

# Johnson City Metropolitan Transportation Planning Organization

Serving  
Elizabethton, Johnson City, Jonesborough, a small portion of the town of Unicoi, and  
parts of Carter and Washington Counties.

## Transportation Improvement Program FY 2014-2017

Adopted December 19, 2013

**Amended October 9, 2014**

**Amended August 13, 2015**

**Amended December 10, 2015**

**Amended May 12, 2016**

**Amended August 25, 2016**

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

*An electronic version of this document can be found on the Internet at:*

*<http://www.jcmpto.org>*

**\*Si usted necesita este documento resumido en español contacta por favor al  
Coordinator del MPO. Número de teléfono (423) 434-6272,  
Correo electrónico: [jcmpto@jcmpto.org](mailto:jcmpto@jcmpto.org)**

*The Johnson City Metropolitan Transportation Planning Organization (JC MTPO) ensures compliance with Title VI of the Civil Rights Act of 1964; 49 CFR, part 26; related statutes and regulations to the end that no person shall be excluded from participation in or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance from the U.S. Department of Transportation on the grounds of race, color, sex or national origin.*

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

**“Self Certifications and Federal Certifications”**

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

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

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

**WHEREAS**, in accordance with the requirements set forth in MAP-21, 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 MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 1201 ET. Seq.) and 49 CFR parts 27, 37 and 38;
- (8) The older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 749) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

  
Chairperson  
MTPO Executive Board

12-19-13  
Date

  
Chairperson  
MTPO Executive Staff

12-19-13  
Date

**RESOLUTION ADOPTING 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE JOHNSON CITY METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION**

**WHEREAS**, in accordance with Federal requirements of the U.S. Department of Transportation, elements of the transportation planning process are to receive final approval from the Metropolitan Transportation Planning Organization; and

**WHEREAS**, the Transportation Improvement Program is prepared to document the cooperatively developed program of transportation projects select to be advanced during the program period; and

**WHEREAS**, no local highway and transit projects are eligible for Federal funds until they are programmed in the Transportation Improvement Program, and

**WHEREAS**, the Johnson City Metropolitan Transportation Planning Organization develop the Fiscal Year 2014-2017 Transportation Improvement Program, which represents project priorities and funding allocations for a four-year program of projects.

**NOW THEREFORE**, be it resolved the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby approve and adopts the Johnson City MTPO 2014-2017 Transportation Improvement Program.

  
\_\_\_\_\_  
MTPO Executive Board, Chairperson

12-19-13  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
MTPO Executive Staff, Chairperson

12-19-13  
\_\_\_\_\_  
Date

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

**“Self-Certifications and Federal Certifications”**

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

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

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

**WHEREAS**, the Johnson City MTPO 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 other federal transportation funds that are made available for Johnson City MTPO Area projects, as listed in the TIP; and

**WHEREAS**, the Johnson City MTPO does hereby certify that the requirements of the Code of Federal Regulations, Title 23, Section 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 23 CFR Section 450.334, as to be submitted with the Johnson City MTPO Area FY 2014-2017 TIP as amended.

SELF CERTIFICATIONS AND FEDERAL CERTIFICATIONS  
23 CFR 450.334

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In non-attainment and maintenance areas, section 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;
- (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, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 1201 *et seq.*) and 49 CFR parts 27, 37 and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



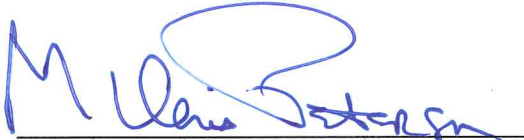
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MTPO Executive Board, Chairperson

8/13/2015

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Date



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MTPO Executive Staff, Chairperson

13 AUG 2015

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Date



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

**THE 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO MOVE FUNDS TO THE CONSTRUCTION PHASE OF THE VETERANS AFFAIRS HOSPITAL CONNECTOR 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**, Johnson City MTPO is moving funds to the construction phase of the Veterans Affairs Hospital Connector Project from the Transportation, Community, and System Preservation (TCSP) and High Priority Project (HPP) programs for Fiscal Year 2015 to be used for construction; and

**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does amend the 2014 – 2017 Transportation Improvement Program to move funds to the construction phase of the Veterans Affairs Hospital Connector Project.



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MTPO Executive Board, Chairperson

8/13/2015

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Date



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MTPO Executive Staff, Chairperson

13 AUG 2015

---

Date

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

**“Self-Certifications and Federal Certifications”**

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

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

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

**WHEREAS**, the Johnson City MTPO 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 other federal transportation funds that are made available for Johnson City MTPO Area projects, as listed in the TIP; and

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

**NOW, THEREFORE, BE IT RESOLVED**, that the Executive Board and Executive Staff of the Johnson City Metropolitan Transportation Planning Organization does hereby approve and endorse the following certifications, as set forth in 23 CFR Section 450.334, as to be submitted with the Johnson City MTPO Area FY 2014-2017 TIP as amended.

SELF CERTIFICATIONS AND FEDERAL CERTIFICATIONS

23 CFR 450.334

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In non-attainment and maintenance areas, section 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;
- (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, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 1201 *et seq.*) and 49 CFR parts 27, 37 and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

W. C. Stewart

MTPO Executive Board, Chairperson

12-10-15

Date

M. Dennis Peterson

MTPO Executive Staff, Chairperson

10 DEC. 2015

Date

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

**THE 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO ADD CONSTRUCTION FUNDING TO THE TRAFFIC CIRCLE AT MOUNTAIN VIEW RD AND SR 381 (N STATE OF FRANKLIN RD) AT INDIAN RIDGE RD PROJECTS**

**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 MTPO is adding construction funds to the Traffic Circle at Mountain View Rd and SR 381 (N State of Franklin Rd) at Indian Ridge Rd Projects; and

**WHEREAS**, Johnson City MTPO is delaying two projects, Adaptive Signal Control Phases 1 and 2, to another TIP, delaying the construction phase of Knob Creek Rd Extension to another TIP, and moving those funds to the Mountain View Rd and SR 381 Projects; and

**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the 2014 – 2017 Transportation Improvement Program to add construction funding to the Traffic Circle at Mountain View Rd and SR 381 (N State of Franklin Rd) at Indian Ridge Rd Projects.

*W. C. Shaw*

\_\_\_\_\_  
MTPO Executive Board, Chairperson

*12-10-15*

\_\_\_\_\_  
Date

*M. Dennis Peterson*

\_\_\_\_\_  
MTPO Executive Staff, Chairperson

*10 DEC. 2015*

\_\_\_\_\_  
Date

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

**“Self-Certifications and Federal Certifications”**

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

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

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

**WHEREAS**, the Johnson City MTPO 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 other federal transportation funds that are made available for Johnson City MTPO Area projects, as listed in the TIP; and

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

**NOW, THEREFORE, BE IT RESOLVED**, that the Executive Board and Executive Staff of the Johnson City Metropolitan Transportation Planning Organization does hereby approve and endorse the following certifications, as set forth in 23 CFR Section 450.334, as to be submitted with the Johnson City MTPO Area FY 2014-2017 TIP as amended.

SELF CERTIFICATIONS AND FEDERAL CERTIFICATIONS  
23 CFR 450.334

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In non-attainment and maintenance areas, section 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;
- (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, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 1201 *et seq.*) and 49 CFR parts 27, 37 and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

  
\_\_\_\_\_  
MTPO Executive Board, Chairperson

5-12-15  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
MTPO Executive Staff, Chairperson

12 MAY 2016  
\_\_\_\_\_  
Date

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

**THE 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO ADD CONSTRUCTION FUNDING  
AND UPDATE DESCRIPTION OF I-26 EXIT 24 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 Tennessee Department of Transportation (TDOT) has released the 2017-2019 Three-Year Work Program, of which funding has been identified for many projects funded by the state; and

**WHEREAS**, TDOT has requested that the Johnson City MTPO add construction funds and update the description of I-26 Exit 24 project for Fiscal Year 2016; and

**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the 2014 – 2017 Transportation Improvement Program to add construction funding and update the description of I-26 Exit 24 project.

  
\_\_\_\_\_  
MTPO Executive Board, Chairperson

5-12-16  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
MTPO Executive Staff, Chairperson

12 MAY 2016  
\_\_\_\_\_  
Date

SELF CERTIFICATIONS AND FEDERAL CERTIFICATIONS  
23 CFR 450.334

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In non-attainment and maintenance areas, section 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;
- (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, national origin, sex, or age in employment or business opportunity;
- (5) 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;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 1201 *et seq.*) and 49 CFR parts 27, 37 and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



MTPO Executive Board, Chairperson



Date



MTPO Executive Staff, Chairperson



Date



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

**“Self-Certifications and Federal Certifications”**

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

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

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

**WHEREAS**, the Johnson City MTPO 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 other federal transportation funds that are made available for Johnson City MTPO Area projects, as listed in the TIP; and

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

**NOW, THEREFORE, BE IT RESOLVED**, that the Executive Board and Executive Staff of the Johnson City Metropolitan Transportation Planning Organization does hereby approve and endorse the following certifications, as set forth in 23 CFR Section 450.334, as to be submitted with the Johnson City MTPO Area FY 2014-2017 TIP as amended.

**RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPOLITAN TRANSPORTATION  
PLANNING ORGANIZATION (MTPO) TO AMEND  
THE 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
TO ADD CAPITAL FUNDING FOR JOHNSON CITY TRANSIT**

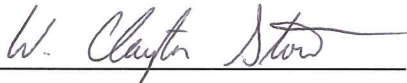
**WHEREAS**, Johnson City Metropolitan Transportation Planning Organization (MTPO) is responsible for programming of funds for Transportation Purposes; and

**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 (TDOT) has released additional funding for capital projects for Johnson City Transit; and

**WHEREAS**, Johnson City Transit requested that the additional Section 5307 Urbanized Area Formula Grant capital funding and Section 5339 Bus and Bus Facilities Grant funding be added to Fiscal Year 2017; and

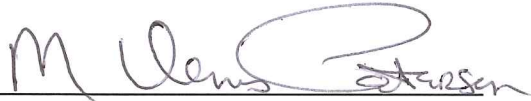
**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the 2014 – 2017 Transportation Improvement Program to add capital funding for Johnson City Transit.



MTPO Executive Board, Chairperson



Date



MTPO Executive Staff, Chairperson



Date

## Acronym List

3(R)	Resurfacing, Rehabilitation or Restoration
ADA	Americans with Disabilities Act
ARRA	American Recovery and Reinvestment Act
BRBD	Bridge Replace Bridge Bond
CAA	Clean Air Act
CAP	Capital
CFR	Code of Federal Regulations
CN	Construction
DBE	Disadvantaged Business Enterprise
E+C	Existing plus Committed
EPA	Environmental Protection Agency
ETSU	East Tennessee State University
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FTA	Federal Transit Administration
FY	Fiscal Year
HAZMAT	Hazardous Materials
HPP	High Priority Project (Congressional Earmarks)
HSIP	Highway Safety Improvement Program
IAC	Interagency Consultation
ITS	Intelligent Transportation Systems
JC MTPO	Johnson City Metropolitan Transportation Planning Organization (same as MPO)
JCT	Johnson City Transit
LM	Log Mile
LN(s)	Lane(s)
LRTP	Long Range Transportation Plan
Maint.	Maintenance
MAP-21	Moving Ahead for Progress, in the 21 <sup>st</sup> Century
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
NEPA	National Environmental Policy Act
NET TRANS	Northeast Tennessee Rural Public Transit
NHPP	National Highway Performance Program
NHS	National Highway System
OMB	Office of Management and Budget
OP	Operating
PE-N	Preliminary Engineering (environmental)
PE-D	Preliminary Engineering (design)
PUR	Purchases
ROW	Right of Way
SAFETEA-LU	Safe, Accountable, Flexible Transportation Equity Act - Legacy for Users
SR	State Route
STIP	State Transportation Improvement Program
STP-L	Surface Transportation Program – Local
STP-S	Surface Transportation Program – State
TAP	Transportation Alternatives Program
TCSP	Transportation Community and System Preservation
TDEC	Tennessee Department of Environment & Conservation
TDOT	Tennessee Department of Transportation
TIP	Transportation Improvement Plan
TMA	Transportation Management Area
TPR	Transportation Planning Report
USC	United States Code
VMT	Vehicles Miles Traveled
YOE	Year of Expenditure

**The Johnson City Metropolitan Transportation Planning Organization (JC MTPO)  
Vision Statement**

*“The JC MTPO envisions a transportation system that is safe, efficient, well-maintained, and provides the public with transportation choices while remaining sensitive to regional economic growth, population growth, socio-cultural character, and environmental resources.”*

## Introduction

The Johnson City Metropolitan Transportation Planning Organization (JC MTPO) was established in 1982 to conduct transportation planning activities within the Johnson City Urbanized Area in a continuous, cooperative, and comprehensive process. As required by federal law, the JC MTPO develops and regularly updates a Transportation Improvement Program (TIP). The purpose of the TIP is to identify and program all transportation projects funded by Title 23 United States Code (U.S.C.) and Title 49 U.S.C. Chapter 53 within the JC MTPO planning area.

These projects range from capital improvements for highways, transit, bicycle, and pedestrian facilities, to operational and safety improvements for public transportation. Consideration is also given to operation strategies from the JC MTPO Regional Intelligent Transportation System (ITS) Architecture, when feasible, and the Strategic Highway Safety Plan (SHSP) for Tennessee. The TIP includes projects that support the goal of the SHSP to achieve fewer than 900 fatalities annually by incorporating safety projects at locations with significant crash history, improve lighting at intersections, and reduce lane departures through the use of rumble strips or other techniques. All projects from the TIP are derived from the JC MTPO's Long Range Transportation Plan (LRTP). TIP projects include either the LRTP project number, or state the project is consistent with the overall objectives of the LRTP. The LRTP was adopted on March 13, 2013. The projects in the TIP are either identified specifically in the transportation plan or are consistent with the plan. The transportation plan is required to cover at least a twenty (20) year timeframe. At a minimum, the TIP is required to cover at least a four (4) year horizon. This TIP covers the federal fiscal years of October 1, 2013 through September 30, 2017.

This document provides an overview of the JC MTPO Metropolitan Planning Area, the JC MTPO Organizational Structure, a discussion on public participation process, a financial overview, and a description of the TIP. In order to track projects and keep all stakeholders informed on improvements, a list of projects that have been completed and those projects that are carried over from the previous TIP are also provided. Perhaps the most utilized information in the TIP is contained in the individual "TIP Project Sheets." These one-page sheets provide detailed information on each project including costs, lead agency or jurisdiction responsible for developing the project, and maps for each location.

On July 6, 2012, a new transportation act, Moving Ahead for Progress in the 21<sup>st</sup> Century, commonly referred to as MAP-21, was signed by the President and became federal law. The Act expires on September 30, 2014. The new transportation act provides funding and new requirements for transportation activities. In addition to this, Congress saw the need to consolidate and eliminate certain transportation programs in an effort to streamline the implementation process for projects. It is anticipated Congress will either pass a new transportation act before MAP-21 expires, or in the event no agreement can be reached, Congress often passes a continuing resolution allowing funding and programs to continue unimpeded. In the event this does not happen and funding is reduced or delayed, the JC MTPO will revisit the TIP and adjust the projects accordingly.

The TIP is available for viewing on the JC MTPO website, <http://www.jcmpo.org>. Hard copies of the document are also available at the JC MTPO offices located at the address below. While the TIP and LRTP have a formal review process, including a public comment period, comments on both the TIP and LRTP are continually encouraged and accepted by the JC MTPO staff and may e-mailed to [jcmpo@jcmpo.org](mailto:jcmpo@jcmpo.org) or be sent by mail to:

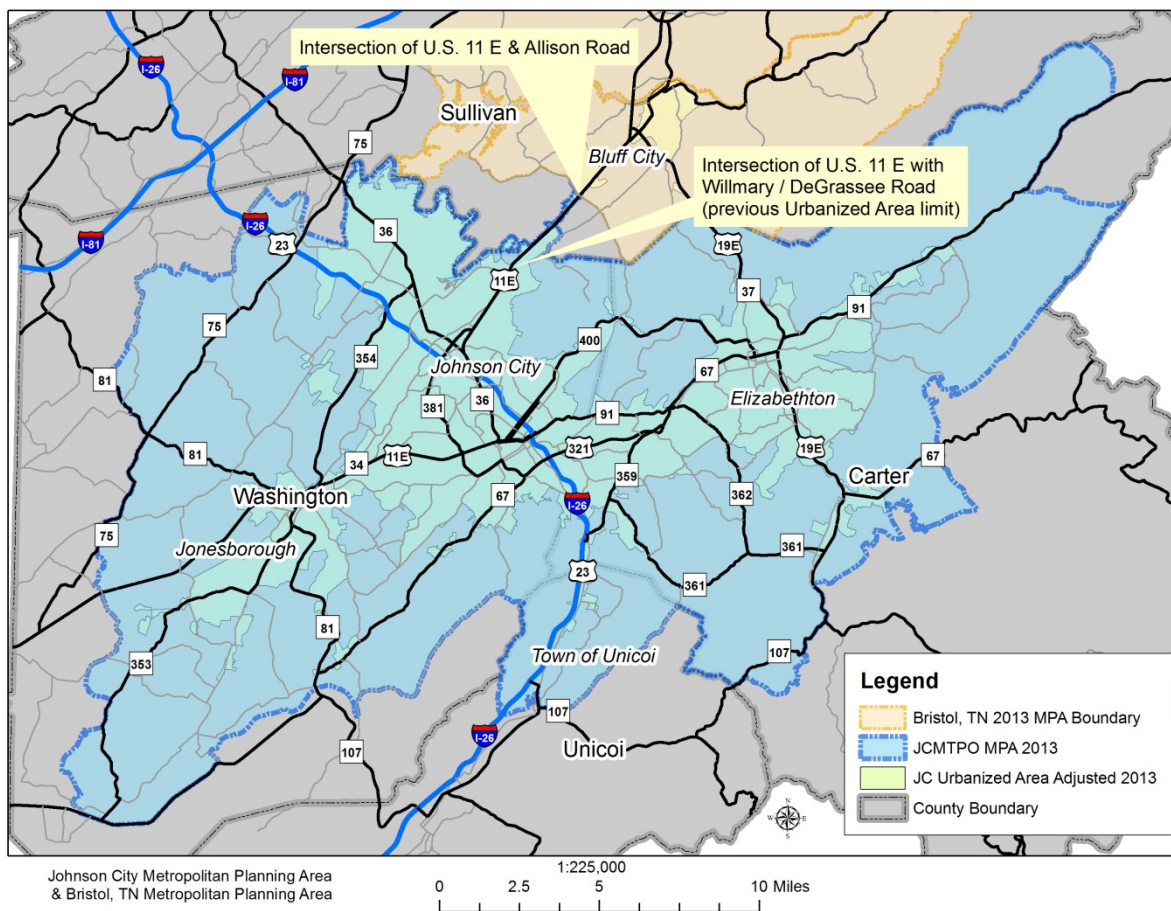
JC MTPO  
137 West Market Street  
Johnson City, TN 37604

## Johnson City Metropolitan Transportation Planning Organization Planning Area and Structure

The JC MTPO Planning Area is located within the Johnson City Metropolitan Statistical Area (MSA)<sup>1</sup> in Northeast Tennessee. The JC MTPO Planning Area includes the Johnson City Urbanized Area, as defined by the U.S. Census Bureau, with an official population of 120,415 in 2010. This population classifies the JC MTPO as a “small urban,” and therefore not a mandatory Transportation Management Area (TMA). TMAs are required by federal law for areas with a population of 200,000 or more.

### JC MTPO Metropolitan Planning Area

To plan for future growth and transportation needs, the JC MTPO has established a study area that extends beyond the Urbanized Area called the Metropolitan Planning Area. The jurisdictions included in the JC MTPO Planning Area are Elizabethton, Johnson City, Jonesborough, a small section of the town of Unicoi and certain unincorporated parts of Carter and Washington Counties. It should be noted a very small section of the city of Johnson City extends into Sullivan County along U.S. 11-E and is included in the JC MTPO MPA. The JC MTPO Metropolitan Planning Area (MPA) is shown in Figure 1.



**Figure 1**

The region is served by Interstates 81 and 26, with Interstate 81 being the primary link to northern markets in Virginia and beyond, while Interstate 26 provides a direct link east from the mountains of Tennessee to the Port of Charleston, South Carolina. Supporting the Interstate system are the

1 <http://www.census.gov/population/www/estimates/metrodef.html>

United States Route System. The JC MTPO MPA is served by US 11-E, US 19-E, US 23, and US 321, all of which provide additional linkages to the region.

