportation Improvement Program (TIP). Public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of-projects requirement of the Urbanized Area Formula Program. JCT will rely on the public involvement procedures associated with the TIP development, as well as other appropriate planning documents, to satisfy the program-of-projects requirements of Section 5307 (Urbanized Area Formula Program). The TIP will state this.

JCT will rely on the public involvement procedures associated with the TIP development, as well as other appropriate planning documents, to satisfy the public participation/public hearing requirements of Section 5309.

Adjustments to the JCT POP included in the TIP may be made without Executive Staff, Board, and public approval/input.

Fare Increase/Major Service Change

Johnson City Transit will hold a public hearing prior to: 1) any fare increase; 2) a service reduction which directly affects thirty percent (30%) or more of the number of transit miles or operating hours of a route computed on a daily basis for the day(s) of the week for which the change is made; 3) the elimination of a transit route; or 4) the establishment of a new transit route.

A notice in both English and Spanish versions, announcing JCT’s intent to hold the public hearing will be published in the Johnson City Press Chronicle (sole daily newspaper in the JCT service area) at least fifteen (15) days prior to the hearing. The notice will also be posted on the JCT website, on JCT revenue vehicles, and in the JCT transit center 15 days prior to the hearing. The notice will state the proposed service/fare change, will include the time/location of the hearing, and will state that comments will be accepted until a specified date, for those unable to attend the hearing who wish to make a comment. It will also state that special services such as interpreters or translators will be made available to those requiring such service, upon advance request to JCT, with JCT contact information provided.

Comments received during the hearing or in written form, as a result of the above-described public hearing process, will be fully evaluated by the JCT director and transit planners. Responses will be provided by JCT to commenter questions. The JCT director and/or transit planning staff may conduct further discussion with any commenter regarding proposed fare increase/major service change, to discuss options, provide additional explanation to the commenter, and/or to receive additional information from
the commenter. Alterations to JCT's proposed fare increase/major service change, based on JCT consideration of comments received, will be made if determined to be feasible and/or appropriate.

To assist low-income persons and families with fares, JCT will make available free (or discounted) one-way or monthly fixed route passes to non-profit, not-for-profit, and governmental agencies that assist low-income persons and families. Qualifying agencies may provide passes received under this program to agency clients at no more than the free or discounted amount the agency was charged by JCT.

JCT will maintain written records for a period of 3 years from occurrence: public hearing attendees, any comments received (oral or written), JCT response(s) and/or determination(s). JCT will also maintain records of discounted and/or free passes for three years after such passes are provided to non-profit, not-for-profit, and governmental agencies that assist low-income persons and families.

Exceptions to this public hearing policy include: 1) standard seasonal variations; 2) emergency situations, where JCT will immediately implement a service change, notify the FTA Regional Administrator concerning the change within five working days of its implementation, and hold a public hearing on the change within 60 days of its implementation (unless the change is to be for 90 days or less); 3) experimental changes of 180 days or less duration.
RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

TO AMEND

THE JOHNSON CITY MTPO PUBLIC PARTICIPATION PLAN (PPP), SECTION 12- JOHNSON CITY TRANSIT

Whereas, the Johnson City Metropolitan Transportation Planning Organization is responsible for the transportation planning and coordination for the Johnson City Urbanized Area; and

Whereas, the Johnson City Metropolitan Transportation Planning Organization Executive Board has the authority to adopt plans and programs; and

Whereas, the Public Participation Plan is required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and

Whereas, the amendment to Section 12 - Johnson City Transit of the Public Participation Plan relates to revisions for fare increases, service changes, and public participation procedures; and

Whereas, the Public Participation Plan has completed the required 45-day public review and comment period; and

NOW THEREFORE, be it resolved the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does amend Section 12 of the Public Participation Plan to show revisions in fare increases, service changes, and public participation procedures for Johnson City Transit.

MTPO Executive Board, Chairperson

Date

MTPO Executive Staff, Chairperson

Date
ITEM 3

Resolution 2011-02 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.
RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPOLITAN 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


(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                  Date
MTPO Executive Board

______________________________  ________________________________
Chairperson                  Date
MTPO Executive Staff
ITEM 4

Resolution 2011-03 Consider approval of Amendment to the FY 2011-2014 TIP for Interchanges on I-26 at Exits 13, 17, and 24 for additional funding and phases.

Recently the Tennessee Department of Transportation completed interchange modification studies at three locations Interstate 26 at the request of the Johnson City MTPO.

- Exit 13 (I-26 at SR 75 in Gray) - $800,000, ROW
- Exit 17 (I-26 at SR 354 in Boones Creek) - $1,000,000 PE
- Exit 24 (I-26 at SR 67 locally known as University Parkway) $100,000 PE

The interchange modification studies are now complete for these three interchanges and are ready for implementation to begin. Listed below is a summary of the next phase for these interchanges on Interstate 26 in Washington County / Johnson City.

Exit 13 - Add ROW Phase The PE, often referred to as the design phase, has already been funded for this location and the project is moving forward slightly faster than the other two interchanges. Additional funds have been identified for the ROW Phase of this project in the amount of $800,000 at this location. The improvements will include bridge deck widening and reworking of the ramp system.

Exit 17 – Add New Project This project is now ready for the PE phase, to begin and is funded at $1,000,000. This will be a redesign of the interchange.

Exit 24 – Add New Project This project is now ready for the PE phase to begin. This project will be a smaller scale than the other two interchanges listed and will be focused on improving traffic congestion on the ramp system. The PE phase funding amount is $100,000.

These projects are being managed by the Tennessee Department of Transportation and funded with Interstate Maintenance funds. No local funds are being used for these projects.

We are recommending approval for all three interchanges as one TIP amendment.
<table>
<thead>
<tr>
<th>FISCAL YEAR</th>
<th>TYPE OF WORK</th>
<th>FUNDING TYPE</th>
<th>TOTAL FUNDS</th>
<th>FED FUNDS</th>
<th>STATE FUNDS</th>
<th>LOCAL FUNDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>PE-D</td>
<td>IM</td>
<td>$375,000</td>
<td>$337,500</td>
<td>$37,500</td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2014</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Location Map**

Interchange modification, SR-75 at I-26 (Exit 13)
### Interchange Modification

Interchange modification, SR-75 at I-26 (Exit 13)

#### Project Details

- **TIP #**: 2009-04
- **TDOT PIN #**: 112455.00
- **Priority**: High
- **Lead Agency**: TDOT
- **County**: Washington
- **Length**: 0.4 miles
- **LRTP #**: Proposed #8 Page 7-24
- **TOTAL PROJECT COST**: $10,000,000

#### Funding Details

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Type of Work</th>
<th>FUNDING TYPE</th>
<th>TOTAL FUNDS</th>
<th>FED FUNDS</th>
<th>STATE FUNDS</th>
<th>LOCAL FUNDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>PE-D</td>
<td>IM</td>
<td>$375,000</td>
<td>$37,500</td>
<td>$337,500</td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td>ROW</td>
<td>IM</td>
<td>$800,000</td>
<td>$80,000</td>
<td>$720,000</td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2014</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Location Map

![Location Map](image)

**Remarks**

- **Amendment #**: (6/8/11)
- **Adjustment #**: 
- **Remarks**: 

---

*Amended Page
June 8, 2011*
**TIP #** 2011-30  
**TDOT PIN#** 112456.00  
**PRIORITY** HIGH  
**LEAD AGENCY** TDOT

**COUNTY** Washington  
**LENGTH** 0.8  
**LRTP#** Proposed #7  
**CONFORMITY** Page 7-24

**PROJECT NAME** I-26 EXIT 17  
**TOTAL PROJECT COST** $10,000,000  
**TERMINI OR INTERSECTION** Interchange at SR-354  
**PROJECT DESCRIPTION** Interchange Modification

<table>
<thead>
<tr>
<th>FISCAL YEAR</th>
<th>TYPE OF WORK</th>
<th>FUNDING TYPE</th>
<th>TOTAL FUNDS</th>
<th>FED FUNDS</th>
<th>STATE FUNDS</th>
<th>LOCAL FUNDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>PE-N</td>
<td>IM</td>
<td>$800,000</td>
<td>$720,000</td>
<td>$80,000</td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td>PE-D</td>
<td>IM</td>
<td>$200,000</td>
<td>$180,000</td>
<td>$20,000</td>
<td></td>
</tr>
</tbody>
</table>

**AMENDMENT #**  
**ADJUSTMENT #**  
**REMARKS**

**Location Map**

*Interstate 26- Exit 17*
TIP # 2011-31  TDOT PIN# 112457.00  PRIORITY HIGH  LEAD AGENCY TDOT

COUNTY Washington  LENGTH 0.4  LRTP# Proposed #9  Page 7-24  CONFORMITY Attainment

PROJECT NAME I-26 EXIT 24  TOTAL PROJECT COST $2,000,000

TERMINI OR INTERSECTION Interchange at SR-67 (US-321)

PROJECT DESCRIPTION Construct Auxiliary Lane, Widen EB I-26 Travel Lane, etc

<table>
<thead>
<tr>
<th>FISCAL YEAR</th>
<th>TYPE OF WORK</th>
<th>FUNDING TYPE</th>
<th>TOTAL FUNDS</th>
<th>FED FUNDS</th>
<th>STATE FUNDS</th>
<th>LOCAL FUNDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>PE-N</td>
<td>IM</td>
<td>$80,000</td>
<td>$72,000</td>
<td>$8,000</td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td>PE-D</td>
<td>IM</td>
<td>$20,000</td>
<td>$18,000</td>
<td>$2,000</td>
<td></td>
</tr>
</tbody>
</table>

AMENDMENT #  ADJUSTMENT #  REMARKS

Location Map

Interstate 26 - Exit 24
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.

HIGHLAND TOTALS FOR FY-2011

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Total Funds Available</th>
<th>Programmed Expenditures</th>
<th>Unprogrammed Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRR-L</td>
<td>$88,000.00</td>
<td>$88,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRR-S</td>
<td>$229,000.00</td>
<td>$229,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRBD</td>
<td>$10,000.00</td>
<td>$10,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>HPP</td>
<td>$10,072,519.00</td>
<td>$10,072,519.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IM</td>
<td>$405,000.00</td>
<td>$405,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHS</td>
<td>$200,000.00</td>
<td>$200,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (State)</td>
<td>$92,287,848.00</td>
<td>$92,287,848.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (Local)</td>
<td>$8,699,066.00</td>
<td>$7,390,000.00</td>
<td>$1,309,066.00</td>
</tr>
<tr>
<td>HSIP</td>
<td>$1,000,000.00</td>
<td>$1,000,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>SRTS</td>
<td>$500,000.00</td>
<td>$500,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Operations &amp; Maintenance</td>
<td>$13,507,661.00</td>
<td>$13,507,661.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>ENH</td>
<td>$2,437,760.00</td>
<td>$2,437,760.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IVHS</td>
<td>$3,446,843.00</td>
<td>$3,446,843.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHCB</td>
<td>$320,000.00</td>
<td>$320,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Local (100%)</td>
<td>$2,568,147.00</td>
<td>$2,568,147.00</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$135,771,844.00</strong></td>
<td><strong>$134,462,778.00</strong></td>
<td><strong>$1,309,066.00</strong></td>
</tr>
</tbody>
</table>

HIGHLAND TOTALS FOR FY-2012

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Total Funds Available</th>
<th>Programmed Expenditures</th>
<th>Unprogrammed Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRR-L</td>
<td>$88,000.00</td>
<td>$88,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRR-S</td>
<td>$229,000.00</td>
<td>$229,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRBD</td>
<td>$10,000.00</td>
<td>$10,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>HPP</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IM</td>
<td>$30,000.00</td>
<td>$30,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHS</td>
<td>$200,000.00</td>
<td>$200,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (State)</td>
<td>$310,000.00</td>
<td>$310,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (Local)</td>
<td>$2,464,408.00</td>
<td>$1,110,000.00</td>
<td>$1,354,408.00</td>
</tr>
<tr>
<td>HSIP</td>
<td>$1,000,000.00</td>
<td>$1,000,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>SRTS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Operations &amp; Maintenance</td>
<td>$13,642,738.00</td>
<td>$13,642,738.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IVHS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>ENH</td>
<td>$664,000.00</td>
<td>$664,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHCB</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Local (100%)</td>
<td>$253,000.00</td>
<td>$253,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$18,682,146.00</strong></td>
<td><strong>$17,327,738.00</strong></td>
<td><strong>$1,354,408.00</strong></td>
</tr>
</tbody>
</table>
### HIGHWAY TOTALS FOR FY-2013

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Total Funds Available</th>
<th>Programmed Expenditures</th>
<th>Unprogrammed Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRR-L</td>
<td>$88,000.00</td>
<td>$88,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRR-S</td>
<td>$20,000.00</td>
<td>$20,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRBD</td>
<td>$10,000.00</td>
<td>$10,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>HPP</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IM</td>
<td>$30,000.00</td>
<td>$30,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHS</td>
<td>$200,000.00</td>
<td>$200,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (State)</td>
<td>$310,000.00</td>
<td>$310,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (Local)</td>
<td>$2,509,750.00</td>
<td>$1,650,000.00</td>
<td>$859,750.00</td>
</tr>
<tr>
<td>HSIP</td>
<td>$1,000,000.00</td>
<td>$1,000,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>SRTS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Operations &amp; Maintenance</td>
<td>$13,779,166.00</td>
<td>$13,779,166.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IVHS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>ENH</td>
<td>$664,000.00</td>
<td>$664,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHCB</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Local (100%)</td>
<td>$213,000.00</td>
<td>$213,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$18,823,916.00</strong></td>
<td><strong>$17,964,166.00</strong></td>
<td><strong>$859,750.00</strong></td>
</tr>
</tbody>
</table>

