

AGENDA
JOHNSON CITY MTPO
Executive Board / Executive Staff
Friday, December 20, 2019 at 11:00 a.m.
137 West Market Street, Johnson City, TN
Johnson City Transit Center, Training Room

- **Call to Order**
- **Item 1:** Public Input – Open to public
- **Item 2:** Approval of Minutes from the August 28, 2019 Meeting
- **Item 3:** Consider approval of a resolution to self-certify the metropolitan transportation planning process for the Johnson City MTPO that must accompany the adoption of the Transportation Improvement Program (TIP)
 - **Resolution 2019-03 (Vote Required)**
- **Item 4:** Consider approval of the Chair to sign the Memorandum of Agreement to define the need for Amendments and Administrative Modifications to the Transportation Improvement Program
 - **(Vote Required)**
- **Item 5:** Consider approval of a resolution to adopt the Fiscal Years 2020-2023 Transportation Improvement Program (TIP)
 - **Resolution 2019-04 (Vote Required)**
- **Item 6:** Consider approval of a resolution to support Safety (PM1) Performance Targets by TDOT
 - **Resolution 2019-05 (Vote Required)**
- **Item 7:** Consider endorsement of prioritized projects for TDOT’s Three-Year Work Program
 - **Vote Required**
- **Item 8:** Annual Listing of Obligated Projects
- **Item 9:** Other Business
- **Adjourn**

ITEM 1

Public Input

ITEM 2

Approval of the minutes from the August 28, 2019 Meeting

JOHNSON CITY MTPO
Minutes of the Executive Board / Executive Staff Meeting
Wednesday, August 28, 2019 at 10:00 a.m.
137 West Market Street, Johnson City, TN
Johnson City Transit Center, Training Room



Executive Board Present

The Honorable Mayor Jenny Brock, City of Johnson City, Chair
The Honorable Mayor Irene Wells, Town of Bluff City
Daniel Estes for the Honorable Mayor Curt Alexander, City of Elizabethton
Bob Browning for the Honorable Mayor Chuck Vest, Town of Jonesborough
The Honorable Mayor Johnny Lynch, Town of Unicoi
The Honorable Mayor Rusty Barnett, Carter County
Ronda Sawyer for the Honorable Governor Bill Lee, State of Tennessee

Executive Board Not Present

The Honorable Mayor Joe Grandy, Washington County
John Deakins, Jr., Tennessee County Highway Officials Association

Executive Staff Present

M. Denis Peterson, City of Johnson City
The Honorable Mayor Irene Wells, Town of Bluff City
Daniel Estes, City of Elizabethton
Bob Browning, Town of Jonesborough
Jeff Rawles for Eldonna Janutolo, Johnson City Transit
Chase Milner for Chris Craig, First Tennessee Development District
Ronda Sawyer, Tennessee Department of Transportation

Executive Staff Not Present

Debbie Kessler, Town of Unicoi
Roger Colbaugh, Carter County Highway Department
John Deakins, Jr., Washington County Highway Department

Others Attending

Glenn Berry, Johnson City MTPO
Mary Butler, Johnson City MTPO
Bill Albright, Kingsport MTPO
Kim Kreckow, Johnson City Transit
Troy Ebbert, TDOT
Michelle Christian, TDOT
Trampus Grindstaff, TDOT
Camren Yarberry, TDOT
Randy Dodson, Mattern & Craig

Summary of Motions:

- **Approved** – Minutes from November 14, 2018;
- **Approved – Resolution 2019-01** – Adopted the Fiscal Years 2020-2021 Unified Planning Work Program;
- **Approved – Resolution 2019-02** – Adopted Transit Asset Management targets for Fiscal Year 2020;
- **Approved** – Approved for the Chair to sign the Planning Agreement between the Johnson City MTPO, TDOT, JCT and NET Trans; and
- **Approved** – Approved for the Chair to sign the Performance Measures Agreement between the Johnson City MTPO, TDOT, JCT and NET Trans.

Call to Order: Meeting called to order at 10:07 a.m. by the Chair, the Honorable Mayor Jenny Brock.

Agenda Item 1: Chair Mayor Brock proceeded to ask if there were any comments from the public. There were no comments from the public attending the meeting.

Agenda Item 2: The minutes from the November 14, 2018 meeting were reviewed.

Ms. Ronda Sawyer made a motion for the board to approve the minutes of the November 14, 2018 meeting. The Honorable Mayor Johnny Lynch seconded the motion. All approved. **Motion carried.**

Agenda Item 3: Consider approval of adopting the Fiscal Years 2020-2021 Unified Planning Work Program.

Mr. Glenn Berry reviewed the major tasks accomplished in the current Fiscal Year (FY) 2019 Unified Planning Work Program (UPWP), including drafting the new two-year UPWP, drafting a new TIP, the I-26 Multimodal Corridor Study and the new grant management and invoicing process from TDOT. He pointed out that there were still issues to be resolved with the new invoicing process for grantees with TDOT, but they were making progress.

Next, he covered the major tasks to be undertaken in the next two years in the new UPWP. FY 2020 will include the conclusion of the I-26 study being conducted by TDOT with input from the MTPO, finalize the new TIP for adoption, and oversee TDOT's review of the 5307 small urban transit funding formula for its effects on Johnson City UZA. He noted TDOT will be hiring a consultant to assist them with the distribution of FTA section 5307 funds for small urbanized areas. Next he highlighted the Johnson City MTPO will be hiring a consultant to conduct a sub-area study for Johnson City. This will be done in partnership with the Johnson City Planning Division and targeted to begin in the fall of 2019.

He then moved on to the second year of the new UPWP, FY 2021 in which the Johnson City MTPO would, of course, be developing a new UPWP. He encouraged the members to be thinking of studies or plans that, from their perspective, would be beneficial to enhance transportation in the region. He stated the MTPO had two federal required documents they would be completing, including hiring a consultant to assist the MTPO. The two documents are the update to the Coordinated Public Transit – Human Services Transportation Plan and the Metropolitan Transportation Plan (formerly the Long Range Plan), both of which are federally required to remain eligible for various types of federal transportation and transit funds.

He then explained that the MTPO needed to be forward thinking and look to the future, specifically regarding the U.S. Census rural / urban designations and the possibility of becoming a Transportation Management Area (TMA). He recalled the Tri-Cities faced this issue in the past after the 2010 U.S. Census and the region was unprepared for the potential impacts of becoming a large urbanized area with a population of over 200,000 when the U.S. Census Bureau presented the Kingsport/ Johnson City Urban Agglomeration. While that issue was resolved and our region did not become a TMA, he stated it was prudent to study this issue to provide leaders with accurate factual information and not just people's opinions. By providing the members of the Johnson City MTPO with accurate information, this would allow them to make informed decisions. To assist with this task, the Johnson City MTPO included a task to study the impacts, responsibilities and other issues of becoming a TMA. He clarified this was a study and any recommendations would be left up to the members.