Located in downtown Johnson City is the Johnson City Transit Center which serves as the major transfer point for the Johnson City Transit (JCT) system. The Center also serves as a transfer point for the rural transit provider, Northeast Tennessee Rural Public Transit (NET TRANS), and Greyhound Bus system which has its terminal co-located in the building. Located on the second floor of the transit center are the offices of the JC MTPO staff which enhances day to day coordination of transit planning activities and allows for easy access by the general public without private transportation. While there are no major rail terminals in the JC MTPO MPA, the region is served by two Class I railroads, Norfolk Southern (NS) and CSX, along with one Class III railroad, East Tennessee Railway.

### Organizational Structure

The JC MTPO is comprised of three organizational units. They are the Executive Board, Executive Staff, and JC MTPO Staff. The overall governing body and policy board for the JC MTPO is the Executive Board. The Executive Board has the authority to adopt plans, programs, and policies for the JC MTPO. 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.

The Executive Staff is the next level of organization for the JC MTPO. The Executive Staff assists in the development of plans and programs for the JC 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 or appointed 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 & Local Planning Division – Members
- 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 to assist with transportation projects.

The JC MTPO is housed in the City of Johnson City and is not a standalone organization or part of a Council of Governments, as is the case in some other states. As such, the JC MTPO receives the support of various other city departments, including Finance and Payroll. For example, in the Finance department, accountants are assigned to support the MTPO Division. However, for projects in the TIP being implemented by local jurisdictions, a contract is issued between the Tennessee Department of Transportation and the local jurisdiction for the project. When a project moves from the planning phase to the implementation phase, it becomes the responsibility of the local jurisdictions to implement the planned projects. The JC MTPO only assists with coordination of these projects if needed.

In 2012 / 2013 the City of Johnson City reorganized several divisions. The administrative staff of the JC MTPO is now a Division of the Development Services Department for the City of Johnson City. This organizational change was brought about to streamline operations within Johnson City. The MTPO Division reports to the Director of Development Services. As required by federal law the JC MTPO is still responsible for coordinating transportation planning activities for all its member jurisdictions.

The JC MTPO staff consists of a Transportation Planning Coordinator, a Project Manager, and a Transit Planner. The Transportation Planning Coordinator is the administrative staff position responsible for the day to day operations of the JC 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 JC MTPO employs a Project Manager who is responsible for managing projects related to the JC MTPO and assists with JC MTPO operations. This includes duties related to the development and maintenance of the TIP, Unified Planning Work Program (UPWP), Travel Demand Forecast Model, and other JC MTPO programs as required. During the last year, JCT deployed an Advanced Vehicle Location (AVL) technology project that enhances the capabilities of transit reporting and tracking. Since this project is now deployed, increasing demand for system administration is required. Due to this demand the Project Manager position will be split between the JC MTPO and JCT.

The JC MTPO also employs a Transit Planner. This position is also split between JCT and the JC MTPO and specifically works on areas of Title VI, Environmental Justice (EJ), Disadvantage Business Enterprise (DBE), TIP Development, and databases for the LRTP. To meet these requirements this position utilizes Geographic Information System (GIS) software to create, maintain, and analyze data. The JC MTPO has seen a need to increase its GIS capabilities and regional databases. As such, the JC MTPO will be using more of this position for that role to support project development. Shown on the next page in Figure 2 is an organizational chart for the JC MTPO.



# Johnson City Metropolitan Transportation Planning Organization Organizational Chart

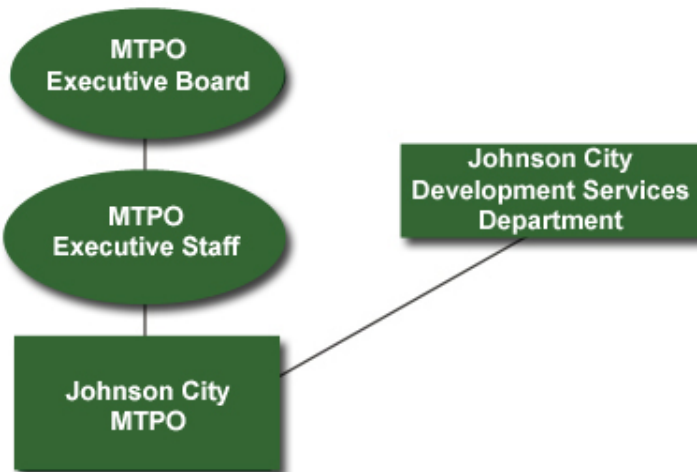


Figure 2

## Description of the Transportation Improvement Program (TIP)

The TIP is cooperatively developed at least every four years with the JC MTPO members, including state and federal agencies. The TIP is compatible with the Statewide Transportation Improvement Program (STIP) and approved by the JC MTPO Executive Board, including the Governor of Tennessee. The TIP contains all federally funded and *regionally significant locally funded projects*. The TIP includes proposed federally funded capital and non-capital surface transportation projects or project phases. It is developed through a comprehensive, continuing, and cooperative effort with the Federal Highway Administration, Federal Transit Administration, Tennessee Department of Transportation (TDOT), local transit operators, the public, and other interested parties.

Projects in the TIP include a description of the type of work to be done, lead agency responsible for project development, the project termini, length of the projects as in highway or trail projects, and phases of the projects to be completed. This includes preliminary engineering – environmental (PE-N), preliminary engineering-design (PE-D), right of way phase (ROW) and construction phase (CN). Starting with the previous TIP, the PE-N phase was added. This was done as a tracking mechanism and to ensure environmental requirements of the National Environment Policy Act (NEPA) are being followed from the beginning of the project. It does not mean all the environmental permits are issued at that time, but rather it identifies environmental issues to be addressed. It is important to note the NEPA process continues throughout the project until all environmental issues are addressed. In some cases this may change the scope of work or, in extreme cases, stop the project if unexpected environmental issues cannot be mitigated.

Included in the project phasing are cost estimates identifying the amount of federal and non-federal funds to be obligated, by year of expenditure, along with the funding source, such as Surface Transportation Program (STP) funds, National Highway Performance Program funds, or other federally funded programs. The non-federal funds required for the project are often referred to as “local match.” The total project cost estimates are included as well. This information is

provided at the end of this document on what is commonly referred to as “TIP Project Sheets” starting with section A.

While the TIP is developed cooperatively by the JC MTPO, it is the **responsibility of each individual jurisdiction** to implement their projects. Due to staff limitations and workloads the Commissioner of Transportation for the State of Tennessee has turned over management of “local projects” utilizing federal funds to the respective local jurisdictions. In certain cases, TDOT will manage projects for smaller jurisdictions, if they demonstrate they cannot fulfill the management requirements set forth by TDOT. In either case, it is the responsibility of the local jurisdiction to contact the Local Programs Development Office and **initiate** the project.

### JC MTPO Regional ITS Architecture

The JC MTPO Regional ITS Architecture is a document that identifies advanced technological projects to enhance operations and safety of the regional transportation system. The Regional ITS Architecture is part of the continuous, cooperative, and comprehensive planning process and was developed with regional partners for the JC MTPO Region.

When considering solutions to transportation issues in the development of the TIP, operational improvements are taken into consideration. This directly relates to the Regional ITS Architecture for the JC MTPO. While the Regional ITS Architecture is not required to be fiscally constrained, it provides operational solutions to improve the efficiency and safety of the transportation system. When feasible, ITS projects taken from the Regional ITS Architecture are included in the TIP. The Regional ITS Architecture update is included as a task in the 2014-2015 UPWP for the JC MTPO.

Examples of ITS projects in the JC MTPO region are the “Traffic Signal Synchronization Project” along SR 67 corridor in Elizabethton and the “Johnson City Transit Advanced Technology Project” which utilizes advanced vehicle location and reporting system on the JCT Fleet. The largest ITS deployment in the JC MTPO is being undertaken by the Johnson City Public Works Department, Traffic Division. This project includes a Traffic Operations Center, cameras, and fiber optic communication to field equipment. The project is currently under construction.

It is also the goal and the requirement of the JC MTPO to address federal planning factors and initiatives. These planning factors and initiatives are subject to change with the passage of each new transportation act. For the development of the Johnson City FY 2014-2017 TIP, MAP-21 is the current law and the following planning factors and initiatives were used in the development of the TIP.

### MAP-21 Planning Factors and Federal Initiatives:

MAP-21 Planning Factors – Eight broad focal points:

#### **1. Economic Vitality**

**Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;** The JC MTPO coordinates transportation planning and projects with local governments and agencies to improve the JC MTPO region's global competitiveness. To attain this goal the JC MTPO has developed partnerships with Economic Development Boards and the Chambers of Commerce in the JC MTPO region to cooperatively develop transportation projects. These groups represent manufacturing, commercial, and retail sectors, as well as freight shippers. One example of a project that directly supports economic vitality is the interchange modification at exit 17 on I-26 (SR 354 at I-26). This interchange has been identified by developers for years as an economic growth area with large tracts

of vacant land adjacent to I-26, but site analysts have concerns the interchange will not support additional traffic safely without major improvements. The interchange, built in the 1970s, is a chokepoint for existing traffic with a five-lane SR 354 narrowing to three lanes under I-26. By improving this interchange to a modern design that can accommodate additional traffic safely, the vacant land serviced by this interchange will become more desirable for development.

## **2. System Safety**

**Increase the safety of the transportation system for motorized and non-motorized users;** The JC MTPO strongly supports TDOT's Strategic Highway Safety Plan and system safety for the region. The JC MTPO coordinates with TDOT's Project Safety office to identify safety issues and assists with eliminating safety hazards in the transportation system. One example of this is the upgrade of the "5-Points" intersection in Jonesborough to a better design, due to the high number of crashes. In this instance, a roundabout was selected by TDOT and the Town of Jonesborough as the best solution. Other safety improvements include enhanced pedestrian crossings and guardrails.

## **3. System Security**

**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. For transit security, the JC MTPO has supported AVL for JCT vehicles (complete) and plans for the addition of on-board cameras for the transit fleet.

## **4. Accessibility & Mobility**

**Increase the accessibility and mobility of people and freight;** The JC MTPO develops projects in cooperation with the JCT and encourages projects from the rural transit provider NET TRANS that complements access to JCT. The JC MTPO also coordinates with East Tennessee Railway, which is a Class III railroad providing switching service for CSX Transportation and also has access to the Norfolk Southern (NS) system. In addition to this, the JC MTPO recently assisted in the coordination of a business relocation project that required rail access to NS's mainline. While this project was funded privately through the railroad, the initial contact for rail access was coordinated through the JC MTPO with NS.

## **5. Enhance Environment**

**Protect and enhance the environment, promote energy conservation, and promote consistency between transportation improvements, state and local planned growth, and economic development patterns;** The JC MTPO provides copies of the draft and final TIP to the Environmental Field Office of the Tennessee Department of Environment and Conservation, as well as local jurisdictions which include their respective planning agencies. This does not replace the environmental review process that is required in the design of a project; however, it does provide an awareness of projects that will be forthcoming.

## **6. Integration and Connectivity**

**Enhance the integration and connectivity of the transportation system across and between modes, for people and freight;** The JC MTPO continues to coordinate activities with the Kingsport and Bristol Metropolitan Planning Organizations (MPO) through regional meetings and promoting regional transportation projects. Two projects currently under construction that show support of regional planning are the SR 75 project located in Sullivan County (Kingsport MTPO), and the SR 36 project located in Washington County (JC MTPO). Together these projects provide better

access to the Tri-Cities Regional Airport serving passengers and freight and also provide an alternate route when traffic is diverted from Interstates 26 and 81. The JC MTPO works with the urban and rural transit providers to enhance integration between the urban and rural transit providers (JCT and NET TRANS) which have resulted in an urban / rural transit hub located at JCT. It should be noted the JCT facility has bicycle racks for cyclists.

## **7. System Management and Operations**

**Promote efficient system management and operation; this planning factor includes planning for operations;** The JC MTPO will continue to assist local jurisdictions in planning for life cycle replacement of equipment, advice on maintenance and operations beyond simple resurfacing projects, and encourage better management of “routine” activities. The JC MTPO will also assist its members in planning for advance traffic signal control systems with the capability to manage these systems. When developing projects, the JC MTPO strongly encourages local agencies to address how they will support the operational issues before proceeding forward. One example of this is the JCT’s reassigning a qualified staff person to administer the JCT AVL project after it was implemented. It was realized this ongoing position would be required if the system was to be successful, and during the planning phase of this project, existing staff was identified who had the technical expertise to fulfill this role and staff was reassigned for this responsibility.

## **8. System Preservation**

**Emphasize the preservation of the existing transportation system;** In all plans and projects, the JC 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 JC MTPO. An example of this is improvements to the intersection of SR 381 with Indian Ridge Road in Johnson City through the use of local STP funds. This intersection is a major choke point on the entire “Med-Tech” Corridor in Johnson City. These improvements will assist in preserving the existing transportation system and extending the functional life of this corridor.

### **Federal Initiatives:**

#### **A. Climate Change/Extreme Weather**

Extreme weather events can have a negative impact on communities and disrupt the transportation system. One secondary impact of extreme weather events (rain) are landslides. In 2004, Hurricane Ivan released huge amounts of rainfall in North Carolina which triggered a landslide on I-40. In turn, this resulted in additional traffic along I-26 to North Carolina while debris removal and re-construction occurred on I-40. Also, within the past three years, heavy snowfall has negatively impacted the regional transportation system, most notably I-26. These events have resulted in I-26 being the official detour route to North Carolina in the event of an I-40 closure, the establishment of the 0.2 mile marker reference system on I-26 through Washington County, deployment of TDOT HELP truck program during these events, and increased local support from all first responder agencies in the JC MTPO.

The JC MTPO is recommending I-26 functional improvements that will improve the route’s readiness for use as a detour route (in the event I-40 is closed). This is currently being done through three interchange modifications on I-26 that are located in the JC MTPO area, the JC MTPO supporting an interchange modification at I-26 and I-81 in the Kingsport MTPO area, and the long term recommendations for widening of I-26 along congested areas.

## **B. Livability**

The JC MTPO will work with the newly created Office of Community Transportation for TDOT in promoting the livability principles of more transportation choices, equitable, affordable housing, enhanced economic competitiveness, support for existing communities, coordinated policies, leveraging investments, and valuing communities and neighborhoods into the transportation planning process. Through the planning process, projects are identified that will enhance livability and included in the TIP where possible, including pedestrian trails funded by the Transportation Alternative program (formerly the Transportation Enhancement program). Through the development of the JC MTPO 2040 Long Range Transportation Plan, strategies were developed for the reduction of greenhouse gasses including car-pooling, supporting increased freight movement on rail, supporting bus transportation with the adjoining MPOs of Kingsport and Bristol, and promoting alternate fuel for vehicle fleets. These are considered when developing projects for inclusion in the TIP.

In addition to this, the JC MTPO was recently added to the East Tennessee State University (ETSU) Sustainability Committee – Transportation Subcommittee. The committee is charged to find ways to enhance a sustainable transportation system for ETSU both on campus and off. One focus of the JC MTPO in this capacity is to assist ETSU with their ridesharing program. It is envisioned the initial involvement will be through education and marketing assistance. This is envisioned as a “first – step” which may lead to other opportunities for ridesharing in the region.

## **C. Freight**

The JC MTPO works closely with local, state, and federal partners to further integrate freight planning into the planning process. The JC MTPO will continue to communicate with existing freight stakeholders, such as East Tennessee, Norfolk Southern and CSX Railways, for projects that will improve the entire transportation system. The JC MTPO will continue coordination with TDOT for improvements on I-26 to address improved freight movement along this corridor.

## **D. Planning and Environmental Linkages**

The JC MTPO will consider the environmental impacts/enhancements during the planning process and will help identify the correct local, state, and federal agencies to make the planning to implementation process more efficient. This will include consideration for projects that are under development to support linkages to existing parks, such as enhanced pedestrian access to Sycamore Shoals State Park in Elizabethton.

## **E. Sustainability**

JC MTPO staff will work closely with its local jurisdictions in identifying multiple solutions to a project. Currently Johnson City is updating major sections of its traffic signal communication backbone and traffic operations center. This in turn will work with existing infrastructure to help reduce congestion, system downtime, environmental impacts due to better traffic flow, and extend the operational life of the transportation system, specifically SR 381 (State of Franklin Road) in Johnson City.

The JC MTPO area is served by JCT and NET TRANS. JC MTPO staff work closely with both agencies in promoting services. NET TRANS runs a fixed route connection service to Elizabethton, Jonesborough, Unicoi, Greenville, and Kingsport, with plans to connect more cities. The NET TRANS connection service has a connection stop at the JCT Transit Center for all the aforementioned routes. Transit projects for JCT are

included in the TIP that support the sustainability of transportation for the region. Projects for NET TRANS are included in the rural STIP.

#### **F. Planning for Operations**

As mentioned in Planning Factor 7, the JC MTPO continues to encourage and support projects that address operational issues and how to maintain projects after they are implemented.

#### Air Quality Standards

At present, all counties in the Johnson City Metropolitan Statistical Area and the Kingsport-Bristol Metropolitan Statistical Area meet all current air quality standards and are designated as “attainment” by EPA. However, the JC MTPO and TDOT are aware the current 2008 air quality standard being used by the Environmental Protection Agency (EPA) could change and affect the “attainment” designation. If this were to occur for the JC MTPO, a conformity analysis would have to be completed to analyze the impacts of projects in the TIP on air quality. The model used to determine impact of transportation projects on air quality is EPA’s Motor Vehicle Emissions Simulator, or MOVES for short. While information from the JC MTPO Travel Demand Model can be used to support inputs for the MOVES model, much additional work would be required to perform a conformity analysis. If this situation arises in the JC MTPO, the Unified Planning and Work Program would have to be modified to include a task for this extra effort.

While this has not happened to date, the staff members of the JC MTPO are currently voluntarily participating in regional and statewide Interagency Consultation (IAC) conference calls and workshops. For areas designated as “attainment,” this is voluntary, but it is mandatory if an area is designated “non-attainment” by the EPA. Member of the IAC include EPA, Tennessee Department of Environment and Conservation (TDEC), FHWA, and TDOT, as well as MPOs.

#### Title VI / Environmental Justice / ADA

As with all processes and projects in the JC MTPO, Title VI, Environmental Justice, and Americans with Disabilities Act (ADA) are a priority. Title VI of the Civil Rights Act of 1964 prohibits discrimination based upon race, color, and national origin. Specifically 42 USC 2000d states, “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Environmental Justice, Executive Order 12898 of 1994 states, “Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressed, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” As part of FHWA’s regulatory responsibility under Title II of the ADA and Section 504 of the Rehabilitation Act of 1973, the FHWA ensures that recipients of Federal aid and State and local entities that are responsible for roadways and pedestrian facilities do not discriminate on the basis of disability in any highway transportation program activity, service or benefit they provide to the general public; and to ensure that people with disabilities have equitable opportunities to use the public rights-of-way system. All projects using federal highway trust funds for the JC MTPO comply with Title VI, Environmental Justice and the ADA.

The JC MTPO maintains an active Title VI program which includes public outreach. These activities are coordinated for people within the JC MTPO planning 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 JC MTPO offices, in both Spanish and English. The JC MTPO website located at <http://www.jcmpo.org> contains web links to the Title VI and Civil Rights information sites. JC

MTPO staff attend Title VI training when available and participate in Title VI conference calls with TDOT. JC MTPO staff continually takes online Title VI training through TDOT's Civil Rights Office. The JC MTPO Coordinator attended Civil Rights Training in September of 2010 at the TDOT Region I Office, located in Knoxville. In March 2013, the Title VI Coordinator for the JC MTPO attended Civil Rights Training in Knoxville and will continue training as it is made available.

All transit related projects are compliant with the ADA. Examples of this include automated stop announcement on fixed route service, interior dynamic message signs identifying the stop name, and lift equipped vehicles. All new equipment being purchased will be ADA compliant.

Criteria for Selection of Projects

The JC MTPO considered several factors important to the area. They are as follows: clean air, existing plans, aging population, maintaining existing roads, the State Long Range Transportation Plan, growth areas, connectivity, rail, Title VI, economic development, transportation mode choices, route choices, ITS strategies, congestion, and safety. These factors were then used to develop criteria for the selection of projects for Local STP funding. The criteria were then weighted (See Figure 3).