### HIGHWAY TOTALS FOR FY-2014

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Total Funds Available</th>
<th>Programmed Expenditures</th>
<th>Unprogrammed Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRR-L</td>
<td>$88,000.00</td>
<td>$88,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRR-S</td>
<td>$20,000.00</td>
<td>$20,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRBD</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>HPP</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IM</td>
<td>$30,000.00</td>
<td>$30,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHS</td>
<td>$200,000.00</td>
<td>$200,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (State)</td>
<td>$310,000.00</td>
<td>$310,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (Local)</td>
<td>$2,015,092.00</td>
<td>$100,000.00</td>
<td>$1,915,092.00</td>
</tr>
<tr>
<td>HSIP</td>
<td>$1,000,000.00</td>
<td>$1,000,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>SRTS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Operations &amp; Maintenance</td>
<td>$13,916,957.00</td>
<td>$13,916,957.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IVHS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>ENH</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHCB</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Local (100%)</td>
<td>$47,000.00</td>
<td>$47,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$17,627,049.00</strong></td>
<td><strong>$15,711,957.00</strong></td>
<td><strong>$1,915,092.00</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Grand Total</th>
<th>Total Funds Available</th>
<th>Programmed Expenditures</th>
<th>Unprogrammed Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$190,904,955.00</td>
<td>$188,989,863.00</td>
<td>$1,915,092.00</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Total Funds Available</th>
<th>Programmed Expenditures</th>
<th>Unprogrammed Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRR-L</td>
<td>$88,000.00</td>
<td>$88,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRR-S</td>
<td>$229,000.00</td>
<td>$229,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRBD</td>
<td>$10,000.00</td>
<td>$10,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>HPP</td>
<td>$10,072,519.00</td>
<td>$10,072,519.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IM</td>
<td>$405,000.00</td>
<td>$405,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHS</td>
<td>$200,000.00</td>
<td>$200,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (State)</td>
<td>$92,287,848.00</td>
<td>$92,287,848.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (Local)</td>
<td>$8,699,066.00</td>
<td>$7,390,000.00</td>
<td>$1,309,066.00</td>
</tr>
<tr>
<td>HSIP</td>
<td>$1,000,000.00</td>
<td>$1,000,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>SRTS</td>
<td>$500,000.00</td>
<td>$500,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Operations &amp; Maintenance</td>
<td>$13,507,661.00</td>
<td>$13,507,661.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>ENH</td>
<td>$2,437,760.00</td>
<td>$2,437,760.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IVHS</td>
<td>$3,446,843.00</td>
<td>$3,446,843.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHCB</td>
<td>$320,000.00</td>
<td>$320,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Local (100%)</td>
<td>$2,568,147.00</td>
<td>$2,568,147.00</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$135,771,844.00</td>
<td>$134,462,778.00</td>
<td>$1,309,066.00</td>
</tr>
</tbody>
</table>

### HIGHWAY TOTALS FOR FY-2012

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Total Funds Available</th>
<th>Programmed Expenditures</th>
<th>Unprogrammed Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRR-L</td>
<td>$88,000.00</td>
<td>$88,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRR-S</td>
<td>$20,000.00</td>
<td>$20,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRBD</td>
<td>$10,000.00</td>
<td>$10,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>HPP</td>
<td>$1,930,000.00</td>
<td>$1,930,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IM</td>
<td>$200,000.00</td>
<td>$200,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (State)</td>
<td>$310,000.00</td>
<td>$310,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (Local)</td>
<td>$2,464,408.00</td>
<td>$1,110,000.00</td>
<td>$1,354,408.00</td>
</tr>
<tr>
<td>HSIP</td>
<td>$1,000,000.00</td>
<td>$1,000,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>SRTS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Operations &amp; Maintenance</td>
<td>$13,642,738.00</td>
<td>$13,642,738.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IVHS</td>
<td>$664,000.00</td>
<td>$664,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>ENH</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHCB</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Local (100%)</td>
<td>$253,000.00</td>
<td>$253,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$20,582,146.00</td>
<td>$19,227,738.00</td>
<td>$1,354,408.00</td>
</tr>
</tbody>
</table>
### HIGHWAY TOTALS FOR FY-2013

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Total Funds Available</th>
<th>Programmed Expenditures</th>
<th>Unprogrammed Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRR-L</td>
<td>$88,000.00</td>
<td>$88,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRR-S</td>
<td>$20,000.00</td>
<td>$20,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRBD</td>
<td>$10,000.00</td>
<td>$10,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>HPP</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IM</td>
<td>$30,000.00</td>
<td>$30,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHS</td>
<td>$200,000.00</td>
<td>$200,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (State)</td>
<td>$310,000.00</td>
<td>$310,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (Local)</td>
<td>$2,509,750.00</td>
<td>$1,650,000.00</td>
<td>$859,750.00</td>
</tr>
<tr>
<td>HSIP</td>
<td>$1,000,000.00</td>
<td>$1,000,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>SRTS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Operations &amp; Maintenance</td>
<td>$13,779,166.00</td>
<td>$13,779,166.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IVHS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>ENH</td>
<td>$664,000.00</td>
<td>$664,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHCB</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Local (100%)</td>
<td>$213,000.00</td>
<td>$213,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$18,823,916.00</td>
<td>$17,964,166.00</td>
<td>$859,750.00</td>
</tr>
</tbody>
</table>

### HIGHWAY TOTALS FOR FY-2014

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Total Funds Available</th>
<th>Programmed Expenditures</th>
<th>Unprogrammed Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRR-L</td>
<td>$88,000.00</td>
<td>$88,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRR-S</td>
<td>$20,000.00</td>
<td>$20,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRBD</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>HPP</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IM</td>
<td>$30,000.00</td>
<td>$30,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHS</td>
<td>$200,000.00</td>
<td>$200,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (State)</td>
<td>$310,000.00</td>
<td>$310,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (Local)</td>
<td>$2,015,092.00</td>
<td>$100,000.00</td>
<td>$1,915,092.00</td>
</tr>
<tr>
<td>HSIP</td>
<td>$1,000,000.00</td>
<td>$1,000,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>SRTS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Operations &amp; Maintenance</td>
<td>$13,916,957.00</td>
<td>$13,916,957.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IVHS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>ENH</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHCB</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Local (100%)</td>
<td>$47,000.00</td>
<td>$47,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$17,627,049.00</td>
<td>$15,711,957.00</td>
<td>$1,915,092.00</td>
</tr>
</tbody>
</table>

### Grand Total

<table>
<thead>
<tr>
<th></th>
<th>Total Funds Available</th>
<th>Programmed Expenditures</th>
<th>Unprogrammed Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Grand Total</strong></td>
<td>$192,804,955.00</td>
<td>$190,889,863.00</td>
<td>$1,915,092.00</td>
</tr>
</tbody>
</table>
RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) TO AMEND

THE 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM BY ADDING FUNDING FOR “RIGHT OF WAY PHASE” TO I-26 EXIT 13 IMPROVEMENTS AND THE ADDITION OF TWO NEW I-26 INTERCHANGE PROJECTS FOR THE DESIGN PHASE AT EXITS 17 AND 24 ON I-26

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 Tennessee Department of Transportation has identified funding, and is ready to begin the Right of Way (ROW) phase for the Improvements at Exit 13 on Interstate 26; and

Whereas, the Tennessee Department of Transportation has completed Interchange Modification Studies at Exit 17 and Exit 24 on Interstate 26, identified funding for improvements and recommends those improvements; and

Whereas, these improvements to interchanges at Exit 13, Exit 17 and Exit 24 on Interstate 26 in Washington County will improve safety, promote economic stability and enhance the regional transportation system; and

Whereas, the Johnson City MTPO Transportation Improvement Program must be amended to reflect the additional phase and funding for Exit 13 (Right of Way Phase); and

Whereas, the Johnson City MTPO Transportation Improvement Program must be amended for the addition of two new projects with funding at Exit 17 and Exit 24 on Interstate 26; 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 right of way phase and funding for Exit 13 on I-26, and the addition of two new projects at Exit 17, and Exit 24 on I-26 for preliminary engineering phases beginning in FY-2012.

_________________________________________                  _______________________________________
MTPO Executive Board, Chairperson                               Date

_________________________________________
MTPO Executive Staff, Chairperson

_______________________________________                  _______________________________________
                          Date
ITEM 5

RESOLUTION 2011-04  Consider approval of Amendment to the FY 2011-2014 Johnson City Transportation Improvement Program (TIP) to include additional Section 5316 Job Access and 5317 New Freedom funding for the Johnson City Transit System from FTA and the Multimodal Transportation Resources Division of TDOT.

The item was presented to the Johnson City Commission and received their approval at the May 5th meeting of the Johnson City Commission.

This item requires approval from the MTPO Executive Board by vote and accompanying resolution.
## Transportation Improvement Program Funding Sources

<table>
<thead>
<tr>
<th>System</th>
<th>Project Lead</th>
<th>Funding Federal</th>
<th>Funding State</th>
<th>Funding Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>Streets and Highways</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate Maintenance (IM)</td>
<td>TDOT</td>
<td>90%</td>
<td>10%</td>
<td></td>
</tr>
<tr>
<td>Highway Safety Improvement Program (HSIP)</td>
<td>TDOT</td>
<td>90%</td>
<td>10%</td>
<td></td>
</tr>
<tr>
<td>National Highway System (NHS)</td>
<td>TDOT</td>
<td>80%</td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td>Surface Transportation Program – State</td>
<td>TDOT</td>
<td>80%</td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td>Surface Transportation Program – Local Allocation</td>
<td>Local</td>
<td>80%</td>
<td></td>
<td>20%</td>
</tr>
<tr>
<td>State Funds (STA, SP, SPPR)</td>
<td>TDOT</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge Replacement Program (Local)</td>
<td>TDOT</td>
<td>80%</td>
<td></td>
<td>20%</td>
</tr>
<tr>
<td>Bridge Replacement Program (State)</td>
<td>TDOT</td>
<td>80%</td>
<td></td>
<td>20%</td>
</tr>
<tr>
<td>Transportation Enhancements</td>
<td>TDOT</td>
<td>80%</td>
<td></td>
<td>20%</td>
</tr>
<tr>
<td>Economic Stimulus (ES)</td>
<td>TDOT / Local</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safe Routes to Schools</td>
<td>TDOT</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>National Historic Covered Bridge Preservation Program</td>
<td>Local Government</td>
<td>80%</td>
<td></td>
<td>20%</td>
</tr>
<tr>
<td>Public Transportation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Section 5303 – Capital and Operations Assistance Grant Program</td>
<td>Local Government</td>
<td>80%</td>
<td>10%</td>
<td>10%</td>
</tr>
<tr>
<td>Section 5307 Capital, Operations and Planning Assistance Grant Program (The use of 5307 funds for operations requires a 50/50 match of federal to non-federal dollars.)</td>
<td>Local Government</td>
<td>80%</td>
<td>10%</td>
<td>10%</td>
</tr>
<tr>
<td>Section 5309 – Capital Grant</td>
<td>Local Government</td>
<td>80%</td>
<td>10%</td>
<td>10%</td>
</tr>
<tr>
<td>Section 5310 – Capital Grant Program</td>
<td>Private, Non-Profit</td>
<td>80%</td>
<td></td>
<td>20%*</td>
</tr>
<tr>
<td>*Note: Local match is to be provided by non-profit agency receiving the grant.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Section 5316 – Job Access Reverse Commute program</td>
<td>Local Government</td>
<td>50%</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td>Section 5317: New Freedom</td>
<td>Local Government</td>
<td>50%</td>
<td>25%</td>
<td>25%</td>
</tr>
</tbody>
</table>

Figure 5
### Transportation Improvement Program Funding Sources

<table>
<thead>
<tr>
<th>System</th>
<th>Project Lead</th>
<th>Funding Federal</th>
<th>Funding State</th>
<th>Funding Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>Streets and Highways</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate Maintenance (IM)</td>
<td>TDOT</td>
<td>90%</td>
<td>10%</td>
<td></td>
</tr>
<tr>
<td>Highway Safety Improvement Program (HSIP)</td>
<td>TDOT</td>
<td>90%</td>
<td>10%</td>
<td></td>
</tr>
<tr>
<td>National Highway System (NHS)</td>
<td>TDOT</td>
<td>80%</td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td>Surface Transportation Program – State</td>
<td>TDOT</td>
<td>80%</td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td>Surface Transportation Program – Local Allocation</td>
<td>Local</td>
<td>80%</td>
<td></td>
<td>20%</td>
</tr>
<tr>
<td>State Funds (STA, SP, SPPR)</td>
<td>TDOT</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge Replacement Program (Local)</td>
<td>TDOT</td>
<td>80%</td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td>Bridge Replacement Program (State)</td>
<td>TDOT</td>
<td>80%</td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td>Transportation Enhancements</td>
<td>TDOT</td>
<td>80%</td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td>Economic Stimulus (ES)</td>
<td>TDOT / Local</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safe Routes to Schools</td>
<td>TDOT</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>National Historic Covered Bridge Preservation Program</td>
<td>Local Government</td>
<td>80%</td>
<td></td>
<td>20%</td>
</tr>
<tr>
<td>Public Transportation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Section 5303 – Capital and Operations Assistance Grant Program</td>
<td>Local Government</td>
<td>80%</td>
<td>10%</td>
<td>10%</td>
</tr>
<tr>
<td>Section 5307 Capital, Operations and Planning Assistance Grant Program</td>
<td>Local Government</td>
<td>50%</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td>Section 5309 – Capital Grant</td>
<td>Local Government</td>
<td>80%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Section 5309 – Capital Grant Program</td>
<td>Local Government</td>
<td>80%</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Note: Local match is to be provided by non-profit agency receiving the grant.</em></td>
<td>Private, Non-Profit</td>
<td>80%</td>
<td></td>
<td>20%*</td>
</tr>
<tr>
<td>Section 5316- Job Access Reverse Commute program</td>
<td>Local Government</td>
<td>50%</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td>Section 5317- New Freedom</td>
<td>Local Government</td>
<td>80%</td>
<td></td>
<td>10%</td>
</tr>
</tbody>
</table>

Figure 5
Project Contingency Overruns

This bucket item provides for costs increases for projects that appear in the current TIP. As long as the cost overruns do not increase the cost for any phase more than 30%, funds from this bucket item could be used to fund the additional cost through an administrative adjustment. If the costs are more than 30%, the TIP must go through the amendment process. A Project Contingency Bucket has been set up for local STP projects and State STIP projects (this includes BRR-L, BRR-S, S-STP and NHS).