Mayor Brock asked if the area boundary is the Metropolitan Statistical Area (MSA). Mr. Berry said that no, the Metropolitan Planning Area is actually a different boundary. Mayor Brock also asked who decides the designation of an MPO area. Mr. Berry responded that he has heard two different answers – one is the Governor of Tennessee decides and the other is where locals decide. The Honorable Mayor Rusty Barnett asked if that decision is made locally, as he did not want individuals from the outside making that decision.

Mr. Berry agreed with Mayor Barnett that it may be a joint decision among local governments, along with the Governor. He stated this was one issue they wanted to confirm with the TMA study.

Mr. Bob Browning asked if the MPO had considered a bike and pedestrian plan and if we can use funds in the UPWP to fund it. Mr. Berry said that it is something he would like to find additional funding for and he feels the area is much more receptive to such a plan than it was 12 years ago.

Mayor Barnett made a motion for the board to approve the Fiscal Years 2020-2021 UPWP. Mayor Lynch seconded the motion. All approved. **Motion carried.**

Agenda Item 4: Consider approval of adoption of resolution to support Transit Asset Management targets.

Mr. Berry asked Ms. Mary Butler to speak about the Transit Asset Management targets, or TAM. Ms. Butler explained that last year the first set of TAM targets were adopted and federal law requires they be updated annually. The targets benefit transit agencies by helping them prioritize investments and remain eligible to apply for several grants. Ms. Butler outlined the rolling stock and equipment targets and defined the useful life benchmark that is used to measure when a vehicle needs to be replaced. Ms. Butler explained the baseline and target of each vehicle type. She also went over several updates on purchases by Johnson City Transit and NET Trans in the past year. Ms. Butler outlined the facilities targets and how they use a different type of score than rolling stock, the TERM scale, in which a score of 3 (Good) is needed. All passenger and maintenance facilities in the MPO area in good or better condition. Ms. Butler congratulated JCT on the 40th Anniversary of opening the transit system in October 1979. She then displayed the final targets and asked the Board to vote to adopt them.

Mr. M. Denis Peterson made a motion for the board to approve to adopt the TAM targets. Ms. Ronda Sawyer seconded the motion. All approved. **Motion carried.**

Agenda Item 5: Consider approval of the Chair to sign the Planning Agreement between the Johnson City MTPO, TDOT, JCT and NET Trans.

Mr. Berry explained that federal law requires that the process for transportation planning be in writing and agreed to by all parties involved. The agreement is basically spelling out the federal laws that we already follow. It defines the roles and responsibilities for each organization. The agreement was reviewed by all the agencies and revised with input. It is now ready for execution.

Mr. Berry said there will be a new transportation authorization act that will need to be passed by Congress when the FAST Act expires in September 2020 and the new act could change some of the provisions in the agreement in the future. He further explained a new act has been introduced in Congress but it will be a slow process to see it passed into law. Mr. Berry stated he anticipates several continuing resolutions of the FAST Act.

Ms. Sawyer made a motion for the board to approve the Chair signing the Planning Agreement. Mr. Browning seconded the motion. All approved. **Motion carried.**

Agenda Item 6: Consider approval of the Chair signing the Performance Measures Agreement between Johnson City MTPO, TDOT, JCT and NET Trans.

Mr. Berry explained that this is a separate agreement specifically for the performance measures and targets. He said that the MPOs all tried to provide feedback to TDOT to add these provisions to the main Planning Agreement but TDOT chose to keep them separate. The Performance Measures Agreement defines how

each organization involved cooperatively develop, share, and report information related to performance measures and targets. The agreement was also reviewed by all the agencies and is ready for execution.

The Honorable Mayor Irene Wells made a motion for the board to approve for the Chair to sign the Performance Measures Agreement. Mr. Chase Milner seconded the motion. All approved. **Motion carried.**

Agenda Item 7: Presentation of Projects in the Fiscal Years 2020-2023 Transportation Improvement Program.

Mr. Berry showed the members a presentation on the draft FY 2020-2023 Transportation Improvement Program (TIP). A handout was provided of the projects funded with Surface Transportation Block Grant Program funds from the Johnson City MTPO. He started out explaining that the FAST Act expires September 30, 2020 and that a new act will need to be passed to continue to fund transportation projects. In analyzing the existing projects either in this TIP or a previous TIP, Mr. Berry discussed the funding shortfall of approximately \$17.7 million. Mr. Berry then proceeded to give an overview of each of the six projects included in the new TIP. He also discussed two illustrative projects. The Knob Creek project is an ongoing project that included funding in previous TIPs for Engineering and Right of Way phases; however, due to cost escalations and final designs, the project could not be included in the new TIP at this time, as all funding sources for construction have not been identified. It was noted the City Manager of Johnson City was diligently working with his Public Works staff and consultant engineer to find ways to reduce costs. Mayor Brock concurred and stated the project costs needed to be reduced. Mr. Peterson stated, yes, this started out as a \$10 million project and has escalated to a \$30 million project.

Mr. Berry noted he had talked to TDOT last week and the Jonesborough Parkway project is currently being studied by TDOT. He stated while the study is under way and has the attention of TDOT, projects in the IMPROVE Act, passed by the Tennessee General Assembly, have priority over other projects, but the Jonesborough Parkway is being handled by the Strategic Transportation Investments Division.

He then discussed a potential Transportation Alternatives Program grant to repair the Covered Bridge in Elizabethton, which is a very important icon to the community. Mr. Peterson then stated the Covered Bridge was an important landmark for the entire region. Mr. Berry concluded the presentation by reviewing major state projects. He noted TDOT staff is working diligently to get the SR 91 project through Elizabethton ready for construction but the Right of Way relocations was taking longer than anticipated and that TDOT was following all federal requirements with the Right of Way relocation process. The last new project was the new state route for Knob Creek Road from near Mizpah Hills Drive to SR 354 (Boones Creek Road). It was stated this project was very early on in the environmental process and that no final alignment had been identified at this time. He then reviewed all of the projects in the current TIP that have been completed or are under construction; most notable was Exit 17 on I-26 (Boones Creek Road). He stated the contract called for this project to be completed on or before September 30, 2020.

Agenda Item 12: Other Business.

Mayor Barnett made an announcement that there will be a ground breaking ceremony for the new resort at Watauga Lake on October 17, 2019 at 10:30 a.m. He said this development is slated to provide approximately 500 jobs. He said the location is at the entrance to the Deer Ridge subdivision off Highway 67, just past the Butler Memorial Bridge.

Adjourn: There being no further business; the meeting was adjourned at 11:01 a.m.