<b>Criteria</b>	<b>Points available</b>
<b>CONSISTENCY WITH PLANS</b>	
In previous TIP or related project in TIP	<b>15</b>
Consistent with growth plan/land use plans	<b>8</b>
<b>CONGESTION MANAGEMENT</b>	
Reduces/manages travel demand (TDM)	<b>8</b>
Improves traffic operations (ITS)	<b>10</b>
Transit capital improvement	<b>2</b>
Alternative Mode (incl. Bike/Pedestrian and other modes)	<b>5</b>
Intelligent Transportation System (ITS) project	<b>2</b>
<b>TRAFFIC CIRCULATION</b>	
Improves access to major highways	<b>5</b>
Provides/enhances connection between modes	<b>4</b>
Enhances connectivity of street network	<b>14</b>
<b>ECONOMIC DEVELOPMENT</b>	
Improves facility for freight movement (air, distribution, rail)	<b>2</b>
Enhances economic development investments	<b>10</b>
<b>AIR QUALITY</b>	
Promotes positive effect on air quality	<b>2</b>
<b>SAFETY MANAGEMENT</b>	
Promotes safety	<b>7</b>
<b>VALUE ADDED</b>	
Match greater than minimum required	<b>2</b>
ROW was donated, eng. Already complete, etc.	<b>4</b>
<b>Total</b>	<b>100</b>

**Figure 3**

Criteria for Selection of Transit Projects

Transit projects are developed on a prioritized need based on the following criteria:

1. Fleet replacement and / or expansion of service

2. Facility needs
3. Operational support

### Project Selection Process for FY 2014-2017 TIP

Early in 2013, the JC MTPO notified its members that a new Transportation Improvement Program would be developed. With this notification it was found there was a back log of projects that would be required to be carried over into the new TIP. A TIP Development and Project Review workshop was held by the JC MTPO at the JCT Transit Center. A review of current projects that took place in the meeting included an update of their status, available funding, and capacity for matching federal funds for projects. During the workshop it was clear the major issue facing the development of the new TIP was completing the existing local projects in the current TIP. At the workshop this was recognized as a critical task before adding new projects. Thus many projects in the FY 2014-2017 TIP are carry-over projects from the previous TIP. For the FY 2014-2017 TIP, the Johnson City Transit system identified a shortfall in the funding needed to replace the trolley fleet. JCT made a one-time request to flex STP funding to assist with replacing the trolley fleet. This was discussed at the TIP workshop and presented to the MTPO members. Projects in the first year of the TIP constitute an agreed to list of projects for inclusion in the TIP.

Two notable projects that present challenges to the JC MTPO are the **Veterans Affairs Hospital Connector** and the **Knob Creek Extension Project**. These are both existing projects and have been funded to date with discretionary funds. Due to funding ineligibility, the Veterans Affairs Hospital Connector is not included in the TIP at this time. Previous funding for this project came from the old Transportation Community and System Preservation Program and High Priority Program funds. The project has been reviewed by FHWA and is not eligible for STP funding. However, during the FHWA review, it was stated the project could qualify for the Federal Lands Access Program (FLAP) if all of the guidelines of the program are followed. The Federal Lands Access Program requires the State of Tennessee to establish a process, outlined in MAP-21, to select projects for this program. As such, FHWA recommends this unique project be submitted to that program for funding once TDOT establishes the process.

The **Knob Creek Road Extension Project** is the other challenge for the JC MTPO region, not due to funding eligibility, but rather the amount of funding required for completing the project. This project is located on the outskirts of Johnson City and connects the western unincorporated section of Washington County to Johnson City, which is separated by CSX rail line, which is a major route for freight, primarily coal. The solution developed jointly by TDOT, Johnson City and Washington County is to re-align Knob Creek Road, extending it to cross over the rail line, which requires the construction of a bridge. Construction for this project is planned to start in 2016 with roadway work, and the bridge construction starting in 2018, due to scheduling and funding. The project is currently in the right-of-way phase and is managed by the City of Johnson City, Public Works Department.

As with all projects in the TIP, the Executive Board has the responsibility of approving the projects submitted in the TIP. Throughout the TIP's lifecycle, periodic changes will be needed. These changes may include the addition of new funds or projects, changes in project scope, or other necessary items. Changes to the TIP fall into two categories – Amendments and Adjustments.

### TIP Modification Procedures

The TIP may be modified at any time through two processes. One is the "amendment process" and the other is the "adjustment process." While this has always been the case, procedures in the latest transportation act, MAP-21, has allowed revisions to these processes. As such, a Memorandum of Understanding between the JC MTPO and the Tennessee Department of Transportation has been agreed upon which outlines these processes and requirements. Extracts



from this MOU are shown in the TIP Amendments and Adjustment sections below. A complete copy of the MOU is provided in the Appendix at the end of this document.

### TIP Amendments

An amendment is a revision to the 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 if an area is designated as “non-attainment” by EPA.

An amendment is required when changes to the TIP include:

- A major change in the total project cost (excluding groupings) (see Project Cost Change Thresholds, Figure 4 on page 14); or
- Adding a new project or deleting a project from the 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, changing mode (e.g., rolling stock or facility type for transit), changing capital category (i.e., transit funding), or changing termini; or
- Any change requiring a new regional air quality conformity finding, where applicable (including groupings).

At present the Johnson City MTPo is designated as “Attainment” by the EPA and is not required to develop an air quality finding.

### TIP Administrative Adjustments

A TIP administrative adjustment is a minor change from the approved TIP. Administrative adjustments must be consistent with 23 Code of Federal Regulations (CFR) 450, but they do not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination in nonattainment or maintenance areas. TIP administrative adjustments are defined as follows:

- A minor change in the total project cost (see Project Cost Change Thresholds, Figure 4 on page 14); or
- 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; or
- Shifting funds between projects within a TIP (i.e., funding sources and projects already identified in the TIP) if the change does not result in a cost increase greater than the amendment threshold (see Project Cost Change Thresholds, Figure 4 on page 14) for the total project cost of all phases shown within the approved 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 (see Project Cost Change Thresholds, Figure 4 on page 14) for the total project cost of all phases shown within the approved TIP; or
- Moving projects from year to year within an approved TIP, except those that cross air quality horizon years; or
- Adding a prior phase, such as environmental or location study, preliminary engineering or right-of-way, to a project in the TIP so long as such a change does not result in a cost

- increase greater than the amendment threshold (see Project Cost Change Thresholds, Figure 4 below) for the total project cost of all phases shown within the approved TIP; or
- Changes required to follow FHWA or FTA instructions as to the withdrawal of funds or reestablishment of funds withdrawn at the request of FHWA or FTA; or
  - Moving funds between similarly labeled groupings, regardless of percent of change; or
  - Adjustments in revenue to match actual revenue receipts.

### Project Cost Change Thresholds

Figure 4 below shows a sliding scale of cost thresholds and identifies where an Amendment or Adjustment is required. This applies to Federal Transit Administration projects as well as Federal Highway Administration projects.

Total project cost of all phases shown within the approved TIP	Amendment	Administrative Adjustment
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%

**Figure 4**

### **Public Participation Process**

The JC MTPO's Public Participation Plan (PPP) provides guidelines for how the public and interested stakeholders will be involved in the development of the TIP.

Throughout the development of the Long Range Transportation Plan (LRTP) and TIP, the public, interested parties and stakeholders are given an opportunity for their input, comment, and review. All projects included in the TIP are derived from, or are consistent with, the JC MTPO 2040 LRTP. The JC MTPO's current LRTP was approved on March 13, 2013 and is valid until March 13, 2018.

The Transportation Improvement Program is a four-year program identifying regionally significant projects and programs that are federally funded in the JC MTPO Planning Area. This includes such items as highway projects, transit projects, enhancement projects, and bicycle / pedestrian projects. Projects in the TIP are developed from the Long Range Transportation Plan for the JC MTPO Planning Area. The TIP is a relatively short implementation of projects and programs when compared to the LRTP. Development of the TIP is coordinated with TDOT - Local Programs Development Office, Federal Transit Administration, and the Federal Highway Administration. Through this coordination process, funding amounts and project eligibility are reviewed and corrected before being approved by the JC MTPO. Administrative modifications to the TIP do not require a prescribed public participation plan element; however, they are discussed and approved at public meetings open to the general public. The TIP is available at the JC MTPO website <http://www.jcmtpo.org> and at the JC MTPO offices.

The Executive Staff (or their representative) review the projects submitted for Local STP funding. They then rank the projects 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.

In March of 2013, the new JC MTPO 2040 LRTP was adopted. Throughout the development of the LRTP, significant public input was gathered from online surveys and public meetings with local civic groups and economic round tables. In addition to this, the LRTP was made available for over 30 days for the public to comment. All projects in the TIP must either be in the LRTP or consistent with the LRTP, thus the public has already been made aware of planned projects and provided the opportunity to comment.

To build on this process, the TIP will be made available for public review and comment for 14 days. During this review period, comments will be requested and compiled for review by the Executive Board. If there are significant comments, the JC MTPO Board may postpone the adoption of the TIP until such time these comments are answered. If the TIP changes significantly, the Executive Board may decide to request additional comments.

Once all reviews and comments have been completed a final version of the TIP will be adopted by the Executive Board and kept on file in the offices of the JC MTPO. An electronic version of the document will be available at the JC MTPO website at <http://www.jcmpo.org>.

The following agencies were consulted in the development of the TIP:

- U.S. Army Corps of Engineers, Nashville District
- U.S. Fish and Wildlife Service, Cookeville Field Office
- U.S. EPA, Region 4
- U.S. National Park Service
- U.S. Department of Agriculture, Forest Service, Cherokee National Forest
- Tennessee Valley Authority
- Tennessee Department of Environment and Conservation, Johnson City Field Office
- Tennessee State Historical Commission
- Tennessee Wildlife Resources Agency
- East Tennessee State University
- Milligan College
- Veterans Affairs Administration, Mountain Home
- Sycamore Shoals State Park
- Greyhound Bus Lines
- W W Cab Company

PPP Checklist of TIP Activities

The development of the TIP is coordinated with TDOT, Federal Transit Administration, and the Federal Highway Administration. Through this coordination process, funding amounts and project eligibility are reviewed and corrected before being approved by the JC MTPO. Since projects in the TIP are derived from the LRTP, public input and comment was required during the LRTP process. However, before the TIP is adopted, the public has additional opportunities for input and comment on projects. Figure 5 on page 17 provides a PPP checklist of activities for the TIP.

<b>PPP Checklist for Transportation Improvement Program (TIP) Activities</b>		
<b>Check when complete</b>	<b>Activity</b>	<b>Technique</b>
Tuesday April 2, 2013	JC MTPO Coordination Meeting	Meeting conducted by JC MTPO staff with the executive staff, local planning staff, transit providers, public works staff of the jurisdictions in the JC MTPO to review existing project in the TIP and develop recommendations for the new TIP.

X	Draft Document	JC MTPO Office, JC MTPO List of Distribution Points (Appendix A) and JC MTPO website at <a href="http://www.jcmpo.org">http://www.jcmpo.org</a>
	Comment Opportunities	Public Meetings E-Mail Comments sent to: <a href="mailto:jcmpo@jcmpo.org">jcmpo@jcmpo.org</a> Written Comments addressed to: Transportation Planning Coordinator 137 W. Market Street Johnson City, TN 37604 Executive Staff Meetings: Comments can be verbal or written Executive Board Meetings:
	Public Comment Period	There will be at least a <b>14</b> -day public comment period prior to adoption for TIP updates. The public comment period begins with public notice.
	Public Meeting	Public meeting(s) are to be held during the public comment period.
	Public Meeting Notice	<b>At least 7-</b> Days prior to the public meeting a notice will be advertised in the following locations (see Appendix A of the Johnson City Public Participation Plan).
	Amendment Notice	Amendment notices will be sent through web announcements, public notice in regional and minority newspapers and regularly scheduled meetings. At present there are no minority newspapers in the JC MTPO Planning Area.
	Summary of comments received	A public comment summary memo will be made available prior to the Executive Board meeting for the TIP update. Written and verbal comments are summarized and incorporated into the final. <b>If after addressing the comments, significant changes are made additional opportunity for public comment will be provided.</b>
	Final, adopted document availability	The adopted TIP (by Executive Board Resolution) will be available at the JC MTPO website <a href="http://www.jcmpo.org">http://www.jcmpo.org</a> and JC MTPO offices.
On-Going	Evaluation Technique	The JC MTPO will review the number of participants at meetings, number of electronic comments and responses, number of “hits” on website and the number of non-electronic written and oral comments.

**Figure 5**

## **Financial Section and Funding Sources**

### TIP Projects and Fiscal Constraint

The TIP is required to include a financial plan that demonstrates how the program of projects can be implemented. This includes identifying eligible federal, state, and local funding sources. Member jurisdictions of the JC MTPO, TDOT, and other agencies that fall in the JC MTPO boundary have submitted projects and indicated they have the financial resources to provide the necessary matching funds to complete their projects. If funding revenues change, either in a positive or negative level, the TIP will be amended when necessary.

Detailed financial breakdowns are included in the Funding Tables section, located at the back of this document. The total amount of money available in each funding category is shown, as well as the total amount of programmed funds and remaining funds by funding source by year. The tables show that programmed expenditures are within the balance of expected fund allocations in accordance with the requirements of MAP-21. Therefore, the TIP is “fiscally constrained”.

The JC MTPO and its members must assure the maintenance and efficient operation of the existing transportation infrastructure. Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities such as pavement resurfacing and markings, bridge repair, guardrail and sign replacement, and traffic signal maintenance. Operations may include more routine items such as painting and right-of-way maintenance. While these activities are not funded through or scheduled in the TIP, they are included here for informational purposes.

### Establishment of Project Cost and Revenues

Each project listed in this TIP has a cost estimate assigned to it. These cost estimates were derived through consultation with local jurisdictions, consultants, the JC MTPO staff, and TDOT, as was done in developing the LRTP. The JC MTPO used Year of Expenditure (YOE) to calculate future costs. JC MTPO funding requirements are compiled from available data for future expected capital, operating, and maintenance expenditures for highways, transit, and bike/pedestrian transportation modes, as well as from historical expenditures, which have been projected with a 2.5% inflation rate. This was derived from historical averages, current economic growth, and consumer price index over the past 10 years while taking into account the anomaly of almost no inflation between 2008 – 2009. The annual allocation of STP - Local funds for the JC MTPO is estimated at \$1,481,787 million per year. The JC MTPO used this figure to ensure projects, covering multiply years in the TIP, do not exceed projections. However, the annual allocation can vary from year to year depending upon revenue, gas tax, congressional rescissions, or other external influences. If this occurs, the JC MTPO will adjust the TIP accordingly.

The JC MTPO may also “flex” STP – Local funds for use with transit activities if desired. This requires approval from TDOT, FHWA and FTA. The JC MTPO 2040 LRTP identified the need for JCT to replace buses. In order for this project to be fiscally constrained, a portion of the JC MTPO annual allocation of STP funds will be “flexed” from FHWA to FTA as allowed by 23 U.S.C. 133. The total amount of funds being flexed is \$750,000 at a funding ratio of \$622,500 (83 percent federal) and \$127,500 (17 percent local match). This project was jointly developed with the JC MTPO and JCT and reviewed by state and federal agencies.

Projects that are identified as needed, but where revenue funds have not been identified as reasonably available, are listed as illustrative projects. Once funding has been identified for these types of projects, the TIP may be amended for their inclusion. As mentioned before, the new transportation act, MAP-21, eliminated and consolidated previous transportation funding programs in the Safe, Accountable, Flexible Transportation Equity Act - Legacy for Users Act

(SAFETEA-LU). The following table is taken from the JC MTPO 2040 Long Range Transportation Plan and summarizes the major funding category changes.

**Figure 6 – Transportation Improvement Program Funding Sources**

MAP-21 Federal Programs	SAFETEA-LU Federal Programs	Description	Funding Ratio
<b>National Highway Performance Program (NHPP)</b>			
Combines the Interstate Maintenance, National Highway System, and on-system Federal-Aid Highway Bridges Programs into one program.	Interstate Maintenance (IM)	Provides funding to rehabilitate, restore, and resurface the Interstate System. Reconstruction is also eligible if it does not add new capacity, with the exception of High-Occupancy-Vehicle (HOV) lanes or auxiliary lanes in non-attainment areas, which can be added.	90% Federal 10% Non-Federal
	National Highway System (NHS)	Provides funding for major roads including the Interstate System, a large percentage of urban and rural principal arterials, the Strategic Defense Highway Network (STRAHNET), and strategic highway connectors.	80% Federal 20% Non-Federal
	Bridge Replacement and Rehabilitation – State (BRR, BR, or BRBD)	Provides funding for on-system bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings.	80% Federal 20% Non-Federal
<b>Surface Transportation Program (STP)</b>			
Program is largely the same as under SAFETEA-LU with the exception that STP funds can be used on bridge projects on any public road and for Appalachian Development Highway System (ADHS) projects.	Surface Transportation Program – State (STP or S-STP)	Provides funding for roads functionally classified as rural major collector and above. Funds may be utilized on projects in Rural Areas, Urbanized Areas, Small Urban Areas, Enhancement, Safety and Rail-Highway Crossings.	80% Federal 20% Non-Federal
	Surface Transportation Program – Local (L-STP)	Provides funding to areas of 5,000 to 50,000 in population for improvements on routes functionally classified urban collectors or higher.	80% Federal 20% Non-Federal
	Bridge Replacement and Rehabilitation – Local (BRR, BR, or BRBD)	Provides funding for off-system bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings.	80% Federal 20% Non-Federal

MAP-21 Federal Programs	SAFETEA-LU Federal Programs	Description	Funding Ratio
<b>Highway Safety Improvement Program (HSIP)</b>			
Program is largely the same as under SAFETEA-LU.	Highway Safety Improvement Program (HSIP)	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 problem.	90% Federal 10% Non-Federal (except as provided in 23 U.S.C. 120(c) and 130)
<b>Congestion Mitigation and Air Quality Program (CMAQ)</b>			
Program is largely the same as under SAFETEA-LU.	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Provides funding for transportation projects in air quality non-attainment or maintenance areas. CMAQ projects are designed to contribute toward meeting the national ambient air quality standards.	80% Federal 20% Non-Federal
<b>Transportation Alternatives Program (TA)</b>			
Combines the Transportation Enhancement Program, Safe Routes to School Program, and Recreational Trails Program into one program.  Changes how some funds under this program can be used, but in general funding continues to support non-motorized transportation accommodations.	Transportation Enhancement Program (TE or ENH)	Provides funding for a set of exclusive activities such as bicycle and pedestrian facilities, rehabilitation of historic transportation related structures, and a defined set of environmental mitigation activities.	80% Federal 20% Non-Federal
	Safe Routes to School Program (SRTS)	Provides funding to substantially improve the ability of primary and middle school students to walk and bicycle to school safely.	80% Federal 20% Non-Federal  (Previously 100% Federal)
	Recreational Trails Program (RTP)	Provides funding for the creation, rehabilitation and maintenance of multi-use recreational trails.	80% Federal 20% Non-Federal
<b>Federal Lands and Tribal Transportation Programs</b>			
Restructures the Indian Reservation Roads Program, Park Roads & Parkways Program, Refuge Roads Program, and Public Lands Highways Program into three programs.	Forest Highway/Public Lands or Public Lands Highways (FH/PL or PLHD)	Provides funding for roads providing access to and within Federal and Indian lands.  Under MAP-21, the restructured programs include: <ul style="list-style-type: none"> <li>• Tribal Transportation Program (TTP)</li> <li>• Federal Lands Transportation Program (FLTP)</li> <li>• Federal Lands Access Program (FLAP)</li> </ul>	100% Federal or 80% Federal 20% Non-Federal

MAP-21 Federal Programs	SAFETEA-LU Federal Programs	Description	Funding Ratio
<b>Urbanized Area Formula Grant (Section 5307)</b>			
<p>Program provides grants to Urbanized Areas for public transportation capital, planning, job-access and reverse-commute projects, as well as operating expenses in certain circumstances.</p> <p>The Jobs Access and Reverse Commute Program was eliminated in MAP-21, but the activities carried out under the program are an eligible expense under Section 5307.</p>	<p>Federal Transit Administration (FTA-5307)</p>	<p>Section 5307 is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation.</p>	<p>80% Federal, 20% Non-Federal (Capital)</p> <p>50% Federal, 50% Non-Federal (Operating)</p>
	<p>Federal Transit Administration Job Access/Reverse Commute (JARC-5316 or FTA-5316)</p>	<p>A Job Access project provides new or expanded transportation service designed to fill gaps that exist for welfare recipients and other low-income individuals to and from jobs and other employment-related services. Reverse Commute projects facilitate the provision of new or expanded public mass transportation services for the general public from urban, suburban, and rural areas to suburban work sites.</p> <p>Under MAP-21 this program has been eliminated but job-access and reverse-commute projects are eligible under the Section 5307 Program and Section 5310 Program.</p>	<p>80% Federal, 20% Non-Federal (Capital)</p> <p>50% Federal, 50% Non-Federal (Operating)</p>
<b>Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)</b>			
<p>MAP-21 consolidates the Elderly &amp; Disabled Program and New Freedom Program into one program.</p> <p>Operating assistance is now available under this program.</p>	<p>Federal Transit Administration Elderly &amp; Disabled Program (FTA-5310)</p>	<p>Section 5310 grants provide funding for capital expenses of private, nonprofit groups providing service to elderly persons or persons with disabilities. The State agency assures that local applicants and proposed projects are eligible and comply with federal requirements.</p>	<p>80% Federal 20% Non-Federal</p>
	<p>Federal Transit Administration New Freedom Program (FTA- 5317)</p>	<p>The New Freedom Program provides funding to serve persons with disabilities. The purpose of the program is to provide transportation services that either go beyond the minimum requirements of the Americans with Disabilities Act (ADA), or provide new public transportation services which help meet the needs of people with disabilities.</p>	<p>80% Federal, 20% Non-Federal (Capital)</p> <p>50% Federal, 50% Non-Federal (Operating)</p>



MAP-21 Federal Programs	SAFETEA-LU Federal Programs	Description	Funding Ratio
<b>Formula Grant for Rural Areas (Section 5311)</b>			
The program is largely the same as under SAFETEA-LU, with the exception that job-access and reverse-commute projects are eligible under this program.	Federal Transit Administration Formula Grants for Other than Urban Areas (Rural Areas) (FTA-5311)	Section 5311 formula funding is provided to states to support public transportation in areas of less than 50,000 population. Funds are available for transportation systems providing rural, general public transportation. Funding is available for capital, planning, and operating assistance. In the Johnson City MTPo area, NET TRANS is a recipient of these funds as their services are offered outside the MTPo's urbanized area.	80% Federal, 20% Non-Federal (Capital)  50% Federal, 50% Non-Federal (Operating)
<b>State of Good Repair (Section 5337)</b>			
New Program provides formula funding for capital projects.  Replaces Section 5309 State of Good Repair Initiative.	Federal Transit Administration (FTA-5309)	Provides formula funding for capital projects to maintain a system in a state of good repair and for transit asset management.	80% Federal 20% Non-Federal
<b>Bus and Bus Facilities (Section 5339)</b>			
Program provides capital funding to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.  Replaces the Section 5309 Bus and Bus Facilities Program.	Federal Transit Administration (FTA-5309)	Provides funding for the establishment of new rail or bus way projects (new starts), the improvement and maintenance of existing rail and other fixed guide way systems that are more than seven years old, and the upgrading of bus systems.	80% Federal 20% Non-Federal

Source: JC MTPo 2040 Long Range Transportation Plan as adopted March 13, 2013.