Project Cost Overruns

This “bucket” item in the TIP will be used for projects appearing only in a previous TIP. The inclusion of this type of “bucket” eliminates the need for amending the project back into the current TIP when such cost overruns occur. Just as with the “Project Contingency Overruns” bucket two categories have been established one for local STP Projects and one for State STP projects (this includes BRR-L, BRR-S, S-STP, and NHS).

Enhancement and Safe Routes to School “Buckets”

In addition to Project Contingency Overruns and Project Cost Overruns “Bucket” items have been established for enhancement and Safe Routes to Schools projects throughout the Johnson City MTPO Region. While these projects are awarded on a project basis there may be several phases to a particular project. These “buckets” will allow the community flexibility in the use of enhancement funds to address issues, such as ROW acquisition, that may arise on a particular phase of a project. Enhancement projects are awarded directly individual towns, cities, counties or state agencies and must be used as originally awarded.

Operations and Maintenance

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

1. Roadway/ Right-of-Way
2. Sign replacement
3. Traffic signal repair
4. Guardrail repair
5. Street lighting
6. Sidewalk repair
7. Traffic Signal Control operational issues such as signal timing
Project Contingency Overruns

This bucket item provides for costs increases for projects that appear in the current TIP. As long as the cost overruns do not increase the cost for any phase more than 30%, funds from this bucket item could be used to fund the additional cost through an administrative adjustment. If the costs are more than 30%, the TIP must go through the amendment process. A Project Contingency Bucket has been set up for local STP projects and State STIP projects (this includes BRR-L, BRR-S, S-STP and NHS).

Project Cost Overruns

This “bucket” item in the TIP will be used for projects appearing only in a previous TIP. The inclusion of this type of “bucket” eliminates the need for amending the project back into the current TIP when such cost overruns occur. Just as with the “Project Contingency Overruns” bucket two categories have been established one for local STP Projects and one for State STP projects (this includes BRR-L, BRR-S, S-STP, and NHS).

Enhancement and Safe Routes to School “Buckets”

In addition to Project Contingency Overruns and Project Cost Overruns “Bucket” items have been established for enhancement and Safe Routes to Schools projects throughout the Johnson City MTPO Region. While these projects are awarded on a project basis there may be several phases to a particular project. These “buckets” will allow the community flexibility in the use of enhancement funds to address issues, such as ROW acquisition, that may arise on a particular phase of a project. Enhancement projects are awarded directly individual towns, cities, counties or state agencies and must be used as originally awarded.

Job Access and New Freedom Program Project Groupings

Individual activities in the Job Access Program (TIP # 2011-23) and New Freedom Program (TIP # 2011-24) projects in the TIP have been grouped as one function under each program. The individual activities for each program were not determined to be of appropriate scale for individual identification in the TIP, in accordance with 23 CFR 450.324 (f). The Job Access and New Freedom programs both include operating assistance, capital purchase and program administration activities in the total funds for each fiscal year. The projects meet the applicable classifications of categorical exclusions under 23 CFR 771.117 (c) (16) and (17). A detailed list of the individual activities contained in each grouped project will be included in the grant applications to be approved by TDOT and ultimately by FTA. Expenditures for each activity will be tracked within the approved budgetary constraints for each program.

Operations and Maintenance

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

1. Roadway/ Right-of-Way
<table>
<thead>
<tr>
<th>TIP #</th>
<th>TDOT PIN #</th>
<th>PRIORITY</th>
<th>LEAD AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011-23</td>
<td></td>
<td></td>
<td>Johnson City Transit</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COUNTY/CITY</th>
<th>TDOT PIN #</th>
<th>LENGTH</th>
<th>CONSISTENT W/PLAN</th>
<th>COUNTY/CITY</th>
<th>N/A</th>
<th>CONSISTENT W/PLAN</th>
<th>CONFORMITY STAT.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington/Johnson City</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Attainment</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ROUTE/PROJECT NAME</th>
<th>Total Project Cost</th>
<th>Submitted TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Job Access Program</td>
<td>$1,300,000</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TERMINI OR INTERSECTION</th>
<th>PROJECT DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>Allows for day to day operations of the Job Access services</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>FUNDING TYPE</th>
<th>TOTAL FUNDS</th>
<th>FED FUNDS</th>
<th>STATE FUNDS</th>
<th>LOCAL FUNDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>5316</td>
<td>$300,000</td>
<td>$150,000</td>
<td>$75,000</td>
<td>$75,000</td>
</tr>
<tr>
<td>2012</td>
<td>5316</td>
<td>$300,000</td>
<td>$150,000</td>
<td>$75,000</td>
<td>$75,000</td>
</tr>
<tr>
<td>2013</td>
<td>5316</td>
<td>$350,000</td>
<td>$175,000</td>
<td>$87,500</td>
<td>$87,500</td>
</tr>
<tr>
<td>2014</td>
<td>5316</td>
<td>$350,000</td>
<td>$175,000</td>
<td>$87,500</td>
<td>$87,500</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AMENDMENT #</th>
<th>ADJUSTMENT #</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fiscal Year</td>
<td>TOTAL FUNDS</td>
<td>FED FUNDS</td>
</tr>
<tr>
<td>------------</td>
<td>------------</td>
<td>-----------</td>
</tr>
<tr>
<td>2011</td>
<td>$300,000</td>
<td>$150,000</td>
</tr>
<tr>
<td>2012</td>
<td>$400,000</td>
<td>$241,000</td>
</tr>
<tr>
<td>2013</td>
<td>$350,000</td>
<td>$175,000</td>
</tr>
<tr>
<td>2014</td>
<td>$350,000</td>
<td>$175,000</td>
</tr>
</tbody>
</table>

**PROJECT DESCRIPTION:** Funds operating assistance, capital purchases and program administration of the Job Access Program services.
<table>
<thead>
<tr>
<th>TIP #</th>
<th>TDOT PIN #</th>
<th>PRIORITY</th>
<th>LEAD AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011-24</td>
<td></td>
<td></td>
<td>Johnson City Transit</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COUNTY/CITY</th>
<th>LENGTH</th>
<th>LRTP #</th>
<th>CONFORMITY STAT.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington/Johnson City</td>
<td>N/A</td>
<td>CONSISTENT W/PLAN</td>
<td>Attainment</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ROUTE/PROJECT NAME</th>
<th>Total Project Cost</th>
<th>Submitted TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Freedom Program</td>
<td>$1,100,000</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TERMINI OR INTERSECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allows for day to day operations of the New Freedom route service</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>FUNDING TYPE</th>
<th>TOTAL FUNDS</th>
<th>FED FUNDS</th>
<th>STATE FUNDS</th>
<th>LOCAL FUNDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>5317</td>
<td>$250,000</td>
<td>$125,000</td>
<td>$62,500</td>
<td>$62,500</td>
</tr>
<tr>
<td>2012</td>
<td>5317</td>
<td>$250,000</td>
<td>$125,000</td>
<td>$62,500</td>
<td>$62,500</td>
</tr>
<tr>
<td>2013</td>
<td>5317</td>
<td>$300,000</td>
<td>$150,000</td>
<td>$75,000</td>
<td>$75,000</td>
</tr>
<tr>
<td>2014</td>
<td>5317</td>
<td>$300,000</td>
<td>$150,000</td>
<td>$75,000</td>
<td>$75,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AMENDMENT #</th>
<th>ADJUSTMENT #</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIP #</td>
<td>TDOT PIN #</td>
<td>PRIORITY</td>
</tr>
<tr>
<td>-------</td>
<td>------------</td>
<td>----------</td>
</tr>
<tr>
<td>2011-24</td>
<td></td>
<td></td>
</tr>
<tr>
<td>COUNTY/CITY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ROUTE/PROJECT NAME</td>
<td>Total Project Cost</td>
<td>Submitted TIP</td>
</tr>
<tr>
<td>New Freedom Program</td>
<td>$1,200,000</td>
<td></td>
</tr>
<tr>
<td>TERMINI OR INTERSECTION</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>PROJECT DESCRIPTION</td>
<td>Funds operating assistance, capital purchases and program administration of the New Freedom route service</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>FUNDING TYPE</th>
<th>TOTAL FUNDS</th>
<th>FED FUNDS</th>
<th>STATE FUNDS</th>
<th>LOCAL FUNDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>5317</td>
<td>$250,000</td>
<td>$125,000</td>
<td>$62,500</td>
<td>$62,500</td>
</tr>
<tr>
<td>2012</td>
<td>5317</td>
<td>$250,000</td>
<td>$125,000</td>
<td>$62,500</td>
<td>$62,500</td>
</tr>
<tr>
<td>2013</td>
<td>5317</td>
<td>$400,000</td>
<td>$268,000</td>
<td>$66,000</td>
<td>$66,000</td>
</tr>
<tr>
<td>2014</td>
<td>5317</td>
<td>$300,000</td>
<td>$150,000</td>
<td>$75,000</td>
<td>$75,000</td>
</tr>
</tbody>
</table>
## Johnson City Transit Summary

### FY 2011

<table>
<thead>
<tr>
<th></th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anticipated Revenue</td>
<td>$1,828,250</td>
<td>$658,125</td>
<td>$801,125</td>
<td>$3,287,500</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>$1,075,000</td>
<td>$466,000</td>
<td>$609,000</td>
<td>$2,150,000</td>
</tr>
<tr>
<td>Paratransit Vehicles/ Buses/ Technology</td>
<td>$228,250</td>
<td>$23,375</td>
<td>$23,375</td>
<td>$275,000</td>
</tr>
<tr>
<td>Transfer Area</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Capital Expenses</td>
<td>$250,000</td>
<td>$31,250</td>
<td>$31,250</td>
<td>$312,500</td>
</tr>
<tr>
<td>Job Access Program</td>
<td>$150,000</td>
<td>$75,000</td>
<td>$75,000</td>
<td>$300,000</td>
</tr>
<tr>
<td>New Freedom Program</td>
<td>$125,000</td>
<td>$62,500</td>
<td>$62,500</td>
<td>$250,000</td>
</tr>
<tr>
<td>Total Project Needs</td>
<td>$1,828,250</td>
<td>$658,125</td>
<td>$801,125</td>
<td>$3,287,500</td>
</tr>
</tbody>
</table>

### FY 2012

<table>
<thead>
<tr>
<th></th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anticipated Revenue</td>
<td>$1,860,000</td>
<td>$667,500</td>
<td>$832,500</td>
<td>$3,360,000</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>$1,105,000</td>
<td>$470,000</td>
<td>$635,000</td>
<td>$2,210,000</td>
</tr>
<tr>
<td>Paratransit Vehicles/ Buses/ Technology</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Transfer Area</td>
<td>$220,000</td>
<td>$27,500</td>
<td>$27,500</td>
<td>$275,000</td>
</tr>
<tr>
<td>Capital Expenses</td>
<td>$260,000</td>
<td>$32,500</td>
<td>$32,500</td>
<td>$325,000</td>
</tr>
<tr>
<td>Job Access Program</td>
<td>$150,000</td>
<td>$75,000</td>
<td>$75,000</td>
<td>$300,000</td>
</tr>
<tr>
<td>New Freedom Program</td>
<td>$125,000</td>
<td>$62,500</td>
<td>$62,500</td>
<td>$250,000</td>
</tr>
<tr>
<td>Total Project Needs</td>
<td>$1,860,000</td>
<td>$667,500</td>
<td>$832,500</td>
<td>$3,360,000</td>
</tr>
</tbody>
</table>

### FY 2013

<table>
<thead>
<tr>
<th></th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anticipated Revenue</td>
<td>$1,963,250</td>
<td>$695,250</td>
<td>$880,250</td>
<td>$3,538,750</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>$1,135,000</td>
<td>$475,000</td>
<td>$660,000</td>
<td>$2,270,000</td>
</tr>
<tr>
<td>Paratransit Vehicles/ Buses/ Technology</td>
<td>$228,250</td>
<td>$23,375</td>
<td>$23,375</td>
<td>$275,000</td>
</tr>
<tr>
<td>Transfer Area</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Capital Expenses</td>
<td>$275,000</td>
<td>$34,375</td>
<td>$34,375</td>
<td>$343,750</td>
</tr>
<tr>
<td>Job Access Program</td>
<td>$175,000</td>
<td>$87,500</td>
<td>$87,500</td>
<td>$350,000</td>
</tr>
<tr>
<td>New Freedom Program</td>
<td>$150,000</td>
<td>$75,000</td>
<td>$75,000</td>
<td>$300,000</td>
</tr>
<tr>
<td>Total Project Needs</td>
<td>$1,963,250</td>
<td>$695,250</td>
<td>$880,250</td>
<td>$3,538,750</td>
</tr>
</tbody>
</table>