ITEM 3

Resolution 2019-03: Consider a resolution to self-certify the metropolitan transportation planning process for the Johnson City MTPO that must accompany the adoption of the Transportation Improvement Program (TIP)

The Johnson City MTPO is required to comply with federal law to self-certify the metropolitan transportation planning process and that they are following all regulations as identified in the Code of Federal Regulations, Title 23, Section 450.334, and an approved certification must be included with the entire adopted TIP or amended version.

It is recommended this item be approved by the Johnson City MTPO Executive Board by vote and accompanying resolution.

RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION

**METROPOLITAN TRANSPORTATION PLANNING PROCESS
CERTIFICATION**

In accordance with 23 CFR 450.336, the Johnson City Metropolitan Transportation Planning Organization and the Tennessee Department of Transportation hereby certify that the metropolitan transportation planning process is addressing major issues facing the Johnson City, TN urbanized area, and is being carried out in accordance with the following requirements:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304 (Highways and Transit).
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1) and 49 CFR part 21.
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
- IV. Section 1101 (b) of the FAST-ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects.
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- VI. Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.
- VII. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended, 42 U.S.C. 7504, 7506 (c) and (d), and 40 CFR part 93.
- VIII. 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.
- IX. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender.
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Jenny Brock
Chair, Johnson City MTPO Executive Board

Date: _____

Ronnie Porter
Director, TDOT Program Development &
Administration Division

Date: _____

ITEM 4

Consider approval of the Chair to sign the Memorandum of Agreement to define the process and requirements for Amendments and Administrative Modifications to the Transportation Improvement Program

The TIP may be modified at any time through two processes. One is the amendment process and the other is the administrative modification process. A Memorandum of Agreement (MOA) between the Johnson City MTPO and TDOT has been agreed upon which outlines these processes and requirements.

The MOA identifies the project cost change thresholds that require either an amendment or an administrative modification. The table below shows the project cost change thresholds, a sliding scale of the total programmed funds of all phases of a project that is shown within the approved TIP and how much of a percentage of that change triggers the amendment process or the administrative modification process. This applies to FTA projects as well as FHWA projects. For example, if the total programmed funds is \$1 million, and additional funds of \$500,000 are being added, the percent cost change is 50 percent, which would require the administrative modification process. If the total project cost is \$1 million, and additional funds of \$800,000 are being added, the percent cost change is 80 percent, which would require the amendment process.

Project Cost Change Thresholds		
Total programmed funding within the approved STIP/TIP	Amendment	Administrative Modification
Up to \$2 million	≥ 75%	< 75%
\$2 million to \$15 million	≥ 50%	< 50%
\$15 million to \$75 million	≥ 40%	< 40%
\$75 million and above	≥ 30%	< 30%

The full MOA is shown on the next few pages.

It is recommended that the Johnson City MTPO Executive Board approve of the Chair to sign the Memorandum of Agreement for the TIP by voice vote.

**MEMORANDUM OF AGREEMENT BETWEEN
THE TENNESSEE DEPARTMENT OF TRANSPORTATION
AND
THE JOHNSON CITY METROPOLITAN TRANSPORTATION PLANNING
ORGANIZATION**

**REGARDING THE DEFINITION AND NEED FOR AMENDMENTS /
ADMINISTRATIVE MODIFICATIONS TO THE STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM / TRANSPORTATION IMPROVEMENT PROGRAMS IN
THE STATE OF TENNESSEE**

INTRODUCTION:

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

DEFINING THE STIP/TIP:

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

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

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

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

STIP/TIP AMENDMENT:

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

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

AMENDMENT DOCUMENT AND APPROVAL PROCEDURES:

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

Documentation:

The MPO will send the following documentation to TDOT:

- Electronic correspondence describing the action taken and requesting review and approval of the proposed amendment;
- A copy of the original and amended TIP pages;

- Documentation supporting:
 - Fiscal constraint,
 - Interested parties' participation (i.e., public involvement, stakeholder involvement, and consultation),
 - Air quality conformity (in non-attainment and/or maintenance areas only), and
 - Required MPO certifications, including the MPO Self-Certification with a current date; and
 - The resolution adopting the amendment.

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

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

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

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

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

STIP/TIP ADMINISTRATIVE MODIFICATIONS:

A STIP/TIP administrative modification is a minor change from the approved STIP/TIP. Administrative modifications must be consistent with 23 CFR Part 450, but they do not require public review and comment, or a conformity determination in non-attainment or maintenance areas. STIP/TIP administrative modifications are defined as follows:

- A minor change in the total project cost (see Table A)
- A minor change in project description that does not change the air quality conformity finding in maintenance and/or non-attainment areas; or
- A minor change in project description/termini that is for clarification and does not change the project scope such as a length change for reasonable transition purposes or to correct minor clerical errors or discrepancies; or
- Shifting funds between projects or groupings within the STIP/TIP (i.e., funding sources

and projects already identified in the STIP/TIP) if the change does not result in a cost increase greater than the amendment threshold (see Table A) for the total project cost of all phases shown within the approved STIP/TIP; or

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

ADMINISTRATIVE MODIFICATION DOCUMENT PROCEDURES:

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

Documentation:

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

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

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

AUTHORIZATION:

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

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

PROJECT COST CHANGE THRESHOLDS:

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

TABLE A

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

PROJECT PHASE OVERRUNS AND UNDERRUNS:

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

phase will need to follow the rules within this document.

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

PROJECT GROUPINGS:

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

The STIP/TIP will include a description of all grouping categories, eligible activities, and sufficient financial information to demonstrate the projects that are to be implemented using current and/or reasonably available revenues. The MPO will develop the grouping categories and eligible activities included within the STIP/TIP in consultation with TDOT. All TDOT-sponsored projects located within an MPO area must be included in the MPO's TIP, including those projects that are eligible for grouping. Therefore, projects eligible for groupings that are located within the MPO planning area may be grouped within the MPO's TIP or listed individually in the MPO's TIP, but may not be included in the STIP.

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

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

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

CONSULTATION PROCESS:

The MPO will consult with TDOT and the appropriate approving agency (i.e., FTA for transit projects and FHWA for highway projects) on the suitable category of action when the proposed change to the STIP/TIP does not clearly fall into the category of a "STIP/TIP Amendment" or a

"STIP/TIP Administrative Modification" or the proposed change involves extenuating circumstances. Consultations will suspend the formal 10 business day review period for "STIP/TIP Amendments" until a resolution is established. The MPO also will consult with the appropriate approving agency prior to adding new non-formula or specialized federal funds (such as BUILD program funds) to a project to determine if the addition of the funds would warrant an amendment.