Although all funding sources discussed may not be in the current TIP this information is provided in the event to educate all stakeholders on the funding changes that has occurred when MAP-21 was signed into law. Many stakeholders may be unaware of these changes and still expecting a specific program to be available when it could have been eliminated or consolidated into another 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. The following are some prime examples of operations and maintenance activities:

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
8. Sinkhole repair
9. Unexpected repairs, as needed, that prevent adverse effects on the transportation network. In addition to unexpected repairs, some local jurisdictions have established a routine maintenance program for their jurisdictions, such as an annual resurfacing program for the local road network.

Shown below are the annual maintenance and operational expenditures by the jurisdictions in the JC MTPO. This data is provided for informational purposes only. For future years, a conservative estimate of 1% increase in maintenance and operations budget was use. This is based on uncertain economic growth. Actual numbers may change. In the event federal transportation funds were made available for a maintenance and operations project, it would be identified in the TIP.

<b>Jurisdiction</b>	<b>Annual Budget</b>
Carter County, TN	\$1,670,035
Town of Jonesborough, TN	\$139,169
City of Elizabethton, TN	\$139,169
City of Johnson City, TN	\$3,340,070
Town of Unicoi, TN	\$278,340
Washington County, TN*	\$8,350,174
<b>Total Annual Budget</b>	<b>\$13,916,957</b>

\*The Washington County Highway Department operates its own asphalt plant for the county.

## Operations and Maintenance – Johnson City Transit

FTA Section 5307, Section 5337, and Section 5310, which are matched with state capital funds, are expended on buses and bus-related equipment for fixed route and demand response transit services. Daily operation activities and maintenance of vehicles/equipment are principal components in sustaining the safe and efficient public transportation infrastructure. The following listing provides examples of transit ongoing operation and maintenance activities:

- Provision of daily fixed route and demand response (including ADA and Job Access) services. (Drivers wages, fuel and oil, insurance, radio communications, operating supplies, etc.)
- Ongoing preventive maintenance of fixed route and demand response operating fleets (labor, parts, periodic routine services, etc.)
- Unexpected repairs, as needed, of vehicle breakdowns to prevent adverse effects on the daily operating fleet.
- Bus stop sign replacements and/or repair.
- Bus stop shelter installation and/or repair.

The following table provides estimated annual operations and maintenance costs for Johnson City Transit for informational purposes only. Operations and maintenance expenditures are eligible for federal and state funds per formula and are included within the TIP, based on historical Operations and Maintenance data.

<b>Activity</b>	<b>Projected Annual Budget</b>
Daily operations of fixed route and demand response services	\$2,885,000
Preventive Maintenance of operating fleets	\$226,500
<b>Total Annual Budget</b>	<b>\$3,111,500</b>

Johnson City  
Metropolitan Transportation Planning Organization

Status of Projects in FY 2011-2014 TIP

**Projects completed or under construction during the FY 2011-2014 TIP**

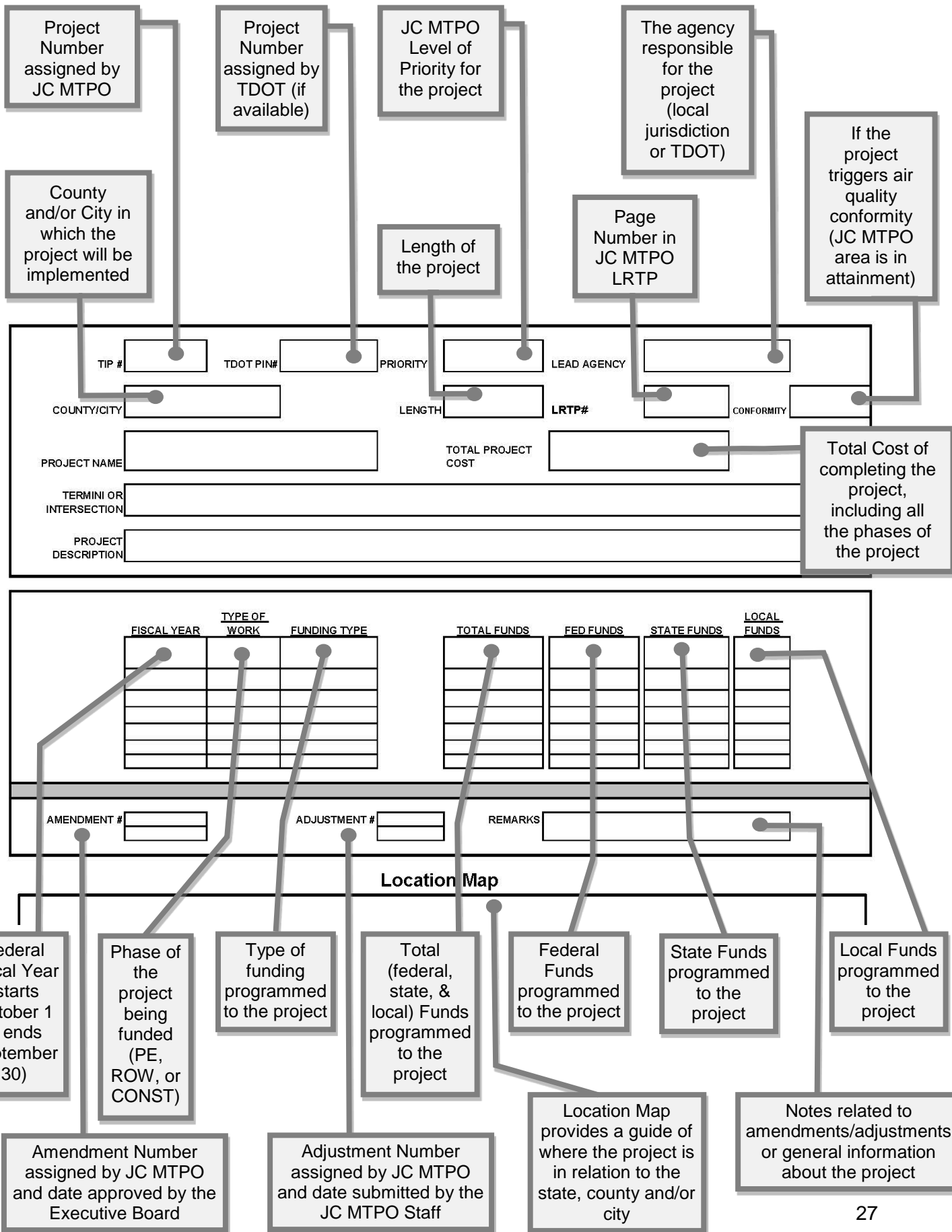
<b>ID</b>	<b>Location / Project</b>	<b>Description</b>	<b>Status</b>
2006-07 PIN # 102063.00 STP-M-34(40)	Johnson City <b>SR 34 (Bristol Hwy)</b>	Improve to 5 lane from SR36 to SR 381	Completed in 2012
2006-08	Johnson City <b>State of Franklin Trail Phase II</b>	Construct a multiuse trail from ETSU to Buffalo ST. (Enhancement / ARRA)	Completed in 2010
BRR (State Bridge Replacement)	Elizabethton <b>SR 400 Bridge over Watauga River</b>	Replace and Reconstruct Bridge just east of existing bridge	Completed in 2010
2006-04 PIN# 106889.00 STP-M-NHE-67(19)	Elizabethton <b>SR 67 (Signal Sync.)</b>	Interconnect and synchronize traffic signals with fiber optic cable	Completed in 2011.
2006-03 PIN # 102227.00 STP-M-9103(11)	Elizabethton <b>Lynn Ave (local section) between SR67 and Elk Ave.</b>	Reconstruct to 3 lanes. Original design was for 5 lanes and had to be changed (ARRA)	Completed in 2011.
2008-19 PIN #43975.03	Elizabethton <b>SR 400 between Mill St. and Broad St.</b>	Improve to 5 lane	Completed in 2011.
2008-26 PIN # 111019	Elizabethton / Carter County – Doe River Covered Bridge Project	National Historic Covered Bridge Preservation Program	Completed in 2011
2011-20	Johnson City <b>ParaTransit Vehicles/Buses/Tech</b>	Install advanced vehicle location and reporting system on JCT Fleet	AVL system completed in 2012.
2006-06	Elizabethton / Carter <b>SR 362 Gap Creek Rd.</b>	Improvements to SR 362	Currently under CN phase, estimated to complete in late 2014 early 2015
2009-01 PIN # 101398 HPP ID#2273	Johnson City / Washington County <b>SR 36 (Kingsport Hwy)</b>	Widen to 5 lanes from SR 354 Boone Ave. to SR 75	In CN phase, to be completed Fall 2014.

**Projects to Carry Over From the FY 2011-2014 TIP to the FY 2014-2017 TIP**

<b>ID</b>	<b>Location / Project</b>	<b>Description</b>	<b>Status</b>
2006-12 PIN# 102618.00	Johnson City <b>Veterans Affairs Hospital Connector</b>	Construct a new two lane entrance from US 11E to Ash Street on Veterans Affairs Campus. Length .316 miles.	Funding for CN is needed. Once funding is identified it will be amended in TIP. Does not qualify for STP funding.
2006-11 PIN # 102620.00 TN-182-ID-2904	Johnson City <b>Knob Creek Ext.</b>	Construct a new five lane road and bridge over CSX railroad from Knob Creek to Mizpah Hills Drive. Length .939 of a mile.	Funding for CN will require multiply years of JC MTPO STP Allocation in addition to local funding beyond matching funds
2006-09 STP-EN-9103(15) PIN 041708.01	Elizabethton <b>Riverfront Linear Path</b>	Construct a new bike / walking path (final section) near Watauga and Doe Rivers. Length 1.2 miles	Final Phase: Awaiting ROW notice to proceed from TDOT 5/20/13
2006-10 HPP ID# TN024 TEA-21	Elizabethton /Carter <b>SR 91 Ext.</b>	Improve the existing section of SR 91 from the intersection of SR 91 with US 19E to the intersection of SR 91 with US 321, including widening, adding a center turn lane from West Elk Avenue from Holly Lane to North Roan Street, sidewalks, and intersection improvements. Length 5 miles.	In PE Phase.
2008-03 PIN # 111345	Elizabethton/Carter <b>Traffic Signals (New)</b>	Signalization at two intersections (Judge Ben Allen Road @ SR 91, SR 67 @Williams Avenue)	Estimated completion date 11/2013
2008-04 PIN # 111350	Johnson City <b>Traffic Signals (New)</b>	Upgrade/install signals at 10 intersections.	In ROW phase, anticipated completion 2nd quarter of 2014
2008-05 PIN # 111351	Johnson City/ Washington County <b>SR 381 @ Indian Ridge Road</b>	Intersection improvements, add turn lanes, expand bridge deck.	Currently in ROW phase.

<b>Johnson City Transit Projects</b>			
<b>ID</b>	<b>Project Location</b>	<b>Description</b>	<b>Status</b>
2011-20	Johnson City Section 5309 Project	Purchase of Para- Transit Vehicles/Buses/ Technology	On-going
2011-19	Johnson City Section 5307 Project	Operating Expenses	On-going
2011-22	Johnson City Section 5307 Project	Capital Expenses	On-going

**Figure 7: How to Read a TIP Project Page**



Johnson City  
Metropolitan Transportation Planning Organization  
Fiscal Year 2014-2017

**TIP Project Sheets**



# SECTION-A

## LOCAL STP PROJECTS

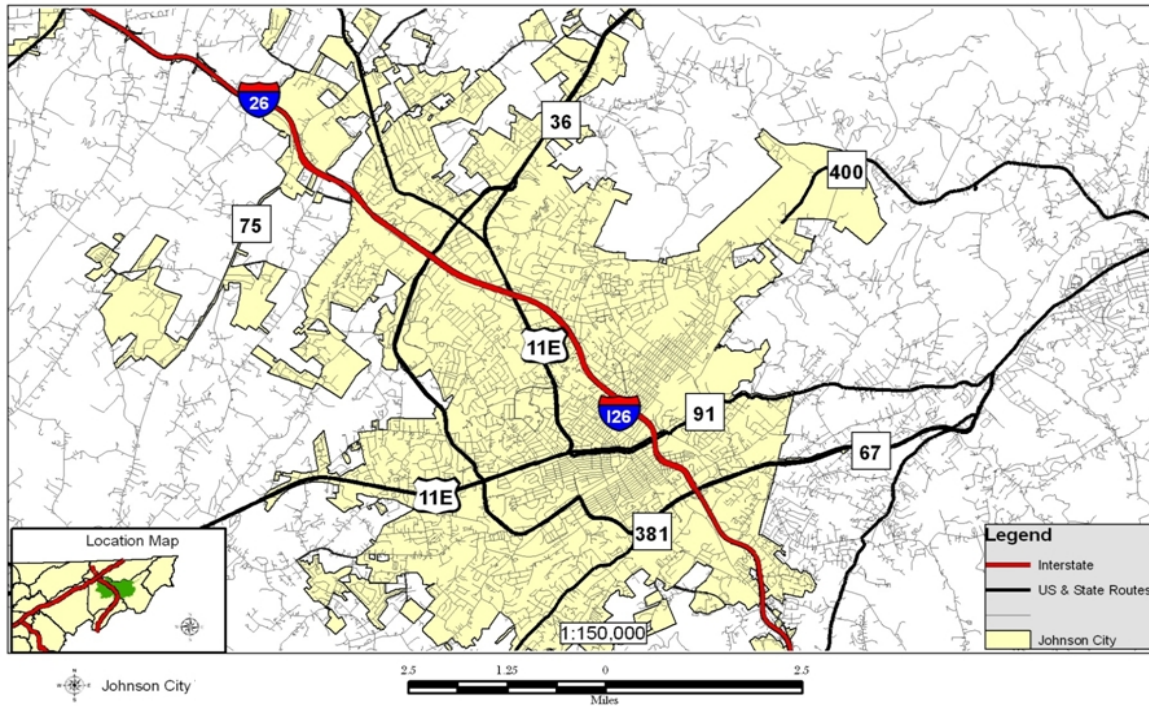
TIP #	2008-04	TDOT PIN#	111350.00	PRIORITY	High	LEAD AGENCY	Johnson City, TN
COUNTY/CITY	Washington/Johnson City	LENGTH	N/A	LRTP#	Consistent with plan	CONFORMITY	Attainment
PROJECT NAME	Signalization at 10 Intersections (Johnson City)		TOTAL PROJECT COST	\$2,330,000			
TERMINI OR INTERSECTION	Traffic Signals at various locations.						
PROJECT DESCRIPTION	Upgrade and install traffic signals at 10 intersections to improve safety and congestion.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	CN	STP-Local	\$1,830,000	\$1,830,000	\$0	\$0

AMENDMENT #	ADJUSTMENT #	REMARKS
	6-9/24/14	In previous TIP (2011-2014).

### Location Map

10 Signals throughout Johnson City



TIP #	2008-05	TDOT PIN#	111351.00	PRIORITY	High	LEAD AGENCY	Johnson City	
COUNTY/CITY	Washington/Johnson City		LENGTH	1 mi	L RTP#	E+C Page 5-5	CONFORMITY	Attainment
PROJECT NAME	SR 381 at Indian Ridge Improvements			TOTAL PROJECT COST	\$6,723,000			
TERMINI OR INTERSECTION	Intersection of SR 381 (State of Franklin) at Indian Ridge Rd. Note: This is for all approaches including Skyline Dr., on the east side of SR 381.							
PROJECT DESCRIPTION	Add turn lanes, bridge rehabilitation							

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2015	ROW	STP-Local	\$350,000	\$280,000		\$70,000
2016	PE-D	STP-Local	\$23,000	\$18,400		\$4,600
2016	CN	STP-Local	\$4,900,000	\$3,920,000		\$980,000

AMENDMENT #	3-12/10/15	ADJUSTMENT #	11-9/1/15 21-9/20/16	REMARKS	In previous TIP (2011-2014). PE-N obligated in FY 2010 and PE-D was obligated in FY 2012.
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Location Map

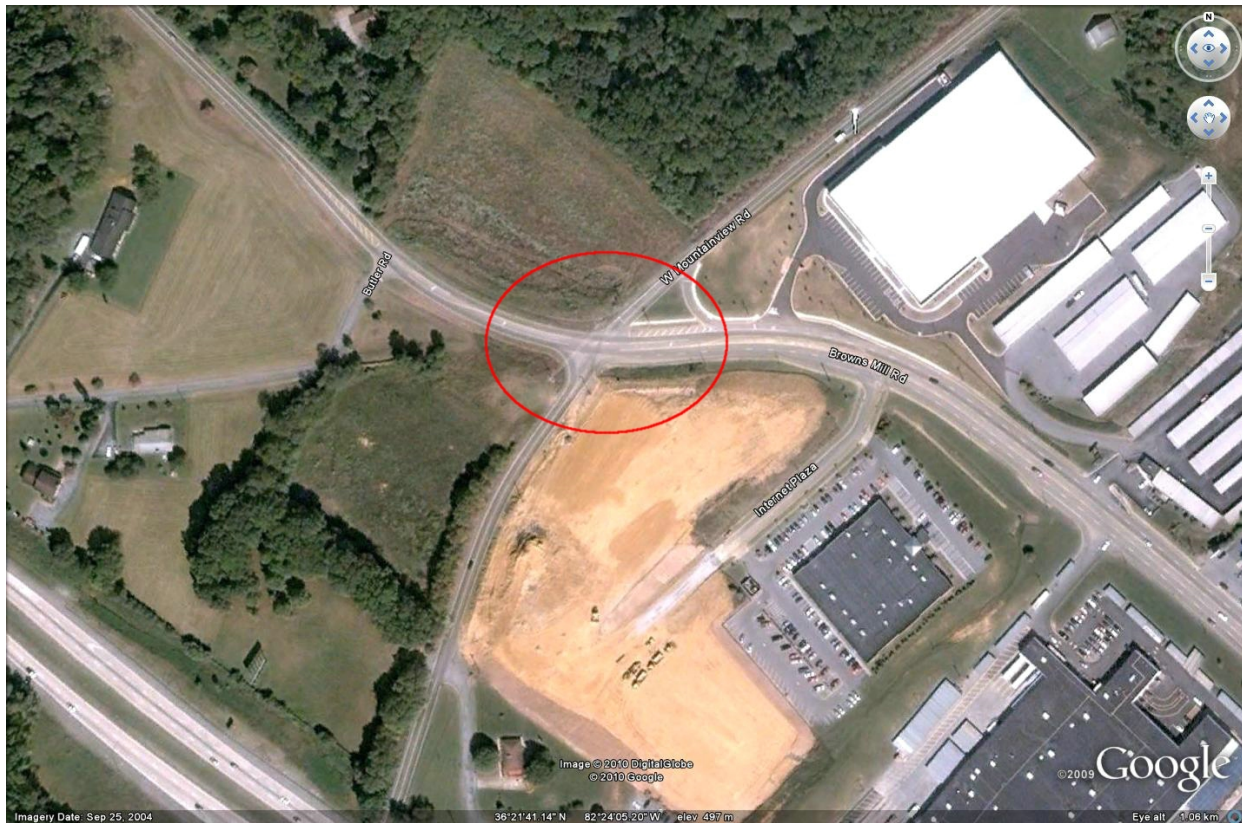


TIP #	2010-05	TDOT PIN#	114592	PRIORITY	HIGH	LEAD AGENCY	Johnson City
COUNTY	Washington	LENGTH	N/A	L RTP#	E+C Page 5-5	CONFORMITY	Attainment
PROJECT NAME	Traffic Circle for Mountainview Road		TOTAL PROJECT COST	\$1,453,000			
TERMINI OR INTERSECTION	Intersection of Mountainview Road and Browns Mill Road						
PROJECT DESCRIPTION	Installation of traffic circle at the intersection of Mountainview Road and Browns Mill Road.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	PE	STP-Local	\$53,000	\$53,000		
2014	ROW	STP-Local	\$25,000	\$25,000		
2016	CN	STP-Local	\$1,300,000	\$1,300,000		

AMENDMENT #	3-12/10/15	ADJUSTMENT #	4- 4/17/14	REMARKS	In previous 2011-2014 TIP.