### FY 2014

<table>
<thead>
<tr>
<th></th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anticipated Revenue</td>
<td>$1,998,250</td>
<td>$699,250</td>
<td>$911,250</td>
<td>$3,608,750</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>$1,170,000</td>
<td>$479,000</td>
<td>$691,000</td>
<td>$2,340,000</td>
</tr>
<tr>
<td>Paratransit Vehicles/ Buses/ Technology</td>
<td>$228,250</td>
<td>$23,375</td>
<td>$23,375</td>
<td>$275,000</td>
</tr>
<tr>
<td>Transfer Area</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Capital Expenses</td>
<td>$275,000</td>
<td>$34,375</td>
<td>$34,375</td>
<td>$343,750</td>
</tr>
<tr>
<td>Job Access Program</td>
<td>$175,000</td>
<td>$87,500</td>
<td>$87,500</td>
<td>$350,000</td>
</tr>
<tr>
<td>New Freedom Program</td>
<td>$150,000</td>
<td>$75,000</td>
<td>$75,000</td>
<td>$300,000</td>
</tr>
<tr>
<td>Total Project Needs</td>
<td>$1,998,250</td>
<td>$699,250</td>
<td>$911,250</td>
<td>$3,608,750</td>
</tr>
</tbody>
</table>

### Ending Balance

<table>
<thead>
<tr>
<th></th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2011</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FY 2012</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FY 2013</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FY 2014</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Note:** The table formats and values are consistent across fiscal years, with slight variations in anticipated revenue and operating expenses due to budget adjustments and project needs.
## Johnson City Transit Summary

<table>
<thead>
<tr>
<th></th>
<th>FY 2011</th>
<th>FY 2012</th>
<th>FY 2013</th>
<th>FY 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Federal</td>
<td>State</td>
<td>Local</td>
<td>Total</td>
</tr>
<tr>
<td>Anticipated Revenue</td>
<td>$1,828,250</td>
<td>$658,125</td>
<td>$801,125</td>
<td>$3,287,500</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>$1,075,000</td>
<td>$466,000</td>
<td>$609,000</td>
<td>$2,150,000</td>
</tr>
<tr>
<td>Paratransit Vehicles/ Buses/ Technology</td>
<td>$228,250</td>
<td>$23,375</td>
<td>$23,375</td>
<td>$275,000</td>
</tr>
<tr>
<td>Transfer Area</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Capital Expenses</td>
<td>$250,000</td>
<td>$31,250</td>
<td>$31,250</td>
<td>$312,500</td>
</tr>
<tr>
<td>Job Access Program</td>
<td>$150,000</td>
<td>$75,000</td>
<td>$75,000</td>
<td>$300,000</td>
</tr>
<tr>
<td>New Freedom Program</td>
<td>$125,000</td>
<td>$62,500</td>
<td>$62,500</td>
<td>$250,000</td>
</tr>
<tr>
<td>Total Project Needs</td>
<td>$1,828,250</td>
<td>$658,125</td>
<td>$801,125</td>
<td>$3,287,500</td>
</tr>
</tbody>
</table>

### Ending Balance

- **Federal**
- **State**
- **Local**
- **Total**

<table>
<thead>
<tr>
<th></th>
<th>FY 2011</th>
<th>FY 2012</th>
<th>FY 2013</th>
<th>FY 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anticipated Revenue</td>
<td>$1,828,250</td>
<td>$658,125</td>
<td>$801,125</td>
<td>$3,287,500</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>$1,075,000</td>
<td>$466,000</td>
<td>$609,000</td>
<td>$2,150,000</td>
</tr>
<tr>
<td>Paratransit Vehicles/ Buses/ Technology</td>
<td>$228,250</td>
<td>$23,375</td>
<td>$23,375</td>
<td>$275,000</td>
</tr>
<tr>
<td>Transfer Area</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Capital Expenses</td>
<td>$250,000</td>
<td>$31,250</td>
<td>$31,250</td>
<td>$312,500</td>
</tr>
<tr>
<td>Job Access Program</td>
<td>$150,000</td>
<td>$75,000</td>
<td>$75,000</td>
<td>$300,000</td>
</tr>
<tr>
<td>New Freedom Program</td>
<td>$125,000</td>
<td>$62,500</td>
<td>$62,500</td>
<td>$250,000</td>
</tr>
<tr>
<td>Total Project Needs</td>
<td>$1,828,250</td>
<td>$658,125</td>
<td>$801,125</td>
<td>$3,287,500</td>
</tr>
</tbody>
</table>
RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

TO AMEND

THE JOHNSON CITY MTPO 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE ADDITIONAL PROGRAMMING AND/OR FUNDS ALLOWED BY FTA SECTION 5316 and 5317 FOR FISCAL YEARS 2011, 2012 AND 2013

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, Johnson City Transit is updating the FY 2011 – 2014 TIP with additional programming for capital purchases which are being added under Federal Transit Administration (FTA) Section 5316 Job Access Reverse Commute program for Fiscal Year 2011; and

Whereas, additional programming and funds are being added to the FY 2011 – 2014 TIP to include additional operating, capital purchases and program administration funds under Federal Transit Administration (FTA) Section 5316 Job Access Reverse Commute program for Fiscal Year 2012; and

Whereas, additional programming and funds are being added to the FY 2011 – 2014 TIP to include additional operating, capital purchases and program administration funds under Federal Transit Administration (FTA) Section 5317 New Freedom program for Fiscal Year 2013; and

Whereas, these additional FTA Section 5316 and 5317 funds will be used for operating, capital and/or program administration expenses, as identified in grant applications to the Multimodal Transportation Resources Division of the Tennessee Department of Transportation; and

Now therefore, be it resolved that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does amend the FY 2011 – 2014 Transportation Improvement Program to allow the proposed use of additional Section 5316 and 5317 programming and funds for Johnson City Transit.

MTPO Executive Board, Chairperson
Date

MTPO Executive Staff, Chairperson
Date
ITEM 6

RESOLUTION 2011-05  Consider a request by the City of Elizabethton to amend the FY 2011-2014 TIP to include a ROW phase for Project 2008-03, located in Elizabethton for Traffic Signals and add additional funding for geometric changes / improvements at one of the signal locations (SR 67 at Williams Avenue) to include a turning lane.

After review by the City of Elizabethton they are requesting a ROW phase be added in the TIP to include geometric changes at the intersection of SR 67 (Elk Avenue) at Williams Avenue.  The geometric changes would include the addition of a turning lane to be included.  At present it is not anticipated additional property will have to be purchased for ROW; however, this is unknown until property research is completed and final design plans are finished.  The estimated cost for this work was provided by Mattern & Craig Engineering Firm and is as follows.

<table>
<thead>
<tr>
<th>Additional Work for Geometric Improvements</th>
<th>Total Amount</th>
<th>Federal Share %</th>
<th>Local Match %</th>
<th>Federal Amount</th>
<th>Local Match</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>$13,000</td>
<td>80%</td>
<td>20%</td>
<td>$10,400.00</td>
<td>$2,600</td>
</tr>
<tr>
<td>ROW</td>
<td>$20,000</td>
<td>80%</td>
<td>20%</td>
<td>$16,000.00</td>
<td>$4,000</td>
</tr>
<tr>
<td>Construction</td>
<td>$100,000</td>
<td>80%</td>
<td>20%</td>
<td>$80,000.00</td>
<td>$20,000</td>
</tr>
<tr>
<td>Total for additional work</td>
<td>$133,000</td>
<td>80%</td>
<td>20%</td>
<td>$106,400.00</td>
<td>$26,600</td>
</tr>
</tbody>
</table>

Funding for this addition work would come from the Cost Overrun Item in the TIP using the MTPO’s local allocation of STP funds.  Since this work would include geometric changes the funding ratio would be at 80 percent federal and require 20 percent local match.

This item requires approval from the MTPO Executive Board by vote and accompanying resolution.
### STP Local Costs Overrun

**Fiscal Year** | **Type of Work** | **Funding Type** | **Total Funds** | **Fed Funds** | **State Funds** | **Local Funds**
--- | --- | --- | --- | --- | --- | ---
2011 | STP-Local | | $400,000 | $320,000 | $80,000 | 
2012 | STP-Local | | $200,000 | $160,000 | $40,000 | 

**Amendment #** | **Adjustment #** | **Remarks**
--- | --- | ---
 | | 

**Location Map**

*Map showing the geographical distribution of costs overrun.*
### TIP # 2011-01

#### COUNTY/CITY
MTPO Region

#### LEAD AGENCY
Various

#### PROJECT NAME
STP Local Costs Overrun

#### TERMINI OR INTERSECTION
Throughout Washington, Carter, and Unicoi Counties

#### PROJECT DESCRIPTION
Funds to cover costs overruns on STP Local projects in the previous TIP.

### FISCAL YEAR

<table>
<thead>
<tr>
<th>FISCAL YEAR</th>
<th>TYPE OF WORK</th>
<th>FUNDING TYPE</th>
<th>TOTAL FUNDS</th>
<th>FED FUNDS</th>
<th>STATE FUNDS</th>
<th>LOCAL FUNDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>STP-Local</td>
<td></td>
<td>$267,000</td>
<td>$213,600</td>
<td>$53,400</td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td>STP-Local</td>
<td></td>
<td>$200,000</td>
<td>$160,000</td>
<td>$40,000</td>
<td></td>
</tr>
</tbody>
</table>

### AMENDMENT # 1 (6/8/11)

#### ADJUSTMENT #

#### REMARKS

### Location Map

The map shows the region covering Washington, Carter, and Unicoi Counties in Tennessee, with the following counties marked:
- Hawkins
- Sullivan
- Greene
- Johnson
- North Carolina

**Legend**
- JC MTP Study Area
- Unicoi - State Funding
- Carter - State Funding
- Washington - State Funding
- Other Counties
TIP # 2008-03  TDOT PIM # 111345.00
PRIORITY High  LEAD AGENCY TDOT
COUNTY/CITY Carter/Elizabethton  LENGTH
LRTP# Consistent with plan  CONFORMITY Attainment
PROJECT NAME Signaling at 2 intersections (Elizabethton)
TOTAL PROJECT COST $450,000
TERMINI OR INTERSECTION Judge Ben Allen Road @ SR 91, SR 67 @ Williams Avenue.
PROJECT DESCRIPTION Install new traffic signal at the intersection of Judge Ben Allen Rd. @ SR 91, SR 67 at Williams Ave in Elizabethton, TN

<table>
<thead>
<tr>
<th>FISCAL YEAR</th>
<th>TYPE OF WORK</th>
<th>FUNDING TYPE</th>
<th>TOTAL FUNDS</th>
<th>FED FUNDS</th>
<th>STATE FUNDS</th>
<th>LOCAL FUNDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>PE-N</td>
<td>STP-Local</td>
<td>$35,000</td>
<td>$35,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td>PE-D</td>
<td>STP-Local</td>
<td>$35,000</td>
<td>$35,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td>CN</td>
<td>STP-Local</td>
<td>$380,000</td>
<td>$380,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

AMENDMENT # ADJUSTMENT # REMARKS The traffic signal at Judge Ben Allen @ SR 91 was in the previous TIP (2008-2011).

Location Map
TIP #2008-03  TDOT PIN# 111345.00  PRIORITY High  LEAD AGENCY TDOT

COUNTY/CITY Carter/Elizabethton  LENGTH  LRTP# Consistent with plan  CONFORMITY Attainment
PROJECT NAME Signalization at 2 intersections (Elizabethton)  TOTAL PROJECT COST $583,000
TERMINI OR INTERSECTION Judge Ben Allen Road @ SR 91, SR 67 @ Williams Avenue.
PROJECT DESCRIPTION Install new traffic signal at the intersection of Judge Ben Allen Rd. @ SR 91, SR 67 at Williams Ave in Elizabethton, TN

<table>
<thead>
<tr>
<th>FISCAL YEAR</th>
<th>TYPE OF WORK</th>
<th>FUNDING TYPE</th>
<th>TOTAL FUNDS</th>
<th>FED FUNDS</th>
<th>STATE FUNDS</th>
<th>LOCAL FUNDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>PE-N</td>
<td>STP-Local</td>
<td>$41,500</td>
<td>$41,500</td>
<td>$1,300</td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td>PE-D</td>
<td>STP-Local</td>
<td>$41,500</td>
<td>$41,500</td>
<td>$1,300</td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td>ROW</td>
<td>STP-Local</td>
<td>$20,000</td>
<td>$20,000</td>
<td></td>
<td>$4,000</td>
</tr>
<tr>
<td>2011</td>
<td>CN</td>
<td>STP-Local</td>
<td>$480,000</td>
<td>$480,000</td>
<td></td>
<td>$20,000</td>
</tr>
</tbody>
</table>

AMENDMENT # 1 (6/8/11) ADJUSTMENT # REMARKS The traffic signal at Judge Ben Allen @ SR 91 was in the previous TIP (2008-2011).