PROCESS REVIEW:

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

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

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

SIGNATURES:

Jenny Brock, Chair
Johnson City MTPO Executive Board

Date

Clay Bright, Commissioner
Tennessee Department of Transportation

Date

APPENDIX A: CORRESPONDENCE STANDARDS

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

Amendment Documentation:

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

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

Modification Documentation:

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

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

ITEM 5

Resolution 2019-04: Consider approval of a resolution to adopt the Fiscal Years 2020-2023 Transportation Improvement Program (TIP)

The Johnson City MTPO has developed a new four-year Transportation Improvement Program for Fiscal Years 2020-2023, which identifies federal transportation funds to be used for projects the region. The MTPO has successfully addressed all comments from the Tennessee Department of Transportation, the Federal Highway Administration and Federal Transit Administration. After public notice in the Johnson City Press on October 2, 2019, the draft TIP was available for public comment until October 15, 2019. The draft TIP was made available on the website, www.jcmpto.org, and copies of the draft TIP, along with comment sheets, were made publicly available at the Johnson City MTPO office. A public hearing was held on Thursday, October 10, 2019 at 11:30 a.m. at the Johnson City Transit Center. In addition to this, an interagency letter advising the draft TIP was available for comment were sent to other state and federal agencies for their review and comment.

Two comments were received. The first was from John Griffith with U.S. Fish and Wildlife Service, reminding us of the environmental review process for accessing potential impacts from projects. The second comment was from Matthew Cushing with TDOT Multimodal Transportation Resources Division, asking if the recent award of \$57,600 in FTA Section 5310 funds (\$72,000 project total) for NET Trans could be added to the TIP for FY 2020. The MTPO staff has made this change on TIP Project 2020-08 to add the funding for NET Trans.

The FYs 2020-2023 TIP is available online at:

https://jcmpto.org/TIP/2020_2023/Johnson%20City%20MTPO%20FY%202020-2023%20TIP.pdf.

The MTPO will present any additional public comments received, if any, to the Executive Board during the meeting.

It is recommended that the Johnson City MTPO Fiscal Years 2020-2023 TIP be adopted by the Johnson City MTPO Executive Board by vote and accompanying resolution.

RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

To Approve and Adopt the Fiscal Years 2020 – 2023 Transportation Improvement Program (TIP)

WHEREAS, the Johnson City MTPO is responsible for carrying out a comprehensive, cooperative, and continuing transportation planning process throughout portions of Carter, Sullivan and Washington Counties; and

WHEREAS, the FAST Act requires that each MPO adopt a four-year work program that consists of a program of transportation projects to be advanced during the program period; and

WHEREAS, the TIP is comprised of projects that are derived from the MTPO’s adopted 2045 Metropolitan Transportation Plan, which serves as a guide for the development of the TIP; and

WHEREAS, the Johnson City MTPO Executive Board determines the use of various Federal Highway Administration funds, including Surface Transportation Block Grant Program, National Highway Performance Program, Highway Safety Improvement Program, Federal Transit Administration programs, and other federal transportation funds that are made available for Johnson City MTPO area projects, as listed in the TIP; and

WHEREAS, no Johnson City MTPO area highway or transit projects are eligible for Federal funds until they are programmed into the TIP; and

WHEREAS, the Johnson City MTPO has involved the public and interested stakeholders as detailed by the Public Participation Plan, which includes a public review and comment period of no less than fourteen (14) calendar days and a formal public hearing; and

NOW, THEREFORE, BE IT RESOLVED, that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization hereby approves and adopts the Johnson City MTPO Fiscal Years 2020 – 2023 TIP.

MTPO Executive Board, Chair

Date

MTPO Executive Staff, Chair

Date

ITEM 6

Resolution 2019-05 – Consider approval of a resolution to support Safety (PM1) Performance Targets by TDOT

Each year, the Executive Board votes to adopt TDOT's Safety Performance Targets for the five-year reporting period. These targets are updated annually and will roll ahead one year to cover the reporting period of 2016-2020. The Safety Performance Measures are defined by TDOT for:

- 1) number of fatalities;
- 2) number of serious injuries;
- 3) fatality rate;
- 4) serious injury rate; and
- 5) number of non-motorized fatalities and serious injuries.

TDOT has submitted safety performance targets to the Federal Highway Administration as part of their Highway Safety Improvement Program Report (see the fact sheet attached to this item).

MTPO staff has been in consultation with the Tennessee Department of Transportation, Federal Highway Administration and other MPOs throughout the state of Tennessee on this item.

At this time, it is recommended that the Johnson City MTPO continue to support TDOT's safety targets and that this item be approved by the Johnson City MTPO Executive Board by vote and accompanying resolution.

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

SUPPORT SAFETY (PM1) PERFORMANCE TARGETS BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION

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

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

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

WHEREAS, the Tennessee Department of Transportation (TDOT) formally reported their Safety Performance Measure Targets to the Federal Highway Administration (FHWA) on August 31, 2019 in their State Highway Safety Improvement Program and Annual Report; and

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

WHEREAS, the Safety Performance Measure Targets adopted by the State are depicted in “Attachment A” to this resolution; and

WHEREAS, the staff of the Johnson City MTPO, after consultation and coordination with TDOT, and other MPOs in Tennessee, recommends that the Johnson City MTPO continue to support TDOT’s Safety Performance Measure Targets;

NOW, THEREFORE, BE IT RESOLVED that the Executive Board and Executive Staff of the Johnson City Metropolitan Transportation Planning Organization does hereby approve that the Johnson City MTPO will support TDOT’s Safety Performance Measure Targets for each of the above-mentioned measures for the 2016-2020 reporting period by agreeing to plan and program projects so that they contribute toward the accomplishment of each state’s Safety Performance Measure Targets as show in Attachment 1.

MTPO Executive Board, Chairperson

Date

MTPO Executive Staff, Chairperson

Date

Attachment A
Tennessee Department of Transportation Safety Performance Targets
 August 31, 2019

	ANTICIPATED BASELINE**	TARGET
	2015-2019	2016-2020
Number of Fatalities*	1006.2	1,043.4
Fatality Rate*	1.294	1.256
Number of Serious Injuries*	6,988.8	6,352.4
Serious Injury Rate	9.016	7.690
Number of Non-motorized Fatalities and Serious Injuries	499.0	527.2

* Denotes shared targets for the Highway Safety Plan (Tennessee Highway Safety Office) and the Highway Safety Improvement Plan (TDOT).

** The baseline is based on preliminary figures from early 2019. FHWA will determine the final figures in early 2020.

ITEM 7

Consider endorsement of prioritized projects for TDOT's Three-Year Work Program

Each year the Tennessee Department of Transportation (TDOT) requests our input on **major** transportation projects to be included in TDOT's Three-Year Work Program. These major projects are managed by TDOT, which have traditionally been totally funded with TDOT resources that are available to the state, whether it be federal or state funds.

For the Johnson City MTPO area, there is one major project, preliminary engineering for the new state route on Knob Creek Road, that was initiated through the planning process, meetings with TDOT, and by informing our state legislators of our project needs. We also added another project that was not on TDOT's list.