### Location Map



TIP #	2014-12	TDOT PIN#		PRIORITY	High	LEAD AGENCY	Elizabethton
COUNTY/CITY	Carter/Elizabethton	LENGTH	N/A	LRTP#	E+C Page 5-5	CONFORMITY	Attainment
PROJECT NAME	Signalization improvements for Elizabethton at two intersections		TOTAL PROJECT COST	\$550,000			
TERMINI OR INTERSECTION	1. Traffic Signal upgrades at Milligan Hwy. and SR 67. 2. Mill Street and Elk Ave.						
PROJECT DESCRIPTION	Upgrade/install traffic signals at various locations to improve safety and congestion.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	PE-N	STP-Local	\$50,000	\$50,000		
2014	PE-D	STP-Local	\$50,000	\$50,000		
2014	CN	STP-Local	\$450,000	\$450,000		

AMENDMENT #		ADJUSTMENT #		REMARKS	
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### Location Map

W. Mill Street and Elk Ave.



Milligan Hwy and SR-67

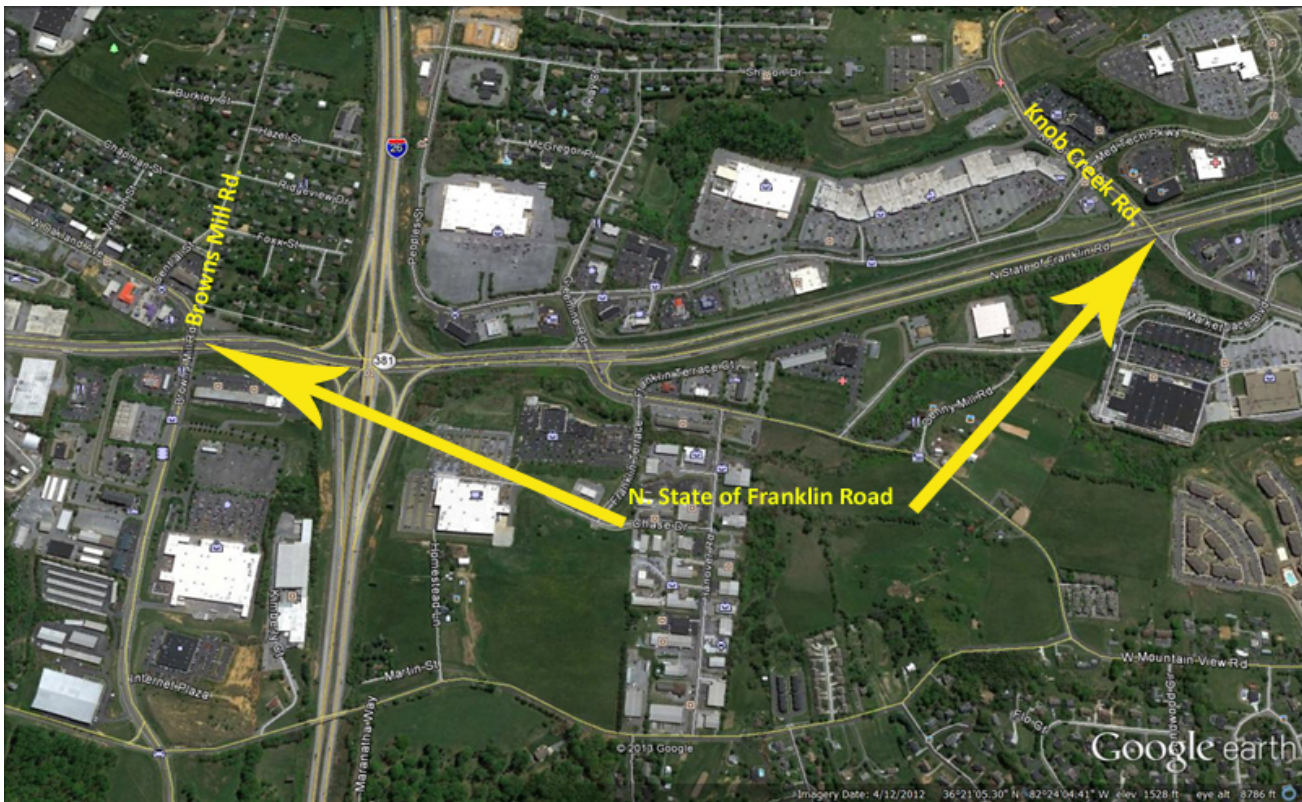


TIP #	2013-02	TDOT PIN#		PRIORITY	HIGH	LEAD AGENCY	Johnson City
COUNTY	Washington	LENGTH	1.6 mi.	LRTP#	Consistent with plan	CONFORMITY	Attainment
PROJECT NAME	Adaptive Signal Control on North State of Franklin / I-26 Corridor- Phase 1		TOTAL PROJECT COST	\$0			
TERMINI OR INTERSECTION	SR 381 corridor, with adjacent intersections, beginning at Knob Creek Road and ending at Browns Mill Road						
PROJECT DESCRIPTION	Phase 1: Add adaptive signal control on State of Franklin in the vicinity of I-26 to improve safety and reduce congestion.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
	PE-N	STP - Local	\$0	\$0	\$0.00	\$0.00
	PE-D	STP - Local	\$0	\$0	\$0.00	\$0.00
	CN	STP - Local	\$0	\$0	\$0.00	\$0.00

AMENDMENT #	3-12/10/15	ADJUSTMENT #		REMARKS	In previous 2011-2014 TIP Delay Project to another TIP
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Location Map



**Amended Page  
Delay Project**

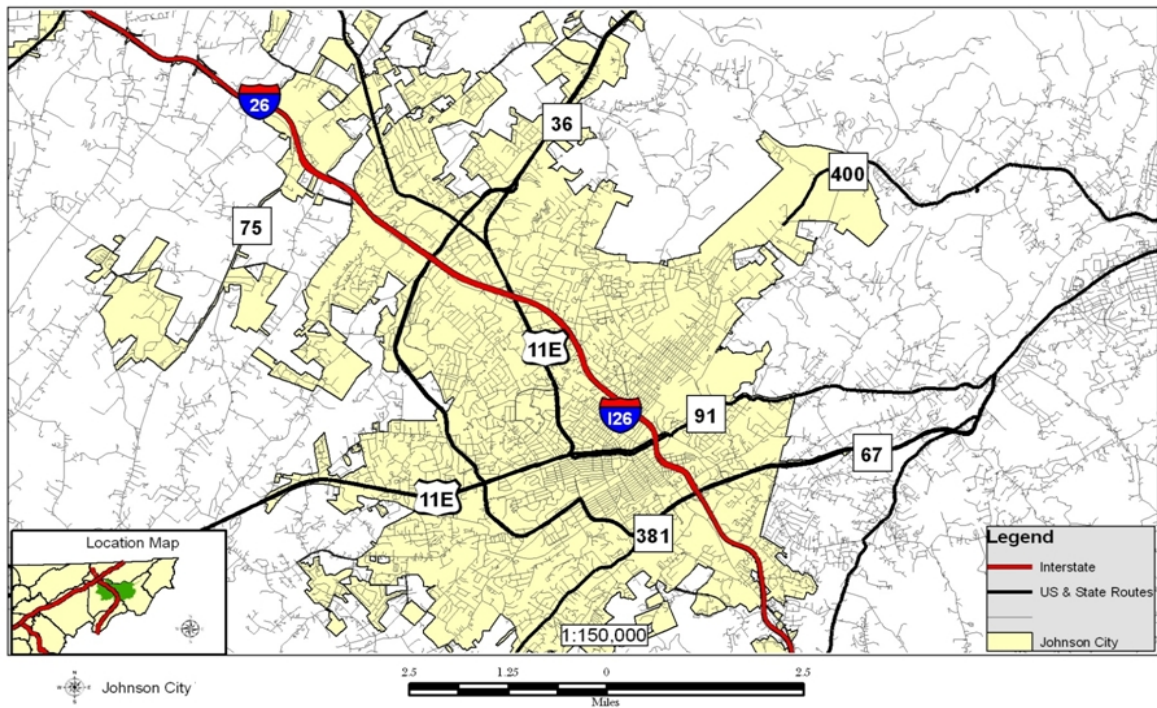
TIP #	2014-11	TDOT PIN#		PRIORITY	High	LEAD AGENCY	Johnson City
COUNTY/CITY	Washington/Johnson City	LENGTH	N/A	L RTP#	Consistent with plan	CONFORMITY	Attainment
PROJECT NAME	Adaptive Signal Control Phase 2		TOTAL PROJECT COST	\$0			
TERMINI OR INTERSECTION	Systemwide deployment to add adaptive signal control throughout the Johnson City Traffic Signal System.						
PROJECT DESCRIPTION	Phase 2: Deployment of real-time adaptive traffic signal control technologies (hardware and software) that will adjust to changing traffic conditions through out a 24/7 cycle.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
	PE-N	STP-Local	\$0	\$0		
	PE-D	STP-Local	\$0	\$0		
	CN	STP-Local	\$0	\$0		

AMENDMENT #	3-12/10/15	ADJUSTMENT #	6-9/24/14	REMARKS	Adaptive Singal Control Phase 2 Deploy Project to another TIP
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**Location Map**

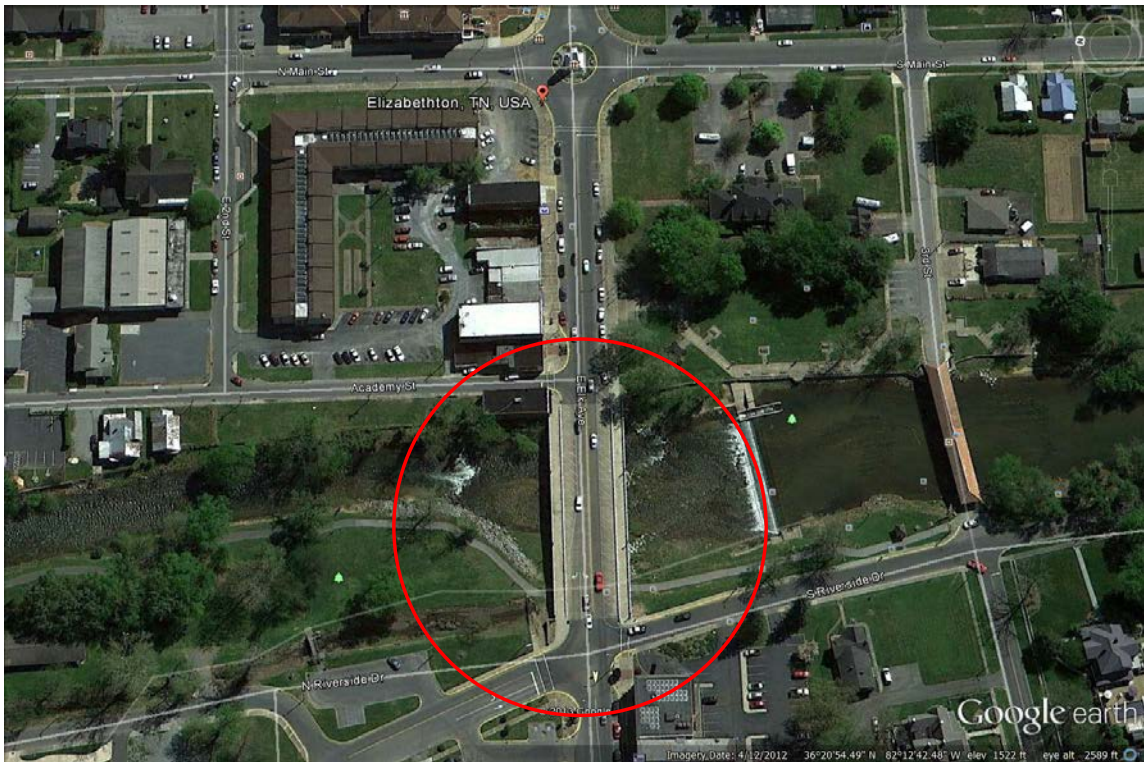


TIP #	2014-01	TDOT PIN#		PRIORITY	High	LEAD AGENCY	Elizabethton
COUNTY/CITY	Carter/Elizabethton	LENGTH	N/A	LRTP#	E+C Page 5-5	CONFORMITY	Attainment
PROJECT NAME	Elk Avenue Bridge Repair		TOTAL PROJECT COST	\$660,000			
TERMINI OR INTERSECTION	Elk Avenue Bridge repair over Doe River.						
PROJECT DESCRIPTION	Repair and Rehab the bridge due to deterioration.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2015	PE-N	STP-Local	\$15,000	\$12,000	\$0	\$3,000
2015	PE-D	STP-Local	\$45,000	\$36,000	\$0	\$9,000
2016	CN	STP-Local	\$600,000	\$480,000	\$0	\$120,000

AMENDMENT #		ADJUSTMENT #		REMARKS	
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**Location Map**



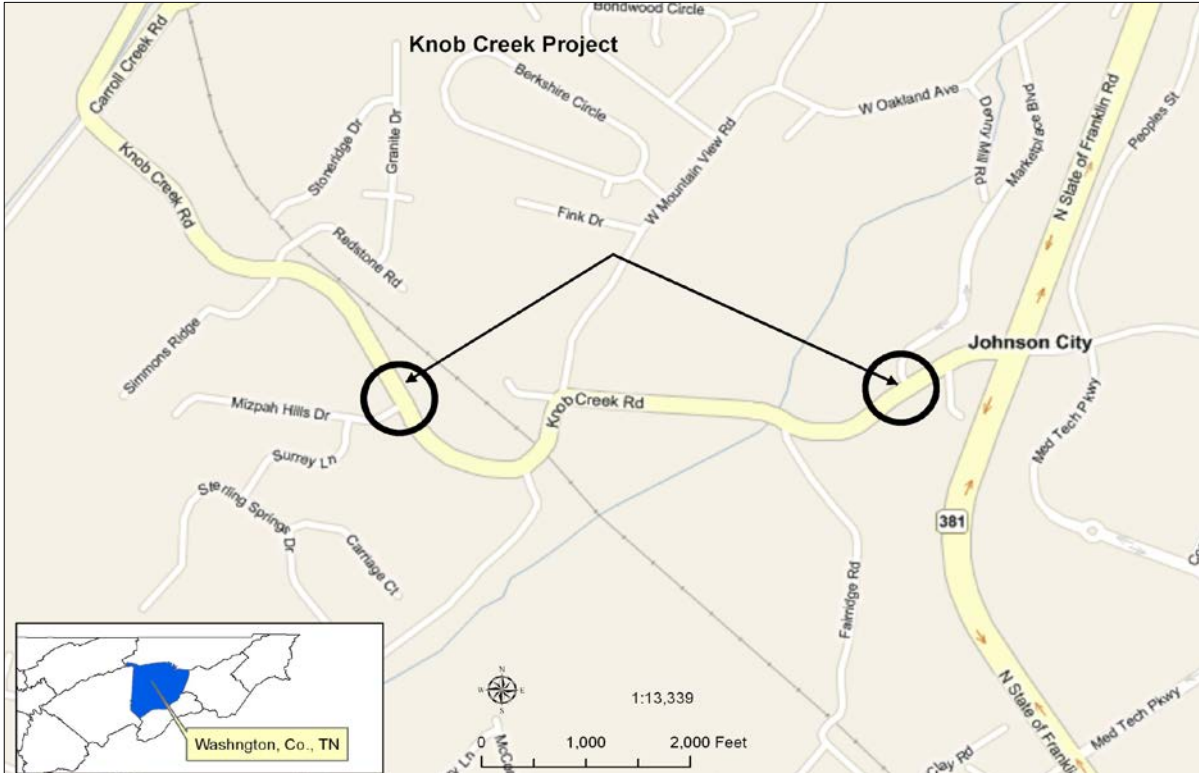


TIP #	2006-11	TDOT PIN#	102620.00	PRIORITY	High	LEAD AGENCY	TDOT
COUNTY/CITY	Washington/Johnson City	LENGTH	0.939	LRTP#	E+C Page 5- 5	CONFORMITY	Attainment
PROJECT NAME	Knob Creek Road Extension- Phase 1		TOTAL PROJECT COST	\$17,988,456			
TERMINI OR INTERSECTION	Knob Creek Road, from west of Mizpah Hill Drive to Market Place Blvd.						
PROJECT DESCRIPTION	Widen existing 2 lane road to five lanes with new alignment, and new construction including bridge over CSX rail.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	ROW	HPP	\$3,262,139	\$2,609,711	\$ -	\$652,428
2014	ROW	STP-Local	\$2,726,317	\$2,181,054	\$ -	\$545,263
2017	CN	STP-Local	\$1,757,000	\$1,405,600	\$ -	\$351,400

AMENDMENT #	3-12/10/15	ADJUSTMENT #	
REMARKS	In previous 2011-2014 TIP. (TN182/HPP-2904 TN212/HPP-4940) Delay CN Phase to another TIP		