Location Map

Location Map: Proposed Signals: SR 91 @ Judge Ben Allen also SR 67 @ Williams Ave.
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

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Total Funds Available</th>
<th>Programmed Expenditures</th>
<th>Unprogrammed Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRR-L</td>
<td>$88,000.00</td>
<td>$88,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRR-S</td>
<td>$179,000.00</td>
<td>$179,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRBD</td>
<td>$10,000.00</td>
<td>$10,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>HPP</td>
<td>$10,072,519.00</td>
<td>$10,072,519.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IM</td>
<td>$405,000.00</td>
<td>$405,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHS</td>
<td>$200,000.00</td>
<td>$200,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (State)</td>
<td>$120,294,898.00</td>
<td>$120,294,898.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (Local)</td>
<td>$8,699,066.00</td>
<td>$7,390,000.00</td>
<td>$1,309,066.00</td>
</tr>
<tr>
<td>HSIP</td>
<td>$1,000,000.00</td>
<td>$1,000,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>SRTS</td>
<td>$500,000.00</td>
<td>$500,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Operations &amp; Maintenance</td>
<td>$13,507,661.00</td>
<td>$13,507,661.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>ENH</td>
<td>$2,437,760.00</td>
<td>$2,437,760.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IVHS</td>
<td>$3,446,843.00</td>
<td>$3,446,843.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHCB</td>
<td>$320,000.00</td>
<td>$320,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Local (100%)</td>
<td>$2,568,147.00</td>
<td>$2,568,147.00</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$163,728,894.00</td>
<td>$162,419,828.00</td>
<td>$1,309,066.00</td>
</tr>
</tbody>
</table>

HIGHWAY TOTALS FOR FY-2012

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Total Funds Available</th>
<th>Programmed Expenditures</th>
<th>Unprogrammed Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRR-L</td>
<td>$88,000.00</td>
<td>$88,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRR-S</td>
<td>$20,000.00</td>
<td>$20,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRBD</td>
<td>$10,000.00</td>
<td>$10,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>HPP</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IM</td>
<td>$30,000.00</td>
<td>$30,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHS</td>
<td>$200,000.00</td>
<td>$200,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (State)</td>
<td>$310,000.00</td>
<td>$310,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (Local)</td>
<td>$2,464,408.00</td>
<td>$1,110,000.00</td>
<td>$1,354,408.00</td>
</tr>
<tr>
<td>HSIP</td>
<td>$1,000,000.00</td>
<td>$1,000,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>SRTS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Operations &amp; Maintenance</td>
<td>$13,642,738.00</td>
<td>$13,642,738.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IVHS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>ENH</td>
<td>$664,000.00</td>
<td>$664,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHCB</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Local (100%)</td>
<td>$253,000.00</td>
<td>$253,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$18,682,146.00</td>
<td>$17,327,738.00</td>
<td>$1,354,408.00</td>
</tr>
</tbody>
</table>
### HIGHWAY TOTALS FOR FY-2013

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Total Funds Available</th>
<th>Programmed Expenditures</th>
<th>Unprogrammed Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRR-L</td>
<td>$88,000.00</td>
<td>$88,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRR-S</td>
<td>$20,000.00</td>
<td>$20,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRBD</td>
<td>$10,000.00</td>
<td>$10,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>HPP</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IM</td>
<td>$30,000.00</td>
<td>$30,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHS</td>
<td>$200,000.00</td>
<td>$200,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (State)</td>
<td>$310,000.00</td>
<td>$310,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (Local)</td>
<td>$2,509,750.00</td>
<td>$1,650,000.00</td>
<td>$859,750.00</td>
</tr>
<tr>
<td>HSIP</td>
<td>$1,000,000.00</td>
<td>$1,000,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>SRTS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Operations &amp; Maintenance</td>
<td>$13,779,166.00</td>
<td>$13,779,166.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IVHS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>ENH</td>
<td>$664,000.00</td>
<td>$664,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHCB</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Local (100%)</td>
<td>$213,000.00</td>
<td>$213,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$18,823,916.00</td>
<td>$17,964,166.00</td>
<td>$859,750.00</td>
</tr>
</tbody>
</table>

### HIGHWAY TOTALS FOR FY-2014

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Total Funds Available</th>
<th>Programmed Expenditures</th>
<th>Unprogrammed Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRR-L</td>
<td>$88,000.00</td>
<td>$88,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRR-S</td>
<td>$20,000.00</td>
<td>$20,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRBD</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>HPP</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IM</td>
<td>$30,000.00</td>
<td>$30,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHS</td>
<td>$200,000.00</td>
<td>$200,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (State)</td>
<td>$310,000.00</td>
<td>$310,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (Local)</td>
<td>$2,015,092.00</td>
<td>$100,000.00</td>
<td>$1,915,092.00</td>
</tr>
<tr>
<td>HSIP</td>
<td>$1,000,000.00</td>
<td>$1,000,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>SRTS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Operations &amp; Maintenance</td>
<td>$13,916,957.00</td>
<td>$13,916,957.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IVHS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>ENH</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHCB</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Local (100%)</td>
<td>$47,000.00</td>
<td>$47,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$17,627,049.00</td>
<td>$15,711,957.00</td>
<td>$1,915,092.00</td>
</tr>
</tbody>
</table>

### Grand Total

<table>
<thead>
<tr>
<th></th>
<th>Total Funds Available</th>
<th>Programmed Expenditures</th>
<th>Unprogrammed Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td>$218,862,005.00</td>
<td>$216,946,913.00</td>
<td>$1,915,092.00</td>
</tr>
</tbody>
</table>
### HIGHWAY TOTALS FOR FY-2011

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Total Funds Available</th>
<th>Programmed Expenditures</th>
<th>Unprogrammed Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRR-L</td>
<td>$88,000.00</td>
<td>$88,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRR-S</td>
<td>$179,000.00</td>
<td>$179,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRBD</td>
<td>$10,000.00</td>
<td>$10,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>HPP</td>
<td>$10,072,519.00</td>
<td>$10,072,519.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IM</td>
<td>$405,000.00</td>
<td>$405,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHS</td>
<td>$200,000.00</td>
<td>$200,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (State)</td>
<td>$120,294,898.00</td>
<td>$120,294,898.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (Local)</td>
<td>$8,699,066.00</td>
<td>$7,496,400.00</td>
<td>$1,202,666.00</td>
</tr>
<tr>
<td>HSIP</td>
<td>$1,000,000.00</td>
<td>$1,000,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>SRTS</td>
<td>$500,000.00</td>
<td>$500,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Operations &amp; Maintenance</td>
<td>$13,507,661.00</td>
<td>$13,507,661.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>ENH</td>
<td>$2,437,760.00</td>
<td>$2,437,760.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IVHS</td>
<td>$3,446,843.00</td>
<td>$3,446,843.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHCB</td>
<td>$320,000.00</td>
<td>$320,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Local (100%)</td>
<td>$2,568,147.00</td>
<td>$2,568,147.00</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$163,728,894.00</td>
<td>$162,526,228.00</td>
<td>$1,202,666.00</td>
</tr>
</tbody>
</table>

### HIGHWAY TOTALS FOR FY-2012

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Total Funds Available</th>
<th>Programmed Expenditures</th>
<th>Unprogrammed Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRR-L</td>
<td>$88,000.00</td>
<td>$88,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRR-S</td>
<td>$20,000.00</td>
<td>$20,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRBD</td>
<td>$10,000.00</td>
<td>$10,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>HPP</td>
<td>$30,000.00</td>
<td>$30,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IM</td>
<td>$200,000.00</td>
<td>$200,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (State)</td>
<td>$310,000.00</td>
<td>$310,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (Local)</td>
<td>$2,358,008.00</td>
<td>$1,110,000.00</td>
<td>$1,248,008.00</td>
</tr>
<tr>
<td>HSIP</td>
<td>$1,000,000.00</td>
<td>$1,000,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>SRTS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Operations &amp; Maintenance</td>
<td>$13,642,738.00</td>
<td>$13,642,738.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IVHS</td>
<td>$664,000.00</td>
<td>$664,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>ENH</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHCB</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Local (100%)</td>
<td>$253,000.00</td>
<td>$253,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$18,575,746.00</td>
<td>$17,327,738.00</td>
<td>$1,248,008.00</td>
</tr>
</tbody>
</table>
## HIGHWAY TOTALS FOR FY-2013

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Total Funds Available</th>
<th>Programmed Expenditures</th>
<th>Unprogrammed Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRR-L</td>
<td>$88,000.00</td>
<td>$88,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRR-S</td>
<td>$20,000.00</td>
<td>$20,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRBD</td>
<td>$10,000.00</td>
<td>$10,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>HPP</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IM</td>
<td>$30,000.00</td>
<td>$30,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHS (State)</td>
<td>$200,000.00</td>
<td>$200,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (State)</td>
<td>$310,000.00</td>
<td>$310,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (Local)</td>
<td>$2,403,350.00</td>
<td>$1,650,000.00</td>
<td>$753,350.00</td>
</tr>
<tr>
<td>HSIP</td>
<td>$1,000,000.00</td>
<td>$1,000,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>SRTS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Operations &amp; Maintenance</td>
<td>$13,779,166.00</td>
<td>$13,779,166.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IVHS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>ENH</td>
<td>$664,000.00</td>
<td>$664,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHCB</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Local (100%)</td>
<td>$213,000.00</td>
<td>$213,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$18,717,516.00</strong></td>
<td><strong>$17,964,166.00</strong></td>
<td><strong>$753,350.00</strong></td>
</tr>
</tbody>
</table>

## HIGHWAY TOTALS FOR FY-2014

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Total Funds Available</th>
<th>Programmed Expenditures</th>
<th>Unprogrammed Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRR-L</td>
<td>$88,000.00</td>
<td>$88,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRR-S</td>
<td>$20,000.00</td>
<td>$20,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>BRBD</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>HPP</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IM</td>
<td>$30,000.00</td>
<td>$30,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHS (State)</td>
<td>$200,000.00</td>
<td>$200,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (State)</td>
<td>$310,000.00</td>
<td>$310,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>STP (Local)</td>
<td>$1,908,692.00</td>
<td>$100,000.00</td>
<td>$1,808,692.00</td>
</tr>
<tr>
<td>HSIP</td>
<td>$1,000,000.00</td>
<td>$1,000,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>SRTS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Operations &amp; Maintenance</td>
<td>$13,916,957.00</td>
<td>$13,916,957.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>IVHS</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>ENH</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>NHCB</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Local (100%)</td>
<td>$47,000.00</td>
<td>$47,000.00</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$17,520,649.00</strong></td>
<td><strong>$15,711,957.00</strong></td>
<td><strong>$1,808,692.00</strong></td>
</tr>
</tbody>
</table>

## Grand Total

<table>
<thead>
<tr>
<th>Total Funds Available</th>
<th>Programmed Expenditures</th>
<th>Unprogrammed Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>$218,542,805.00</td>
<td>$216,734,113.00</td>
<td>$1,808,692.00</td>
</tr>
</tbody>
</table>
**JC MTPO 2011 - 2014 TIP STP LOCAL SUMMARY**

<table>
<thead>
<tr>
<th>Year</th>
<th>Carryover Balance</th>
<th>Allocation</th>
<th>Total Funds Available</th>
<th>Projects</th>
<th>Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>$7,543,724.00</td>
<td>+ $1,155,342.00</td>
<td>$8,699,066.00</td>
<td>- $7,390,000.00</td>
<td>= $1,309,066.00</td>
</tr>
<tr>
<td>2012</td>
<td>$1,309,066.00</td>
<td>+ $1,155,342.00</td>
<td>$2,464,408.00</td>
<td>- $1,110,000.00</td>
<td>= $1,354,408.00</td>
</tr>
<tr>
<td>2013</td>
<td>$1,354,408.00</td>
<td>+ $1,155,342.00</td>
<td>$2,509,750.00</td>
<td>- $1,650,000.00</td>
<td>= $859,750.00</td>
</tr>
<tr>
<td>2014</td>
<td>$859,750.00</td>
<td>+ $1,155,342.00</td>
<td>$2,015,092.00</td>
<td>- $100,000.00</td>
<td>= $1,915,092.00</td>
</tr>
</tbody>
</table>
### JC MTPO 2011 - 2014 TIP STP LOCAL SUMMARY

<table>
<thead>
<tr>
<th>Year</th>
<th>Carryover Balance</th>
<th>Allocation</th>
<th>Total Funds Available</th>
<th>Projects</th>
<th>Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2011</strong></td>
<td>$7,543,724.00</td>
<td>+ $1,155,342.00</td>
<td>$8,699,066.00</td>
<td>- $7,496,400.00</td>
<td>= $1,202,666.00</td>
</tr>
<tr>
<td><strong>2012</strong></td>
<td>$1,202,666.00</td>
<td>+ $1,155,342.00</td>
<td>$2,358,008.00</td>
<td>- $1,110,000.00</td>
<td>= $1,248,008.00</td>
</tr>
<tr>
<td><strong>2013</strong></td>
<td>$1,248,008.00</td>
<td>+ $1,155,342.00</td>
<td>$2,403,350.00</td>
<td>- $1,650,000.00</td>
<td>= $753,350.00</td>
</tr>
<tr>
<td><strong>2014</strong></td>
<td>$753,350.00</td>
<td>+ $1,155,342.00</td>
<td>$1,908,692.00</td>
<td>- $100,000.00</td>
<td>= $1,808,692.00</td>
</tr>
</tbody>
</table>
RESOLUTION 2011-05

RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)

TO AMEND

THE 2011 – 2014 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE ADDITIONAL FUNDS FOR ELIZABETHTON SIGNALIZATION PROJECT

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 has been requested to include additional funding for preliminary engineering, right of way, and construction for the signalization project that has started in Elizabethton; and

Whereas, additional funding is being requested for geometrical changes that have been identified; 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 include additional funds for Elizabethton signalization project to cover cost overruns and add a ROW phase.

__________________________________________  ____________________________
MTPO Executive Board, Chairperson  Date

__________________________________________  ____________________________
MTPO Executive Staff, Chairperson  Date
ITEM 7

RESOLUTION 2011-06 Consider a resolution adopting the Johnson City MTPO Unified Planning Work Program, commonly referred to as the UPWP for the upcoming federal fiscal year that runs from October 1, 2011 to September 30, 2012. The Unified Planning Work Program outlines task along with funding amounts, to be conducted in this time period. The UPWP is reviewed by the Tennessee Department of Transportation, Federal Transit Administration and Federal Highway Administration.