MPO	County	PIN	Route	Description	Length	Phase	Est. Cost
Johnson City	Washington	124790.00	SR-XXX (LR06040)	(Knob Creek Rd.) From SR-354 (Boones Creek Rd.) to Mizpah Hills Dr. (IA)	2.0	PE	\$2.3 million
Johnson City	Washington		Jonesborough Parkway	From SR-354 (Boones Creek Rd) to SR-34/US 11E at Persimmon Ridge Rd	2.7	PE	

In addition to the two projects in our area, we would like to extend our support of three projects in the Kingsport MTPO area that would directly benefit our area. Those three projects are:

MPO	County	PIN	Route	Description	Length	Phase	Est. Cost
Kingsport	Washington, Sullivan	124663.00	SR-36	(Fort Henry Dr.) From SR-75 to I-81 (IA)	3.5	PE	\$1 million
Kingsport	Sullivan		I-26/US 23	Establishment of ITS along I-26/US 23 Corridor	16.0	PE	
Kingsport	Sullivan		I-81/I-26	Improvements to I-81/I-26 interchange	0.2	PE	

The Johnson City MTPO staff proposes the ranking on the next page. The Executive Board and Executive Staff can choose to accept the proposed ranking or alter it.

It is recommended this ranking be endorsed by the Johnson City MTPO Executive Board by voice vote.

**Johnson City MTPO Priority of Projects (Proposed Ranking highlighted in Yellow)
For TDOT's Three-Year 2021-2023 Work Program**

Project Ranking for Preliminary Engineering (PE)

MPO	County	PIN	Route	Description	Length	Phase	Est. Cost	MTPO Ranking
Johnson City	Washington	124790.00	SR-XXX (LR06040)	(Knob Creek Rd.) From SR-354 (Boones Creek Rd.) to Mizpah Hills Dr. (IA)	2.0	PE	\$2.3 million	1
Johnson City	Washington		Jonesborough Parkway	From SR-354 (Boones Creek Rd) to SR-34/US 11E at Persimmon Ridge Rd	2.7	PE		2

In addition, we also support the following projects in the Kingsport MTPO, as there is benefit for us as well:

MPO	County	PIN	Route	Description	Length	Phase	Est. Cost	MTPO Ranking
Kingsport	Washington, Sullivan	124663.00	SR-36	(Fort Henry Dr.) From SR-75 to I-81 (IA)	3.5	PE	\$1 million	N/A
Kingsport	Sullivan		I-26/US 23	Establishment of ITS along I-26/US 23 Corridor	16.0	PE		N/A
Kingsport	Sullivan		I-81/I-26	Improvements to I-81/I-26 interchange	0.2	PE		N/A

ITEM 8

Annual Listing of Obligated Projects

The Code of Federal Regulations, Section 450.332(a), states, “In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.” Title 23 of the United States Code provides funding for highway projects and Title 49 provides funding for transit projects.

The Johnson City MTPO received a listing from TDOT for the federal fiscal year ending September 30, 2019. Also included are Federal Transit Administration projects obligated by September 30, 2019. These projects were federally obligated in the Johnson City MTPO Metropolitan Planning Area.

The Fiscal Year 2019 Annual Listing of Obligated Projects is posted to our website at <https://jcmppo.org/obligatedprojects.html> and is shown on the next five pages.

Printouts in an 11-inch by 17-inch page format will be available at the meeting.

Annual Listing of Obligated Projects



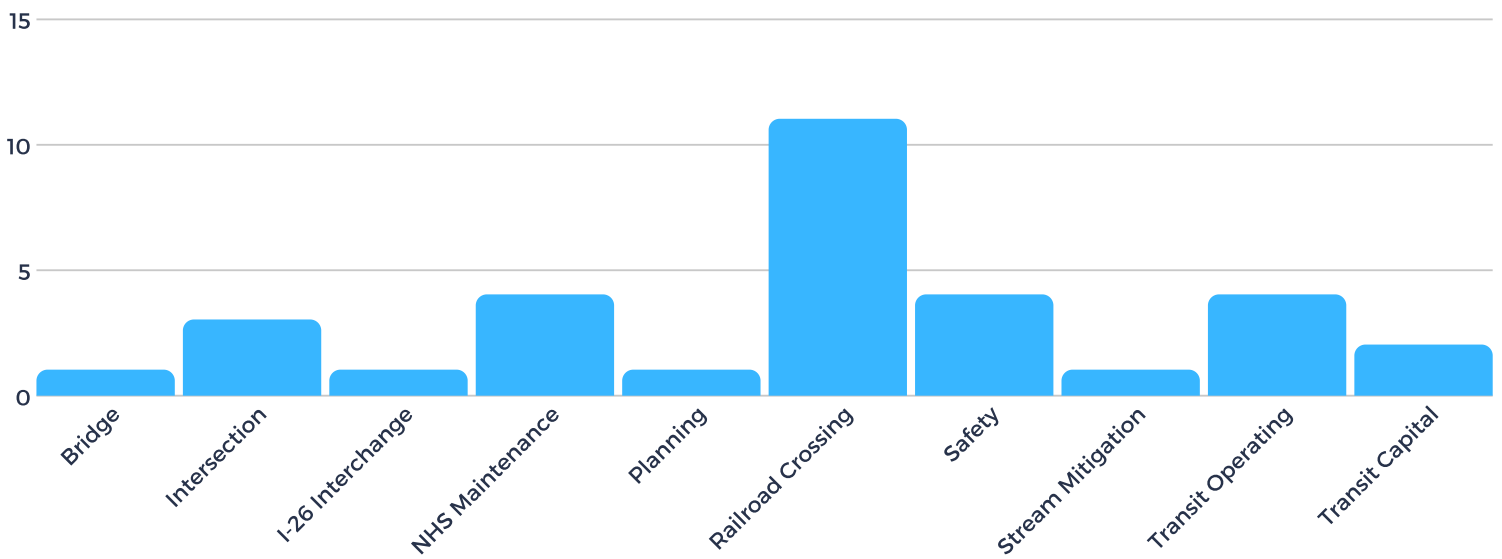
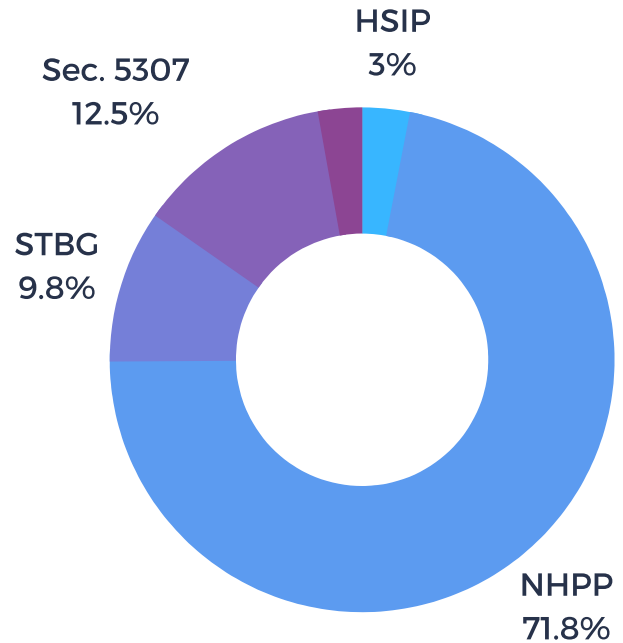
FOR OCTOBER 1, 2018 TO SEPTEMBER 30, 2019

WHERE DOES THE FUNDING COME FROM?