### Location Map

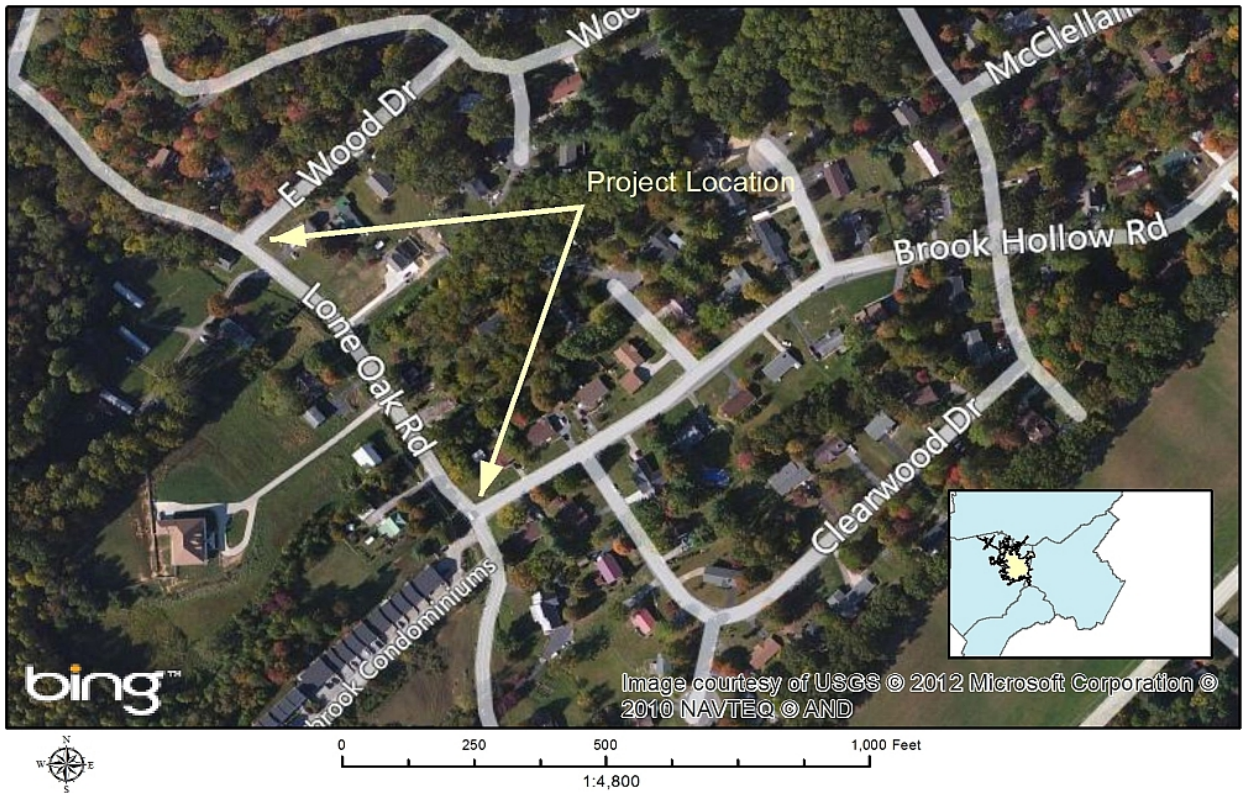


TIP #	2013-01	TDOT PIN#		PRIORITY	High	LEAD AGENCY	Johnson City
COUNTY/CITY	Washington/Johnson City	LENGTH	.12 miles	LRTP#	Consistent with plan	CONFORMITY	Attainment
PROJECT NAME	Cherokee Elementary School Walkway, Phase 1.		TOTAL PROJECT COST	\$170,000			
TERMINI OR INTERSECTION	Brook Hollow Rd to East Wood Drive						
PROJECT DESCRIPTION	Construction of a 10 foot concrete walkway from Cherokee Elementary School to Brook Hollow Road.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	CN	STP-Local	\$170,000	\$136,000	\$0	\$34,000

AMENDMENT #		ADJUSTMENT #		REMARKS	The PE-N, PE-D, and ROW are being funded with Safe Routes to School (SRTS) program funding and are included in the SRTS grouping.
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**Location Map**



TIP #	2010-04	TDOT PIN#		PRIORITY	HIGH	LEAD AGENCY	Johnson City
COUNTY	Washington	LENGTH	N/A	LRTP#	Consistent with plan	CONFORMITY	Attainment
PROJECT NAME	Traffic Circle for Greenline Rd.		TOTAL PROJECT COST	\$1,060,000			
TERMINI OR INTERSECTION	Intersection of Greenline Road and Peoples Street						
PROJECT DESCRIPTION	Installation of traffic circle at the intersection of Greenline Road and Peoples Street.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	PE-N	STP-Local	\$55,000	\$55,000		
2017	PE-D	STP-Local	\$55,000	\$55,000		

AMENDMENT #		ADJUSTMENT #		REMARKS	In previous 2011-2014 TIP.
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**Location Map**



TIP #	2012-01	TDOT PIN#	030313.04	PRIORITY	High	LEAD AGENCY	TDOT
COUNTY/CITY	Washington / Jonesborough	LENGTH	N/A	LRTP#	Consistent with plan	CONFORMITY	Attainment
PROJECT NAME	2nd Avenue Railroad Crossing Safety Project		TOTAL PROJECT COST	\$254,694			
TERMINI OR INTERSECTION	Intersection of 2nd avenue with Norfolk Southern railroad						
PROJECT DESCRIPTION	Install/upgrade railroad safety equipment including signals and gates.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	PE/ROW/CN	STP-Local	\$216,864	\$216,864	\$0	\$0
2014	CN	STP-Local	\$37,830	\$30,264	\$0	\$7,566

AMENDMENT #		ADJUSTMENT #	1- 2/10/14 9-7/20/15	REMARKS	
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Location Map



# SECTION-B

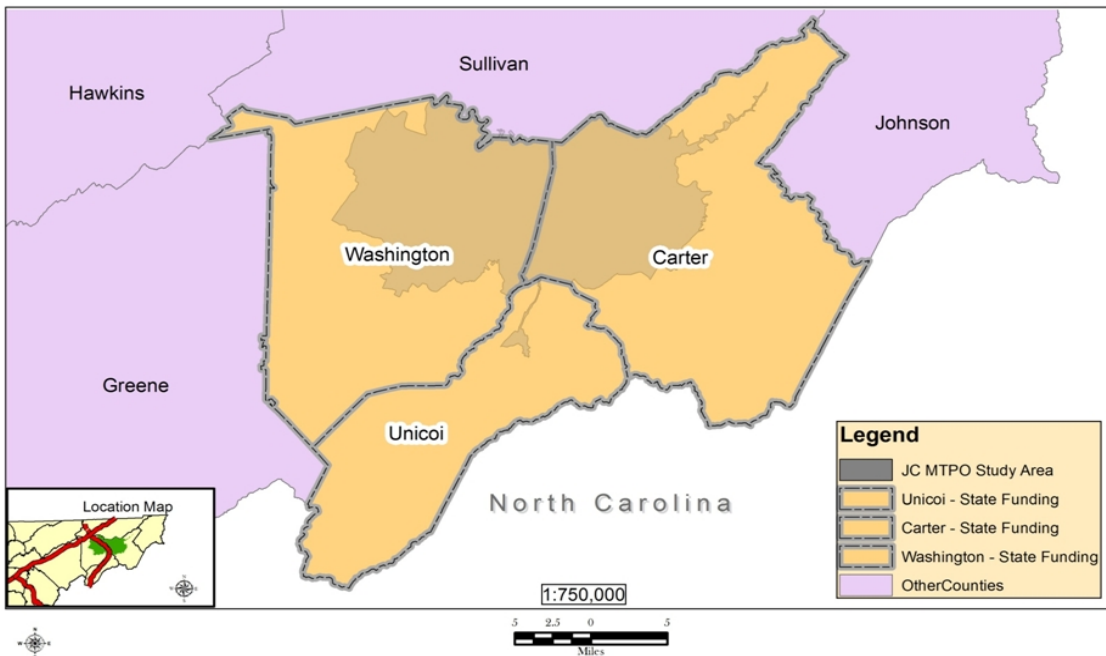
## STATE STP PROJECTS

TIP #	2014-02	TDOT PIN#		PRIORITY	High	LEAD AGENCY	TDOT
COUNTY	Washington/Carter/Unicoi		LENGTH		L RTP#	Consistent with plan	CONFORMITY Attainment
PROJECT NAME	Surface Transportation Program (STP) Grouping		TOTAL PROJECT COST	\$5,768,000			
TERMINI OR INTERSECTION	Johnson City MTPO						
PROJECT DESCRIPTION	SEE ATTACHMENT 1 FOR A MORE COMPREHENSIVE LIST OF ACTIVITIES INCLUDED BUT NOT LIMITED FOR ELIGIBILITY						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	PE, ROW, CONST	State-STP	\$1,300,000	\$1,040,000	\$260,000	\$0
2015	PE, ROW, CONST	State-STP	\$450,000	\$360,000	\$90,000	\$0
2016	PE, ROW, CONST	State-STP	\$3,918,000	\$3,134,400	\$783,600	\$0
2017	PE, ROW, CONST	State-STP	\$100,000	\$80,000	\$20,000	\$0

AMENDMENT #		ADJUSTMENT #	2- 3/27/14 3- 4/10/14 10-8/10/15 13-4/8/16	REMARKS	
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### Location Map



# SECTION-C

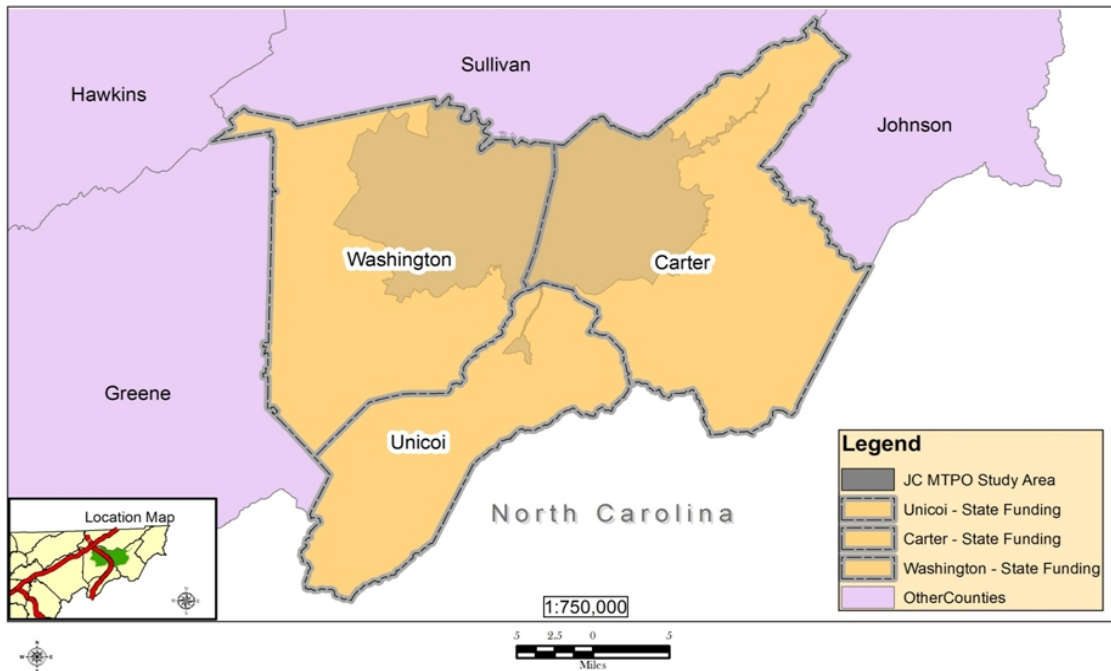
HIGHWAY SAFETY IMPROVEMENT PROGRAM

TIP #	2014-03	TDOT PIN#		PRIORITY	High	LEAD AGENCY	TDOT
COUNTY	Washington/Carter/Unicoi		LENGTH		LRTP#	Consistent with plan	CONFORMITY Attainment
PROJECT NAME	Highway Safety Improvement Program (HSIP) Grouping			TOTAL PROJECT COST	\$8,813,700		
TERMINI OR INTERSECTION	Johnson City MTPO- Safety (Highway Hazard Elimination)						
PROJECT DESCRIPTION	SEE ATTACHMENT 1 FOR A MORE COMPREHENSIVE LIST OF ACTIVITIES INCLUDED BUT NOT LIMITED FOR ELIGIBILITY						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	PE, ROW, CONST	HSIP	\$2,000,000	\$1,800,000	\$200,000	
2015	PE, ROW, CONST	HSIP	\$2,000,000	\$1,800,000	\$200,000	
2015	PE, ROW, CONST	PHSIP	\$100,000	\$100,000	\$0	
2016	PE, ROW, CONST	HSIP	\$2,000,000	\$1,800,000	\$200,000	
2016	PE, ROW, CONST	RPHSIP	\$613,700	\$490,960	\$122,740	
2016	PE, ROW, CONST	PHSIP	\$100,000	\$100,000	\$0	
2017	PE, ROW, CONST	HSIP	\$2,000,000	\$1,800,000	\$200,000	

AMENDMENT #		ADJUSTMENT #	2- 3/27/14 8- 4/1/15 15-7/8/16 19-8/5/16	REMARKS	
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Location Map





# SECTION-D

NATIONAL HIGHWAY PERFORMANCE PROGRAM

TIP #	2011-31	TDOT PIN#	112457.00	PRIORITY	HIGH	LEAD AGENCY	TDOT
COUNTY	Washington	LENGTH	0.63	LRTP#	E+C Page 5-5	CONFORMITY	Attainment
PROJECT NAME	I-26 EXIT 24		TOTAL PROJECT COST	\$5,302,965			
TERMINI OR INTERSECTION	Eastbound, from the end of the on-ramp from SR-91 to the interchange with SR-67 (U.S. 321)						
PROJECT DESCRIPTION	Grading, drainage, base and paving of an auxiliary lane on eastbound I-26, construct an auxiliary lane on SR-67 northbound, improvements to I-26 westbound off-ramp at SR-67, build retaining walls on I-26 and SR-67, modify the signal at the northbound SR-67 intersection with the westbound I-26 off-ramp, install lighting along eastbound I-26, pavement markings, seeding, traffic control devices, EPSC devices, etc.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2015	PE-D	NHPP	\$20,000	\$18,000	\$2,000	\$0
2016	ROW	NHPP	\$300,000	\$270,000	\$30,000	\$0
2016	CN	ACNHPP	\$4,800,000	\$0	\$4,800,000	\$0

AMENDMENT #	4-5/12/16	ADJUSTMENT #	7-9/29/14 14-5/27/16 18-8/24/16	REMARKS	
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Location Map

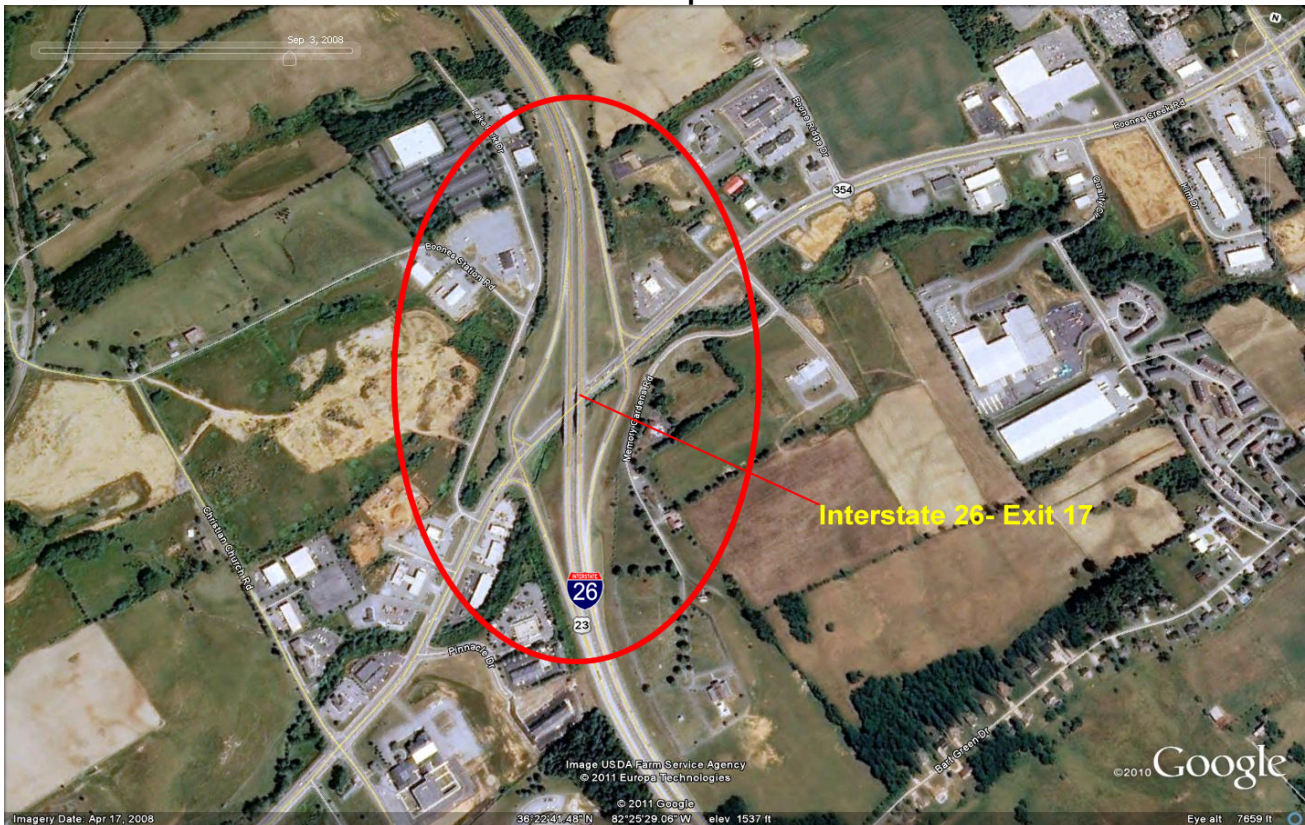


TIP #	2011-30	TDOT PIN#	112456.00	PRIORITY	HIGH	LEAD AGENCY	TDOT
COUNTY	Washington	LENGTH	0.8	L RTP#	E+C Page 5-5	CONFORMITY	Attainment
PROJECT NAME	I-26 EXIT 17		TOTAL PROJECT COST	\$10,000,000			
TERMINI OR INTERSECTION	Interchange at SR-354						
PROJECT DESCRIPTION	Interchange Modification						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	PE-D	NHPP	\$200,000	\$180,000	\$20,000	
2015	ROW	NHPP	\$500,000	\$450,000	\$50,000	

AMENDMENT #		ADJUSTMENT #		REMARKS	
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### Location Map

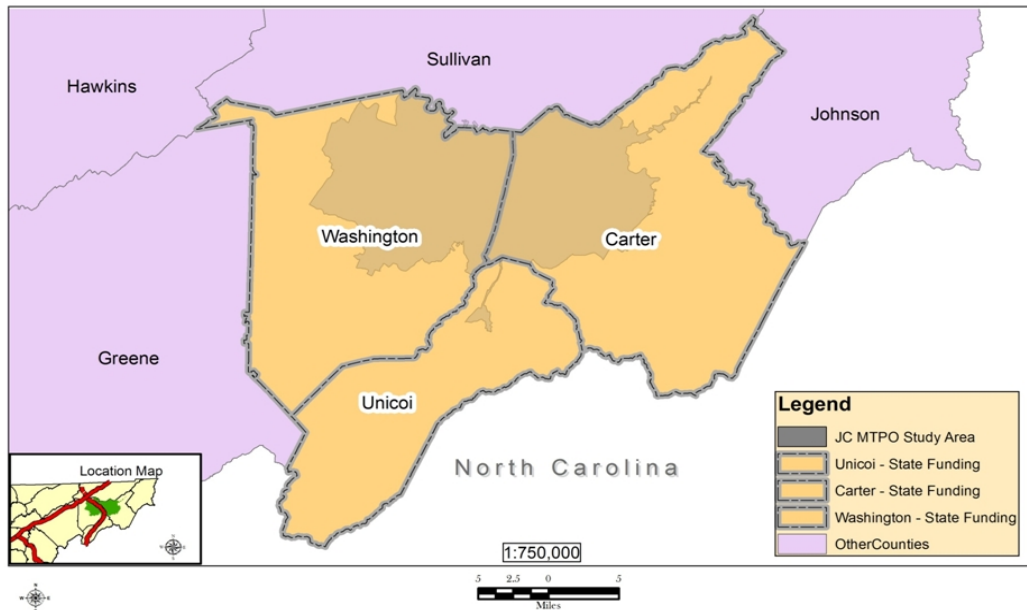


TIP #	2014-04	TDOT PIN#		PRIORITY		LEAD AGENCY	TDOT	
COUNTY	Washington/Carter/Unicoi	LENGTH		L RTP#		Consistent with plan	CONFORMITY	Attainment
PROJECT NAME	National Highway Performance Program (NHPP) Grouping		TOTAL PROJECT COST	\$15,850,000				
TERMINI OR INTERSECTION	Johnson City MTPO							
PROJECT DESCRIPTION	SEE ATTACHMENT 1 FOR A MORE COMPREHENSIVE LIST OF ACTIVITIES INCLUDED BUT NOT LIMITED FOR ELIGIBILITY							

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	PE, ROW, CONST	NHPP	\$100,000	\$80,000	\$20,000	
2015	PE, ROW, CONST	NHPP	\$100,000	\$80,000	\$20,000	
2016	PE, ROW, CONST	NHPP	\$7,750,000	\$6,200,000	\$1,550,000	
2016	PE, ROW, CONST	ACNHPP	\$4,800,000	\$0	\$4,800,000	
2017	PE, ROW, CONST	NHPP	\$3,100,000	\$2,480,000	\$620,000	

AMENDMENT #		ADJUSTMENT #	2- 3/27/14 12 -11/5/15 17-8/12/16 19-8/25/16	REMARKS	
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Location Map