After the review is completed the Johnson City MTPO will receive comments from the aforementioned agencies and address all comments.

The MTPO is recommending approval of the 2012 UPWP contingent upon favorable resolution of any and all comments so long as there are not any major corrections to the document.

This item requires approval from the MTPO Executive Board by vote and accompanying resolution.
Unified Planning Work Program

“This report was prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, and the Tennessee Department of Transportation.”

DRAFT

Federal Fiscal Year 2012

*Si usted necesita este documento resumido en español contacta por favor al Coordinator del MTPO. Número de teléfono (423) 434-6272, Correo electrónico:jcmpo@jcmpo.org.
Table of Contents

List of Abbreviations ........................................................................................................................................... 3
Introduction .......................................................................................................................................................... 4
Johnson City MTPO Focus ................................................................................................................................ 4
Priorities for Fiscal Year 2012 ............................................................................................................................ 4
Johnson City MTPO Study Area ....................................................................................................................... 5
Organizational Structure ..................................................................................................................................... 5
Public Participation .............................................................................................................................................. 7
Title VI / Environmental Justice / ADA......................................................................................................... 7
SAFETEA-LU Planning Factors ....................................................................................................................... 8
Task A1 Administrative Activities ..................................................................................................................... 11
Task A2 Maintenance of Data Inventories and Surveillance ......................................................................... 14
Task B Long Range Transportation Plan (LRTP) Maintenance ..................................................................... 16
Task C Transportation Improvement Plan (TIP) Maintenance ..................................................................... 17
Task D Public Transportation Planning (5303) ............................................................................................... 18
Task E Johnson City Rail Study ......................................................................................................................... 20
Budget Summary .................................................................................................................................................. 21

List of Figures

Figure 1: Map of MTPO Study Area ................................................................................................................ 5
Figure 2: MTPO Organizational Chart ............................................................................................................ 7
Figure 3: Summary of Planning Factors ........................................................................................................ 10

Appendices

Appendix A Criteria for Project Selection TIP .......................................................................................... 24

Appendix B Signed Resolution ....................................................................................................................... 25
## List of Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Full Form</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act</td>
</tr>
<tr>
<td>ARRA</td>
<td>American Recovery and Reinvestment Act of 2009</td>
</tr>
<tr>
<td>EAC</td>
<td>Early Action Compact</td>
</tr>
<tr>
<td>EDA</td>
<td>Economic Development Administration</td>
</tr>
<tr>
<td>ELIZ</td>
<td>City of Elizabethton</td>
</tr>
<tr>
<td>ETSU</td>
<td>East Tennessee State University</td>
</tr>
<tr>
<td>ES</td>
<td>Economic Stimulus</td>
</tr>
<tr>
<td>FEMA</td>
<td>Federal Emergency Management Agency</td>
</tr>
<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
</tr>
<tr>
<td>FTHRA</td>
<td>First Tennessee Human Resource Agency</td>
</tr>
<tr>
<td>FRA</td>
<td>Federal Railroad Administration</td>
</tr>
<tr>
<td>FY</td>
<td>Fiscal Year</td>
</tr>
<tr>
<td>GIS</td>
<td>Geographic Information Systems</td>
</tr>
<tr>
<td>ISTEA</td>
<td>Intermodal Surface Transportation Efficiency Act of 1991</td>
</tr>
<tr>
<td>ITS</td>
<td>Intelligent Transportation Systems</td>
</tr>
<tr>
<td>JC</td>
<td>City of Johnson City</td>
</tr>
<tr>
<td>JCT</td>
<td>Johnson City Transit</td>
</tr>
<tr>
<td>LPA</td>
<td>Office of Local Planning Assistance</td>
</tr>
<tr>
<td>LRTP</td>
<td>Long Range Transportation Plan</td>
</tr>
<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
</tr>
<tr>
<td>MTPO</td>
<td>Metropolitan Transportation Planning Organization&lt;br&gt;Same as MPO. When the Johnson City MPO was chartered it was given the name “MTPO” as to avoid confusion with regional planning commissions.</td>
</tr>
<tr>
<td>MTRD</td>
<td>Multimodal Transportation Resources Division</td>
</tr>
<tr>
<td>MSA</td>
<td>Metropolitan Statistical Area</td>
</tr>
<tr>
<td>PL/Sec. 112</td>
<td>FHWA Section 112 Planning Funds</td>
</tr>
<tr>
<td>RFP</td>
<td>Request for Proposal</td>
</tr>
<tr>
<td>RPO</td>
<td>Rural Planning Organization</td>
</tr>
<tr>
<td>SAFETEA-LU</td>
<td>Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users of 2005</td>
</tr>
<tr>
<td>Sec. 5303</td>
<td>FTA Section 5303 Technical and Planning Funds</td>
</tr>
<tr>
<td>SPR</td>
<td>State Planning and Research Funds</td>
</tr>
<tr>
<td>TDOT</td>
<td>Tennessee Department of Transportation</td>
</tr>
<tr>
<td>PD</td>
<td>Planning and Development</td>
</tr>
<tr>
<td>TEA 21</td>
<td>Transportation Equity Act for the 21st Century, 1998</td>
</tr>
<tr>
<td>TEMA</td>
<td>Tennessee Emergency Management Agency</td>
</tr>
<tr>
<td>TIP</td>
<td>Transportation Improvement Program</td>
</tr>
<tr>
<td>TPR</td>
<td>Transportation Planning Report</td>
</tr>
<tr>
<td>TSM</td>
<td>Transportation Systems Management</td>
</tr>
<tr>
<td>UPWP</td>
<td>Unified Planning Work Program</td>
</tr>
<tr>
<td>USDOT</td>
<td>United States Department of Transportation</td>
</tr>
<tr>
<td>VMT</td>
<td>Vehicle Miles Traveled</td>
</tr>
</tbody>
</table>

*Sec. 5303* refers to FTA Section 5303 Technical and Planning Funds.
Introduction

Each year the Johnson City MTPO is required to submit a work program that details transportation planning activities and work. This is done through a document called the Unified Planning Work Program or UPWP. Activities in the UPWP range from data collection to the development and coordination of transportation plans and programs. The UPWP is a requirement of the Safe, Accountable, Flexible Transportation Equity Act - Legacy for Users (SAFETEA-LU) of 2005. The UPWP follows the federal fiscal year which runs from October 1 to September 30 each year.

The primary funding source to accomplish tasks identified in the UPWP is provided by two programs. One, the Federal Highway Administration (FHWA) Section 112 Planning funds (PL 112) and the Federal Transit Administration (FTA) section 5303 funds. As with most grants matching funds are required. Shown in the table below is the funding program and required matching ratios.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA (PL 112)</td>
<td>80%</td>
<td></td>
<td>20%</td>
</tr>
<tr>
<td>FTA (5303)</td>
<td>80%</td>
<td>10%</td>
<td>10%</td>
</tr>
</tbody>
</table>

Depending on task, other funding sources may be used, if so they are identified in the detail section of each task in UPWP.

However, without the FHWA PL 112 and FTA 5303 funds, the Johnson City MTPO would not be able to operate in its current capacity as the majority of these funds are used for MTPO operations. The annual allocation for FHWA PL funds are based on official population numbers from the U.S. Census Bureau for the Johnson City Urban Area. Both of these programs are administered by the Tennessee Department of Transportation.

The UPWP is developed by the Johnson City MTPO staff in conjunction with its members, TDOT, FHWA, FTA, and public transportation operators. The draft UPWP is submitted to TDOT, FHWA, and FTA for comments. Once the comments have been adequately addressed the UPWP is recommended for adoption by the Johnson City MTPO Executive Board.

The Johnson City MTPO Focus

The MTPO is focused on improving, livability, sustainability, mobility, and accessibility. The vision for the MTPO includes improvements in all modes of transportation, from walking and biking, to roads, to transit.

Priorities for Fiscal Year 2012: The overall UPWP for FY 2012 contains many projects associated with the day-to-day operations of the MTPO, as well as intermediate and long-range activities outlined in the scope of work. The following represents the major issues for the upcoming fiscal year. The primary focus for the Johnson City MTPO in this UPWP is the Long Range Transportation Plan Update.

1. Complete the final draft of the Long Range Transportation Plan Update in FY 2012.
2. Maintain the Transportation Improvement Program with adjustments / amendments as needed.
3. Maintain necessary transportation databases for the Johnson City MTPO Study Area to support transportation planning.
4. Monitor air quality to prepare for potential impacts of new regulations.
5. Develop a FY 2013 UPWP and make any necessary modifications to the PPP if needed.
Johnson City MTPO Study Area

The Johnson City MTPO urban area consists of Elizabethton, Jonesborough, Johnson City, a small portion of the Town of Unicoi and sections of Carter and Washington Counties. The MTPO study area extends slightly outward from the urban area (Figure 1). Census data from 2000 puts population of the urban area at 102,456.

Organizational Structure

The Johnson City MTPO is comprised of an Executive Board, Executive Staff, and MTPO Staff. The Executive Board is the overall governing body for the MTPO and is supported by the Executive Staff and MTPO staff.

Executive Board

The Executive Board is the governing body of the MTPO and has the authority to adopt plans, programs, and policies. The Executive Board is comprised of elected officials from the member jurisdictions.

- Mayor of Johnson City – Executive Board Chairman
- Mayor of Elizabethton – Executive Board Vice Chairman
- Mayor of Jonesborough - Member
• Mayor of the Town of Unicoi - Member  
• Mayor of Carter County - Member  
• Mayor of Washington County - Member  
• Governor of Tennessee – Member

Members of the Executive Board may designate a representative to serve on the board in their absence. Due to the duties and responsibilities of his office the Governor of Tennessee usually sends a representative to meetings on his behalf. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are non-voting members of the Executive Board.

**Executive Staff**

The Executive Staff is the next level of organization for the MTPO. The Executive Staff assists in the development of plans and programs for the MTPO region, keeps the Executive Board informed of transportation activities, and makes recommendations to the Executive Board for their consideration. Similar to the Executive Board, the Executive Staff is composed of representatives from each of the participating jurisdictions with additional agencies represented. The top administrators from each agency make up the Executive Staff. Generally these administrators are staff positions and not elected to office; however, in some cases such as Highway Superintendents, they are elected officials.

- Johnson City, City Manager – Executive Staff Chairman  
- Elizabethton City Manager - Executive Staff Vice Chairman  
- Jonesborough Town Administrator - Member  
- Town of Unicoi - Member  
- Carter County Highway Superintendent - Member  
- Washington County Highway Superintendent - Member  
- First Tennessee Development District - Member  
- Tennessee State Planning Office – Member  
- Tennessee Department of Transportation - Member  
- Johnson City Transit System – Member

The Federal Highway Administration and Federal Transit Administration are non-voting members of the Executive Staff. When necessary the Executive Staff can assign tasks to other employees of their agency to assist with transportation projects.

**Johnson City MTPO Staff**

At present the Johnson City MTPO Staff consists of two fulltime positions and one halftime position that is shared with Johnson City Transit. MTPO staff report directly to the Johnson City Planning Department but are responsible to all member jurisdictions, as shown in Figure 2 on the next page.

- Transportation Planning Coordinator  
- Project Manager  
- Transit/MTPO Planner (part-time)

---

1 To be addressed in the future.
The Transportation Planning Coordinator is the administrative staff position responsible for the day to day operations of the Johnson City MTPO. As the name implies, this position coordinates transportation planning activities with local governments, as well as state and federal agencies. The Coordinator also serves as Secretary to the Executive Board and must be approved by the board for this position.

In addition to the Transportation Planning Coordinator, the Johnson City MTPO employs a Project Manager who is responsible for managing MTPO projects for the MTPO and assists with MTPO operations. It should be noted the Project Manager does not manage projects using STP funds. This is the responsibility of TDOT or the local member jurisdictions. The Project Manager reports directly to the Coordinator. The MTPO is a Division of the Johnson City Planning Department.

The MTPO also shares a planning position with Johnson City Transit. This position is responsible for Transit Planning and is the Title VI Coordinator for the MTPO. Specifically, the Transit Planner works on Title VI, Environmental Justice (EJ), Disadvantage Business Enterprise (DBE), and Public outreach as well as transit planning activities for the MTPO.

---

**Public Participation**

In developing the UPWP federally required planning factors for MPOs are considered. The UPWP is reviewed and discussed at meetings of the MTPO Executive Staff and adopted by the Executive Board. In addition, the UPWP is made available on the Johnson City MTPO website and at public meetings for review. Any comments made during a public meeting or public review is recorded. After TDOT, FHWA, and FTA review the UPWP is posted online for public review/comment.

**Title VI / Environment Justice / ADA**

Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of
environmental laws, regulations, and policies. The Johnson City MTPO maintains an active Title VI program which includes public outreach. These activities are coordinated for residents within the MTPO area. These activities include public access television spots, informational links on websites, and articles in local newspapers. In addition posters describing Title VI legislation have been posted at key locations within the MTPO area, in both Spanish and English. The Johnson City MTPO website located at http://www.jcmpo.org contains web links to the Title VI and Civil Rights information sites. Johnson City staff attends Title VI training when available and participate in Title VI conference calls with TDOT. All projects using federal highway trust funds for the MTPO comply with Title VI, Environmental Justice and the Americans with Disabilities Act. The Johnson City MTPO and Johnson City Transit staff attended training on TDOT’s Environmental Justice Screening tool during 2007. MTPO staff also took online Title VI training through TDOT’s Civil Rights Office in 2008. The MTPO Coordinator attended Civil Rights Training in September of 2010 at the TDOT Region I Office, located in Knoxville. In April of 2011 the Title VI Coordinator for the MTPO attended Civil Rights Training in Knoxville.