The graph to the right shows the federal sources that funded the most projects.

WHAT TYPES OF PROJECTS WERE FUNDED?

The graph below shows the number of different types of projects that received federal funding in the past year.



\$22.4 MILLION

Total Federal Funds Obligated

32

Total Projects

17

Projects Closed Out

* Project (or a portion of the project) is in the MPO planning area outside the urbanized area boundary

OBLIGATIONS FOR JOHNSON CITY MPO FY 2019

FED FUNDS OBLIGATED: \$18,244,452.12

AUTH DATE	PIN #	PROJECT NUMBER	COUNTY	ROUTE	TERMINI	ACTION/PHASE	TYPE	TIP/STIP REFERENCE	FEDERAL FUNDS	TOTAL FUNDS IN TIP
11/16/18	125177.00	STP-M/NH-SIP-381(13)	Washington	SR-381	(US-321), Intersection at Harris Drive, LM 1.45 in Johnson City	AUTHORIZE ROW	STBG-Local	2017-14	\$8,000.00	\$8,000.00
11/16/18	127849.00	STP-M-NH-37(23)	Carter	SR-37	(US-19E), Intersection at SR-67(SR-91/US-321/ Broad Street), LM 22.00 in Elizabethton	AUTHORIZE PE-N	STBG-Local	2017-01	\$36,000.00	\$36,000.00
11/16/18	118859.00	STP-M-NH-67(29)	Carter	SR-67	Intersections at SR-359 (Milligan Highway) and West Mill Street/McArthur Avenue in Elizabethton	CLOSE PROJECT	STBG-Local	2014-12	(\$319,797.96)	\$778,000.00
11/19/18	125679.00	HSIP-8200(31)*	Sullivan		Allison Road, From Haw Ridge Road to SR-34(US-11E,Bristol Highway)	ADJUST PE-N; AUTHORIZE PE-D	HSIP	90600	\$13,500.00	\$3,107,954.00
11/19/18	101216.02	STP-362(9)	Carter		SR-362, Stream mitigation at Buffalo Creek and Mill Race	CLOSE PROJECT	STP-State	2012-02	(\$43,993.61)	\$700,000.00
12/21/18	121817.00	HSIP-R00S(248)	Unicoi		Garland Road at CSX Railroad, LM 0.410 in Unicoi	ADJUST CONST	HSIP	2014-03	(\$20,947.80)	\$8,000,000.00
12/21/18	123235.00	HSIP-R00S(269)	Carter		Price Road (0C446) at CSX Railroad, LM 0.04 near Johnson City	ADJUST CONST	HSIP	2014-03	(\$25,319.30)	\$8,000,000.00
12/21/18	123498.00	NH-I-26(67)*	Washington	I-26	From Sullivan County Line to Near SR-354	CLOSE PROJECT	NHPP	2014-04	\$110,950.04	\$11,050,000.00
12/25/18	123196.00	HSIP-R00S(274)	Washington		Tennessee Street (04806) at NS Railroad, LM 0.590 in Johnson City	ADJUST CONST	HSIP	2014-03	(\$35,032.60)	\$8,000,000.00
12/25/18	123208.00	HSIP-R00S(281)	Washington		Watauga Street (0B600) at NS Railroad, LM 0.09 in Johnson City	ADJUST CONST	HSIP	2014-03	(\$34,172.90)	\$8,000,000.00
12/25/18	123219.00	HSIP-R00S(284)*	Washington		Sand Valley Road (0A986) at NS Railroad, LM 0.97 near Jonesborough	ADJUST CONST	HSIP	2014-03	(\$3,750.70)	\$8,000,000.00
12/25/18	121819.00	HSIP-R-4223(10)	Washington		Judge Vines Road at NS Railroad, LM 1.060 near Jonesborough	ADJUST CONST	HSIP	90600	(\$986.00)	\$1,857,954.00
12/27/18	101398.00	STP/HPP-36(50)	Washington	SR-36	From SR-354(Boone Avenue) to SR-75	CLOSE PROJECT	STP-State	2011-05	(\$94,800.60)	\$7,400,000.00
01/23/19	121557.00	HSIP-34(102)	Washington	SR-34	(US-11E), From Jonesborough City Limits to Claude Simmons Road	CLOSE PROJECT	HSIP	2014-03	(\$144,149.63)	\$8,000,000.00
02/07/19	119580.00	HSIP-81(22)*	Unicoi, Washington	SR-81	From East Walnut Street to Arnold Road in Washington County (RSAR)	CLOSE PROJECT	HSIP	90600	(\$14,016.62)	\$3,107,954.00
02/07/19	128487.00	HSIP-R00S(461)	Sullivan		Summit Drive at Norfolk Southern Railroad, LM 0.25 in Bluff City	AUTHORIZE PE-N	HSIP	90600	\$13,500.00	\$3,107,954.00
02/07/19	128488.00	HSIP-R00S(462)*	Washington		McKinley Church Road at Norfolk Southern Railroad, LM 0.17 near Johnson City	AUTHORIZE PE-N	HSIP	90600	\$13,500.00	\$3,107,954.00
02/07/19	112455.00	NH/IM-M-26(33)*	Washington	I-26	Interchange at SR-75(Exit 13)	CLOSE PROJECT	STP-Local	2009-04	\$8,825.02	--
02/07/19	112455.00	NH/IM-M-26(33)*	Washington	I-26	Interchange at SR-75(Exit 13)	CLOSE PROJECT	NHPP	2009-04	(\$510,667.14)	\$13,650,000.00
02/07/19	102618.00	TCSP/HPP-E3TN(4)	Washington		Access Road, From James H. Quillen VA Medical Center to North of SR-34(US-11E, W Market St.) in Johnson City	CLOSE PROJECT	STBG-Local	2006-12	(\$10,400.90)	\$160,035.00
02/25/19	112456.00	NH-I-26(44)	Washington	I-26	Interchange at SR-354(Exit 17) (IA)	AUTHORIZE CONST	NHPP	90115	\$12,924,450.00	\$16,700,000.00
03/25/19	115691.00	BR-NH-34(80)*	Washington	SR-34	Bridge over Limestone Creek (SBL), LM 1.72	ADJUST PE-D & CONST	NHPP	2014-04	\$334,120.00	\$11,050,000.00
04/10/19	125450.06	HSIP-9000(49)	Washington		Various Local Roads in Washington County (Local Roads Safety Initiative)	AUTHORIZE PE-D	HSIP	90600	\$4,500.00	\$3,107,954.00
04/15/19	127134.00	NH/HSIP-34(118)	Washington	SR-34	(US-11E), From near Persimmon Ridge Road to near SR-381 (Excluding LM 10.98 - 11.18; LM 12.57 - 13.02; LM 15.46 - 15.65)	AUTHORIZE CONST	NHPP	90500	\$2,083,920.00	\$12,362,440.00
04/15/19	127134.00	NH/HSIP-34(118)	Washington	SR-34	(US-11E), From near Persimmon Ridge Road to near SR-381 (Excluding LM 10.98 - 11.18; LM 12.57 - 13.02; LM 15.46 - 15.65)	AUTHORIZE CONST	HSIP	90600	\$197,730.00	\$3,107,954.00
04/22/19	125733.00	NH-I-26(71)	Washington	I-26	From SR-354 to SR-67	ADJUST CONST	NHPP	90500	\$1,148,400.00	\$9,362,440.00
05/14/19	112456.00	NH-I-26(44)	Washington	I-26	Interchange at SR-354(Exit 17) (IA)	ADJUST PE-D & CONST	NHPP	90115	(\$925,281.00)	\$16,700,000.00
05/22/19	126077.00	NH/HSIP-37(21)*	Sullivan	SR-37	(US-19E), From Carter County Line to near SR-44	CLOSE PROJECT	HSIP	90600	(\$3,818.14)	\$3,107,954.00
05/22/19	126077.00	NH/HSIP-37(21)*	Sullivan	SR-37	(US-19E), From Carter County Line to near SR-44	CLOSE PROJECT	NHPP	90500	\$66,413.44	\$12,362,440.00
05/22/19	128651.00	STP/HSIP-91(40)	Carter	SR-91	From near Green Valley Road to Near Blue Springs Road	AUTHORIZE CONST	STBG-State	90400	\$1,285,200.00	\$2,406,798.00
05/22/19	128651.00	STP/HSIP-91(40)	Carter	SR-91	From near Green Valley Road to Near Blue Springs Road	AUTHORIZE CONST	HSIP	90600	\$66,590.00	\$3,107,954.00
05/29/19	104027.40	STP-9000(50)	Washington		City of Jonesborough Property, Stream Mitigation	ADJUST PE-N; AUTHORIZE PE-D	STBG-State	90400	\$30,400.00	\$2,406,798.00
05/31/19	126101.00	STP/HSIP-400(33)*	Carter	SR-400	From near bridge over Watauga River to near Bristol Highway	CLOSE PROJECT	STBG-State	90400	\$14,940.18	\$2,406,798.00
05/31/19	126101.00	STP/HSIP-400(33)*	Carter	SR-400	From near bridge over Watauga River to near Bristol Highway	CLOSE PROJECT	HSIP	90600	(\$39,846.07)	\$3,107,954.00
06/05/19	121442.00	HSIP-1365(4)*	Washington		Boones Station Road, From P. Keefauver Road to Keefauver Road in Johnson City	CLOSE PROJECT	HSIP	90600	(\$9,677.92)	\$3,107,954.00
06/05/19	121876.00	HSIP-9000(48)	Washington		Knob Creek Road, From SR-354 (Boones Creek Road) to Mizpah Hills Drive	CLOSE PROJECT	HSIP	90600	(\$2,499.27)	\$3,107,954.00
06/19/19	123466.00	HSIP-R00S(340)*	Unicoi		Dry Creek Road at CSX Railroad, LM 0.01 near Erwin	AUTHORIZE CONST	HSIP	90600	\$6,853.00	\$3,107,954.00
06/26/19	125450.15	HSIP-1000(29)	Carter		Various Local Roads in Carter County (Local Roads Safety Initiative)	AUTHORIZE PE-D	HSIP	90600	\$4,500.00	\$3,107,954.00
07/02/19	126062.00	HSIP-44(9)*	Sullivan	SR-44	From near Jonesboro Drive to near Chinquapin Grove Road	CLOSE PROJECT	HSIP	90600	\$2,771.07	\$3,107,954.00