# SECTION-E

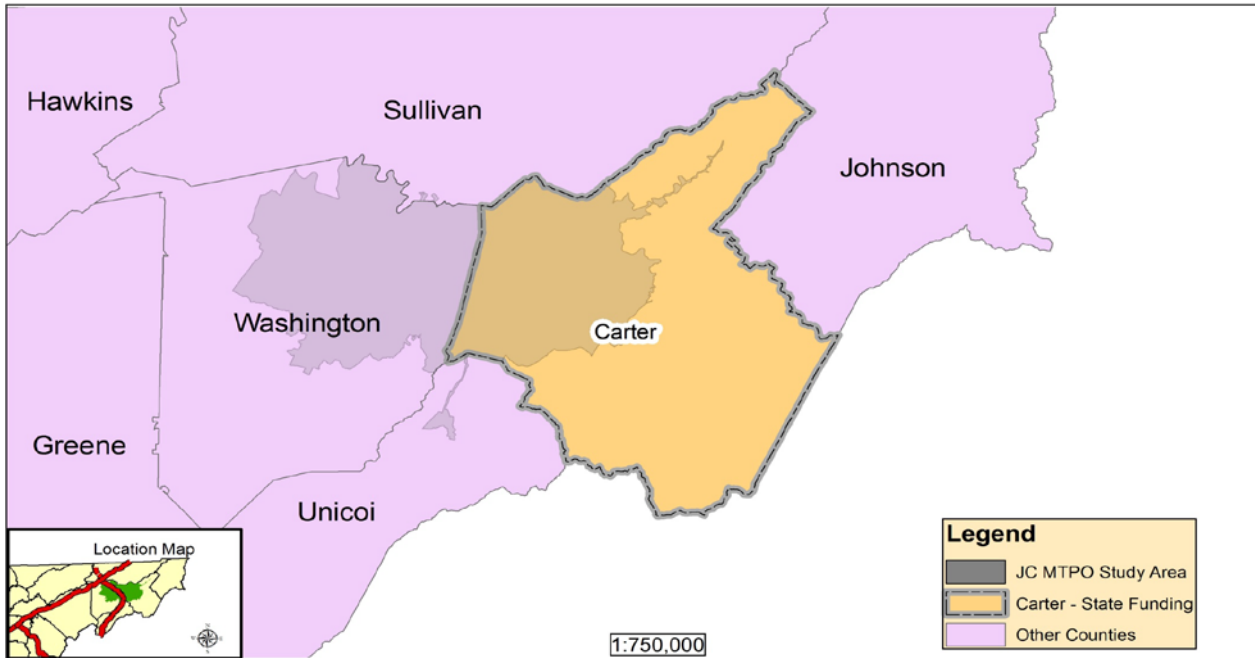
## HIGH PRIORITY PROJECTS

TIP #	2011-18	TDOT PIN#	117348.00	PRIORITY		LEAD AGENCY	Carter County
COUNTY	Carter	LENGTH		LRTP#	Consistent with plan	CONFORMITY	Attainment
PROJECT NAME	Carter Co. Streetscape Repair		TOTAL PROJECT COST	\$562,439			
TERMINI OR INTERSECTION	Carter County						
PROJECT DESCRIPTION	Improve streetscape and pavement repair. HPP ID # 4959						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	PE,CN,ROW	HPP	\$562,439	\$449,951		\$112,488
2015						
2016						
2017						

AMENDMENT #		ADJUSTMENT #		REMARKS	
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### Location Map



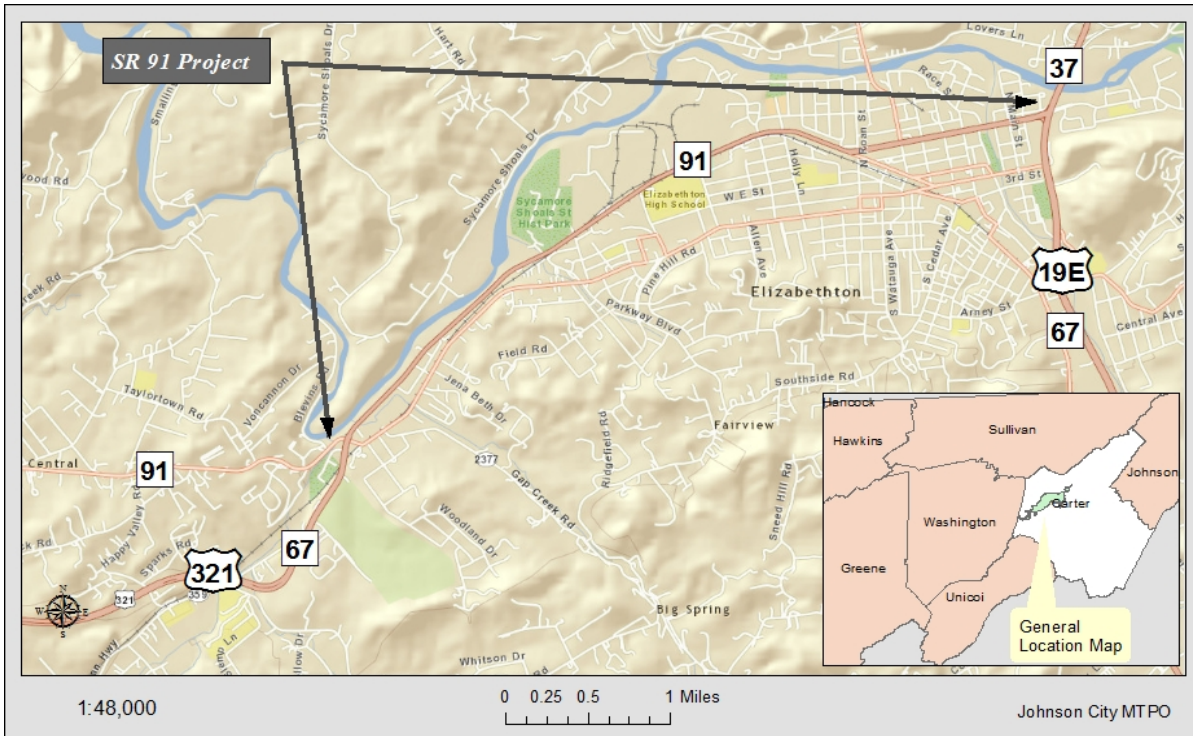
TIP #	2006-10	TDOT PIN#	43975.01	PRIORITY	High	LEAD AGENCY	TDOT
COUNTY	Carter	LENGTH	5	L RTP#	E+C Page 5-5	CONFORMITY Attainment	
PROJECT NAME	State Route (SR) 91 Extension		TOTAL PROJECT COST	\$24,700,000			
TERMINI OR INTERSECTION	HPP ID# TN024/TEA-21 Sec. 1602 SR 67-(US 321) to SR-37 (US -19E)			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

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	ROW	HPP	\$5,578,589	\$4,462,871	\$1,115,718	

AMENDMENT #		ADJUSTMENT #		REMARKS	
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### Location Map

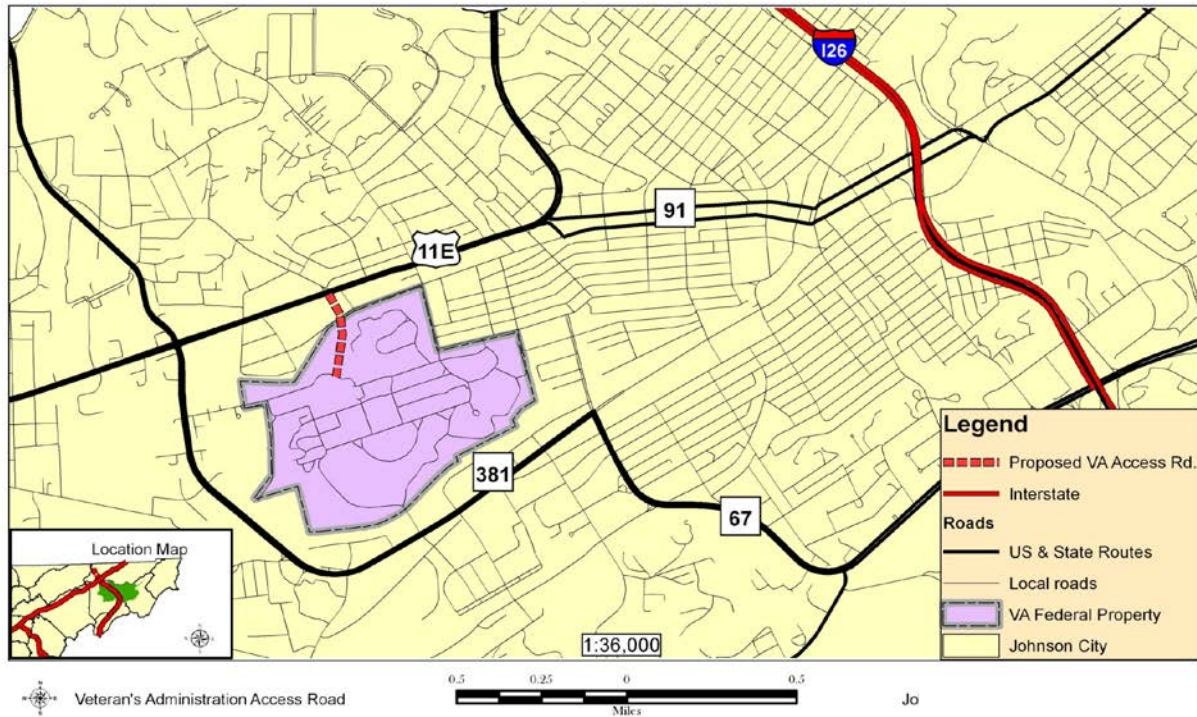


TIP #	2006-12	TDOT PIN#	102618.00	PRIORITY	High	LEAD AGENCY	TDOT / Veterans Admin.
COUNTY	Washington	LENGTH		L RTP#	E+C; 9 page 7-21	CONFORMITY	Attainment
PROJECT NAME	VA Hospital Connector		TOTAL PROJECT COST	\$3,866,700			
TERMINI OR INTERSECTION	W. Markert St (US 11E) to VA Hospital						
PROJECT DESCRIPTION	Construct a new 2-lane access road.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	CN, PM	FLAP	\$765,000	\$612,000		\$153,000
2015	CN	HPP	\$722,000	\$577,600	\$ -	\$144,400
2015	CN	TCSP	\$35,000	\$35,000	\$ -	\$ -

AMENDMENT #	1 - 10/9/14 2 - 8/13/15	ADJUSTMENT #		REMARKS	TN-228/ HPP-4956/TC03(004)
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Location Map





# SECTION-F

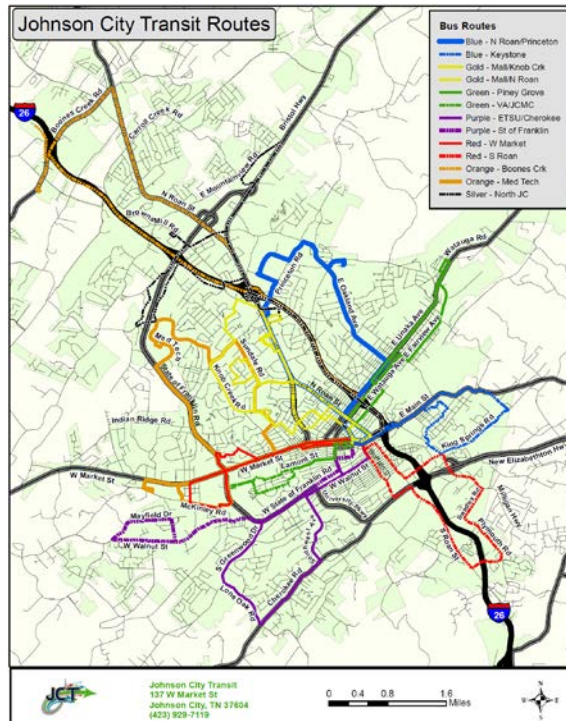
## TRANSIT PROJECTS

TIP #	2014-05	TDOT PIN#		PRIORITY		LEAD AGENCY	Johnson City Transit
COUNTY	Washington	LENGTH	N/A	L RTP#	Consistent with plan	CONFORMITY	Attainment
PROJECT NAME	Operating Expenses		TOTAL PROJECT COST	\$11,775,000			
TERMINI OR INTERSECTION	City of Johnson City, Tennessee						
PROJECT DESCRIPTION	Daily operating of fixed route and demand response service (including employees' wages, fuel and oil, insurance, radio communications, operating supplies, and utilities) and capitalized ADA complementary paratransit service.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	OP	5307	\$2,750,000	\$1,375,000	\$463,000	\$912,000
2015	OP	5307	\$2,775,000	\$1,455,000	\$624,500	\$695,500
2016	OP	5307	\$3,100,000	\$1,550,000	\$672,000	\$878,000
2017	OP	5307	\$3,150,000	\$1,575,000	\$685,000	\$890,000

AMENDMENT #		ADJUSTMENT #	5-6/6/14	REMARKS	OP - Operating
				6/6/14: FY 2015 funds have been adjusted to include \$225,000 for capitalized ADA complementary paratransit service, with a funding ratio of 80% federal, 10% state & 10% local, which reduced the overall cost. FY 2016 & 2017 funds were adjusted to reflect additional state funding.	

Location Map

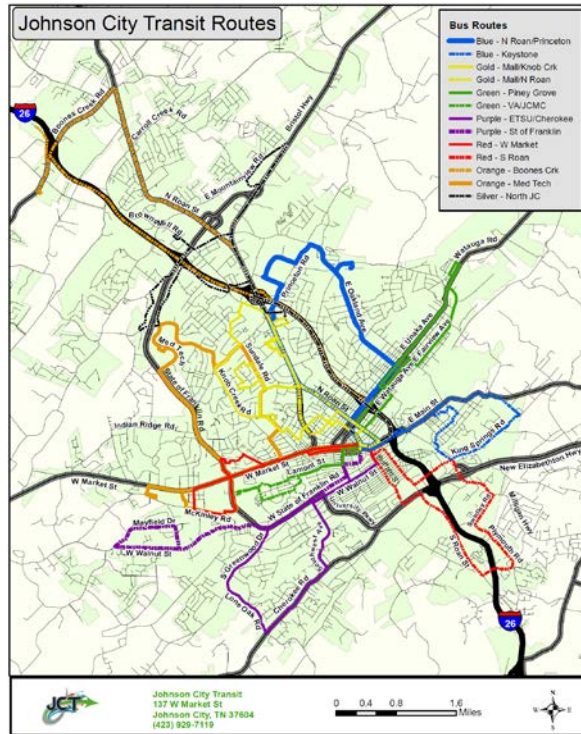


TIP #	2014-06	TDOT PIN#		PRIORITY		LEAD AGENCY	Johnson City Transit	
COUNTY	Washington	LENGTH	N/A	L RTP#	Consistent with plan	CONFORMITY	Attainment	
PROJECT NAME	Capital Expenses		TOTAL PROJECT COST	\$1,432,500				
TERMINI OR INTERSECTION	City of Johnson City, Tennessee							
PROJECT DESCRIPTION	Capitalized Preventive Maintenance (labor, parts, and periodic routine services) and other capital, including support equipment, associated capital, passenger waiting shelters, and bus stop signs							

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	CAP	5307	\$437,500	\$350,000	\$43,750	\$43,750
2015	CAP	5307	\$487,500	\$390,000	\$48,750	\$48,750
2016	CAP	5307	\$187,500	\$150,000	\$18,750	\$18,750
2017	CAP	5307	\$320,000	\$256,000	\$32,000	\$32,000

AMENDMENT #		ADJUSTMENT #	5-6/6/14 20-8/25/16	REMARKS	CAP - Capital 6/6/14: FY 2015 funds have been adjusted to reflect additional 5307 funding. 8/25/16: FY 2017 funds have been adjusted to reflect an increase in budgeted capital.
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Location Map

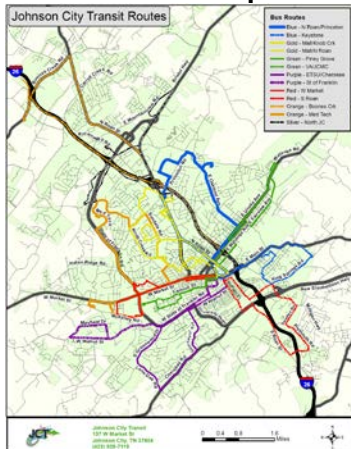


TIP #	2014-07	TDOT PIN#		PRIORITY		LEAD AGENCY	Johnson City Transit
COUNTY	Washington	LENGTH	N/A	L RTP#	Consistent with plan	CONFORMITY	Attainment
PROJECT NAME	Para-Transit Vehicles/Buses/Technology		TOTAL PROJECT COST	\$2,706,085			
TERMINI OR INTERSECTION	City of Johnson City, Tennessee						
PROJECT DESCRIPTION	Purchase of paratransit vehicles, shop equipment, buses, and/or technology systems						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	PUR	5307 - Flex	\$778,125	\$622,500	\$77,812	\$77,813
2014	PUR	5307	\$0	\$0	\$0	\$0
2014	PUR	5309	\$86,964	\$72,180	\$7,392	\$7,392
2014	PUR	5337	\$257,000	\$213,310	\$21,845	\$21,845
2015	PUR	5307 - Flex	\$0	\$0	\$0	\$0
2015	PUR	5307	\$300,000	\$249,000	\$25,500	\$25,500
2015	PUR	5309	\$0	\$0	\$0	\$0
2015	PUR	5337	\$0	\$0	\$0	\$0
2016	PUR	5307 - Flex	\$0	\$0	\$0	\$0
2016	PUR	5307	\$241,000	\$200,000	\$20,500	\$20,500
2016	PUR	5309	\$0	\$0	\$0	\$0
2016	PUR	5337	\$0	\$0	\$0	\$0
2017	PUR	5307 - Flex	\$0	\$0	\$0	\$0
2017	PUR	5307	\$241,000	\$200,000	\$20,500	\$20,500
2017	PUR	5309	\$0	\$0	\$0	\$0
2017	PUR	5339	\$801,996	\$670,038	\$65,979	\$65,979

AMENDMENT #	5-8/25/16	ADJUSTMENT #	5-6/6/14	<p><b>Remarks:</b>          PUR - Purchases          6/6/14 - STP-Local funds in the amount of \$622,500 (federal amount) are being transferred from FHWA to FTA as flex funds for FY 2014. The funding ratio was adjusted to 80% federal, 10% state &amp; 10% local. Also for FY 2014, additional 5309 funding was added after receiving a grant from the state, with a funding ratio of 83% federal, 8.5% state &amp; 8.5% local.          8/25/16 - To reflect 5339 bus and bus facilities capital grant funding. The funds will be used for purchasing up to four (4) replacement buses, two (2) above ground lifts, and to expand the existing technology system for demand response vehicles.</p>
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**Location Map**

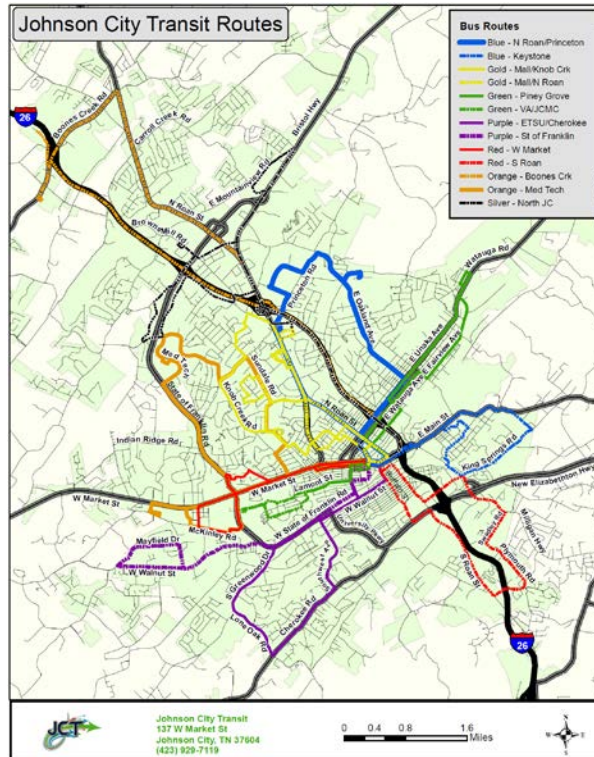


TIP #	2014-08	TDOT PIN#		PRIORITY		LEAD AGENCY	Johnson City Transit
COUNTY	Washington	LENGTH	N/A	L RTP#	Consistent with plan	CONFORMITY	Attainment
PROJECT NAME	Enhanced Mobility of Seniors and Individuals with Disabilities Program		TOTAL PROJECT COST	\$868,674			
TERMINI OR INTERSECTION	City of Johnson City, Tennessee						
PROJECT DESCRIPTION	Funds operating assistance, capital purchases, and program administration of Enhanced Mobility of Seniors and Individuals with Disabilities Program (formerly New Freedom) route service						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	OP	5310	\$0	\$0	\$0	\$0
2014	PUR	5310	\$0	\$0	\$0	\$0
2015	OP	5310	\$200,000	\$100,000	\$50,000	\$50,000
2015	PUR	5310	\$168,674	\$140,000	\$14,337	\$14,337
2016	OP	5310	\$250,000	\$125,000	\$62,500	\$62,500
2016	PUR	5310	\$0	\$0	\$0	\$0
2017	OP	5310	\$250,000	\$125,000	\$62,500	\$62,500
2017	PUR	5310	\$0	\$0	\$0	\$0