There have been no Civil Rights Compliance Reviews of the Johnson City Transit System during the last three years. A Triennial Review was conducted by the FTA Region IV Office for the JCT during September 2008 that included a comprehensive evaluation of the system’s compliance with FTA and USDOT initiatives and emphasis areas. There were no findings. The next Triennial Review is scheduled for July 2011.

**SAFETEA-LU Planning Factors:**

Each task within the UPWP considers one or more of the following SAFETEA-LU Planning Factors (SAFETEA-LU Factors are noted in each task):

SAFETEA-LU emphasizes eight broad focal points:

1. **Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;** The Johnson City MTPO will coordinate transportation projects with local governments and agencies to improve the MTPO region’s global competitiveness. To attain this goal the MTPO has developed partnerships with economic development boards in the MTPO region and work cooperatively coordinate transportation projects with economic development projects.

2. **Increase the safety of the transportation system for motorized and non-motorized users;** The Johnson City MTPO will encourage projects that include enhanced safety features for transportation in the region. The safety measures that are encouraged are traffic pre-emption devices for emergency vehicles, improved safety for transit infrastructure, coordination with the Tennessee Department of Transportation on intersection safety audits, and collect and disseminate safety concerns from the general public to the appropriate agency. This involves working with local law enforcement agencies, local Emergency Management agencies, and other public safety agencies.

3. **Increase the security of the transportation system for motorized and non-motorized users;** for highway security, ITS monitoring systems (cameras) are planned to be deployed at key highways and intersections to aid in transportation security. Additionally the Johnson City MTPO is part Johnson City Transit Safety / Security Advisory Committee.

4. **Increase the accessibility and mobility of people and for freight;** The Johnson City MTPO will work with all local governments in the region to maintain and update the long
range transportation plan. The MTPO has successfully worked with Norfolk Southern Railroad in reviewing opportunities for rail freight access along NS’s main line in Johnson City. Additionally, the MTPO also works with the local short line railroad to enhance freight access to the Class 1 railroads (NS & CSX) when possible.

5. **Protect and enhance the environment, promote energy conservation, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;** JC MTPO works closely with Johnson City Transit (JCT) in promoting transit service enhancing energy consumption. The MTPO assists with coordination efforts between the rural services provided by NET TRANS and the Johnson City Transit system where possible. As part of the long range transportation plan process the MTPO coordinates with local governments to mitigate potentially environmentally sensitive areas.

6. **Enhance the integration and connectivity of the transportation system across and between modes, for people and freight;** The Johnson City MTPO continues to coordinate activities with the Kingsport and Bristol MPOs through regional meetings and promoting regional transportation projects. One recent example of this coordination is the support of a major transportation improvement project, SR 75 Improvements, in the Kingsport MPO that benefits our entire region and provides better access to the Tri-Cities Airport and the main campus of Northeast State Community College with an enrollment of over 5,000 students. The SR 75 project has been approved and is under construction, with the major bridge project along the route completed in spring 2011. The JC MTPO will continue to coordinate planning activities with the Kingsport and Bristol MPOs.

7. **Promote efficient system management and operation;** The Johnson City MTPO assists in local jurisdictions in planning for life cycle replacement of equipment, advise on maintenance and operations beyond simple resurfacing projects and other “routine” activities. The Johnson City MTPO has attended the Planning for Operations workshop hosted by FHWA and TDOT. After attending this meeting the MTPO will continue to promote and coordinate improved planning for “maintenance and operations” activities with FHWA, FTA and TDOT. The Johnson City MTPO is responsible for coordination of Intelligent Transportation Systems (ITS) projects. Much progress has been made in this area with two ITS projects in the region that allow local jurisdictions to “manage and operate” the highway system in a more efficient manner. The projects are the Johnson City ITS (formerly IVHS) Project and the Elizabethton Signal Synchronization Project along SR Elk and Broad street.

8. **Emphasize the preservation of the existing transportation system.** In all plans and projects the Johnson City MTPO will examine the existing transportation system before making recommendations for improvements. This analysis involves coordination with all levels of government as well as the general public through comments received by the MTPO.

The matrix on the next page summarizes the planning factors that are addressed in each task of the UPWP. A detailed description of each task is provided on the pages following the planning factor matrix.
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>System Safety</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>System Security</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Accessibility &amp; Mobility</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Enhance Environment</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Integration &amp; Connectivity</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>System Mgmt. &amp; Operations</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>System Preservation</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

Figure 3: Planning Factor Matrix
Work Program

Task A1
Administrative Activities (PL 112)

**Responsible Agencies:** JC MTPO, TDOT – Planning Division and Division of Multimodal Transportation Resources, FHWA

**Purpose:** (JC MTPO and TDOT) To conduct continuing, cooperative, and comprehensive transportation planning activities consistent with the urban area’s comprehensive general plan and ensure that all transportation planning projects meet federal and state requirements.

**Previous Work:**

JC MTPO  
Annual work program (FY 2011 UPWP), Participation in TDOT and FHWA sponsored educational and training opportunities for MTPO staff. Review of contractual items. Production of State (yearly) Title VI reports, submission of billings, and attendance at various meetings. MTPO Executive Board and Staff meetings.

TDOT  
A continuing work activity.

**Study Design for FY 2012:**

JC MTPO

- Facilitate better coordination with the TDOT Office of Local Programs for the implementation of projects as they relate to the LRTP and TIP with member jurisdictions.
- Attend FHWA, TDOT, and other sponsored training and workshops, as available, to improve and maintain proficiency in field.
- Continue to coordinate and develop outreach activities for the Title VI Program
- Work with TDOT, FHWA, and FTA to prepare and submit technical reports (2013 UPWP and Quarterly Reports).
- Check for effectiveness of the PPP and make modifications if needed.
- Attend meetings of the MTPO organization, RPO, TNMUG, local, regional, state, and federal sponsored meetings related to transportation planning as needed.
- Prepare and maintain MTPO committee contact lists, media lists, and other lists as needed.
- Includes meetings/updates to all Executive Staff and Executive Board members.
- Prepare and submit financial quarterly reports.
- Review and submit various contractual documents.
- Update By-Laws and Prospectus as needed.
- Purchase of necessary equipment.
- Maintain license for existing software: Travel Demand Model, Geographic Information Systems (GIS), Global Position System (GPS) data collection units, and visualization software such as Google Earth Pro, Website development software, and other graphic package.
- Includes all office supplies and equipment for day to day use.
TDOT
The Planning Division of the Tennessee Department of Transportation will work jointly with the urban area to establish the administrative and technical procedures required, prepare contractual agreements as required, attend all study meetings, distribute special and annual reports and study documents, review and analyze individual transportation planning projects and studies, and undertake general administrative duties.

The TDOT Office of Local Programs will coordinate, review and assist the Johnson City MTPO in maintenance of the Transportation Improvement Program as it relates to the successful implementation and deployment of local projects. The Office of Local Programs will coordinate projects with FHWA on behalf of the Johnson City MTPO and participate in Johnson City MTPO meetings.

The Public Transportation, Waterways and Rail Division will administer correspondence and telephone contacts regarding river transportation, urban public transit, rail service, ridesharing, and transportation systems management. It should be noted there are no “navigable rivers” in the Johnson City MTPO Study Area. Representatives of this office will participate in MTPO meetings; distribute federal guidelines and requirements; conduct seminars and work sessions; provide advice and assistance concerning feasibility of river transportation development; review study documentation and reports; administer funds for port development. This office will coordinate FTA Sections 5303, 5310, 5307, and 5309 programs in Tennessee.

Products
JC MTPO
- Progress reports
- Contracts and agreements
- Files and Records as required
- An approved FY 2013 UPWP
- An approved 2012 State Title VI report
- JC MTPO Executive Staff and Executive Board meetings
- Evaluate and maintain plans as needed, including ITS project updates, Public Participation Plan, TIP Amendments, UPWP, and information for the Long Range Transportation Plan.

TDOT: An ongoing transportation planning program.

Work Schedule
JC MTPO
Most work is done on a continual basis; some milestones for this task are as follows:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Billing</td>
<td></td>
<td></td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UPWP</td>
<td></td>
<td></td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Title VI (State requirements)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

a = adopted, d = draft, x = month occurs
TDOT: A continuing task.

**SAFETEA-LU Factors Considered:** All SAFETEA-LU Factors are discussed during Executive Staff and Executive Board meetings. All factors are considered during development of the UPWP, TIP and LRTP documents.

### A1 Administrative Tasks

<table>
<thead>
<tr>
<th>PL112</th>
<th>Local</th>
<th>MTPO Total</th>
<th>SPR</th>
<th>State SPR Match</th>
<th>State SPR Total</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>$57,200</td>
<td>$14,300</td>
<td>$71,500</td>
<td>$9,934</td>
<td>$2,484</td>
<td>$12,418</td>
<td>$83,918</td>
</tr>
</tbody>
</table>
Task A2
Maintenance of Data Inventories and Surveillance (PL 112)

**Responsible Agencies:** JC MTPO, TDOT Planning Division

**Purpose:**

**JC MTPO**
Inventory of transportation and land-use data, MTPO boundaries, database development, maintenance, and improvement of equipment necessary for improving data inventories and maintenance of the JC MTPO website for dissemination of information.

**TDOT**
Inventory of Transportation Data

**Previous Work:**

**JC MTPO** Collection, analysis, and monitoring of population, commuter patterns, bicycle and pedestrian facilities, freight information, land use and traffic data on a local and regional basis for input into the future Long Range Transportation Plan and TIP. The JC MTPO maintains a website with all documents, meetings, RFPs, and upcoming events available for public viewing.

**TDOT** Traffic volumes are collected annually throughout the MTPO area by TDOT. Special count data collected for design projects as required. Accident data from Tennessee Department of Safety coded and filed. High hazard accident data furnished for safety studies as needed.

**Study Design:**

**JC MTPO**
- Update and collect traffic, freight, bicycle and pedestrian facilities, population, land use, and socioeconomic data, if available and needed.
- Update traffic analysis zones defining Census geography for the region, based on the final criteria established for tracts, block groups, and other geographic areas.
- Maintain databases necessary for the long range plan, travel demand model, and any other data that may need to be purchased. This would also include any data needed for any potential air quality standard changes.
- Regional traffic count information is maintained (via interactive mapping system) on the MTPO website, including TDOT statewide count information.
- Maintain databases and mapping systems capable of storing, retrieving, correlating, analyzing, and displaying geographic information. This includes purchases of equipment needed by the MTPO for storing data and for display purposes for various visualization techniques.
- Continual updating of JC MTPO website to provide up to date information and enhanced access to transportation planning products to the public and MTPO member agencies.
- TDOT will also continue to collect traffic count data at established stations, special traffic counts may be conducted by the local agencies within the MTPO area.
- Updating/maintenance of data for GIS analysis and advanced visualization techniques for the JC MTPO website.
Utilize professional services to assist in data collection, organization, traffic count collection, and maintenance of GIS databases, as needed for work on LRTP update and TIP as needed.

Maintain the database for TransCAD model, economic data, and population data for the future LRTP and TIP. This would include the purchase of databases if available.

Review/monitor state functional classification system for JC MTPO area.

TDOT
Continue to collect annual traffic data. Conduct special traffic counts as needed for planning and design projects. Maintain accident file and furnish high hazard listings and other safety data as required. Travel time studies will be conducted if needed for special studies.

Products:
JC MTPO
- Local and regional population and land use data
- Employment data for traffic analysis zones
- The JC MTPO website (www.jcmpo.org)
- Updating of GIS software and other software needed to keep database current.
- Develop maps of urbanized area, study area, demographics, functional classification and other maps as needed.
- Database management for the travel demand model.

TDOT
- Traffic counts (including peak hour volumes, vehicle classification, directional distribution, etc)
- VMT
- Accident data

Work Schedule:
JC MTPO
All work is on a continual basis.

TDOT
Permanent count data collected and computed for computer storage weekly. Annual cycle counts are taken between the months of September- November. Other special counts will be conducted as needed. Accident data coded and stored on a daily basis.

SAFETEA-LU Factors Considered: All SAFETEA-LU factors are considered while collecting and analyzing data.

A2 Data Inventories

<table>
<thead>
<tr>
<th>PL112</th>
<th>Local</th>
<th>MTPO total</th>
<th>SPR</th>
<th>State SPR Match</th>
<th>State SPR Total</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>$16,000</td>
<td>$4,000</td>
<td>$20,000</td>
<td>$11,888</td>
<td>$2,972</td>
<td>$14,860</td>
<td>$34,860</td>
</tr>
</tbody>
</table>
Task B  
Long Range Transportation Plan - Maintenance (PL 112) 

**Responsible Agencies:** TDOT Planning Division; JC MTPO

**Purpose:** (JC MTPO & TDOT) to provide a continuously updated comprehensive transportation plan that will provide for the long-range transportation needs of the urbanized area.

**Previous Work:** Work began on updating the LRTP during FY 2011. Adjustments and amendments were done as needed to the current LRTP.

**Study Design:**  
**JC MTPO & TDOT**
- During Fiscal Year 2012, data collection, information gathering, and meetings will be held for the LRTP with a final draft scheduled for August of 2012 and final adoption before March 2013.
- Utilize professional services to assist/lead in data collection, plan organization, traffic count collection, plan update, and travel demand model development, freight impacts, any potential impacts of future air quality regulations, and maintenance of GIS databases the 2035 LRTP Update.
- Update the current LRTP as need or required until the LRTP 2035 Update is approved.