AUTH DATE	PIN #	PROJECT NUMBER	COUNTY	ROUTE	TERMINI	ACTION/PHASE	TYPE	TIP/STIP REFERENCE	FEDERAL FUNDS	TOTAL FUNDS IN TIP
07/02/19	126039.00	NH-67(34)	Carter	SR-67	(US-321), From Washington County Line to Near SR-359	CLOSE PROJECT	NHPP	90500	\$66,631.99	\$9,362,440.00
07/03/19	125450.03	HSIP-8600(35)	Unicoi		Various Local Roads in Unicoi County (Local Roads Safety Initiative)	AUTHORIZE PE-D	HSIP	90600	\$4,500.00	\$3,107,954.00
07/03/19	127134.00	NH/HSIP-34(118)	Washington	SR-34	(US-11E), From near Persimmon Ridge Road to near SR-381 (Excluding LM 10.98 - 11.18; LM 12.57 - 13.02; LM 15.46 - 15.65)	ADJUST CONST	NHPP	90500	\$53,712.00	\$12,362,440.00
07/03/19	127134.00	NH/HSIP-34(118)	Washington	SR-34	(US-11E), From near Persimmon Ridge Road to near SR-381 (Excluding LM 10.98 - 11.18; LM 12.57 - 13.02; LM 15.46 - 15.65)	ADJUST CONST	HSIP	90600	(\$34,155.00)	\$3,107,954.00
07/03/19	127134.01	NH-34(121)	Washington	SR-34	(US-11E), From LM 10.98 - 11.18; LM 12.57 - 13.02; LM 15.46 - 15.65	AUTHORIZE ROW	NHPP	90500	\$80,000.00	\$12,362,440.00
08/06/19	120244.00	HSIP-107(25)*	Washington	SR-107	From Greene County Line to SR-81 (RSAR)	CLOSE PROJECT	HSIP	90600	(\$4,383.14)	\$3,107,954.00
08/06/19	126038.00	NH/HSIP-67(33)	Washington	SR-67	(US-321), From near SR-381 to Carter County Line	CLOSE PROJECT	NHPP	90500	\$37,490.98	\$9,362,440.00
08/06/19	126038.00	NH/HSIP-67(33)	Washington	SR-67	(US-321), From near SR-381 to Carter County Line	CLOSE PROJECT	HSIP	90600	\$17,755.42	\$3,107,954.00
08/06/19	125733.00	NH-I-26(71)	Washington	I-26	From SR-354 to SR-67	CLOSE PROJECT	NHPP	90500	\$7,867.28	\$9,362,440.00
08/07/19	128651.00	STP/HSIP-91(40)	Carter	SR-91	From near Green Valley Road to Near Blue Springs Road	ADJUST CONST	HSIP	90600	\$1,300.00	\$3,107,954.00
08/07/19	128651.00	STP/HSIP-91(40)	Carter	SR-91	From near Green Valley Road to Near Blue Springs Road	ADJUST CONST	STBG-State	90400	\$55,728.00	\$2,406,798.00
08/16/19	125679.00	HSIP-8200(31)*	Sullivan		Allison Road, From Haw Ridge Road to SR-34(US-11E,Bristol Highway)	ADJUST PE-D; AUTHORIZE CONST	HSIP	90600	\$121,100.00	\$3,107,954.00
08/28/19	129459.00	HSIP-R-91(51)	Washington	SR-91	(Market Street) at Norfolk Southern Railroad, LM 0.54 in Johnson City	AUTHORIZE PE-N	HSIP	90600	\$12,600.00	\$3,407,954.00
08/30/19	129460.00	HSIP-R00S(509)	Washington		LP Auer Road(0B808) at Norfolk Southern Railroad, LM 0.39 in Johnson City	AUTHORIZE PE-N	HSIP	90600	\$12,600.00	\$3,407,954.00
09/09/19	125450.15	HSIP-1000(29)	Carter		Various Local Roads in Carter County (Local Roads Safety Initiative)	AUTHORIZE CONST	HSIP	90600	\$262,000.00	\$3,107,954.00
09/09/19	125450.03	HSIP-8600(35)	Unicoi		Various Local Roads in Unicoi County (Local Roads Safety Initiative)	AUTHORIZE CONST	HSIP	90600	\$273,000.00	\$3,407,954.00
09/09/19	121846.00	STP-SIP-354(11)*	Washington	SR-354	Intersection at Bugaboo Springs Rd, LM 1.887	ADJUST PE-N; AUTHORIZE CONST	STBG	90400	\$1,016,800.00	\$3,906,798.00
09/20/19	128783.00	STP-M-9103(19)	Carter		City of Elizabethton ADA Transition Plan	AUTHORIZE PE-D	STBG-Local	2017-21	\$124,000.00	\$155,000.00