AMENDMENT #		ADJUSTMENT #	5-6/6/14	REMARKS	<p>OP - Operating PUR - Purchases</p> <p>6/6/14 - FY 2015, funds were adjusted to reflect additional funding from the state, with a funding ratio of 83% federal, 8.5% state &amp; 8.5% local.</p>
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Location Map

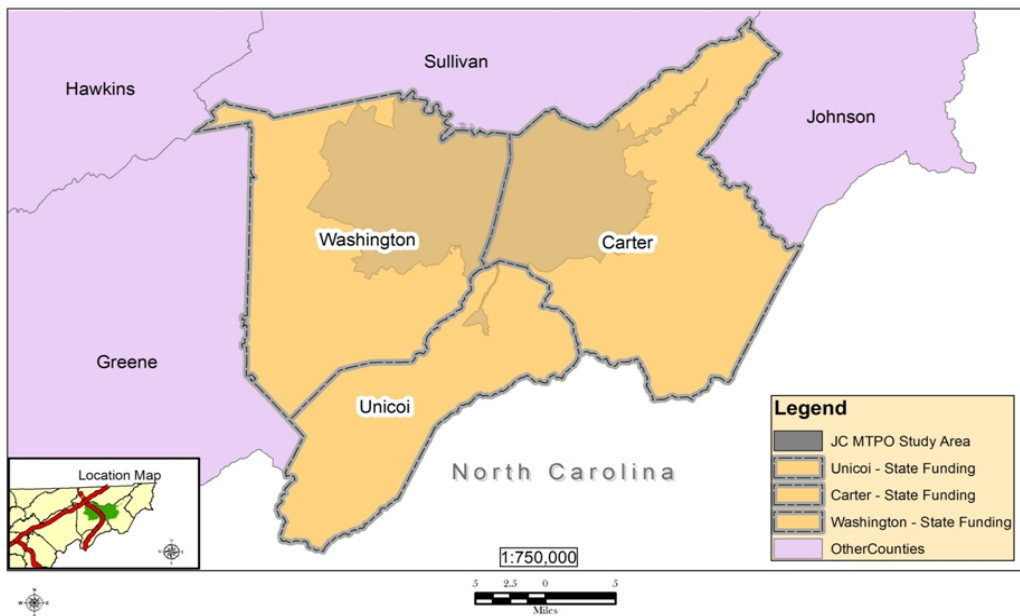


TIP #	2014-13	TDOT PIN#		PRIORITY		LEAD AGENCY	Dawn of Hope	
COUNTY	Washington/Carter/ Unicoi		LENGTH	N/A	L RTP#	Consistent with plan	CONFORMITY	Attainment
PROJECT NAME	Dawn of Hope Minivan Purchase		TOTAL PROJECT COST	\$65,948				
TERMINI OR INTERSECTION	Purchase of Minivans. Directly benefits transportation needs of ADA clients in the JCMTPO region.							
PROJECT DESCRIPTION	Purchase of two (2) lowered floor minivan vehicles.							

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	PUR	5310	\$65,948	\$52,758	\$ 6,595	\$6,595

AMENDMENT #	1 - 10/9/14	ADJUSTMENT #		REMARKS	PUR - Purchases
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Location Map



# SECTION-G

## TRANSPORTATION ALTERNATIVE

**This section includes carryover funding from Enhancement and Safe Routes to School programs from the previous FY 2011-2014 TIP.**

TIP #  TDOT PIN#  PRIORITY  LEAD AGENCY

COUNTY/CITY  LENGTH  LRTP#  CONFORMITY

PROJECT NAME  TOTAL PROJECT COST

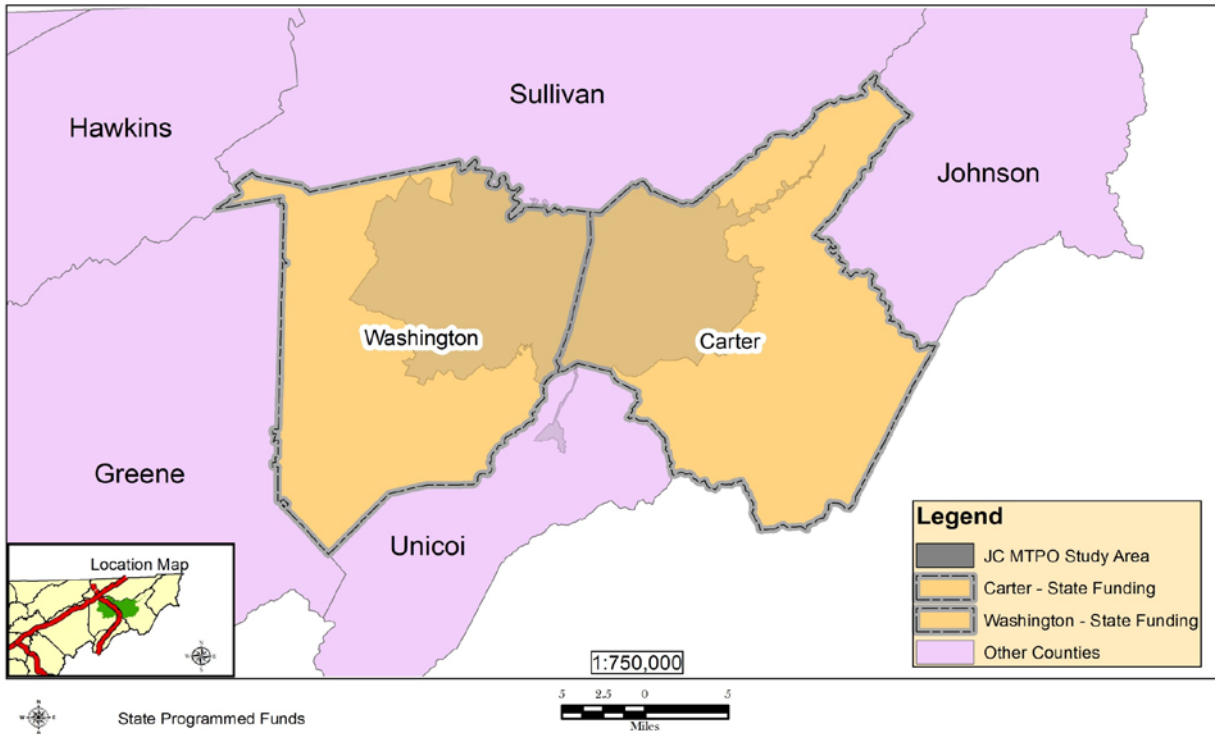
TERMINI OR INTERSECTION

PROJECT DESCRIPTION

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	PE, ROW, CN	TE	\$830,000	\$664,000		\$166,000

AMENDMENT #  ADJUSTMENT #  REMARKS

**Location Map**



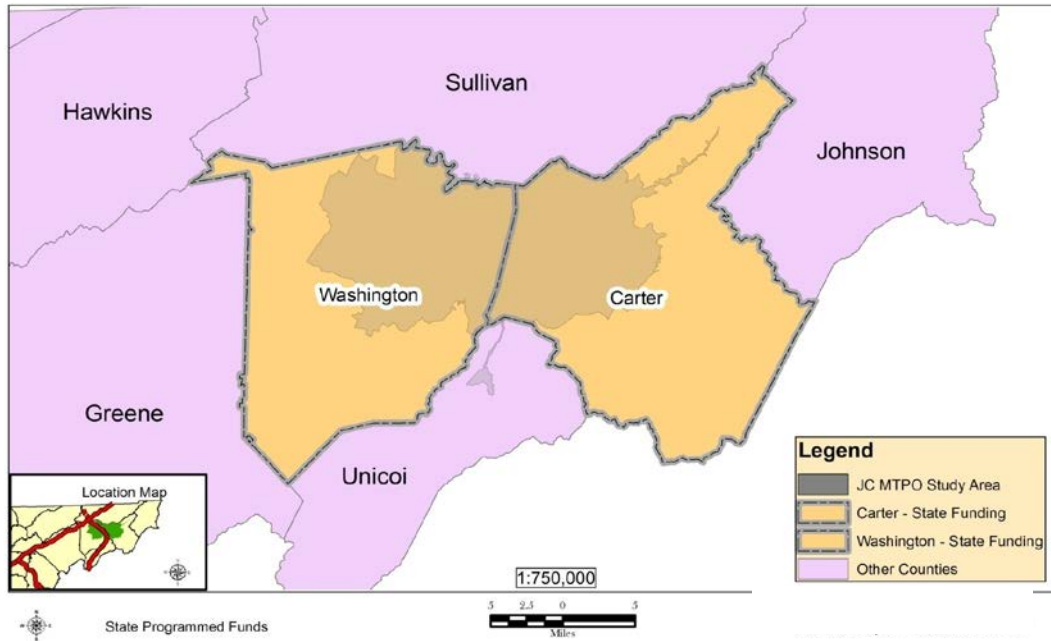


TIP #	2014-10	TDOT PIN#		PRIORITY		LEAD AGENCY	Local Jurisdictions
COUNTY/CITY	Washington/Carter/Unicoi	LENGTH		LRTP#	Consistent with plan	CONFORMITY	Attainment
PROJECT NAME	Safe Routes to School Grouping (SRTS)	TOTAL PROJECT COST	\$500,000				
TERMINI OR INTERSECTION	Johnson City MTPO Planning Area						
PROJECT DESCRIPTION	See Attachment 1 for a more comprehensive list of activities included, but not limited for eligibility.						

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	PE, ROW, CN	SRTS	\$500,000	\$500,000		

AMENDMENT #		ADJUSTMENT #		REMARKS	Existing Grouping from 2011-2014 TIP.
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**Location Map**



# SECTION-H

## SUMMARY TABLES

**Johnson City MTPO FY 2014 - 2017 TIP**

**Highway Funding Summary**

Tables reflect Year of Expenditure Dollars and a 2.5% inflation rate was used.

Highway Totals for FY 2014					
Funding Source	Total Programmed Funds	Available Federal Funds	Available State Funds	Available Local Funds	Unprogrammed Balance
HPP	\$9,403,167	\$7,522,533	\$1,115,718	\$764,916	\$0
NHPP	\$300,000	\$260,000	\$40,000	\$0	\$0
STP (State)	\$1,300,000	\$1,040,000	\$260,000	\$0	\$0
STP (Local)*	\$5,354,317	\$4,775,054	\$0	\$579,263	\$4,728,121
HSIP	\$2,000,000	\$1,800,000	\$200,000	\$0	\$0
TE	\$830,000	\$664,000	\$0	\$166,000	\$0
Safe Routes to School	\$500,000	\$500,000	\$0	\$0	\$0
Oper. & Maint.	\$13,916,957	\$0	\$0	\$13,916,957	\$0
FLAP	\$765,000	\$612,000	\$0	\$153,000	\$0
<b>Totals:</b>	<b>\$34,369,441</b>	<b>\$17,173,587</b>	<b>\$1,615,718</b>	<b>\$15,580,136</b>	<b>\$4,728,121</b>

\* A total of \$622,500 in STP (Local) Federal Funds will be flexed for transit use in FY 2014. These funds have been deducted from the STP (Local) balance and are only shown in the Transit Summary - not in the Highway Summary.

Highway Totals for FY 2015					
Funding Source	Total Programmed Funds	Available Federal Funds	Available State Funds	Available Local Funds	Unprogrammed Balance
HPP	\$722,892	\$578,313	\$0	\$144,579	\$0
NHPP	\$620,000	\$548,000	\$72,000	\$0	\$0
STP (State)	\$450,000	\$360,000	\$90,000	\$0	\$0
STP (Local)	\$664,694	\$575,128	\$0	\$89,566	\$5,634,780
HSIP	\$2,000,000	\$1,800,000	\$200,000	\$0	\$0
PHSIP	\$100,000	\$100,000	\$0	\$0	\$0
TCSP	\$35,000	\$35,000	\$0	\$0	\$0
TE	\$0	\$0	\$0	\$0	\$0
Safe Routes to School	\$0	\$0	\$0	\$0	\$0
Oper. & Maint.	\$14,056,127	\$0	\$0	\$14,056,127	\$0
FLAP	\$0	\$0	\$0	\$0	\$0
<b>Totals:</b>	<b>\$18,648,713</b>	<b>\$3,996,441</b>	<b>\$362,000</b>	<b>\$14,290,272</b>	<b>\$5,634,780</b>

Highway Totals for FY 2016					
Funding Source	Total Programmed Funds	Available Federal Funds	Available State Funds	Available Local Funds	Unprogrammed Balance
HPP	\$0	\$0	\$0	\$0	\$0
NHPP/ACNHPP	\$17,650,000	\$6,470,000	\$11,180,000	\$0	\$0
STP (State)	\$3,918,000	\$3,134,400	\$783,600	\$0	\$0
<b>STP (Local)</b>	<b>\$6,823,000</b>	<b>\$5,718,400</b>	<b>\$0</b>	<b>\$1,104,600</b>	<b>\$1,416,567</b>
HSIP	\$2,000,000	\$1,800,000	\$200,000	\$0	\$0
RPHSIP	\$613,700	\$490,960	\$122,740	\$0	\$0
PHSIP	\$100,000	\$100,000	\$0	\$0	\$0
TCSP	\$0	\$0	\$0	\$0	\$0
TE	\$0	\$0	\$0	\$0	\$0
Safe Routes to School	\$0	\$0	\$0	\$0	\$0
Oper. & Maint.	\$14,196,689	\$0	\$0	\$14,196,689	\$0
FLAP	\$0	\$0	\$0	\$0	\$0
<b>Totals:</b>	<b>\$45,301,389</b>	<b>\$17,713,760</b>	<b>\$12,286,340</b>	<b>\$15,301,289</b>	<b>\$1,416,567</b>

Highway Totals for FY 2017					
Funding Source	Total Programmed Funds	Available Federal Funds	Available State Funds	Available Local Funds	Unprogrammed Balance
HPP	\$0	\$0	\$0	\$0	\$0
NHPP	\$3,100,000	\$2,480,000	\$620,000	\$0	\$0
STP (State)	\$100,000	\$80,000	\$20,000	\$0	\$0
STP (Local)	\$1,867,000	\$1,515,600	\$0	\$351,400	\$1,382,754
HSIP	\$2,000,000	\$1,800,000	\$200,000	\$0	\$0
TCSP	\$0	\$0	\$0	\$0	\$0
TE	\$0	\$0	\$0	\$0	\$0
Safe Routes to School	\$0	\$0	\$0	\$0	\$0
Oper. & Maint.	\$14,338,656	\$0	\$0	\$14,338,656	\$0
FLAP	\$0	\$0	\$0	\$0	\$0
<b>Totals:</b>	<b>\$21,405,656</b>	<b>\$5,875,600</b>	<b>\$840,000</b>	<b>\$14,690,056</b>	<b>\$1,382,754</b>

**Johnson City MTPO  
2014 - 2017 TIP  
STP (Local) - Federal Funds Summary**

2014		
Carryover Balance		\$8,643,888
Allocation	+	\$1,481,787
Total Funds Available	=	\$10,125,675
Projects*	-	\$5,397,554
<b>Remaining 2014</b>	<b>=</b>	<b>\$4,728,121</b>

2015		
Carryover Balance		\$4,728,121
Allocation	+	\$1,481,787
Total Funds Available	=	\$6,209,908
Projects	-	\$575,128
<b>Remaining 2015</b>	<b>=</b>	<b>\$5,634,780</b>

2016		
Carryover Balance		\$5,634,780
Allocation	+	\$1,481,787
Total Funds Available	=	\$7,116,567
Projects	-	\$5,718,400
<b>Remaining 2016</b>	<b>=</b>	<b>\$1,398,167</b>

2017		
Carryover Balance		\$1,398,167
Allocation	+	\$1,481,787
Total Funds Available	=	\$2,879,954
Projects	-	\$1,515,600
<b>Remaining 2017</b>	<b>=</b>	<b>\$1,364,354</b>

\* In addition to programmed projects of \$4,775,054, a total of \$622,500 in STP (Local) Federal Funds will be flexed for transit use in FY 2014.

## Transit Summary

	FY 2014				FY 2015			
	Federal	State	Local	Total	Federal	State	Local	Total
Anticipated Revenue	\$ 2,738,507	\$ 626,989	\$ 1,075,990	\$ 4,441,485	\$ 2,334,000	\$ 763,087	\$ 834,087	\$ 3,931,174
5307 - Operating	\$ 1,375,000	\$ 463,000	\$ 912,000	\$ 2,750,000	\$ 1,455,000	\$ 624,500	\$ 695,500	\$ 2,775,000
5307 - Capital	\$ 350,000	\$ 43,750	\$ 43,750	\$ 437,500	\$ 390,000	\$ 48,750	\$ 48,750	\$ 487,500
5307 - Flex-Purchases*	\$ 622,500	\$ 77,812	\$ 77,813	\$ 778,125	\$ -	\$ -	\$ -	\$ -
5307 - Purchases	\$ -	\$ -	\$ -	\$ -	\$ 249,000	\$ 25,500	\$ 25,500	\$ 300,000
5309 - Purchases	\$ 72,180	\$ 7,392	\$ 7,392	\$ 86,964	\$ -	\$ -	\$ -	\$ -
5337 - Purchases	\$ 213,310	\$ 21,845	\$ 21,845	\$ 257,000	\$ -	\$ -	\$ -	\$ -
5310 - Operating	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 50,000	\$ 50,000	\$ 200,000
5310 - Purchases**	\$ 105,517	\$ 13,190	\$ 13,190	\$ 131,896	\$ 140,000	\$ 14,337	\$ 14,337	\$ 168,674
Programmed Expenditures	\$ 2,738,507	\$ 626,989	\$ 1,075,990	\$ 4,441,485	\$ 2,334,000	\$ 763,087	\$ 834,087	\$ 3,931,174
Ending Balance								

	FY 2016				FY 2017			
	Federal	State	Local	Total	Federal	State	Local	Total
Anticipated Revenue	\$ 2,025,000	\$ 773,750	\$ 979,750	\$ 3,778,500	\$ 2,826,039	\$ 865,979	\$ 1,070,979	\$ 4,762,997
5307 - Operating	\$ 1,550,000	\$ 672,000	\$ 878,000	\$ 3,100,000	\$ 1,575,000	\$ 685,000	\$ 890,000	\$ 3,150,000
5307 - Capital	\$ 150,000	\$ 18,750	\$ 18,750	\$ 187,500	\$ 256,000	\$ 32,000	\$ 32,000	\$ 320,000
5307-Flex-Purchases	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5307 - Purchases	\$ 200,000	\$ 20,500	\$ 20,500	\$ 241,000	\$ 200,000	\$ 20,500	\$ 20,500	\$ 241,000
5309 - Purchases	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5339 - Purchases	\$ -	\$ -	\$ -	\$ -	\$ 670,039	\$ 65,979	\$ 65,979	\$ 801,996
5310 - Operating	\$ 125,000	\$ 62,500	\$ 62,500	\$ 250,000	\$ 125,000	\$ 62,500	\$ 62,500	\$ 250,000
5310 - Purchases	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed Expenditures	\$ 2,025,000	\$ 773,750	\$ 979,750	\$ 3,778,500	\$ 2,826,039	\$ 865,979	\$ 1,070,979	\$ 4,762,996
Ending Balance								

\* Note: \*A total of \$622,500 in STP (Local) Federal Funds will be flexed for transit use in FY 2014. These funds have been deducted from the STP (Local) balance and are only shown in the Transit Summary - not in the Highway Summary.

\*\* Note: 5310 - Purchases for FY 2014 are for Dawn of Hope.

# SECTION-I

Appendix- Public Comments