**JC MTPO**
- Attend any workshops or class that may be beneficial for updating future LRTP.
- Develop standardized methodology and data warehousing techniques for data to be used for maintenance of the LRTP and other projects.
- Analyze transit projects with JCT Planners.
- Assess current air quality standards. If future air quality standards change and affect the JC MTPO area, the JC MTPO will update/develop necessary plans, models, and documents to make the JC MTPO area air quality complaint. (At the current time the JC MTPO’s status is attainment).

**Products:** (JC MTPO & TDOT) Final Draft of the Johnson City Long-Range Transportation Plan Update by August 2012 and any LRTP updates they may be required before the LRTP 2035 Update is complete.

**SAFETEA-LU Factors Considered:** All SAFETEA-LU factors are considered during the development of the Long Range Transportation Plan.

### B. Long Range Transportation Plan Maintenance

<table>
<thead>
<tr>
<th>PL112</th>
<th>Local</th>
<th>MTPO total</th>
<th>SPR</th>
<th>State SPR Match</th>
<th>State SPR Total</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>$120,000</td>
<td>$30,000</td>
<td>$150,000</td>
<td>$26,577</td>
<td>$6,644</td>
<td>$33,221</td>
<td>$183,221</td>
</tr>
</tbody>
</table>


Task C
Transportation Improvement Program (PL 112) - Maintenance

**Responsible Agency:** JC MTPO, JCT

**Purpose:** To prepare and maintain an accurate, timely, and financially constrained Transportation Improvement Program.

**Previous Work:**
- 2011-2014 TIP was completed.
- Adjustments and amendments were completed as needed.

**Study Design:**
- To maintain the accuracy of the FY 2011-2014 TIP through amendments and adjustments when necessary while maintaining fiscal constraint.
- Coordinate TIP projects with local, state, and federal agencies.

**Products:** A four year program of transportation related projects that are prioritized and financially constrained and amended or adjusted as needed. Annual listing of projects will be made available using the same guidelines as the TIP.

**Work Schedule:** This is a continuous project.

**SAFETEA-LU Factors Considered:** All SAFETEA-LU factors are considered during the development and maintenance of the TIP.

### Task C TIP

<table>
<thead>
<tr>
<th>PL112</th>
<th>Local</th>
<th>MTPO total</th>
<th>SPR</th>
<th>State SPR Match</th>
<th>State SPR Total</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>$6,400</td>
<td>$1,600</td>
<td>$8,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$8,000</td>
</tr>
</tbody>
</table>
**Task D**  
**Public Transportation Planning (Section 5303)**

**Responsible Agencies:** JCT, JC MTPD TDOT, FTA

**Purposes:** To collect, analyze and store data necessary for conducting a viable transit planning process. To administer funds, coordinate planning activities, and to encourage citizen knowledge and awareness of public and private transit services.

**Previous Work:** Certain data sets are available from previous transit studies and surveys and the 2000 Census. The Johnson City Transit System maintains records of ridership, fare revenue, and cost by route. The JC MTPO collects census data information to assist in the development of plans including the maintenance of the LRTP and TIP. The JC MTPO in coordination with TDOT completed the regional ITS architecture for the MTPO Study Area. As part of the approved architecture JCT projects were identified, ranked and funding sources identified. A complete copy of the architecture and deployment plan is available at the MTPO office and on the MTPO website at [http://www.jcmpo.org/jcits.htm](http://www.jcmpo.org/jcits.htm). The JC MTPO also conducts public participation for TIP and LRTP transit projects.

**Study Design:** Pertinent factors have been identified for data collection, including elderly, disabled, and low-income socio-economic patterns, population density, financial costs and revenues, and ridership characteristics.

- Data will be collected and analyzed for use by local, state, and federal agencies.
- Data collection and analysis techniques include patron surveys, GIS analysis, driver reports, and other methods.
- Activities associated with DBE, EEO, and Title VI programs, and specialized programs for the elderly and disabled including programs associated with the Americans with Disabilities Act will be ongoing throughout the year.
- Data and planning work associated with the Transit Development Plan/Program activities as defined by TDOT, and data, planning, reporting, and maintenance/management systems/programs (for public transportation facilities and equipment) as required by FTA under SAFETEA-LU will also be continuing work efforts.
- Coordination with Intelligent Transportation Systems projects is a continuing activity. While individual projects are the responsibility of the appropriate agency (i.e. AVL tracking and scheduling for transit) the JC MTPO will ensure they are included in the ITS architecture and deployment plan.
- The JC MTPO will continue to assist with TIP and LRTP additions, amendments, adjustments, and public participation.
- This will also include sections of the LRTP update that include Johnson City Transit and the Human Services Coordination Plan update.

**Product:** A usable database for input into transit planning studies, DBE, EEO, and Title VI update reports, National Transit Database (NTD) reports. Evaluation and coordination of various multi-modal transportation activities in the Johnson City Urbanized Area.

**Work Schedule:** This is a continuous work activity with various reporting due dates throughout the year.
SAFETEA-LU Factors Considered: All SAFETEA-LU factors are considered while developing transit projects.

D. Transit Administration & Database

<table>
<thead>
<tr>
<th>Sec 5303 Federal</th>
<th>Local</th>
<th>State</th>
<th>MTPD total</th>
<th>SPR</th>
<th>State SPR Match</th>
<th>State SPR Total</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>$34,913</td>
<td>$4,364</td>
<td>$4,364</td>
<td>$43,641</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$43,641</td>
</tr>
</tbody>
</table>
Task E
Master Plan for the “Rails to Trails” Project – Johnson City

**Responsible Agency:** City of Johnson City

**Purpose:** To develop a Master Plan for converting the existing rail line from near Stateline Road in Elizabethton to Alabama Street in Johnson City along the old East Tennessee Railway Corporation. The Master Plan will address and assist with various issues such as safety, security, accessibility, accepted uses, development costs, and provide an overall guide for trail development. This project will function to enhance the “livability” of the Johnson City MTPO region. The rail line was purchased by the City of Johnson City through the Surface Transportation Board’s “Rails to Trails” program.

**Previous Work:** New project

**Study Design:** To utilize professional services to look at the impact of a potential rails to trails project. Develop overall goals and objectives for the master plan. Examine safety, cost, privacy, maintenance, construction cost, legal issues, community impact, business impact, impacts to neighborhoods, ROW issues, existing bridges, examine trail uses, and the awareness of sustainable and livable communities.

**Products:** To deliver an unbiased master plan that outlines all aspects of the rail corridor project.

**Work Schedule:** One year

**SAFETEA-LU Factors Considered:** All SAFETEA-LU factors are considered during the development and maintenance of the TIP.

### Task E Johnson City Rail Study

<table>
<thead>
<tr>
<th>PL112</th>
<th>Local</th>
<th>MTPO total</th>
<th>SPR</th>
<th>State SPR Match</th>
<th>State SPR Total</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>$80,000</td>
<td>$20,000</td>
<td>$100,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$100,000</td>
</tr>
<tr>
<td>TASK</td>
<td>FEDERAL HIGHWAY ADMINISTRATION</td>
<td>FEDERAL TRANSIT ADMINISTRATION</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>-------------------------------</td>
<td>-------------------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>PL MATCH</td>
<td>STATE MATCH</td>
<td>F303 MATCH</td>
<td>TDOT MATCH</td>
<td>LOCAL MATCH</td>
<td>TOTAL</td>
</tr>
<tr>
<td>A1. Administration</td>
<td>$57,200.00</td>
<td>$9,934.00</td>
<td>$2,484.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$83,918.00</td>
</tr>
<tr>
<td>A2. Data Inventories</td>
<td>$16,000.00</td>
<td>$11,888.00</td>
<td>$2,972.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$34,860.00</td>
</tr>
<tr>
<td>B. LRTP</td>
<td>$120,000.00</td>
<td>$26,577.00</td>
<td>$6,644.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$183,221.00</td>
</tr>
<tr>
<td>C. TIP</td>
<td>$6,400.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$8,000</td>
</tr>
<tr>
<td>D. Transit Admin. &amp; Data Base</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$34,913.00</td>
<td>$4,364.00</td>
<td>$43,641</td>
</tr>
<tr>
<td>E. Johnson City/ Rail Study</td>
<td>$80,000.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$100,000</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$279,600</td>
<td>$48,399</td>
<td>$12,100</td>
<td>$34,913</td>
<td>$4,364</td>
<td>$453,640</td>
</tr>
</tbody>
</table>
TABLE II
Agency Participation- Johnson City Urban Area
FISCAL YEAR 2012

<table>
<thead>
<tr>
<th>TASK</th>
<th>TDOT/SPR</th>
<th>MPO</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1. Administration</td>
<td>$12,418.00</td>
<td>$71,500.00</td>
<td>$83,918</td>
</tr>
<tr>
<td>A2. Data Inventories</td>
<td>$14,860.00</td>
<td>$20,000.00</td>
<td>$34,860</td>
</tr>
<tr>
<td>B. Long Range Planning</td>
<td>$33,221.00</td>
<td>$150,000.00</td>
<td>$183,221</td>
</tr>
<tr>
<td>C. TIP</td>
<td>$-</td>
<td>$8,000.00</td>
<td>$8,000</td>
</tr>
<tr>
<td>D. Transit Admin. &amp; Data Base</td>
<td>$-</td>
<td>$43,641.00</td>
<td>$43,641</td>
</tr>
<tr>
<td>E. Johnson City Rail Study</td>
<td>$-</td>
<td>$100,000.00</td>
<td>$100,000</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$60,499.00</td>
<td>$293,141.00</td>
<td>$453,640</td>
</tr>
</tbody>
</table>
Budget Summary

TABLE III
AGENCY PARTICIPATION BY FUNDING SOURCE
FISCAL YEAR 2012

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>FEDERAL HIGHWAY ADMINISTRATION</th>
<th>FEDERAL TRANSIT ADMINISTRATION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TN PL MATCH</td>
<td>TN SPR MATCH</td>
</tr>
<tr>
<td>TDOT - PD</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$</td>
<td>- $</td>
</tr>
<tr>
<td>MPO</td>
<td>$279,600</td>
<td>$69,900</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$279,600</td>
<td>$69,900</td>
</tr>
</tbody>
</table>
Appendix A
Criteria for Project Selection - TIP

The JCMTPO considered several factors that were important to the MTPO area. They are as follows: clean air, existing plans, and the aging population, maintaining existing roads, the State Long Range Transportation Plan, growth areas, connectivity, rail, Title VI, economic development, transportation mode choices, route choices, congestion and safety. These factors were then used to develop criteria for the selection of projects for Local STP funding. The Executive Staff reviews the projects submitted for Local STP funding. They then rank the projects using weighted criteria (see below) and develop a recommendation for the Executive Board. The Executive Board will adopt the ranking of the projects if they feel the ranking is suitable. The Executive Board may chose to amend or reorder the ranking of the projects before adopting.

CONSISTENCY WITH PLANS
In previous TIP or related project in TIP ..............................................................15
Consistent with growth plan/land use plans.......................................................8

CONGESTION MANAGEMENT
Reduces/manages travel demand (TDM) ............................................................8
Improves traffic operations ..................................................................................10
Transit capital improvement .............................................................................2
Alternative Mode (incl. Bike/ped and other modes) ............................................5
Intelligent Transportation System (ITS) project ...............................................2

TRAFFIC CIRCULATION
Improves access to major hwys. .................................................................5
Provides/enhances connection between modes .............................................4
Enhances connectivity of street network.......................................................14

ECONOMIC DEVELOPMENT
Improves facility for freight movement (air, distribution, rail) .....................2
Enhances economic development investments ..............................................10

AIR QUALITY
Promotes positive effect on air quality ............................................................2

SAFETY MANAGEMENT
Promotes safety ...............................................................................................7

VALUE ADDED
Match greater than minimum required ......................................................2
ROW was donated, eng. already complete, etc. ............................................4
Total ........................................................................................................100
RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION TO ADOPT THE FY 2012 UNIFIED PLANNING WORK PROGRAM (UPWP)

Whereas, a comprehensive, cooperative and continuing transportation planning process is to be carried out in the Johnson City Metropolitan Transportation Planning Area; and

Whereas, under Federal Planning Guidelines MPO’s are required to submit a Unified Planning Work Program (UPWP) that identifies the transportation planning projects and planning activities to be undertaken by local, regional, and or state agencies for the Johnson City MTPO Metropolitan Transportation Planning Area for Federal Fiscal Year 2012; and

Whereas, the various state, local and regional agencies involved with transportation planning for the Johnson City MTPO Area have cooperatively developed a Unified Planning Work Program for Federal Fiscal Year 2012; and

Whereas, it is the function of the Johnson City Metropolitan Transportation Planning Organization to develop and adopt an annual transportation planning work program for the Johnson City Metropolitan Transportation Planning Area.

Whereas, the UPWP is developed by the MTPO and reviewed by the Tennessee Department of Transportation, Federal Highway Administration and Federal Transit Administration providing comments on the UPWP; and

NOW THEREFORE, be it resolved by the Johnson City Metropolitan Transportation Planning Organization Executive Board does hereby approve the adoption of the FY 2012 Unified Planning Work Program (UPWP) pending all comments are addressed in a favorable manner.

MTPO Executive Board, Chairman
Date

MTPO Executive Staff, Chairman
Date
ITEM 8

The MTPO Executive Secretary / Coordinator will give an update on several projects and answer any questions regarding the MTPO. This is for informational purposes only and does not require a vote or resolution.