Federal Transit Administration (FTA) Obligations							
Date	Project No.	County	Description	Type	TIP/STIP	Federal Obligated Amount	Amount in TIP
09/26/19	TN-2019-036-00	Washington	FTA funds for daily operation of fixed route and demand response service (including employees' wages, fuel & oil, insurance, radio communications, operating supplies, and utilities) and capitalized ADA complementary paratransit service.	5307	F-1	\$1,468,877	\$1,695,000
09/26/19	TN-2019-036-00	Washington	Relating to repairing components of Fixed Route and Demand Response Preventative Maintenance	5307	F-2	\$259,214	\$169,000
12/5/2018	TN-2019-001-00	Washington	FTA funds for daily operation of fixed route and demand response service (including employees' wages, fuel & oil, insurance, radio communications, operating supplies, and utilities) and capitalized ADA complementary paratransit service.	5307 (2018 residual)	F-1	\$200,000	\$200,000
12/5/2018	TN-2019-001-00	Washington	FTA capital funds for the purchase of replacement Mass Transit Bus.	5307	F-3	\$323,000	\$323,000
12/5/2018	TN-2019-017-00	Washington	Capital Project: Purchase of Replacement Vehicles for Fixed Route Service.	5339	F-3	\$607,639	\$816,242
4/19/2019	TN-2019-018-01-00	Johnson, Hancock, Hawkins, Sullivan, Washington, Carter, Unicoi, Greene	We will provide demand response service to the general public that reside within the area designated as urban by the US Census Bureau but is outside of the city limit boundaries of Bristol, Johnson City and Kingsport, TN. This service will also provide connectivity between the three small urban areas in the tri-cities. I certify that the 5307 Operating Assistance will only be used within the small urbanized area boundary.	5307	F-8*	\$440,000	\$880,000
Total FTA obligations for 2019						\$3,298,730	

*Please note that this project is divided among three TIPs, including the Bristol MPO and Kingsport MTPO. The full amount is listed here.

Authorized Federal Transportation Funding Programs			
FAST Act Federal Programs	Description	Funding Ratio	
Highway Safety Improvement Program (HSIP) (PHSIP)	Provides funding for strategies, activities, and projects on a public road that is consistent with a data-driven State Strategic Highway Safety Plan, and corrects/improves a hazardous road location/feature or addresses a highway safety program. If a state does not enforce the open container or minimum penalties for repeat offenders laws, 2 ½ percent of funds shall be reserved for PHSIP activities. The State of Tennessee Strategic Highway Safety Plan follows guidance provided by FHWA to meet the requirements of the FAST Act to obligate funds under HSIP.	90% Federal 10% Non-Federal (except as provided in 23 U.S.C. 120 and 130)	
National Highway Performance Program (NHPP)	Provides funding to support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State’s asset management plan for the NHS.	80-90% Federal, 10-20% Non-Federal	
Surface Transportation Block Grant Program (STBG) Previously the Surface Transportation Program (STP)	Surface Transportation Block Grant Program (STBG) - State	Provides funding for roads functionally classified as rural major collector and above. Funds may be utilized on projects in Rural Areas, Urban Clusters & Urbanized Areas. Other activities include Transportation Alternatives, Safety, and Rail-Highway Crossings.	80-90% Federal, 10-20% Non-Federal
	Surface Transportation Block Grant Program (STBG) – Local (MPO)	Provides funding to urban areas of 5,000 to 200,000 in population for improvements on routes functionally classified urban collectors or higher.	80-90% Federal, 10-20% Non-Federal
	Transportation Alternatives (TAP)	This program is now a set-aside in the STBG for activities such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, historic preservation, environmental mitigation, etc.	80-90% Federal, 10-20% Non-Federal

FAST Act Federal Programs		Description	Funding Ratio
	Recreational Trails Program (RTP)	Provides funding for the creation, rehabilitation and maintenance of multi-use recreational trails. However, governor can opt-out to the set-aside from TA funds for this program.	80% Federal, 20% Non-Federal
Urbanized Area Formula Grant (Section 5307)		Section 5307 is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation. Other eligible activities include job access and reverse commute projects. Operators must maintain equipment & facilities according to the Transit Asset Management Plan.	<u>Capital</u> – 80% Federal, 20% Non-Federal <u>Operating</u> – 50% Federal, 50% Non-Federal
Bus and Bus Facilities (Section 5339)		Section 5339 is a formula grant program provides for the establishment of new rail or bus way projects (new starts), the improvement and maintenance of existing rail and other fixed guideway systems that are more than seven (7) years old, and the upgrading of bus systems.	80% Federal, 20% Non-Federal

ITEM 9

Other Business

Adjourn